

**LATE DISTRIBUTION**

DATE 11-9-10

Submitted by Nadine Petty  
Lindell Price  
#4 10-1022  
at Board Hearing of 11/9/10

**Cambridge Road and Oxford Road, Cameron Park**

11-9-10  
#4

Propose Class II Bike Path vs. Propose Bike Class III Path

I am a resident of Cameron Park / Shingle Springs; I care deeply about my community! I care about the direction of the community growth, Safety, Air quality, Congestion of traffic, Non –Motorized Transportation and positive growth.

My understanding of EDC Bicycle Transportation Plan, Non- Motorized Planning is to give the public an alternate avenue to move about in high populated areas without using motorized vehicles.

Cameron Park / Shingle Springs using their shared zip code, is the third largest populated area in the El Dorado County, behind Tahoe, and El Dorado Hills according to the 2000 census.

The main thoroughfare through Cameron Park; Cameron Park Dr, Cambridge Rd, Oxford Rd, Meder Rd, Country Club Dr, Couch Lane, and Green valley Rd.

The Shingle Springs main thoroughfares connecting into Cameron Park; Durock Rd, Ponderosa Rd, Meder Rd, Mother Lode Dr, and South Shingle Rd.

These major arteries through the community are a vital part of the community. With your help we could create a class I or class II bike path to provide safe non-motorized means to move about our communities. We are grateful for the propose Class II Bike Paths that you already submitted for review.

The Current El Dorado County Transportation Commission Updated Plan that is in public review at this time shows Cambridge Dr. and Oxford Rd as a Class III Bike Path. Could you please look at these two roadways again for the possibility of reclassification to a class II bike path?

I understand there are limitations on what can be done with setback, encroachment laws, and other guidelines. If there is any possibility to make improvements on these two Roadways, it would improve the community overall. Giving the community safe routes to Schools, Parks, Shopping and Park and Rides. "Four (4) parks off of Cambridge Rd"; I also understand funds are limited; maybe we can get help through Grants. (Air Quality Grant, Safe walks to School Grant)

Lindell Price (Resident) and I Nadine Petty (Resident) walked Cambridge Rd Friday, Oct 22, 2010 to perform an audit.

**Purpose of Audit:** The purpose of this audit was to identify space on Cambridge Road and Cameron Park Dr. Determine if there is sufficient space, four feet (4') or more on each side of the roadway from the white line to support a Class II Bike Path, the outcome was yes. If, the Lane/path is 4'! There is space for 4' with enlargements in areas of asphalt. The Roadway is 12' wide from center yellow line to white line. Supporting notes included.

*Lindell Price*

*Nadine Petty*

10-022.G.1

## Cambridge Road

Cambridge connects four Parks, two Bus Stops, and Four Schools Green Valley, Pleasant Grove on the North, Camerado Springs, and Blue Oak on the South side.



Road With FT'	Shoulder FT'	Space FT'	Side: R/L	Encroachment Ft'	Address Location	Notes
59".6"					Greevalley	Starting South facing
Bike Lane on one side right; 31'.1" right with bike lane: 14" left turning lane; 14' south lane.						
41'1"	4' to 8'	37'	R	None	Cameron Oaks	Apartments
Across the street 8' shoulder.						
24'	3'4" to 7'	Opposite	L	None	2672	Across the street next
by the big Oak Tree. Opposite side of road has room. Shown in photo with trucks parked.						
24'	1'	4'2"	R	None	2780	
24'	2'	5'3"	R	None	light post	Front of Gateway Park
Run off drainage trench at this site.						
24'			R	None	2934	Water in take
24'	3' to 4'	5'1"	R	None	Sandhurst	as you come up to
Sandhurst. Across from Cameron Park Lake. "Bus Stop"						
24'	4'	6'	L	None	2993	
24'	2'	6'7"	L	None	3006	Side road to sign Post
Stop.						
24'	4' to 3'	10'	R	None	Calido Ct.	Edge is unsafe 7"
drop needs safety edge.						
24'	3'	7'	R	None	3258	82' Culvert needed
24'	3'	4'	R	None	3282	Mail Box @ 3' Masonry
24'	3'6"	4'	L	None	Across 3435	Plant Over growth 2'
24'	2'	None	R	None	3425	Mail Box @ Curb 3'
Across the street has about 12'						
24'	2'	5'	R	None	3430	Mail Box @ 2'
Property runs along side of roadway, there is a "steep drop in grade" home owner fence is about 50' back as it move along the road it changes to 20' at road grade.						
24'	2'2"	5'	R	None	3490	Culvert needed
24'	1'	5'6"	R	None	Corner Knollwood	Culvert and Drain
access cover with slates.						
24'	3'	5'10"	R	unsure	3614	Culvert 39'
24'	2'8"	4"	R	unsure	3622	Culvert 56'.4"

### Cambridge Road

Road With FT'	Shoulder FT'	Space FT'	Side: R/L	Encroachment Ft'	Address Location	Notes
24'	3'1"	7'	R	unsure	3630	Culvert 63'.16"
24'	3'	5'	R	None	3708	Mail box @ 2'
24'	2'6'	5'	L	None	Corner Archwood	Drain Drop culvert drain cover with access slates
24'	2'	7'	L	None	3835	Culvert need 6'
37'1"	2'	11'	L	None	Corner Cambridge & Country Club	Same intersection across the street narrows to 31'8", on country at corn is " Bus Stop" 3 minutes from <b>Royal Oaks Park.</b>
24'	3,4',2',1'	Open Land	L	None	Across Apts. Town Homes, Condos.	
24'	2'	31'	R	None	Knollwood & Cambridge	
			R	None	MerryChase & Cambridge	<b>Park and Ride, and down the road from Christa Mc Auliffe Park.</b>
24'	1'	12'	R	None	Cambridge behind Condos near Knoll-	Wood.
24'	3' to 2'	1 to acreage	R	None	Wet Land area	Green belt Stream there stream culvert dirt coverage over the culvert 3'
24'	1'	8' 3"	R	None	Side of Apts.	Apartments are set 30 to 40' back. Not sure of property line.
24'	3'	7'	R	None	Chelsea Rd.	

	2000 Census	Wikipedia	Demographics
1960	18,016	18,016	unincorporated
1950	14,549 *		
1849	2,643 *	17,192	unincorporated
1895	6,000	approx # "Rescue Fire"	incorporated
1849/1856	4,096		
1848	4,888		
1848	9,610		incorporated
1904	4,961	"GSGS"	unincorporated
1891/1936	4,728		unincorporated
1848	300	approx #	unincorporated
1885	2527		unincorporated
1852	4,000	approx # "post office"	
1849	962		
1845/1945	23,609		incorporated
	156,299		1965

GSGS United States Geological Survey

Notes: Call-  
Post Office  
Fire Departments  
Cal Trans

# EL DORADO COUNTY Bicycle Facilities Network

Map 2 of 6

Map Source: EDCTC, 2010  
Data Source: El Dorado County GIS, 2009

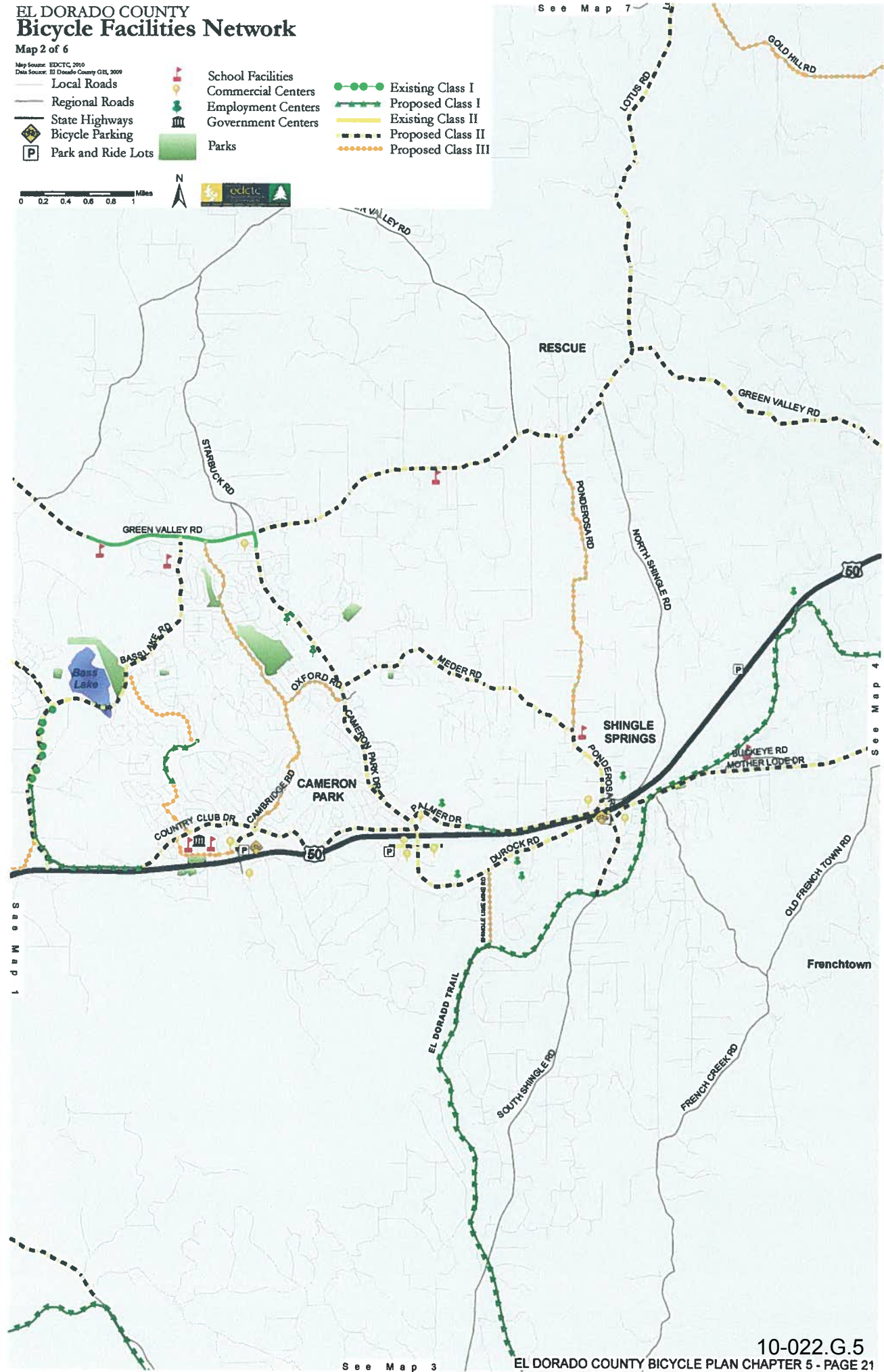
- Local Roads
- Regional Roads
- State Highways
- Bicycle Parking
- Park and Ride Lots

- School Facilities
- Commercial Centers
- Employment Centers
- Government Centers
- Parks

- Existing Class I
- Proposed Class I
- Existing Class II
- Proposed Class II
- Proposed Class III



See Map 7



See Map 1

See Map 4

See Map 3

10-022.G.5

## Cambridge Road Audit Details:

### Lighted Intersection:

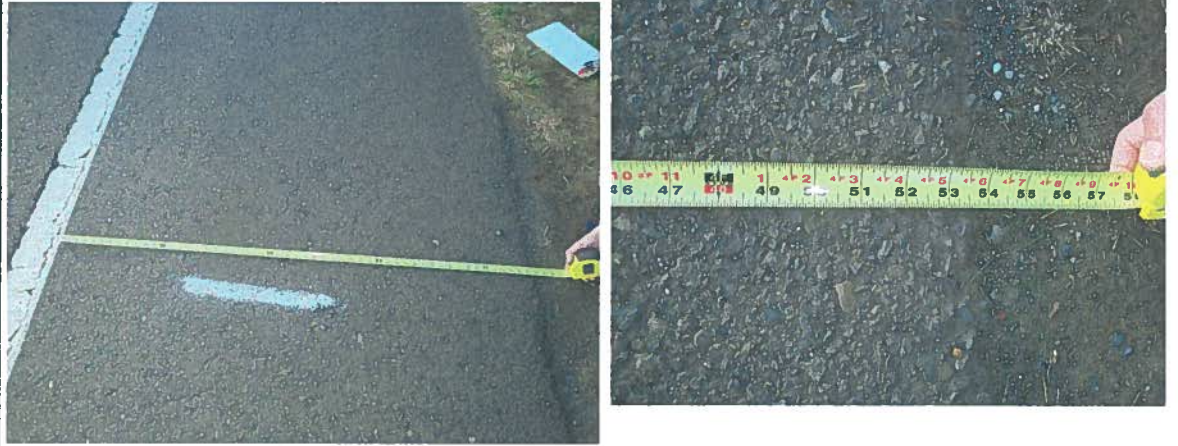
**Major connector bike lane coming up from El Dorado Hills, on Green Valley Road.**



Cambridge Road:  
Starting North,  
At Greenville Road  
Heading south  
bound.



## Cambridge Road Audit Details:



Tools used:  
Rolling Measuring  
wheel.  
Measuring Tape.



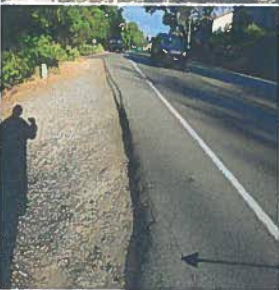
# Cambridge Road Audit Details:



Is the post showing set back?

- Plenty of room

Opposite side of Street by apartments across from address 2672 this at:: Measure from 3'4" to 7'



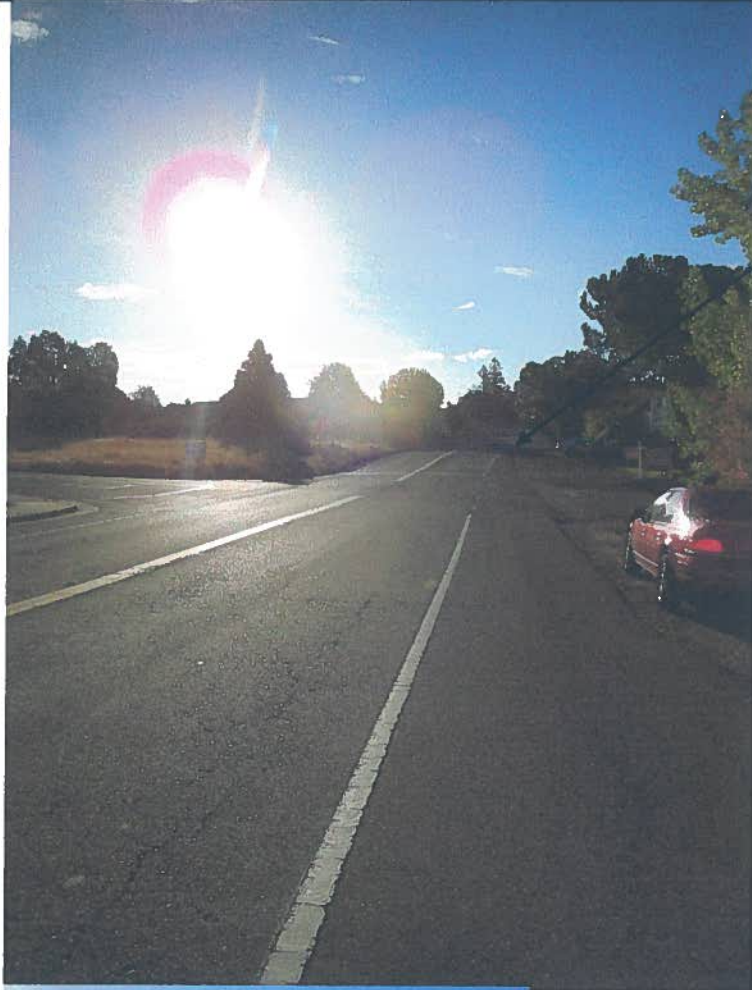
Same side of street down from last photo. Showing plenty of room on this side other side has the room but not the asphalt.

There is steep edge "Safety edge"!





# Cambridge Road Audit Details:



Asphalt narrows with a unsafe edge!



Unsafe edge steep high rounded edge, at intersection!

## Cambridge Road Audit Details:



Address 2780  
4'2"

We check mail boxes! That look questionable, and all masonry boxes.

We found one that was not at less four feet out.



## Cambridge Road Audit Details:



- In front of **Gateway Park**, Is the Light post the set back?

Still plenty of room! 5'3"

- Opposite side room available need asphalt!

- At Sandhurst & Cambridge: Across from the **Cameron Park Lake**, The **Second Park** on Cambridge. This Park is the Core Park in Cameron Park.

Space is available at 5'1"  
Asphalt is 4' down to 3'

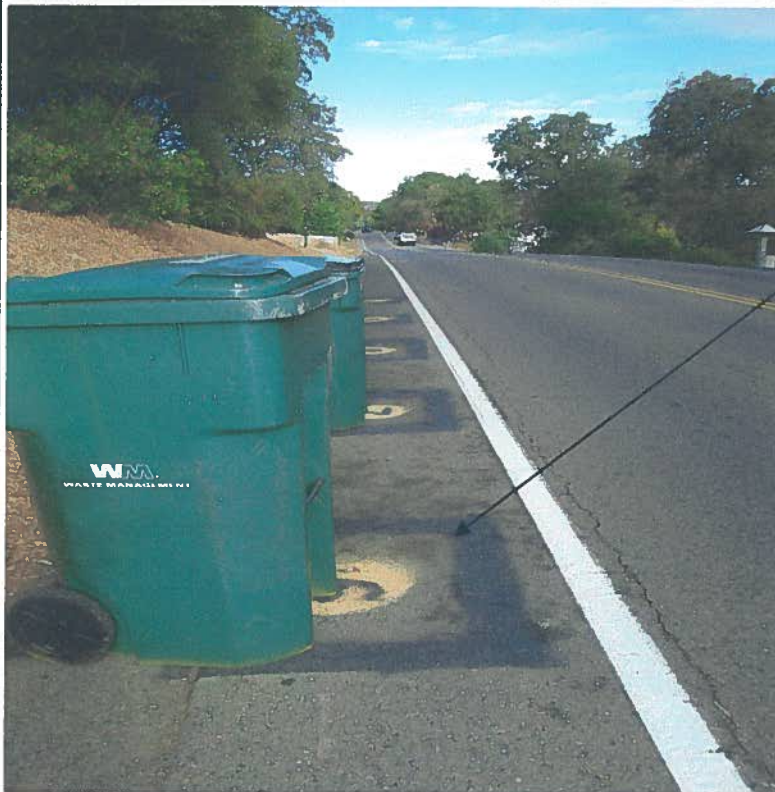
What I mean by Core Park:  
Special Events are held there for the community. I would be nice to have a safe shoulder for Walks or Bike Rider to get there during Events and daily use.



## Cambridge Road Audit Details:

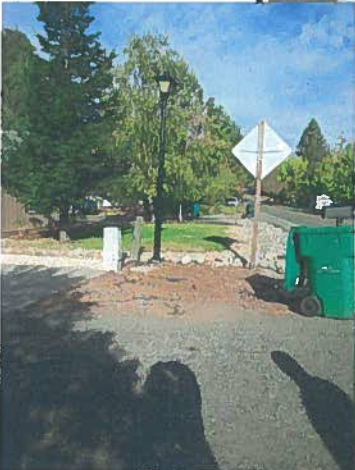


## Cambridge Road Audit Details:



- Plenty of room to widen on side.
- Condominiums use shoulder for trash can locations.
- Because of other uses for shoulder at this time. Can two Lines mark Bike Route?
- The Community will have a clear knowledge where the bike lane is.

# Cambridge Road Audit Details:



- Easements
- Set Backs
- Encroachments

Is the Easement or road set back at the Light Post?

One Resident on the Cambridge told me It was a 20' set back, Is it?

3006 Cambridge

Space available in side of sign to white line 6'7"

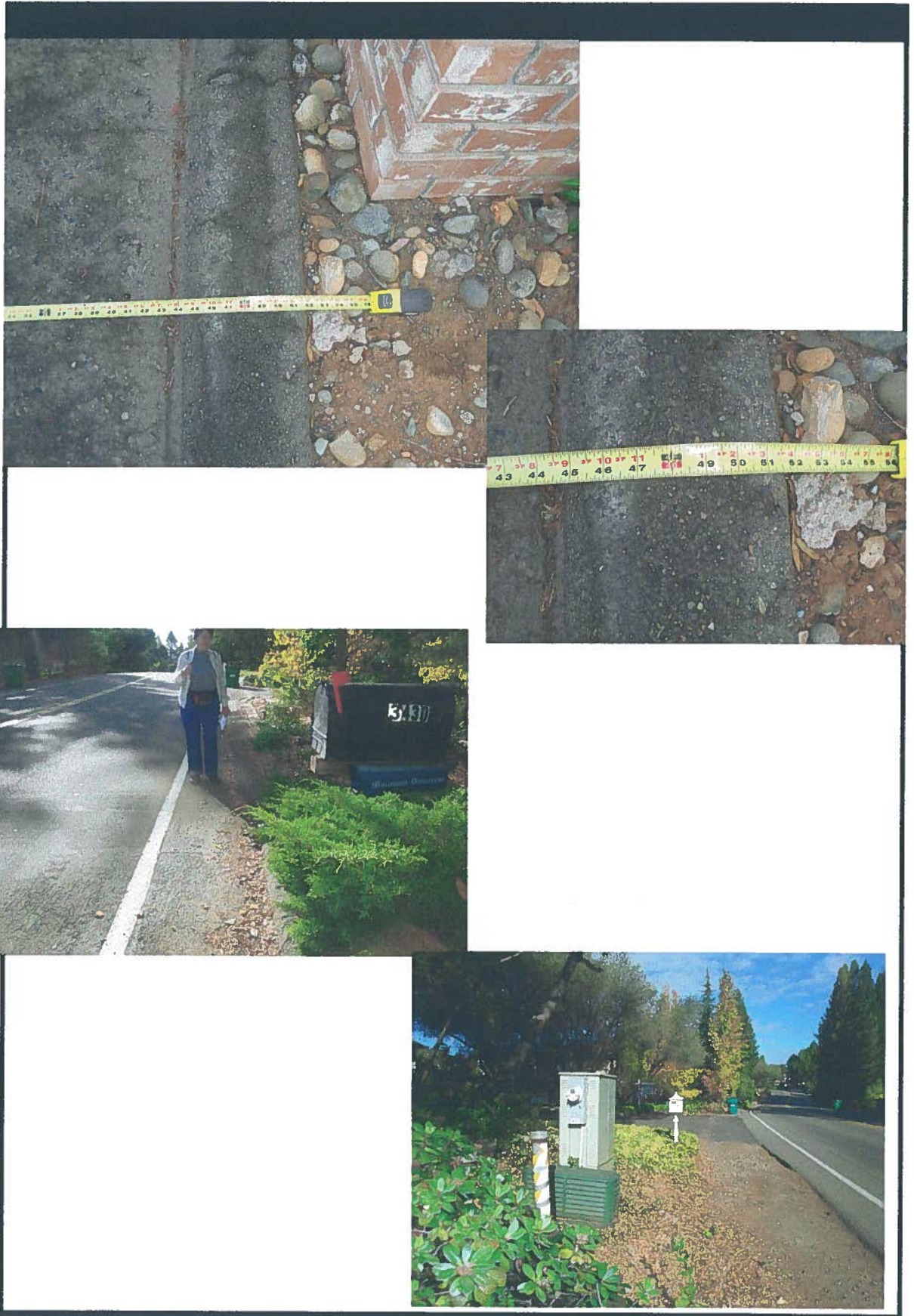
## Cambridge Road Audit Details:



- Right hand side 3' with room to go out 1' shoulder has a steep drop about 20' from fence to road.



# Cambridge Road Audit Details:





## Cambridge Road Audit Details:



Culvert  
Drain  
location



**Cambridge Road Audit Details:**



Culvert area



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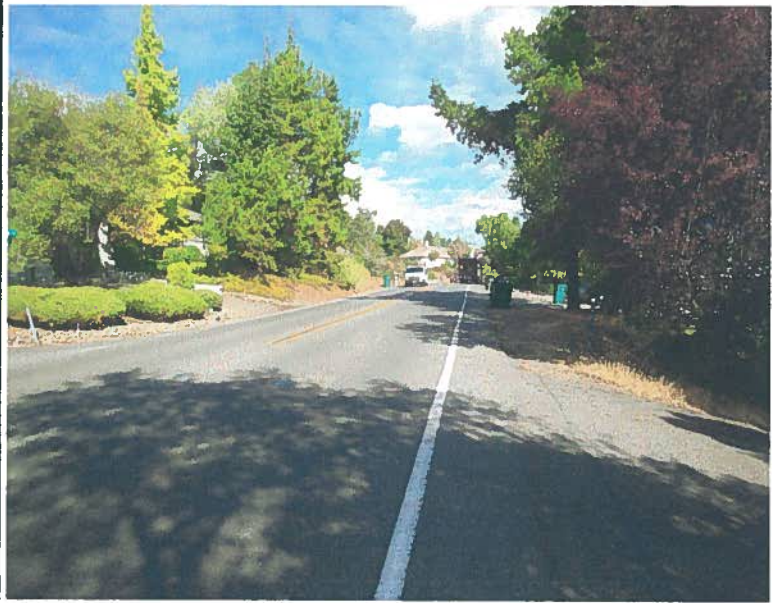
## Cambridge Road Audit Details:



# Cambridge Road Audit Details:



**Cambridge Road Audit Details:**



## Cambridge Road Audit Details:



From white line to



Deep drop at the corner  
There is 5' space from the white line to the drop.

## Cambridge Road Audit Details:



From  
line to  
here 4'

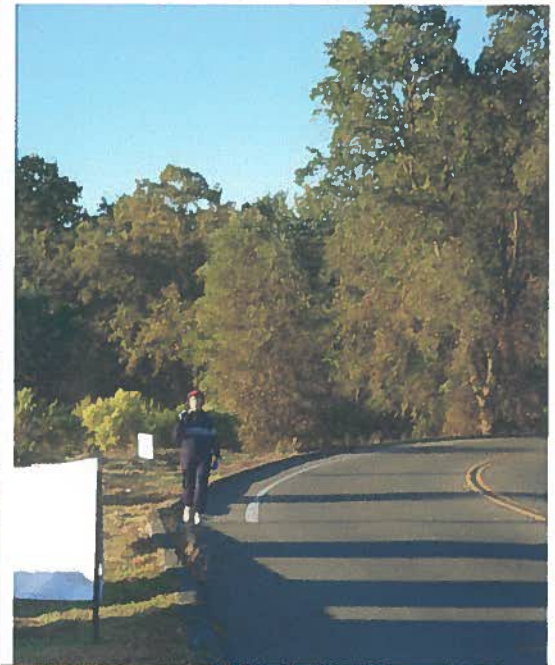


Approaching  
Country  
Club.



At the corner looking  
down Country Club!

## Cambridge Road Audit Details:



Across from high density housing. Apartments and condominiums. Asphalt varies from 1' to 1 1/2'.



# Cambridge Road Audit Details:



# Cambridge Road Audit Details:



Country Club  
and Cambridge



## Cambridge Road Audit Details:



**Conditions!**



**The Road lanes are 12' wide, Automobiles and Large vehicles drive to fast.**

**This vehicle was going by very fast!**

## Cambridge Road Audit Details:



Conditions!



Safer Solution one location on Cambridge



## Cambridge Road Audit Details:

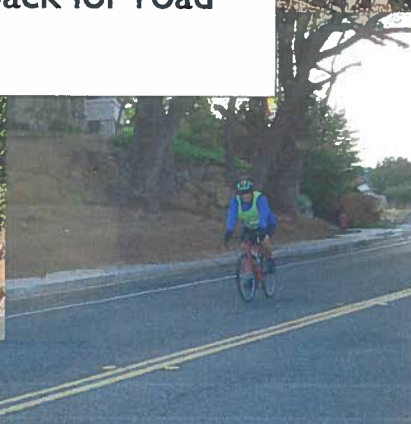
Existing conditions and concerns :



Is the light post the set back for road way?



7" high drop  
Can be a danger to small Children and Seniors



There is a Community need, it is unsafe for most to use.