

CAMERON PARK COMMUNITY TRANSPORTATION PLAN



El Dorado County Board of Supervisors

September 15, 2015



CAMERON PARK COMMUNITY TRANSPORTATION PLAN



Project Partners



**El Dorado County
Transportation
Commission**



El Dorado Transit



Caltrans



**Cameron Park
Community
Services District**



El Dorado County

Consultant Team



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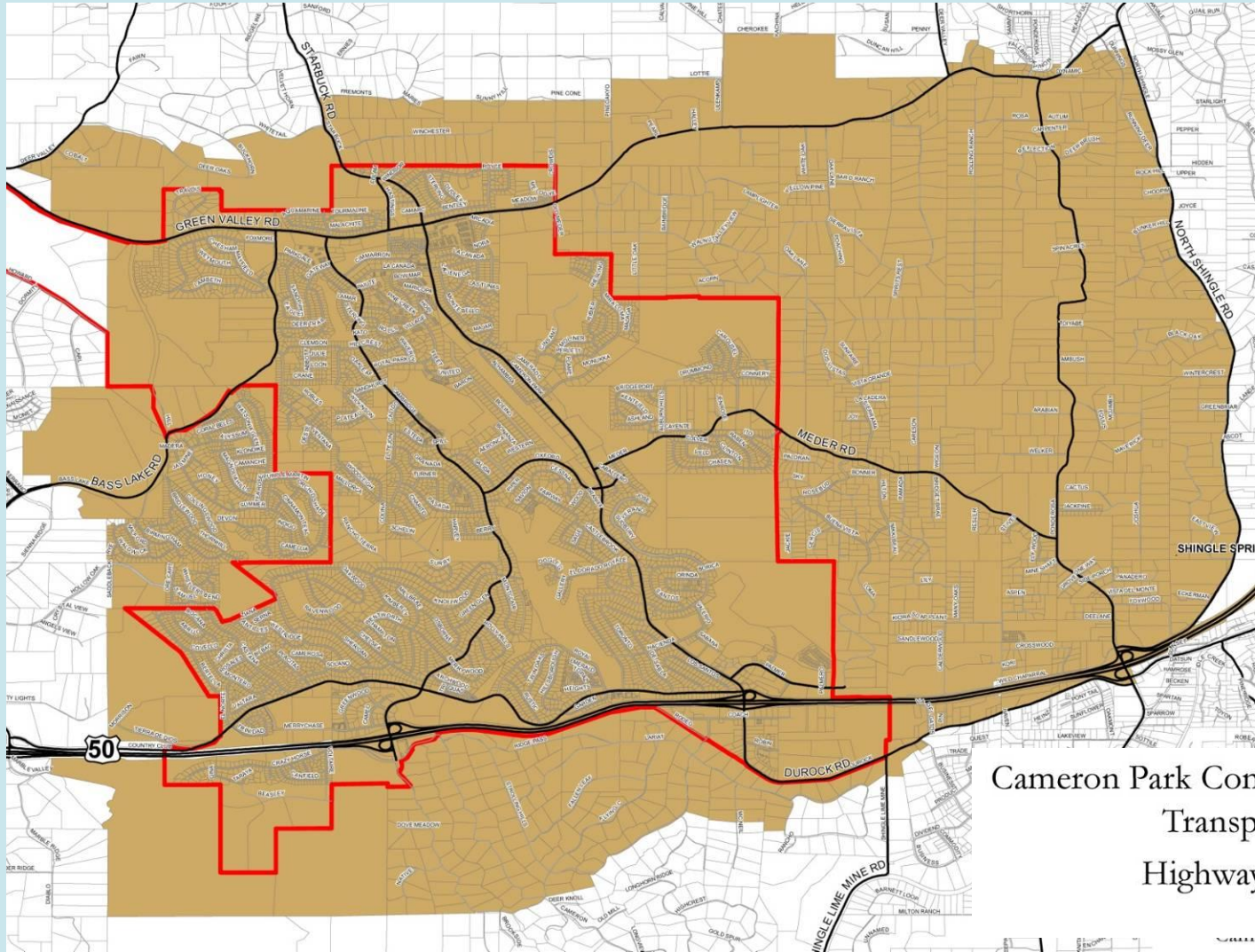
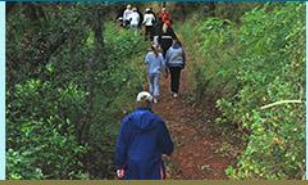


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Presentation Overview

- What is a Community Transportation Plan
- Project schedule
- Approved plans that address transportation improvement needs within Cameron Park
- Discussion of planning principals
- Cameron Park 2030 enVision Statement
- Community character
- Mobility plan elements
- Project tiering and evaluation criteria
- Tier 1 high priority projects
- Next steps

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Study Area

- Cameron Park Community Region (EDC)
- Transportation Planning Area
- Highways and Major Roadways
- Minor Roadways

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What is a Community Transportation Plan (CTP)?

- Evaluates existing and planned transportation system (Baseline Conditions Report)
- Considers current and future character of community
- Includes all modes: vehicle, bike, pedestrian, transit
- Reflects the values and preferences of the community
- Includes projects and concepts that help establish the character and identity of the community

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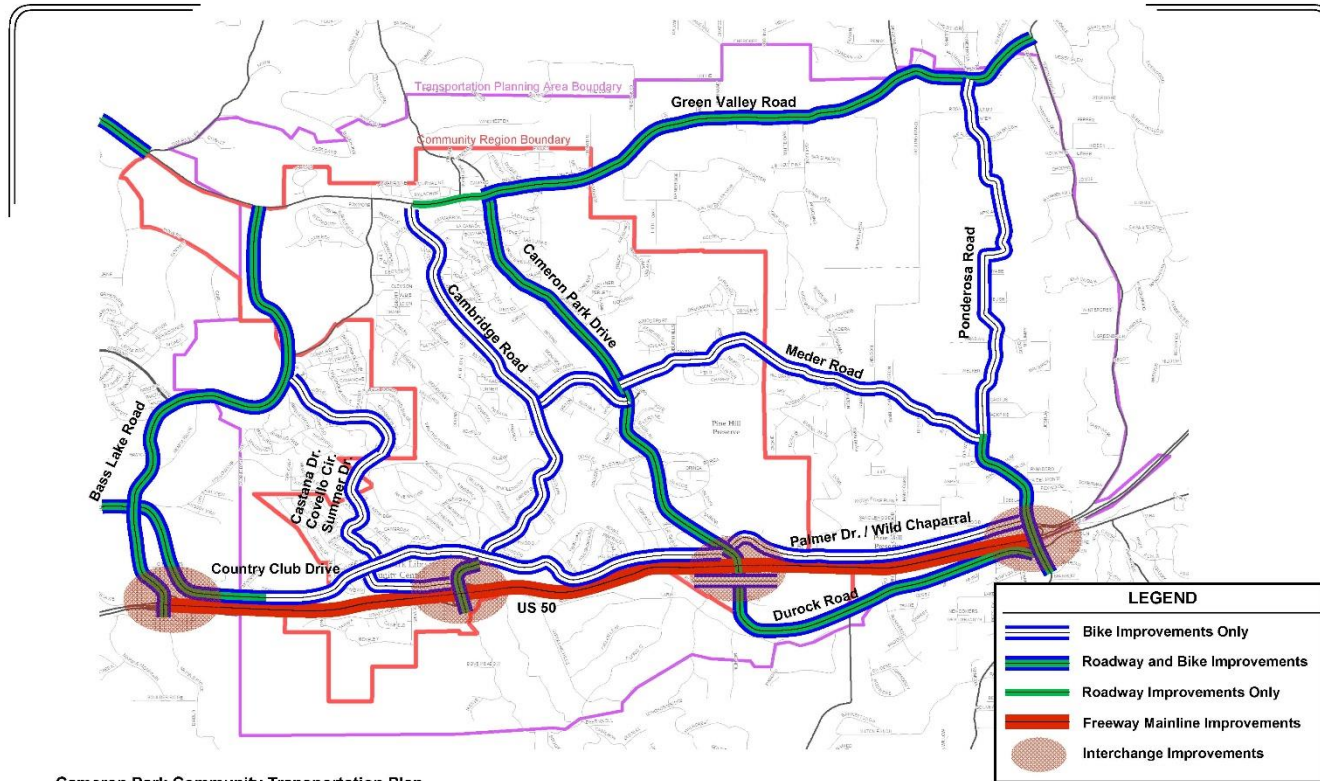
Baseline Conditions Report

- Summary of planned transportation improvements
- Cameron Park demographics
- County and State roadway standards
- Summary of current County transportation policies
- Existing and future peak hour traffic volumes
- Roadway level of service conditions

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Baseline Conditions Report



Cameron Park Community Transportation Plan

FIGURE 3 - Planned Freeway and Roadway Improvements



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Other Approved Plans that Address Transportation Improvements Within Cameron Park

- **Traffic Impact Mitigation (TIM) Fee Program**
 - *Currently being updated by County*
 - *Includes both 10 year and 20 year funding schedules*
- **El Dorado County Regional Transportation Plan**
- **Cameron Park - Parks and Recreation Master Plan**
- **El Dorado County Bicycle Transportation Plan**
- **Western El Dorado County Short and Long Range Transit Plan**
- **El Dorado County Safe Routes to Schools - Walkability and Bikeability Audits**

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Community Character

- Total Population: 19,946
- About 25% increase from 2000 to 2010
- Future growth much slower – 10% over next 10 years
- Transportation needs vary by age
- Wide distribution of ages
- Aging in place potential

Age Group	Population	% of Total
14 and under	4,178	21%
15 to 17 years	963	5%
18 to 24 years	1,594	8%
25 to 29 years	1,009	5%
30 to 49 years	5,202	26%
50 to 64 years	4,267	21%
65 to 69 years	856	4%
70 and older	1,877	9%
Total:	19,946	100%

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Community Character

- 8,170 housing units and 14,989 vehicles
- 92% occupied and 8% vacant vs. 20% vacancy rate for El Dorado County
- High demand for Cameron Park lifestyle
- 70% homes owned and 30% rented
- Strong ownership base creates sense of community
- Transportation options influence property values related to quality of life

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Community Character

- Household income influences transportation choices
- Average household size 2.3 persons
- 19% of households have incomes <\$35,000/yr
- Almost 6% of households do not have vehicles available

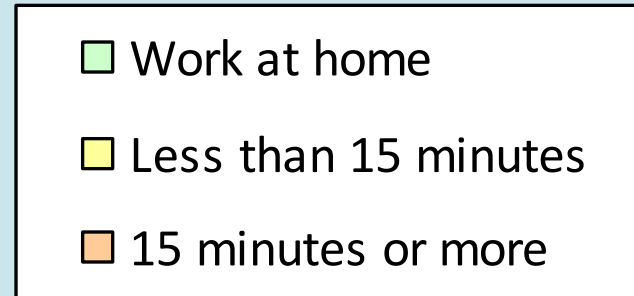
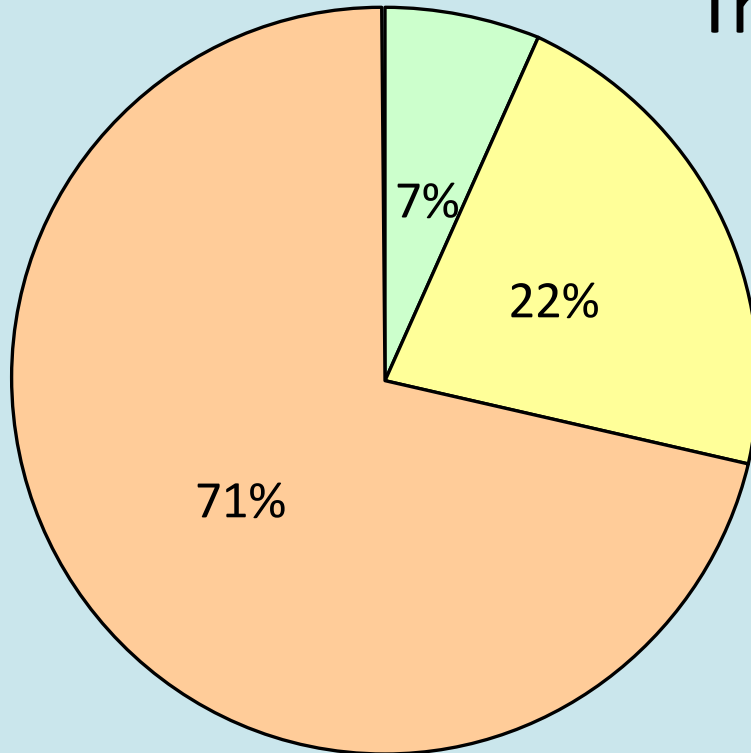
Income and Benefits	% of Total Households
Less than \$10,000	2.1%
\$10,000 to \$14,999	2.9%
\$15,000 to \$24,999	6.2%
\$25,000 to \$34,999	7.3%
\$35,000 to \$49,999	13.2%
\$50,000 to \$74,999	19.4%
\$75,000 to \$99,999	15.8%
\$100,000 to \$149,999	21.3%
\$150,000 to \$199,999	6.8%
\$200,000 or more	4.8%

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Community Character

Travel Time to Work

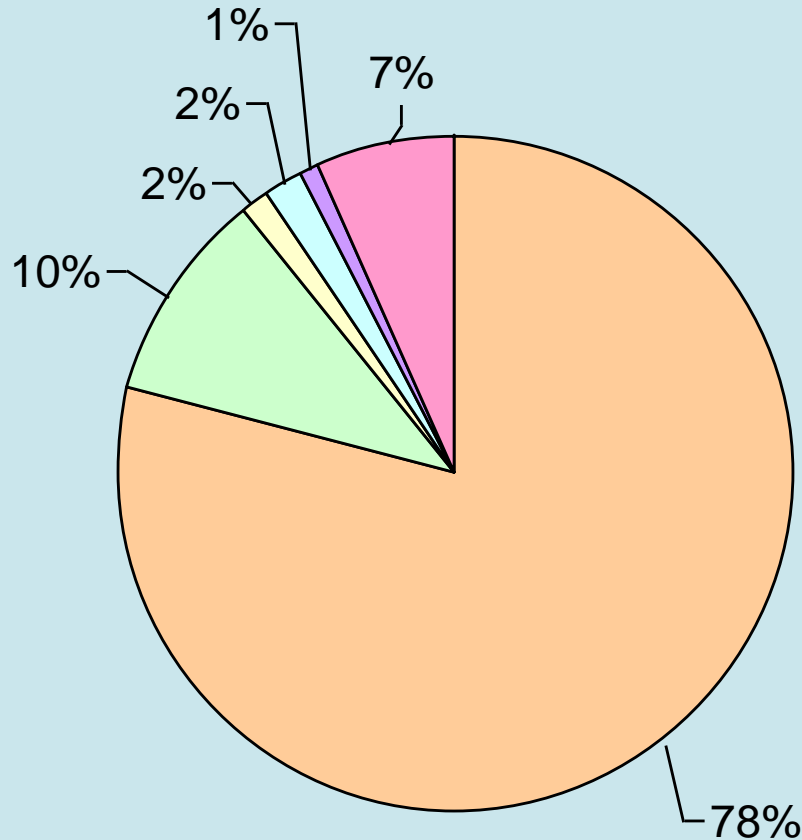


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Community Character

Travel Mode to Work



- Drive alone
- Carpool
- Walk
- Bike, motorcycle, or taxi
- Transit
- Work at home



Planning Principles

- Community Input
- Cameron Park 2030 enVision Statement
- Complete Streets Policies
- County and State Design Standards
- Financial Feasibility

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Cameron Park 2030 enVision Statement

“Cameron Park is a community committed to sustainable growth, while providing access to local and regional education, recreation, healthcare, and economic opportunities. Preservation of our social, cultural and natural resources is the key element for development, planning and stewardship.”

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enVision Statement (cont.)

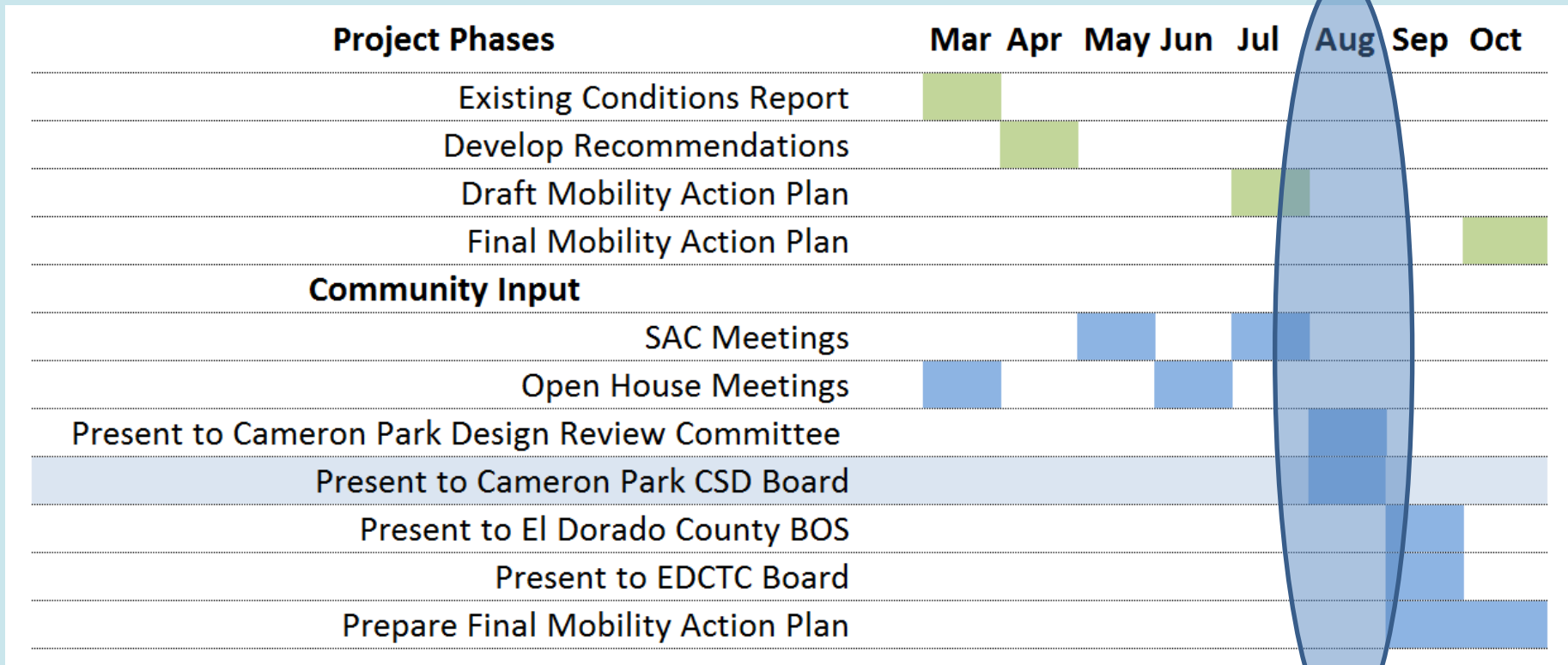
“Future development decisions should contribute toward:

- *A transportation design that unifies Cameron Park and its bike/pedestrian friendly transit opportunities;*
- *An interconnecting regional park and trail system which supports a healthy and mobile lifestyle;*
- *An architecturally cohesive walkable downtown that promotes economic vitality to the region;*
- *The sustainable integration of our environmentally sensitive natural resources; and*
- *The enhancement of a safe and secure community.”*

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Project Phases and Community Input

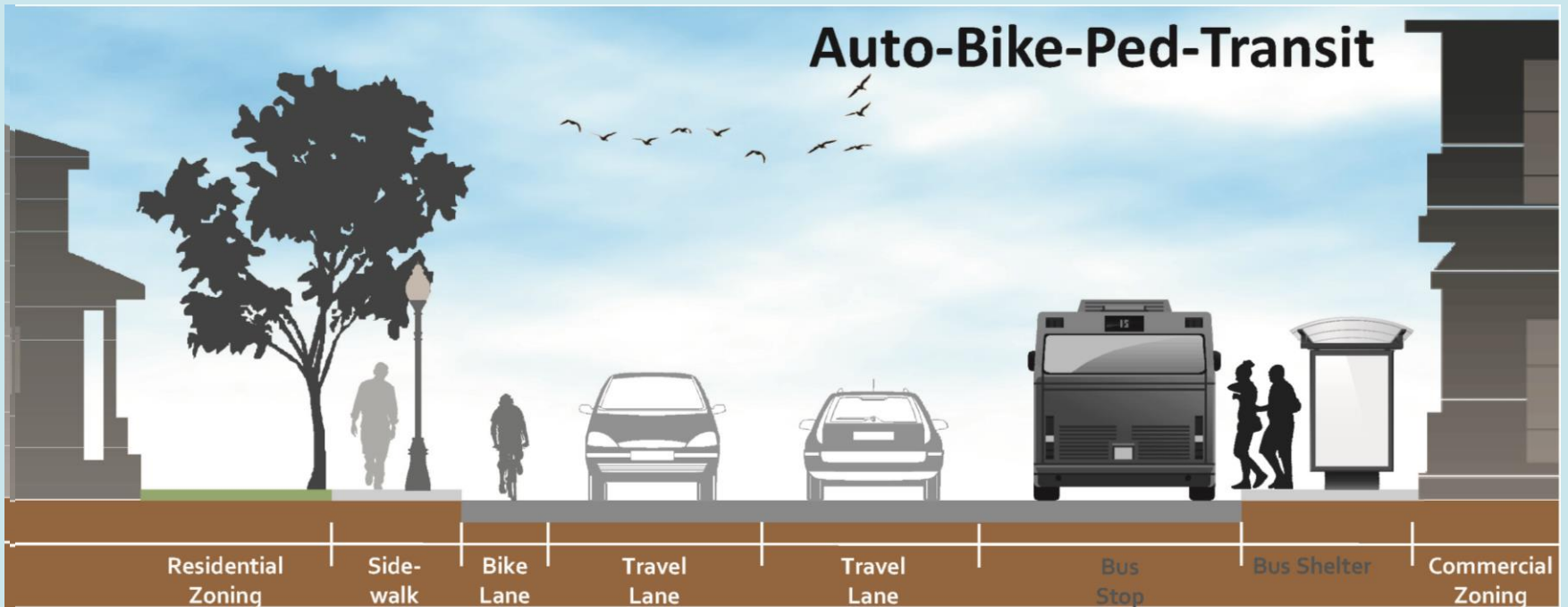


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Complete Streets: A Roadway For All Users



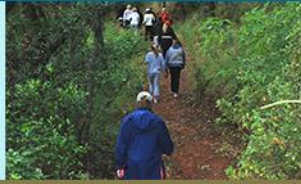
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Mobility Plan Elements

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Sidewalks



Slide Legend

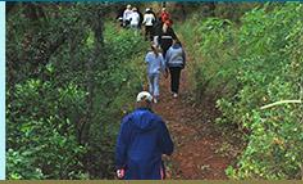
- Currently planned improvement
- **+ = Gap closure**
- **New improvement**

- Green Valley Road+
- Cambridge Road+
- Cameron Park Drive+
- Country Club Drive+
- Merrychase Drive+

- Palmer Drive+
- Coach Lane+
- Ponderosa Road+
- Bass Lake Road+
- Oxford Road

- Wild Chaparral Drive
- Strolling Hills
- Greenwood Lane
- Cameo Drive

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On-Street Bicycle Lanes (Class II)

Slide Legend

- Currently planned improvement
- **New improvement**



- Green Valley Road
- Cambridge Road
- Cameron Park Drive
- Country Club Drive
- Ponderosa Road
- Palmer Drive
- Coach Lane
- Wild Chaparral Drive
- Meder Road
- Durock Road
- **Business Drive**
- **Merrychase Drive**

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On-Street Bicycle Routes (Class III)



- Castana Drive
- Garden Circle
- Covello Circle
- City Lights Drive
- Ponderosa Road

Slide Legend

- Currently planned improvement
- **New improvement**

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Local Road Connectors

- Knollwood Drive
- Greenwood Lane
- Kimberly Road
- Woodleigh Lane
- Pasada Road



- Wilkinson Road
- Clemson Drive
- Hollow Oak Drive
- Salida Drive
- Fairway Drive
- La Canada Drive
- La Cresenta Drive
- Mira Loma Drive
- Perlett Drive
- Carousel Lane

Slide Legend

- Currently planned improvement
- **New improvement**

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Paved Shared Use Paths (Class I)

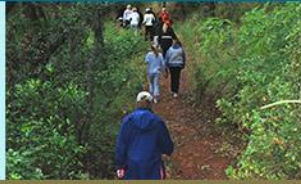


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- Currently planned improvement
- **New improvement**

- Country Club Drive West
- Bass Lake Road South
- Palmer Dr to Wild Chaparral
- Cambridge Road Park and Ride to Country Club Drive
- Through Royal Oaks and Knollwood Parks

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Unpaved Shared Use Paths



- From County Club Drive to Knollwood Park

- Within Gateway Park
- North of Gateway Park to Green Valley
- East of La Canada to Mira Loma Drive

- South of La Canada to Virada Road
- East of Ramussen Park to Carousel Lane

Slide Legend

- Currently planned improvement
- **New improvement**

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Unpaved Shared Use Paths w/Access Control



Evaluate Feasibility of designated trails through the Pine Hill Preserve to provide north-south and east-west connections, with trailheads at nearby parks.

Slide Legend

- Currently planned improvement
- **New improvement**

Suggested Alignments in Pine Hill Preserve:

- From Palmer Drive to Meder Road
- From Meder Road to Rasmussen Park

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Bus Routes and Stops

Bus Routes

- New US 50 Express Route
- Commuter Bus Service
- New Hourly Service in Cameron Park



Bus Stops

- Green Valley Road
- Cambridge Road
- Cameron Park Drive
- Palmer Drive
- Coach Lane
- Ponderosa Road
- Country Club Drive

Slide Legend

- Currently planned improvement
- **New improvement**

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Transit Center

Potential Locations

- Cameron Park Drive
- Coach Lane
- Cambridge Road



Slide Legend

- Currently planned improvement
- **New improvement**

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Pedestrian and Bicycle Overcrossing

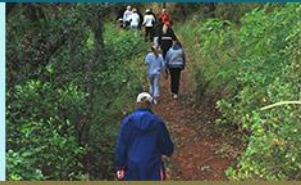
- Country Club Drive to Rodeo Road
- Crazy Horse Road to Merrychase Drive



Slide Legend

- Currently planned improvement
- **New improvement**

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Roundabout

- Option for improved bicycle and pedestrian connectivity
- Potential alternative to high cost interchange improvement



- Cameron Park Drive / US 50 EB Ramps

Slide Legend

- Currently planned improvement
- 15-1087-A 30 of 48 **New Improvement**

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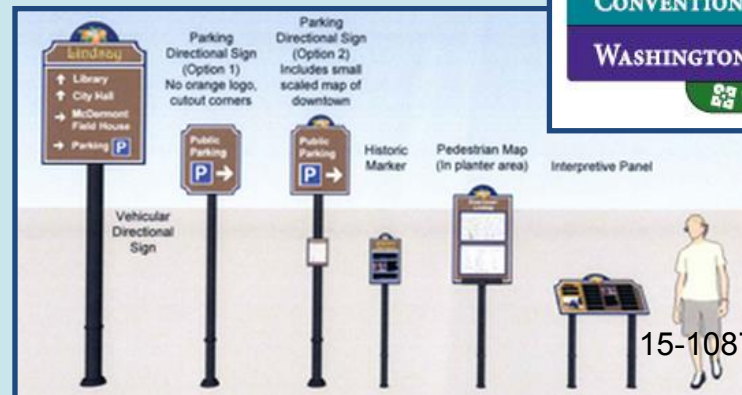
Mobility Plan Elements: Walkable Downtown Plan

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Streetscape Elements

- Business Identification and Wayfinding Signage
- Street Trees
- Planted Medians
- Streetscape Plantings and Stormwater Swales
- Decorative Street Crossings
- Sidewalk Bulbouts
- Decorative Street Lighting
- Overhead Banners
- Public Art



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Land Use Recommendations

Reconfigure Parking Lots for Ped/Bike Experience

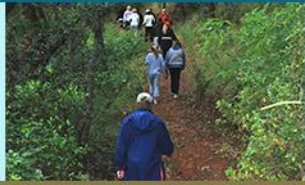
- Separated pedestrian walkways with trees/cover
- Bike lanes and parking
- Connecting routes from street
- Pausing places/shelters for pick-up/drop-off not directly in front of businesses



New Residential Areas

- Consideration needs to be given to walkable/bikable access to shopping, parks, and transit

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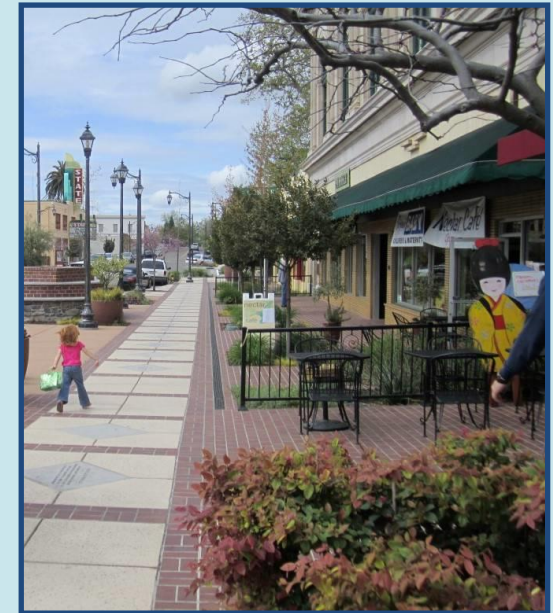


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Land Use Recommendations

New Commercial Development

- Locate parking behind buildings
- Business facade and entrances fronting on streetscape
- Additional entrances from rear
- Ped/bike friendly parking lots
- Facade setbacks to allow outdoor seating, displays, etc.
- Separated sidewalks, plantings, and street trees
- Mixed-use with residential, office
- Architectural recommendations per Vision 2030
- Trail dedication should be required for new development to implement alignments as shown in CPMAP
- The Cameron Park Design Review Committee should review all proposed developments



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Downtown Corridor: *Coach Lane and Strolling Hills Rd – Figure 11*

High Priority

- Wayfinding/business signage
- Street trees
- Sidewalks
- Planted medians
- Streetscape plantings with swales
- Decorative bulb-out crossings
- Streetlights w/banners



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Corridor: *Cameron Park Dr/Highway 50* *Figure 12*



High Priority

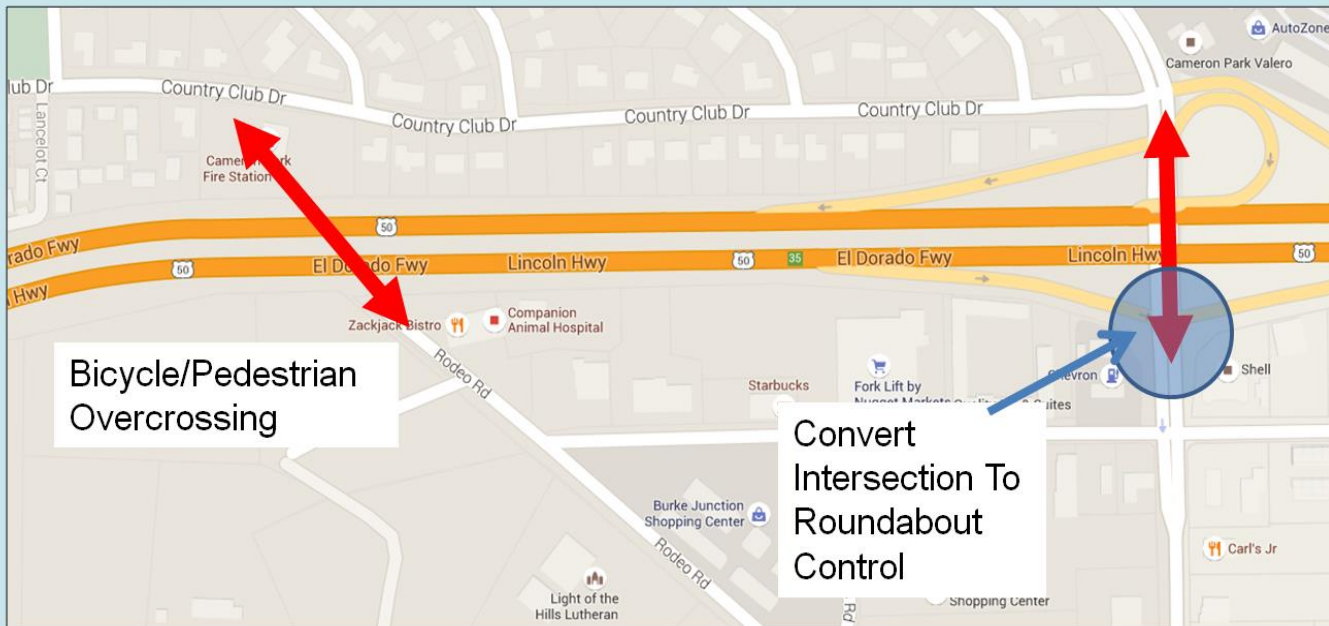
- Wayfinding/business signage
- Street trees
- Sidewalks
- Planted medians
- Streetscape plantings with swales
- Decorative bulb-out crossings
- Streetlights w/banners

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Pedestrian and Bicycle Overcrossing

Bike Facility Crossing of US 50





Additional Identified Downtown Corridors:

- Palmer Drive – *Figure 13*
- Green Valley Road – *Figure 14*
- Cameron Park Drive/Alhambra – *Figure 15*
- Cambridge, Knollwood and Merrychase – *Figure 16*



Project Prioritization

Tier 1 – Completed within the next five years

Tier 2 – Six to ten year time frame

Tier 3 – Ten to twenty year time frame

Tier 4 – Beyond twenty years

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Tier 1 High Priority Projects Table ES-1, page 3

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Tiering Evaluation Criteria

- Improves Existing User Safety
- Access to Transit
- Benefits Low Income Households
- Benefits Seniors
- Access to Schools
- Access to Shopping
- Regional Access
- Access to Work
- Access to Recreation
- Constructability
- Impact to Adjacent Property Owners
- Cost Effectiveness
- Potential Environmental Impact

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Tier 1 High Priority Projects

Project Description	Cost Estimate
Bike Path (Class 1)	\$1,030,000
On-Street Bike Lanes (Class 2)	\$17,315,000
On-Street Bike Routes (Class 3)	\$55,000
Sidewalks	\$4,685,000
Safety Improvements	\$320,000
Unpaved Shared Use Paths	\$420,000
Streetscape and Wayfinding	\$1,269,720
TOTAL	\$23,825,000

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■ Next Steps

- Present Draft Report to:
- Prepare Final Report
- Agencies to Formally Adopt Final Report

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Tier 1 High Priority Projects

Bike Path (Class 1)

From Summer Drive to east end of Covello Circle through Knollwood Park

On-Street Bike Lanes (Class 2)

On Palmer Drive from Cameron Park Drive to end of the pavement

Fill in gaps on Cameron Park Drive from Green Valley Road to Durock Road

On Coach Lane (entire)

On Strolling Hills Road

Merrychase Drive from Country Club Drive to Cambridge Road

On Country Club Road from Cameron Park Drive to proposed Class 1 bike path at Tierra de Dios

On Cambridge Road from Oxford Road to Country Club Drive (partial project)

Meder Road from Cameron Park Drive to Ponderosa Road

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Tier 1 High Priority Projects

On-Street Bike Routes (Class 3)

Ponderosa Road from Green Valley Road to Meder Road

Castana Drive from Country Club Drive to Covello Circle

Covello Circle from Castana Drive to east end of Covello Drive

Garden Circle (entire)

Castana Drive from Covello Circle to Whistler's Bend Way

Summer Drive from Bass Lake Road to end

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Tier 1 High Priority Projects

Sidewalks

Fill in gaps on Merrychase Drive from Cambridge Road to Country Club Drive

Fill in gaps on Coach Lane

Fill in gaps on Strolling Hills Road on west side of street

Fill in gaps on Bass Lake Road from Green Valley Road to Woodleigh Lane

Fill in gaps on Cambridge Road from Country Club Drive to Flying "C" Road

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Tier 1 High Priority Projects

Safety Improvements

Cambridge Road / Highway 50 WB Ramp / Merrychase Drive - Provide pedestrian sidewalk and wheelchair ramp in northwest quadrant.

Cameron Park Drive / Highway 50 WB Ramps / Country Club Drive - Add warning signs on WB Off-Ramp in advance of northeast curb return to warn motorist of pedestrians crossing on crosswalk located on north leg of intersection.

Cameron Park Drive and La Canada Drive. Add fourth leg to crosswalk for bicyclist and pedestrian use. Coordinate timing to allow adequate crossing time.

All signalized intersections with pedestrian and bicycle controlled crossings. Add bicycle detection and coordinate timing for bicycle and pedestrian crossing.

Replace existing railing on Highway 50 / Cambridge Road interchange to improve safety.

Traffic calming devices on Oxford Road (speed humps and signs)

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Tier 1 High Priority Projects

<u>Unpaved Shared Use Paths</u>	
P8	From end of planned Class 1 Bike Path at northeast end of Covello Circle to Country Club Drive via stormwater drainage corridor parallel to and east of Castana Drive (0.7 miles)
P13	Pine Hill Preserve Trail Feasibility Study

Streetscape and Wayfinding

Coach Lane

Strolling Hills Road