

El Dorado Trail Fact Sheet

Current Status

- 39 miles total from Folsom to Camino, 12 miles paved, 27 miles natural (dirt) surface.
- Designated one of the top 10 rail trails in California by the Rails-to-Trails Conservancy.
- Folsom to Placerville section (32 miles) located in the Sacramento-Placerville Transportation Corridor (SPTC*) which is owned by the SPTC Joint Powers Authority.
- Members of the JPA are El Dorado County, Sacramento County, City of Folsom, and Sacramento Regional Transit

- Paved Trail:
 - 12.3 miles total
 - 6.0 miles , El Dorado to Main St. Placerville
 - 6.3 miles, Bedford Ave. to Camino (not part of the SPTC*)
 - 1 mile gap in downtown Placerville - Main St. is a designated bike route.
 - 1 mile in Folsom from Highway 50 south.
 - Pedestrian/bike bridge project at Missouri Flat construction about to start.
 - Next paved trail section in planning stage – 2 miles, extending 1 mile each direction from Shingle Springs. (Shingle Springs Dr. to South Shingle Rd.)
 - El Dorado County, Sacramento County, Folsom, and SACOG planning documents all call for a paved trail in the SPTC railroad corridor from Placerville to Folsom.
 - Ultimate goal is for separate paved and natural trails to extend from Placerville to Folsom in the SPTC.

- Natural (dirt surface) Trail
 - 27 miles total
 - 25 miles in El Dorado County (Missouri Flat Rd. to Sac. County line)
 - 1.5 miles in Sacramento County (White Rock Rd. to county line)
 - 0.5 miles in Folsom – (prepped for paving.)
 - Two natural trail improvement projects currently in process.
 - Highway 50 to Latrobe – 10 miles administered by the SPTC JPA. Significant work complete. Still several culverts to install.
 - Latrobe to Missouri flat Rd. in Diamond Springs – 18 miles administered by El Dorado County Parks and Trails Dept. A dirt trail has existed in this section for decades. Significant work is needed to upgrade the trail to appropriate standards, including several miles of new trail construction needed to relocate the existing trail off of the railroad track over to the opposite side of the railroad track because of drainage and environmental issues. Many culverts and bridges also needed.
 - Sponsoring nonprofit organizations.
 - Friends of the El Dorado Trail
 - Mother Lode Trail Stewardship
 - Folsom Auburn Trail Riders Action Coalition (FATRAC)
 - Friends of Folsom Parkways
 - The planned paved trail may result in the natural trail being paved over. Coordination with the Department of Transportation concerning construction of the paved trail is needed to prevent that to the extent possible.

- The El Dorado County Board of Supervisors has decreed that the 10 mile section of the SPTC from Shingle Springs to Latrobe is to be for trail use only, but the track is to be maintained by the El Dorado Western Railroad

Potential Connections

- East
 - Connect to the west end of the Pony Express Trail at Pacific House, creating a continuous trail from Folsom to South Lake Tahoe. While some sections may never be paved, it is not uncommon for long distance trails to be paved in populated areas but not in remote areas.
- West
 - Connecting with the paved trail network in Folsom provides a connection to the American River bike trail which runs all the way to Old Sacramento and connects to the Sacramento River Parkway Trail, running south along river levees for several miles. That trail is signed as part of the Great California Delta Trail, a trail in the planning stage which will ultimately run from Sacramento to the Bay Area.
 - Total mileage from South Sacramento to Camino – 80+ once trails are completed.
- Completion of all these trails and connections will create a cross-state trail system from San Francisco to Tahoe, with many connections to other trails.

***Background on Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC JPA)**

- Formed 1991 by Sacramento County, El Dorado County, City of Folsom, and Regional Transit.
- In 1996, acquired the 51 mile Placerville Branch of the Southern Pacific.
- 65th Street in Sacramento to Placerville.
- Western 16 miles to be used for light rail.
- Eastern 37 miles (Hazel Ave. to Placerville) rail banked under the Rails-to-Trails act, part of the National Trail System Act.
 - In a rail banked corridor, trails are to be the priority use until such time as financially viable commercial freight rail is reestablished by a financially sound operator.
 - Other uses are allowed so long as they are consistent with trail use.
 - Because excursion rail does not meet the definition of commercial freight rail, it would probably be considered an “other use”.
 - Nearly 24,000 miles of rail-to-trail conversions have been completed in the United States, with the rails removed on over 95%.
- El Dorado County’s share of the purchase price was \$2.64 million, \$2.24 million of which was provided by transportation grant funding intended to provide non-motorized transportation facilities and air quality benefits.

Trail User Group Totals in the US

- More than 50 million people in the US ride bikes (Statista.com)
- Just under 10 million mountain bikers in the US (Outdoor Industry Assoc. 2020)
- 50 million hikers (OIA 2020)
- 10 million trail runners (OIA 2020)
- Probably 4 to 5 million equestrian trail riders
- More than 100 million total trail users – nearly 1/3 of the US population
- 17 to 20 million bikes sold annually in the US. (zippia.com)