

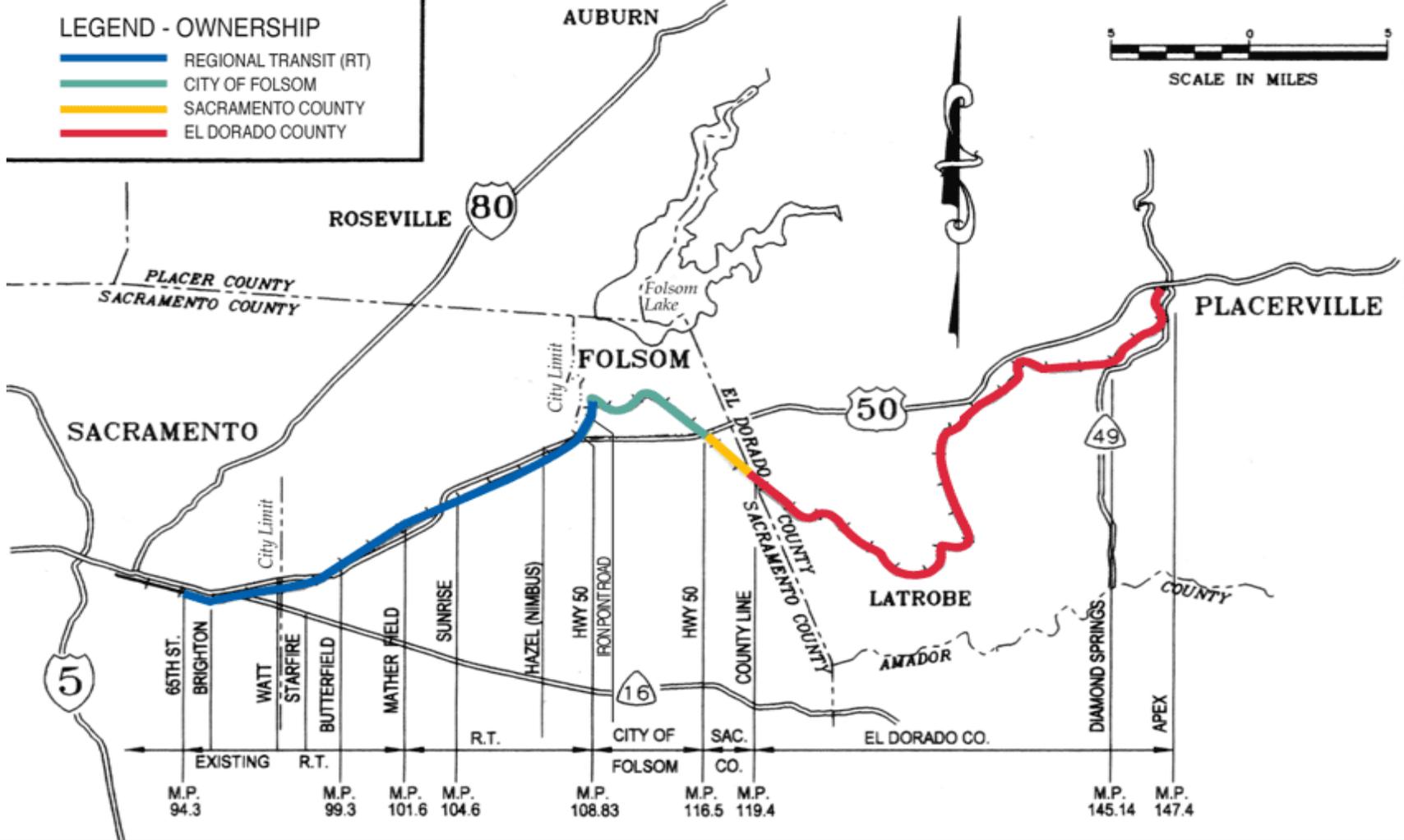
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# Sacramento Placerville Transportation Corridor Alternatives Analysis

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EL DORADO COUNTY TRANSPORTATION COMMISSION





# Sacramento Placerville Transportation Corridor

# Goal of the Project

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To give public officials and community members the technical analysis needed to make informed decisions about prioritizing, funding and implementing improvements to the SPTC that will provide the public with the greatest benefit.



# Historic Station In El Dorado

Photo: El Dorado County Historical Museum

# History of the Corridor

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1860's – Placerville and Sacramento Valley Railroad constructed

1888 – Extended from Shingle Springs to Placerville

1898 – Purchased by Southern Pacific Transportation Company (SP)

1986 – SP ended freight service on the Placerville Branch of agricultural, mineral and timber resources

1991 – SPTC Joint Powers Authority (JPA) was formed: County of El Dorado, City of Folsom, County of Sacramento, and the Sacramento Regional Transit District (RT)

1993 – Southern Pacific filed to abandon freight service on 39 miles of the corridor between Folsom and Placerville



# Maintenance of Way

Photo: Facebook El Dorado Western Railroad

# Recent Events

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1993 – SPTC Joint Powers Authority (JPA) filed offer of financial assistance (OFA) through the Rails to Trails Act

1996 – Negotiations concluded and SPTC JPA purchased 53 miles of the corridor, 39 miles reserved for Interim Trail Use and Railbanking (Folsom to Placerville)

1987 - 2005 – Sacramento Regional Transit built and extended the Gold Line Light Rail Service in SPTC (Sacramento to Folsom)

2008 – P&SVRR formed and started running excursion vehicles in 2011

2010 – El Dorado Western Railway was formed & maintenance of way progressed

2011 – Segmentation Plan Approved by El Dorado BOS, but unanimously rejected by other JPA members

2014 – Various improvements and maintenance by volunteer user groups



Numerous active volunteers are working to improve the corridor

# Transportation Modes

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Reinstating Freight Rail

Mountain Biking

Light Rail

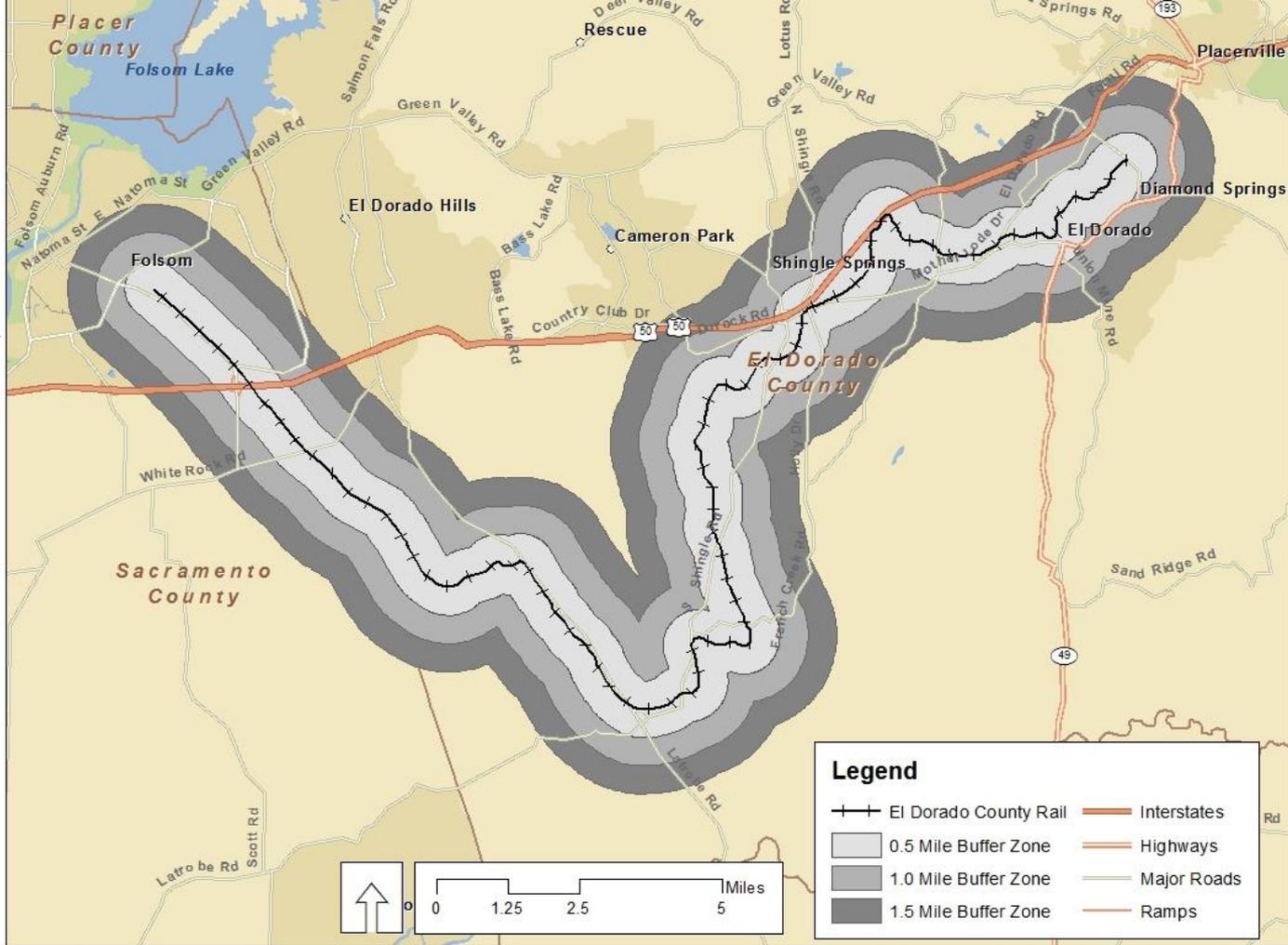
Equestrian

Excursion Train

Hiking

Road Cycling

Walking / Jogging



# Characteristics of the SPTC

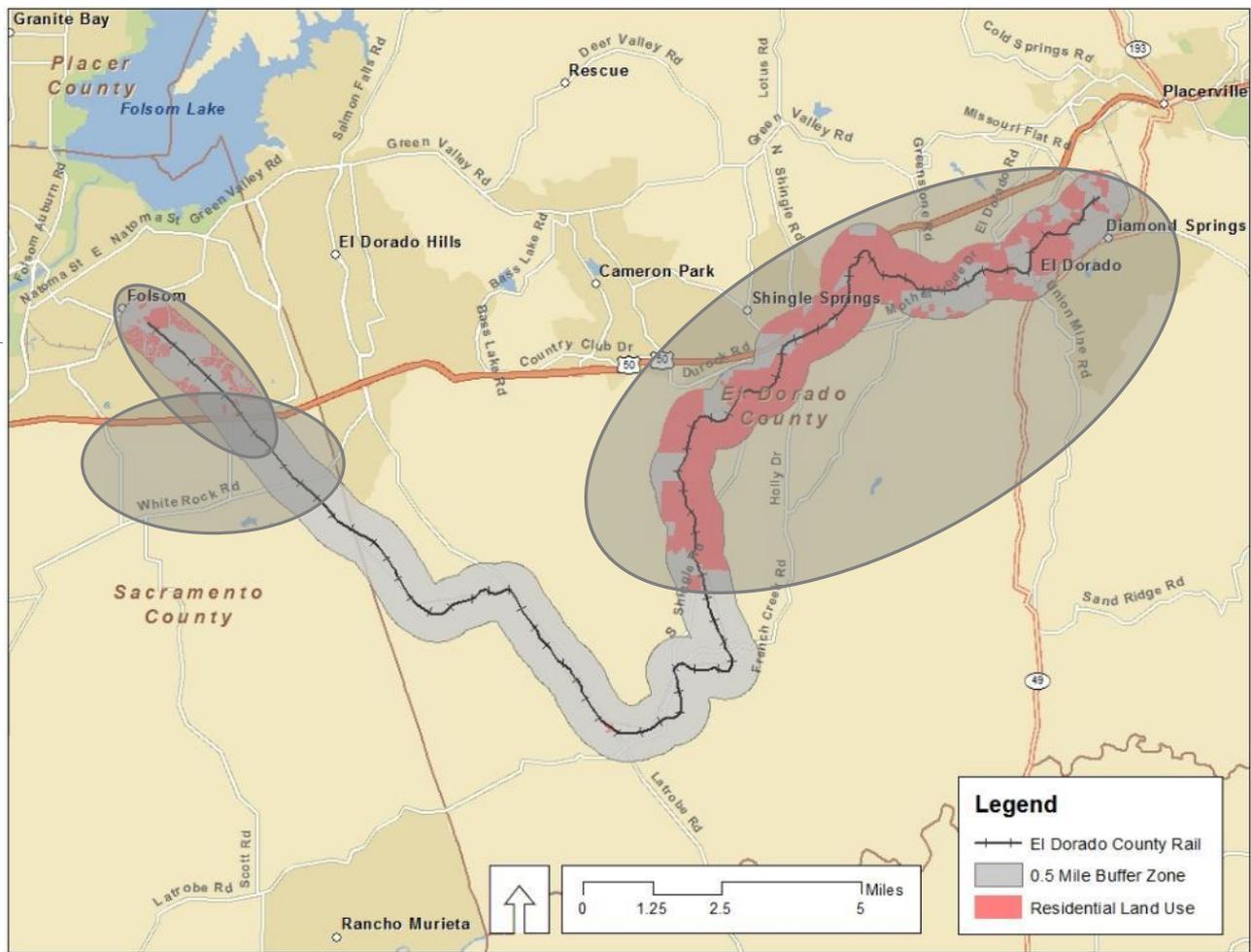
Sources: County of El Dorado, 2015; County of Sacramento, 2015; BAE, 2015.

# Characteristics of the SPTC

Households			
Buffer Area		2010	2035
0.5 Miles		6,200	11,900
1.0 Miles		8,000	12,200
1.5 Miles		7,700	10,400
<b>Total, Cumulative</b>		<b>21,900</b>	<b>34,500</b>

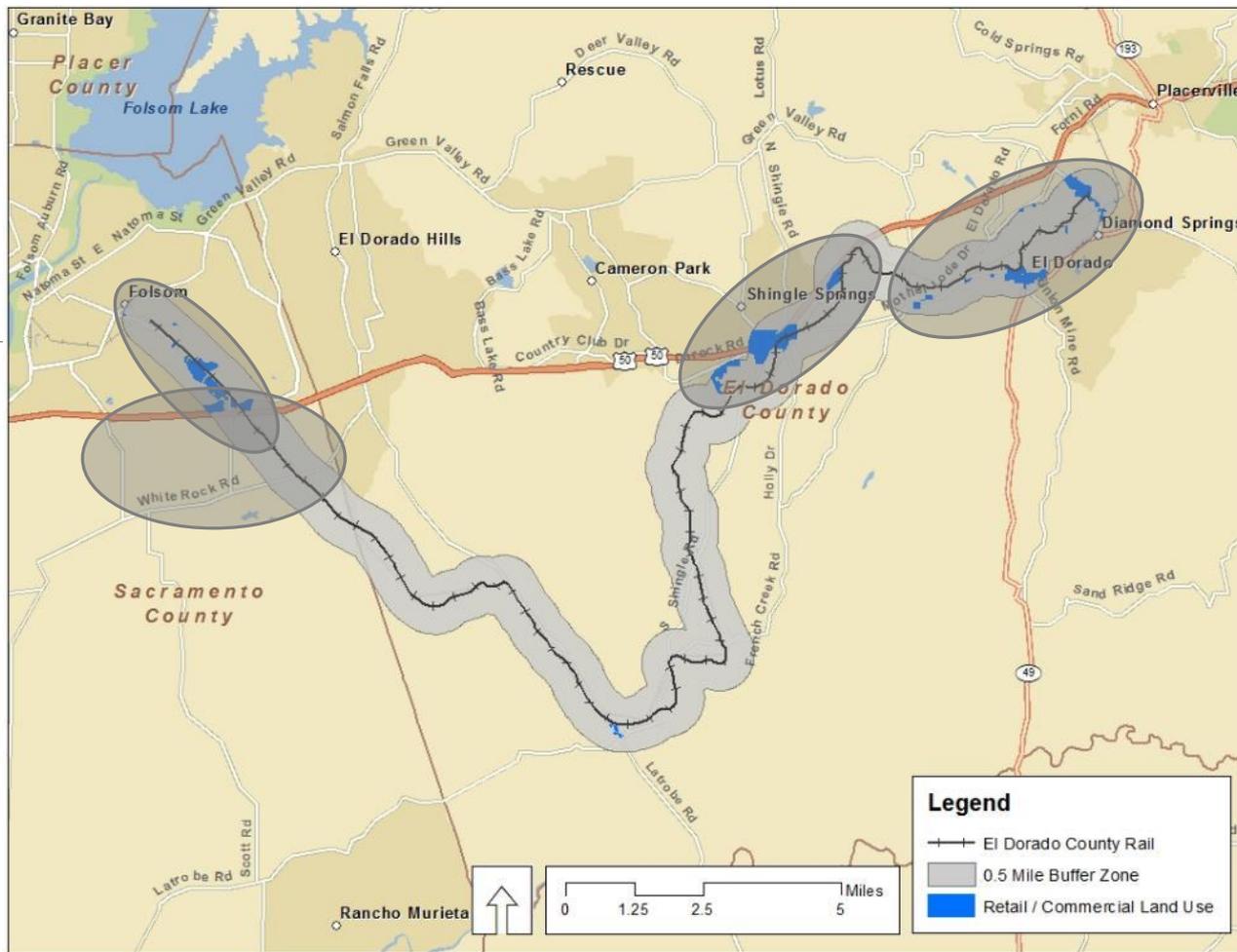
Jobs			
Buffer Area		2010	2035
0.5 Miles		11,600	20,400
1.0 Miles		9,900	17,400
1.5 Miles		8,700	12,500
<b>Total, Cumulative</b>		<b>30,200</b>	<b>50,300</b>

Sources: Fehr & Peers, El Dorado County Transportation Model, 2015; BAE, 2015.



# Residential Uses - 0.5 Mile Buffer

Sources: County of El Dorado, 2015; County of Sacramento, 2015; BAE, 2015.



# Commercial Uses - 0.5 Mile Buffer

Sources: County of El Dorado, 2015; County of Sacramento, 2015; BAE, 2015.



## Case Study Findings

# Paulinskill Valley Trail

## Warren County & Sussex County, New Jersey

**User Visits:** 9,128-11,416 per year

**Length:** 27.5 miles

**Surface:** Crushed Stone and Dirt

**Amenities:**

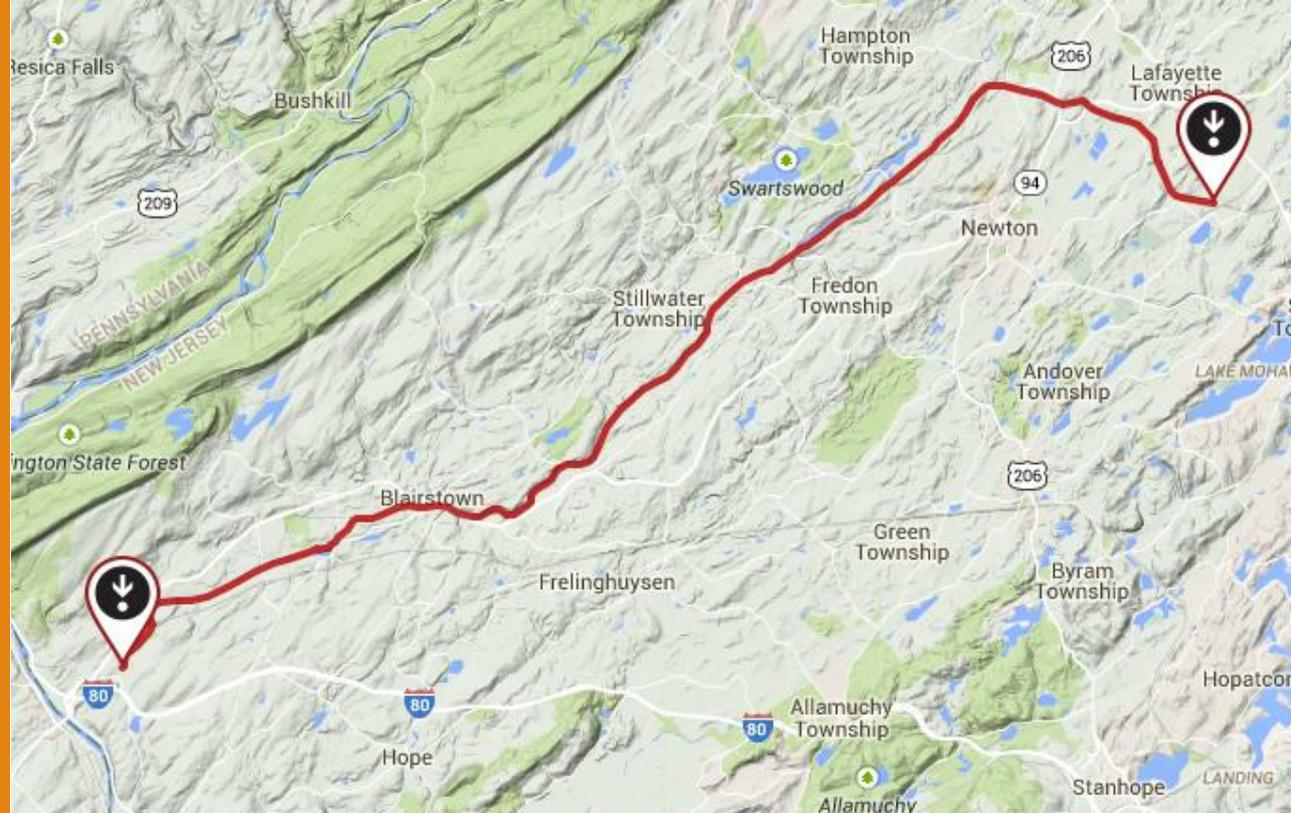
- Paulinskill River
- Woodlands

**Trail Usage:**

- Walking (42.0%)
- Cycling (39.7%)
- Riding (6.2%)

**Proximity:**

- Columbia, NJ (1.7 miles)
- Newark, NJ (55 miles)
- New York, NY (65 miles)



### 2011 Survey Results

Spending Type	Percent of Respondents	Average Dollars Speng
Hard Goods	70%	\$371.91 (Annually)
Soft Goods	37%	\$9.93 (Person/Trip)
Lodging	3%	\$104.44 (Per Night)
<b>Total Spending</b>		<b>\$96,700-\$120,290 (Annually)</b>

# Armstrong Trail

## Ford City, Pennsylvania

User Visits: 80,638 per year

Length: 34.8 miles

Surface: Paved

Amenities:

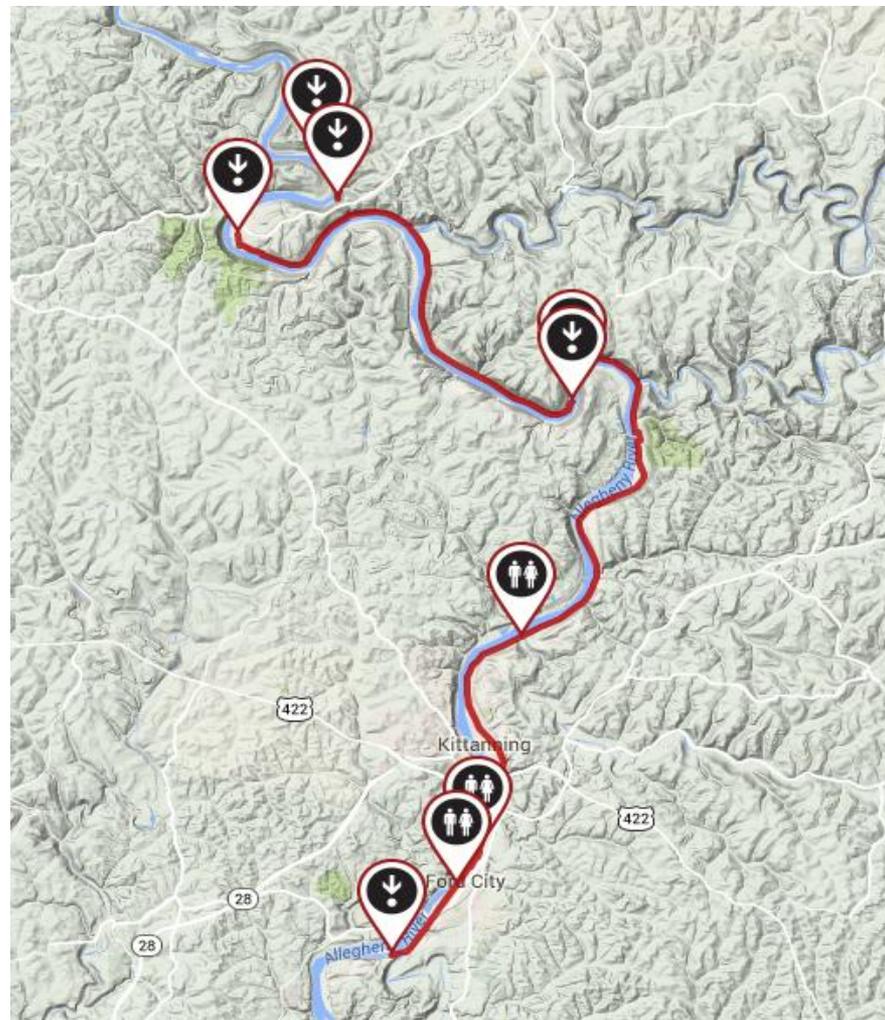
- Allegheny River
- Benches, Tables, Toilets

Trail Usage:

- Walking (41.8%)
- Cycling (40.5%)
- Other (17.7%)

Proximity:

- Ford City, PA (0.0 miles)
- Butler, PA (25 miles)
- Pittsburgh, PA (25 miles)



### 2011 Survey Results

<u>Spending Type</u>	<u>Percent of Respondents</u>	<u>Average Dollars Spent</u>
Hard Goods	80%	\$194.69 (Annually)
Soft Goods	65%	\$8.35 (Person/Trip)
Lodging	3%	\$52.00 (Per Night)
<b>Total Spending</b>		<b>\$897,442 (Annually)</b>

# Heritage Rail Trail

## York County, Pennsylvania

User Visits: 281,145 per year

Length: 21.5 miles

Surface: Crushed Stone and Asphalt

Amenities:

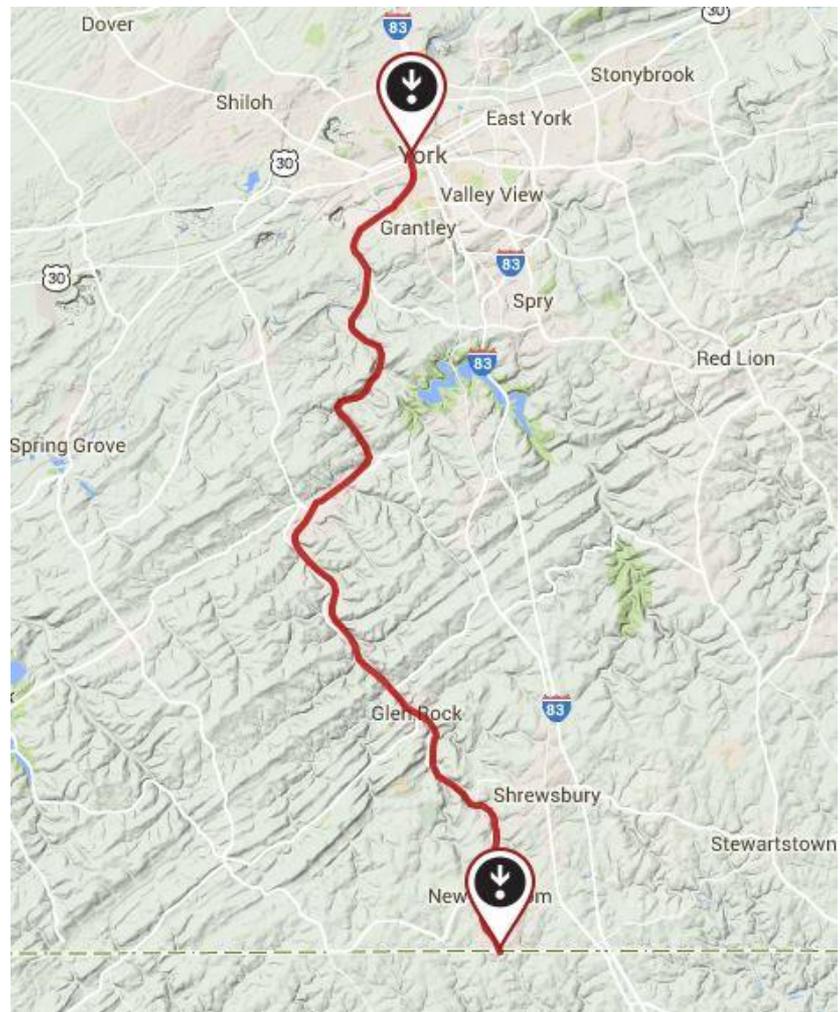
- Codorus Creek
- Hanover Junction & New Freedom Train Stations

Trail Usage:

- Walking (24.8%)
- Cycling (54.9%)
- Nature Study (4.0%)

Proximity:

- York, PA (0.0 miles)
- Baltimore, MD (30 miles)
- Washington D.C. (60 miles)



### 2012 Survey Results

Spending Type	Percent of Respondents	Average Dollars Spent
Hard Goods	89%	\$356.59 (Annually)
Soft Goods	70%	\$13.28 (Person/Trip)
Lodging	6%	\$92.67 (Per Night)
<b>Total Spending</b>		<b>\$7,520,794 (Annually)</b>



# Heritage Rail Trail



# Heritage Rail Trail – Steam Engine

# Sierra Dinner Train Oakdale, CA

Length: 51 miles

Round Trip: 3 hours

Themed Trips:

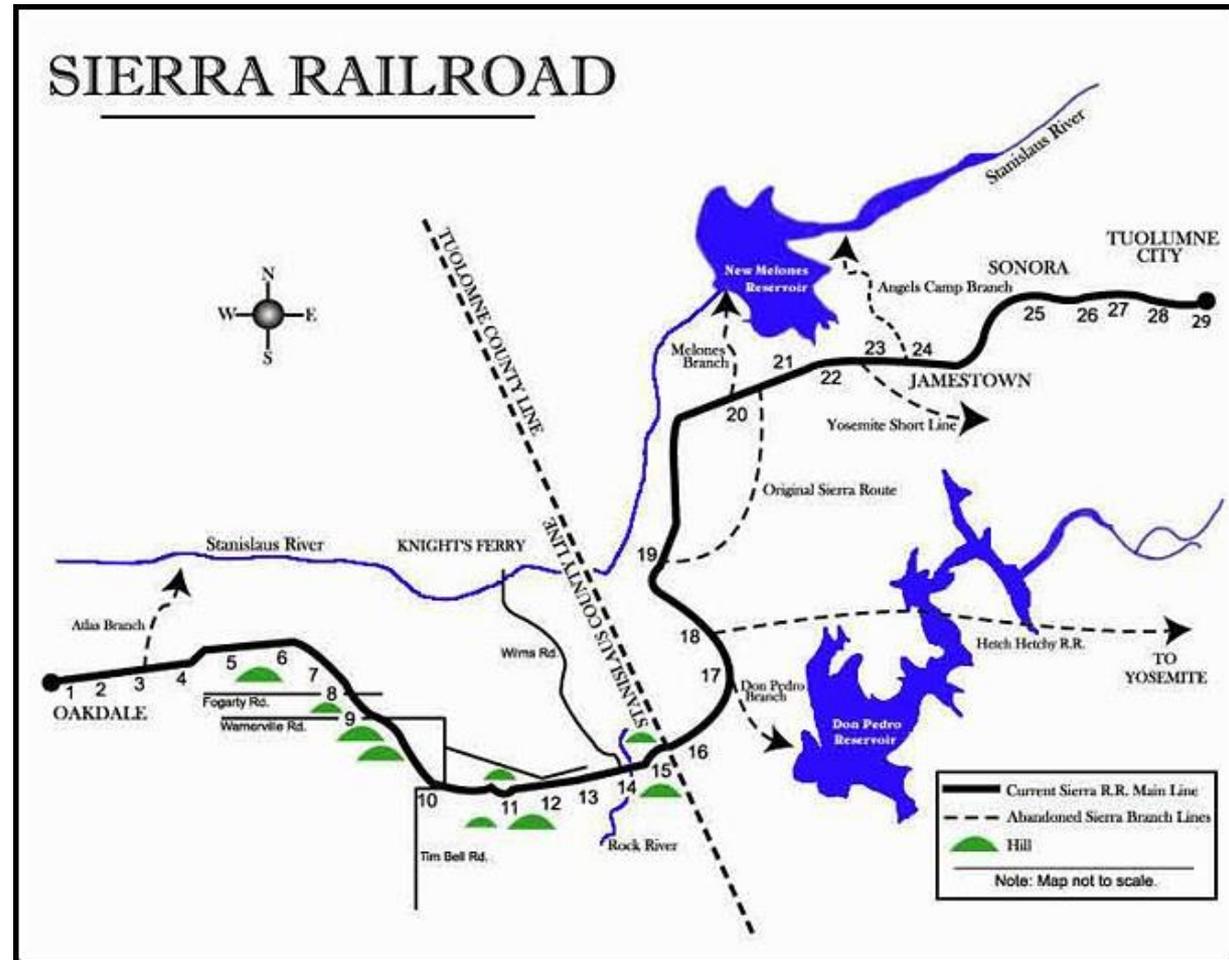
- Saturday night dinner
- Champagne brunch
- Zombie train
- Beer train
- Christmas train, etc.

Proximity:

- Oakdale (0.0 miles)
- Modesto (17 miles)

Cost:

- \$60-\$89 (Dinner themes)
- \$60-\$74 (Daytime themes)
- 50% of adult price for children





# Sierra Dinner Train



## Sierra Dinner Train *(Continued)*

# Sacramento Placerville Transportation Corridor El Dorado County, California

**User Visits:** 821,500 path users per year  
50,000 rail riders per year

**Length:** 31.0 miles

**Surface:** Rails with Asphalt Path

**Amenities:**

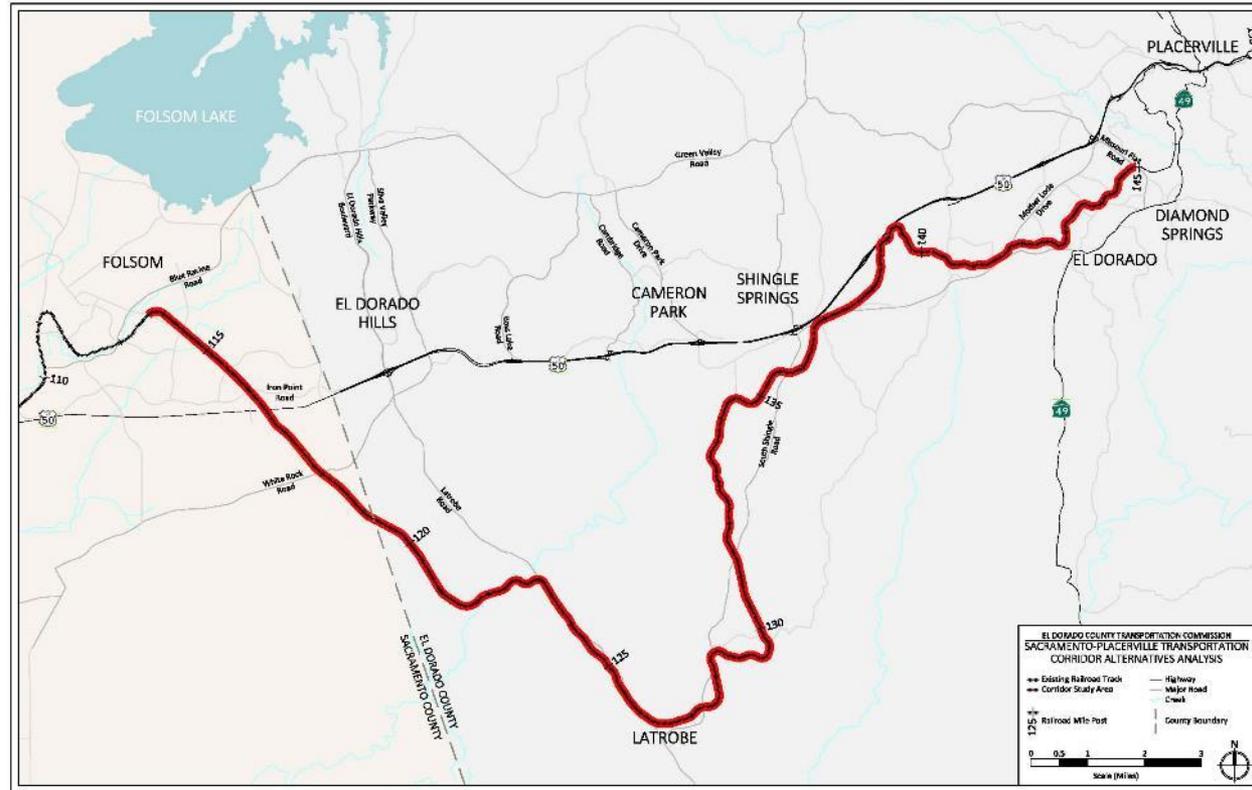
- Historic Rail Park
- Scenic vistas
- Great weather all year
- Extension of the ARP

**Usage:**

- Local Users (70.0%)
- Non-Local Users (30.0%)

**Proximity:**

- Folsom, CA (0.0 miles)
- Placerville, CA (2.0 miles)
- Sacramento, CA (25 miles)



2035 Projections	
Spending Type	Annual Average Dollars Spent
Soft Goods	\$7,877,980
Hard Goods	\$2,710,560
Lodging	\$1,933,900
Rider Fees	\$390,000
<b>Total Spending</b>	<b>\$12,912,440</b>



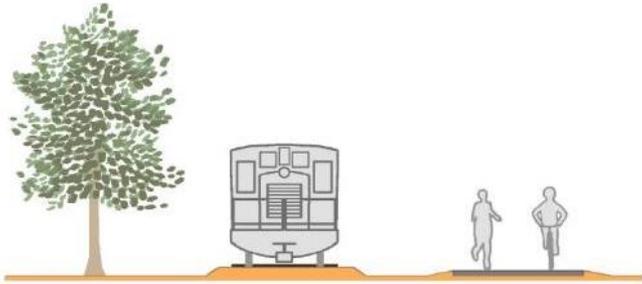
# El Dorado Western Excursion Train



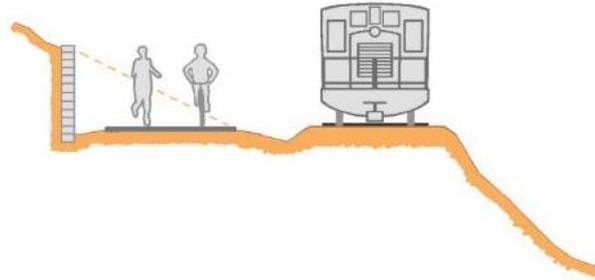
PSVRR Howard #8 debuted during RailFest 2014



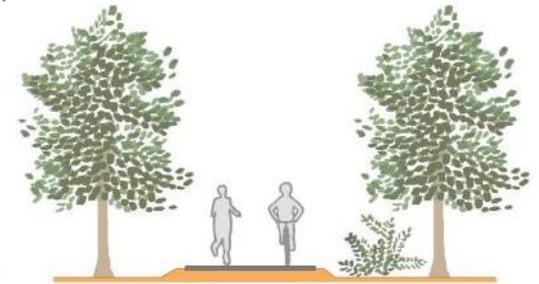
Hikers and bikers enjoy the corridor



Path off of the rail bed



Path off of the rail bed  
CONSTRAINED

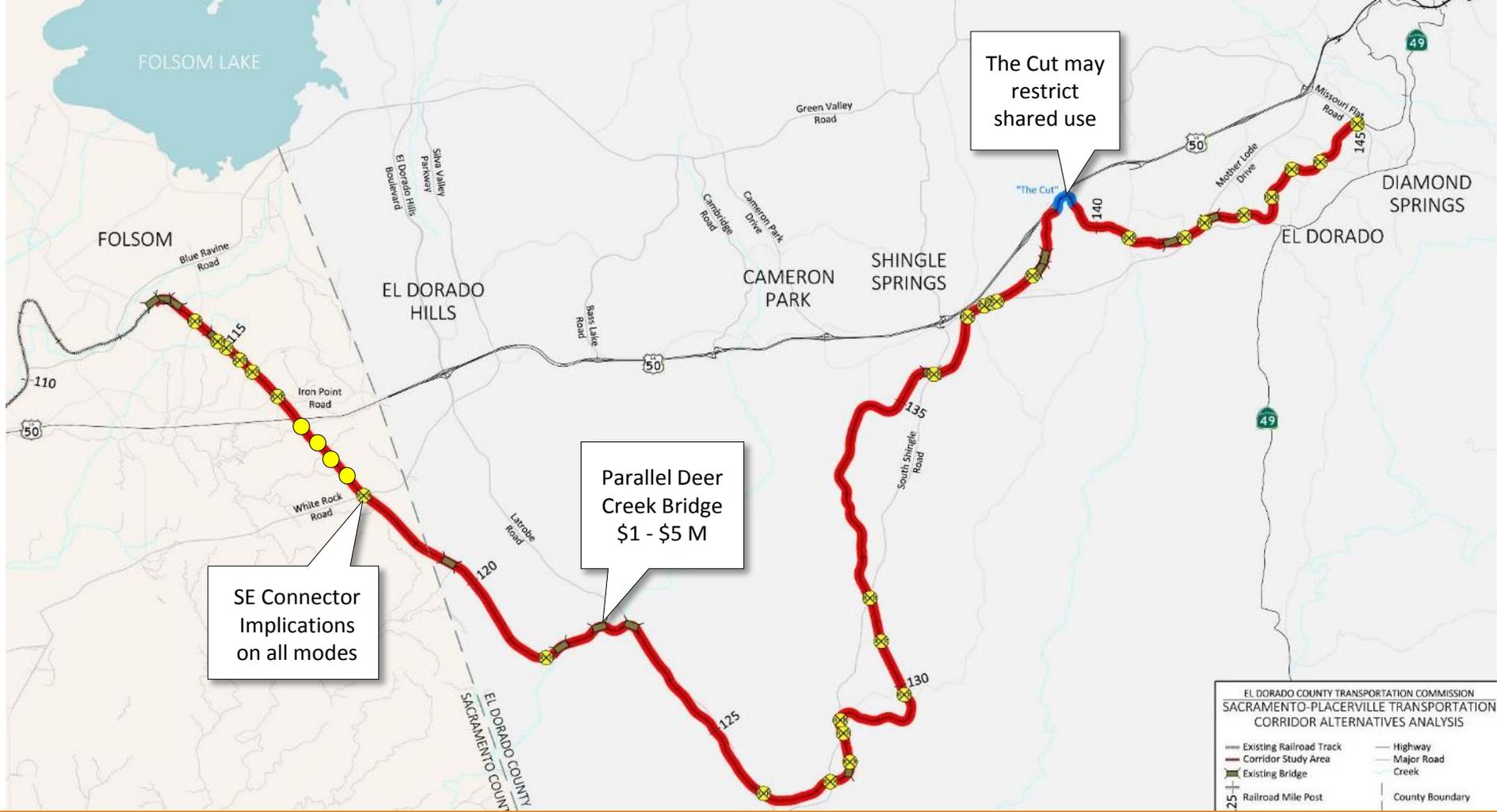


Path on the rail bed

# Typical Path Sections



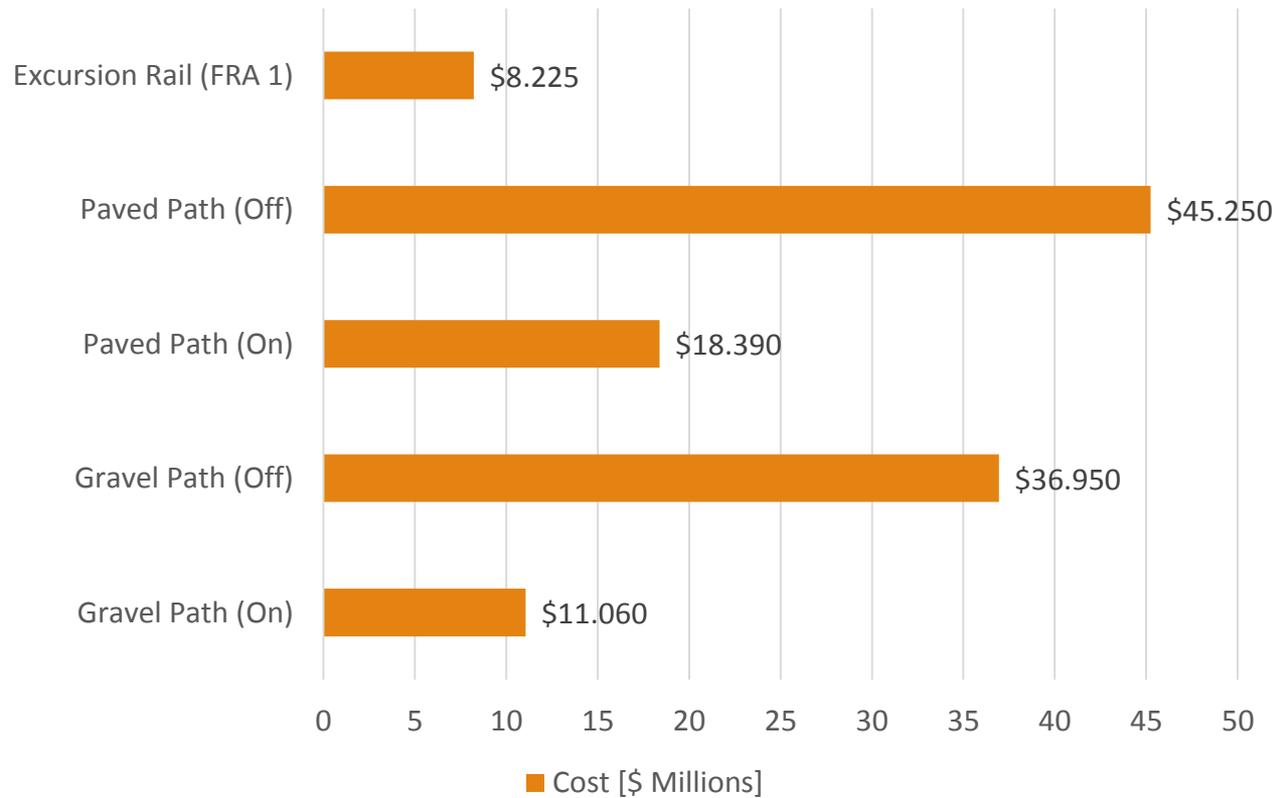
# 12 Bridges



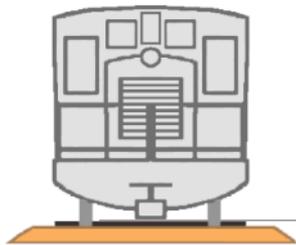
# 34 Roadway Crossings

# Comparative Costs

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# EXISTING CONDITIONS



EXCURSION TRAINS  
(FRA I)



EXCURSION  
MOTORCAR



MOUNTAIN  
BIKE



HORSES  
(LIMITED)



HIKING



ROAD  
BIKE



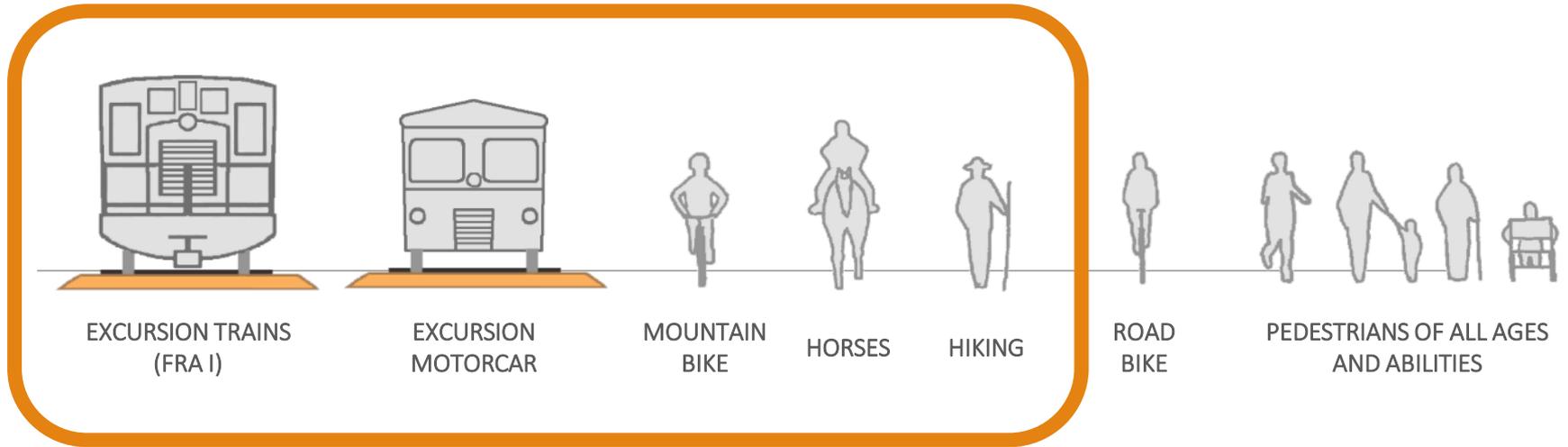
PEDESTRIANS OF ALL AGES  
AND ABILITIES

	Rail	Trail
Demand	EDW 2000, PSVRR 7000	10,000 ?
Improvement Cost	volunteers, donations	signs and crossings
Annual Maintenance Cost	volunteers	County Parks, volunteers
Annual Economic Benefit	\$150,000	\$150,000 ?

# FRA CLASS I RAIL

AND

# NATURAL TRAIL

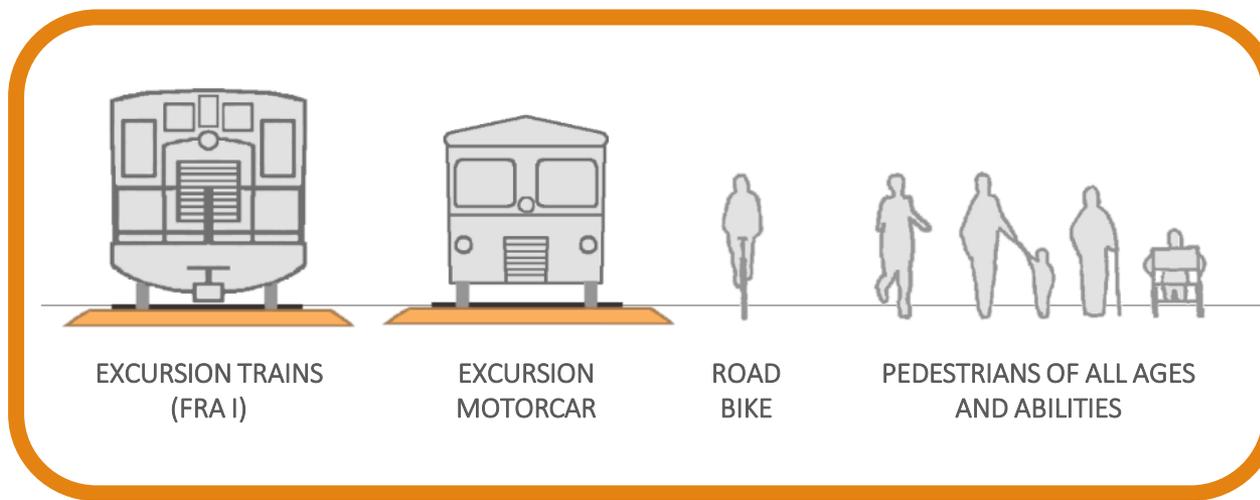


	Rail	Trail
Demand	50,000	50,000 ?
Improvement Cost	\$8,000,000	\$5,000,000
Annual Maintenance Cost	\$300,000	\$50,000
Annual Economic Benefit	\$1,000,000	\$700,000 ?

**Payback Period  
10 years**

# FRA CLASS I RAIL

## AND PAVED PATH



EXCURSION TRAINS  
(FRA I)

EXCURSION  
MOTORCAR

ROAD  
BIKE

PEDESTRIANS OF ALL AGES  
AND ABILITIES

MOUNTAIN  
BIKE

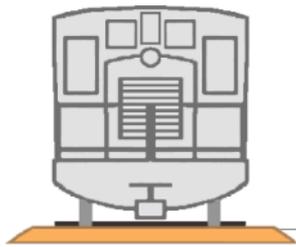
HORSES

HIKING

	Rail	Path
Demand	50,000	800,000
Improvement Cost	\$8,000,000	\$45,000,000
Annual Maintenance Cost	\$300,000	\$100,000
Annual Economic Benefit	\$1,000,000	\$12,000,000

**Payback Period**  
**4.2 years**

# PAVED PATH AND NATURAL TRAIL



EXCURSION TRAINS  
(FRA I)



EXCURSION  
MOTORCAR



ROAD  
BIKE



PEDESTRIANS OF ALL AGES  
AND ABILITIES



MOUNTAIN  
BIKE



HORSES



HIKING

	Rail	Path & Trail
Demand		800,000
Improvement Cost		\$18,500,000
Annual Maintenance Cost		\$100,000
Annual Economic Benefit		\$12,000,000

**Payback Period  
1.5 years**



Questions?