

#21

**LATE DISTRIBUTION**

EDC COB <edc.cob@edcgov.us>

DATE 8/25/15 BOS 8/25/15**8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)**

1 message

Roberta Martin <1rbmar@att.net>

Mon, Aug 24, 2015 at 4:23 PM

To: edc.cob@edcgov.us

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Thank you,

Roberta Martin

Folsom, CA



EDC COB <edc.cob@edcgov.us>

Fwd: Agenda Item 15-0911

1 message

The BOSTHREE <bostthree@edcgov.us>
To: EDC COB <edc.cob@edcgov.us>

Mon, Aug 24, 2015 at 4:33 PM

Kathy WitherowAssistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Wendy Thomas** <wendythomas@sonic.net>

Date: Mon, Aug 24, 2015 at 4:30 PM

Subject: Agenda Item 15-0911

To: bostwo@edcgov.us, bosone@edcgov.us, "Brian K. Veerkamp" <bostthree@edcgov.us>, bosfour@edcgov.us, bosfive@edcgov.us

County of El Dorado Board of Supervisors
Regarding: Agenda Item 15-0911

Good Afternoon Members of the BOS,

I received a copy of the "Business Case for the El Dorado Trail" that Charlie Downs sent you this weekend, and I would like to also lend my support for Option B as recommended by Staff.

I certainly appreciate that there are strong opinions on both side of this issue, and I believe we must be realistic about what we can accomplish in today's economic climate. To push for a scenario that is either extremely difficult to fund or sustain financially in the long run is to doom our County to inaction. And yet, I too believe there is a win/win scenario...an excursion train that is centered around our rail park, shorter in duration but offering folks the ability to enjoy our historical assets and our communities around it while we build a Class 1 Bike Trail through the Western Slope of EDC, thereby preserving our ability to attract folks to our recreational assets.

I see our recreational assets to be a growing attraction, and I know we are all vitally concerned about securing a vibrant job base in our County. As Sacramento experiences a renaissance, we need to be ever more diligent about capitalizing on what sets us apart from the exploding Valley below us. We don't have the housing options, the infrastructure, the proximity to transportation corridors or larger commerce that is attractive to companies wishing to relocate. What we do have is LIFESTYLE. We must expand our recreational assets and make them a priority if we wish to attract jobs to El Dorado County. We must make EDC "THE" place to live...where you don't just recreate on the weekends because you can have lifestyle everyday in your own backyard, without the commute or hassle.

I fear if we stay in an "all or nothing" mentality ("rails vs. trails"), we will continue to battle it out, accomplish nothing, and lose our competitive edge in the marketplace. We can have both while moving this County forward economically.

Thank you for your consideration,

Wendy Thomas



EDC COB <edc.cob@edcgov.us>

El Dorado Trail

1 message

Kevin Allec <kevin_allec@hotmail.com>
To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Tue, Aug 25, 2015 at 5:50 AM

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Thank you,

Kevin Allec



EDC COB <edc.cob@edcgov.us>

Fwd: SPTC Alternatives Analysis and Extending the Paved Bike Trail El Dorado Road.

1 message

The BOSTHREE <bostthree@edcgov.us>
To: EDC COB <edc.cob@edcgov.us>

Tue, Aug 25, 2015 at 7:47 AM

Kathy WitherowAssistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Don Rose** <droseco@yahoo.com>
Date: Mon, Aug 24, 2015 at 5:04 PM
Subject: SPTC Alternatives Analysis and Extending the Paved Bike Trail El Dorado Road.
To: "bostthree@edcgov.us" <bostthree@edcgov.us>, "bostwo@edcgov.us" <bostwo@edcgov.us>, "bosfour@edcgov.us" <bosfour@edcgov.us>, "jlfclerici@gmail.com" <jlfclerici@gmail.com>

To: The Honorable Members of the El Dorado County Board of Supervisors:

On August 15, 2015, The El Dorado County Transportation Commission approved the final draft of the SPTC Alternatives Analysis. Several of you were at that meeting and may remember that I made a statement, pointing out that there are many excursion railroads that are successfully operated using only 3 miles of track and that often when given the opportunity to extend their mileage, they decline to. Attached is a copy of my statement at the meeting for your review. I think that the attached comments are particularly relevant in light of the proposal to extend the paved bike trail from Missouri Flat Road to El Dorado Rd. and to remove 1.49 miles of railroad track in the process.

The real question to ask is if the loss of 1.49 miles of railroad track will be significantly detrimental to the operation of the El Dorado Western Railroad. Given that the El Dorado Western uses its entire 8 miles of track only four times per year, and only uses 2 miles of track at all other times, it does not appear that the loss would be detrimental in any significant manner.

It is also worthwhile to consider what will be important to future generations. In 50 years, will the residents of El Dorado County place more value on a trail connecting various towns for transportation and recreation purposes, or 1.49 miles of railroad track? I think the answer is obviously the former.

I urge you to vote in favor of removing 1.49 miles of railroad track and constructing a paved trail from Missouri Flat Road to El Dorado Rd.

Thank you.

Don Rose

Consulting CFO
916-204-2836



 **Meeting Notes for Aug 15 EDCTC.docx**
15K

Comments on the SPTC Alternatives Analysis

1. If improved, the natural trail is expected to attract 50,000 users per year, equal to both rail operations combined, but at a lower cost. So the natural trail is just as important as excursion rail operations.
2. Building a paved trail on the rail bed will generate up to \$12 million per year in annual benefits, with a cost of \$18.5 million, thereby producing an annual return on investment of more than 60%.
3. Conversely, building a paved trail off the rail bed and providing for excursion rail will cost an additional \$34.5 million and produce a maximum additional annual benefit of only \$700,000, for a return on investment of only 2%.
4. Based on the range of figures noted in the study, the annual economic benefits generated by excursion rail could actually be so low as to be negative after allowing for maintenance expenses, essentially generating a negative return on investment. Excursion rail is therefore like a startup business, which could end up losing, but at the best only produces a 2% return on investment, which isn't high enough to justify the risk.
5. The cost of building the paved trail off of the rail bed is so high that it will probably never be built. Therefore, providing for excursion rail could generate an opportunity cost of the forgone benefits of the paved trail of up to \$11.9 million per year. The present value of that negative cash flow at a 6% discount rate is a negative \$200 million. Therefore, the railroad track is a liability, not an asset.
6. The environmental impact analysis indicates that the building the paved trail off the rail bed and providing for trains will have an environmental impact that is at least four times as great as that of building on the railbed. Even that doesn't convey the huge environmental footprint – thousands of oak trees ripped out, hills bulldozed, ravines filled in.
7. The real question is how many miles of railroad track are needed for successful excursion rail operation. The Georgetown Loop Railroad in Colorado, the Sacramento Southern Railroad in Sacramento, and Railtown 1897 in Jamestown, CA operate successful excursion trains on only 3 miles of track. Railtown 1897 has access to much more extensive mileage of track on the Sierra Railroad, but chooses to use only 3 miles of track for its excursion rail in part to minimize maintenance expense, but primarily because most of the paying customers want only a short ride on the train and are not interested in longer rides. The Virginia & Truckee Railroad has 15 miles of operable track, but approximately 90%* of its runs are for a 35 minute round-trip that utilizes only 2 miles of track. Each of the railroad groups should be asked to justify their need for more than 3 miles of track, and I hope that question will be asked when the opportunity arises.
8. A compromise scenario would be to retain 3 miles of track at each end of the corridor where topography is relatively flat and the cost of building a paved trail off the rail bed will be minimized, and build the paved trail on the rail bed in the remainder of the corridor. This would probably add only approximately \$6.5 million to the cost of building on the railbed, as opposed to \$34.5 million in additional cost under Scenario 2. This scenario might also capture 90% of the benefits attributable to excursion rail in the other scenarios. If so, it will have a payback period of only two years, and an annual return on investment of 50%. Such a scenario would provide the greatest benefit for the largest number of people at the least cost, and should be seriously considered.

*The 90% figure is based on a count of train runs advertised on the Internet. Actual ticket sales and ridership figures were not available.



EDC COB <edc.cob@edcgov.us>

Fwd: 8/25 Item 21 support

1 message

The BOSTHREE <bostthree@edcgov.us>
To: EDC COB <edc.cob@edcgov.us>

Tue, Aug 25, 2015 at 7:49 AM

Kathy WitherowAssistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Pam Stoddard** <connectwithps@gmail.com>

Date: Mon, Aug 24, 2015 at 9:42 PM

Subject: 8/25 Item 21 support

To: The BOSONE <bosone@edcgov.us>, bostwo <bostwo@edcgov.us>, The BOSTHREE <bostthree@edcgov.us>, The BOSFOUR <bosfour@edcgov.us>, The BOSFIVE <bosfive@edcgov.us>

Greetings Supervisors,

I support the DOT proposal to convert 1.49 miles of rail to a class 1 bike trail, and hope you will too when this item comes before you for vote on August 25th.

Thank you for your careful consideration of this item,

Pam Stoddard
District 4 El Dorado County resident



EDC COB <edc.cob@edcgov.us>

Fwd: Stop even thinking about putting trains on the Shingle Spring Tracks

1 message

The BOSTHREE <bostthree@edcgov.us>
To: EDC COB <edc.cob@edcgov.us>

Tue, Aug 25, 2015 at 7:51 AM

Kathy WitherowAssistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Jules** <the52man@sbcglobal.net>

Date: Mon, Aug 24, 2015 at 9:52 PM

Subject: Stop even thinking about putting trains on the Shingle Spring Tracks

To: "bosone@edcgov.us" <bosone@edcgov.us>, "bostwo@edcgov.us" <bostwo@edcgov.us>,
"bostthree@edcgov.us" <bostthree@edcgov.us>, "bosfour@edcgov.us" <bosfour@edcgov.us>,
"bosfive@edcgov.us" <bosfive@edcgov.us>

Cc: Jules Napoli <the52man@sbcglobal.net>

Honorable Supervisors,

Since I moved to Shingle Springs over 21 years ago, I have seen some very well thought out decisions and some decisions that made me think that the Board of Supervisors was not acting on behalf of the El Dorado citizens, but instead allowing big dollars and contractors decide what was going to happen to the beautiful land in El Dorado County....Behind my home, a residential zoned area was changed to Industrial, without even a notice to myself or anyone else in the community...When we approached the Board of Supervisors, they said that the Planning Commission had approved the change. When we brought a map to one of the Board of Supervisor meetings showing the homes that were within 50 feet of this new Industrial Zoned area, members of the Planning Commission were not even aware of the fact that there were over 60 homes next to this area that they had approved Industrial. They said they were not aware there were homes under the thick oak tree canopy. I live in Milton Ranch and my home backs up to railroad tracks that at one time in the past had a purpose in this County, but today are simply an eyesore and have no economic value to the County or people of the County...To even think about allowing a bunch of hobbyists to play in our backyards seems not only insane, but opens up the possibilities for everyone with a hobby to start pushing ridiculous agendas in front of the Board. The County has much bigger and important agenda items to take care of to make El Dorado County the best County in the State...Please put a halt to this nonsense once and for-all.

Sincerely,

J. P. Napoli

Shingle Springs, Ca



EDC COB <edc.cob@edcgov.us>

Fwd: No trains in Ss. and pull the 1.4 to put in the class i mo flat down

1 message

The BOSTHREE <bosthree@edcgov.us>
To: EDC COB <edc.cob@edcgov.us>

Tue, Aug 25, 2015 at 7:54 AM

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Michael Kenison** <mikejken@yahoo.com>

Date: Mon, Aug 24, 2015 at 11:09 PM

Subject: No trains in Ss. and pull the 1.4 to put in the class i mo flat down

To: Ron Mikulaco <bosone@edcgov.us>, "bosthree@edcgov.us" <bosthree@edcgov.us>, The BOSTWO <bostwo@edcgov.us>, "bosfive@edcgov.us" <bosfive@edcgov.us>, "bosfour@edcgov.us" <bosfour@edcgov.us>

The class i will be the feature in the corridor that will be the best use for the most people. EDWR will not miss the 1.4 miles and the addition of 10's of thousands of trail user moving to the train park, will double EDWR ridership annually.

The Folsom train hobbyist will destroy the peace and quiet in Ss, don't let it happen. They is no need for two train runs in EDC and Folsom will be in direct competition with EDWR. Both groups will not survive so lets work to make EDWR viable.

There is only one feature in the corridor that will bring in meaningful economic benefits, so lets make sure the class I happens.

A vote for all uses on the complete 25 mile corridor mean the class I will never be built, the complete distance off the railbed.

Build the class I to the trail park, then start the class I in Ss moving west and also start the class I from the county line east.

If the city of Folsom pays for the four bridges to Latrobe, then maybe we can have a train down there. Folsom is dumping there train problem and the huge expense in EDC. If folsom was a good neighbor they would pay the huge costs of their train in EDC. Allow Folsom to run over Carson Creek once Folsom pays for a new bridge to be built, not before.

Don't be confused by Jack, there has never been a case of a railbanked corridor like ours, that reverted. Reversion only happens on "abandoned corridors", there is a difference and Jack knows it.

If we keep the full 25 miles because they have history, the rails will be a \$25 million plus history artifact, which is the additional cost to build a class I trail off the rail bed. And this artifact would stop the class I because of cost. Ridiculous!

Mike Kenison

Sent from Yahoo Mail on Android



LATE DISTRIBUTION

DATE #21 8/25/15

EDC COB <edc.cob@edcgov.us>

Fwd: Bike trail extension

The BOSTHREE <bosthree@edcgov.us>

Tue, Aug 25, 2015 at 9:48 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **ridgeboreal** <ridgeboreal@gmail.com>

Date: Tue, Aug 25, 2015 at 9:24 AM

Subject: Bike trail extension

To: bosthree@edcgov.us

Dear Supervisor Veerkamp:

I writing to voice my support for the proposed class 2.5 mile class 1 bike path from Missouri Flat to El Dorado Road.

DOT's option of removing 1.49 miles of rail would result in maintaining much of the trail for equestrians and mountain bikers, save taxpayers considerable money, preserve the oak forest, save the shade canopy and connect the town of El Dorado with the bike path, providing county residents an alternative to driving to work and school.

As an avid cyclist, I strongly support the bike trail, and believe extending it to El Dorado Road would benefit the bicyclists, hikers and equestrians of El Dorado County.

Your vote in support of this extension of the trail would demonstrate to me your concern for the well-being of county residents.

Sincerely,
George Lloyd



EDC COB <edc.cob@edcgov.us>

Aug. 25 Board Agenda item 21. 15-0911

1 message

Lindell Price <lindellprice@gmail.com>

Tue, Aug 25, 2015 at 11:36 AM

To: Clerk of the Board <edc.cob@edcgov.us>

El Dorado County Board of Supervisors,

CMAQ (Congestion Mitigation Air Quality) funding should be used for projects that have been planned and prioritized to provide reliable, year-round, 24-hour transportation, rather than for projects that are primarily motivated by recreational interests. El Dorado County needs to elevate active transportation management, planning, design, maintenance, etc. into our local transportation system. El Dorado County needs a formal and transparent Complete Streets Advisory process that includes both Pedestrian and Bicycle Advisory Committees.

Instead of treating walking and bicycling as a legitimate form of transportation, El Dorado County has been primarily recreation bicycling and hiking focused. El Dorado County has failed to implement transportation policies and designs that support bicycling, or assess needs in order to identify and prioritize opportunities to facilitate walking and bicycling to meet transportation needs. Instead El Dorado County justifies recreational projects with ancillary utilitarian uses. For example, current County policy per the 2003 SPTC Master Plan closes the El Dorado Trail from dusk to dawn, and blocks "eyes on the street" with a policy that call for screening some portions from view. CMAQ (Congestion Mitigation Air Quality) funding should be used for projects that are planned, prioritized and designed to provide reliable, year-round, 24-hour transportation. Recreation is great, and should be planned, funded, designed and managed for the many benefits that it can provide—not by exaggerating its utilitarian transportation benefits. The project before the Board of Supervisors may be a good project, but the process has been flawed.

We need to begin by identifying needs, in order to appropriately identify, prioritize and plan projects. Unfortunately, most of our transportation engineers have little training in designing pedestrian and bicycling facilities, so need the support of a strong public process in addition to opportunities for further training. A transparent public process is needed not only for identifying and prioritizing projects, but for reviewing proposed designs. Please establish a formal and transparent Complete Streets advisory process, so that we can make better use of available funding.

Best regards,

Lindell Price
Cameron Park resident



EDC COB <edc.cob@edcgov.us>

8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

1 message

katie abela <katielynnabela@gmail.com>

Tue, Aug 25, 2015 at 11:45 AM

To: edc.cob@edcgov.us

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Thank you,

Katie Abela

El Dorado



EDC COB <edc.cob@edcgov.us>

Board Meeting

1 message

Jackie Kneeland <pvbandj@gmail.com>

Tue, Aug 25, 2015 at 12:00 PM

To: edc.cob@edcgov.us

Subject: 8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Thank you,

Jackie Kneeland
Placerville, CA

You are a process-driven board. Therefore, I'm asking that you deny today's request on this project until you've had time to evaluate this process as a whole. Last year the El Dorado County Transportation Commission launched an extensive study into examining the best use of the corridor.

The study was not perfect, but it did a pretty good job of inviting many different groups to meetings to give input into the future use of the corridor. I attended a majority of those meetings as a representative of the Shingle Springs Community Alliance and found them to be very informative.

My perception from the input at the meetings was that the goal was to get the most use from the corridor. And it appeared that participants liked the idea of the most use for the most people. So an emphasis was to look at Rails with Trails, which means keeping the tracks in place and adding trails alongside the tracks. The study also included other alternatives, such as all track, all bike trail, etc.

After all of the meetings were completed, the consultant put together the SPTC Alternatives Analysis. My understanding was that the Alternatives Analysis was to be used to make a plan for the whole corridor, which would end all of the small battles that have been happening along the corridor for years now.

So what happened? Why did the process of using the Alternatives Analysis to make a plan for the whole corridor get derailed? I understand the County never took formal action to approve the Transportation Commissions' document. How much money was spent on that study? How many volunteer hours were put into that study? Let's not just throw away all of that time and money. Let's use the study as it was intended!

Please deny today's request to remove the rails. Then take action to follow the process of sharing the results of the Alternatives Analysis with your communities. That will allow each community the opportunity to meet to discuss and understand the ramifications, realistic possibilities, and legal standing of the corridor. Please deny today's request and get back to the process of creating a plan that is based on the Alternatives Analysis that we worked so hard to create.

E. Lunug #21 BOS 8/25/15

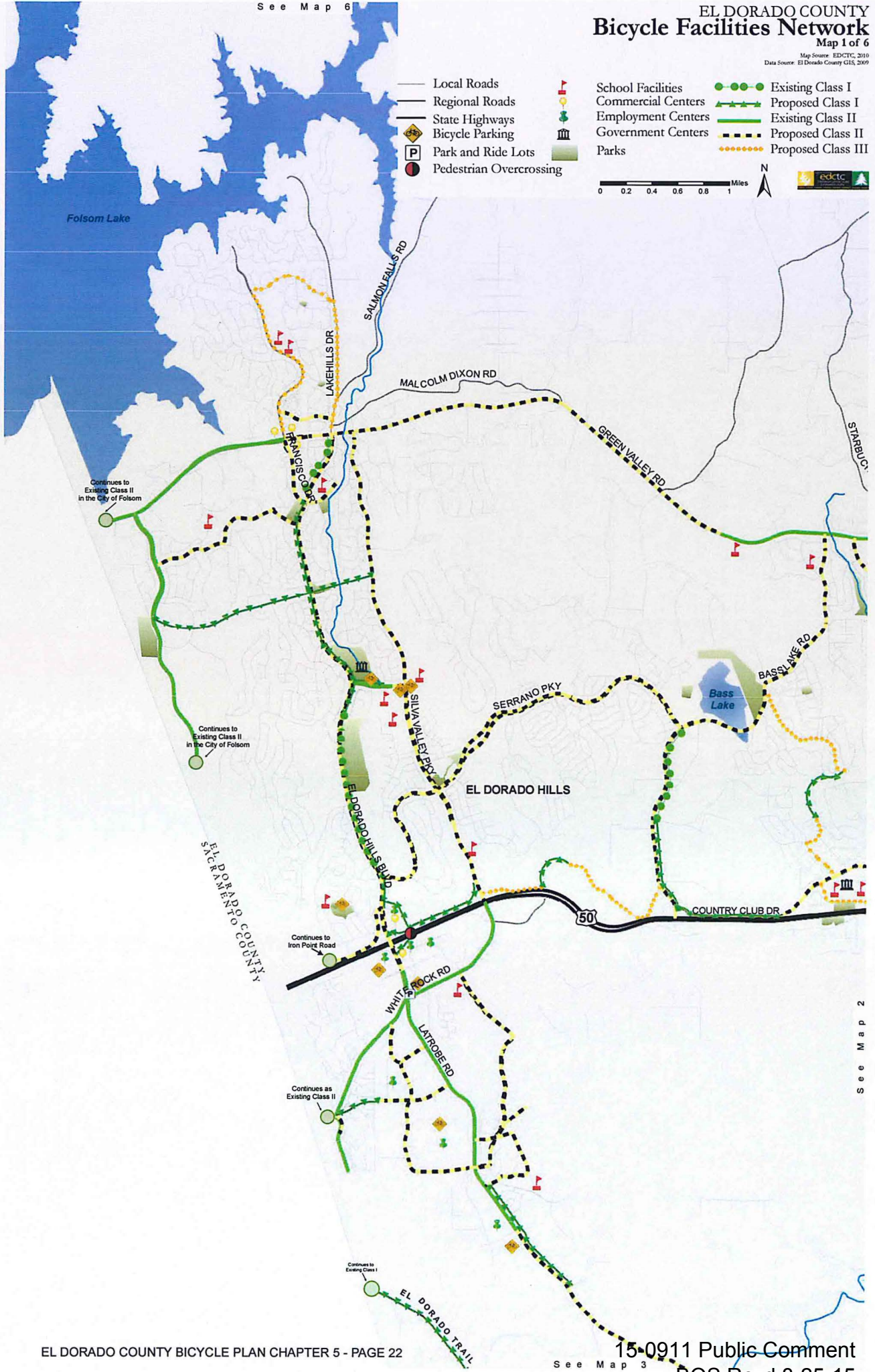
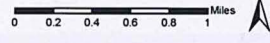
Class II Bikeway (Bike Lane) – Provides a striped lane for one-way bicycle travel on a street or highway. The minimum width for a bike lane is four feet (1.2 meters), but can be wider depending on adjacent parking, curb and gutter configurations

EL DORADO COUNTY Bicycle Facilities Network

Map 1 of 6

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

— Local Roads		School Facilities		Existing Class I
— Regional Roads		Commercial Centers		Proposed Class I
— State Highways		Employment Centers		Existing Class II
Bicycle Parking		Government Centers		Proposed Class II
Park and Ride Lots		Parks		Proposed Class III
Pedestrian Overcrossing				



EL DORADO COUNTY Bicycle Facilities Network

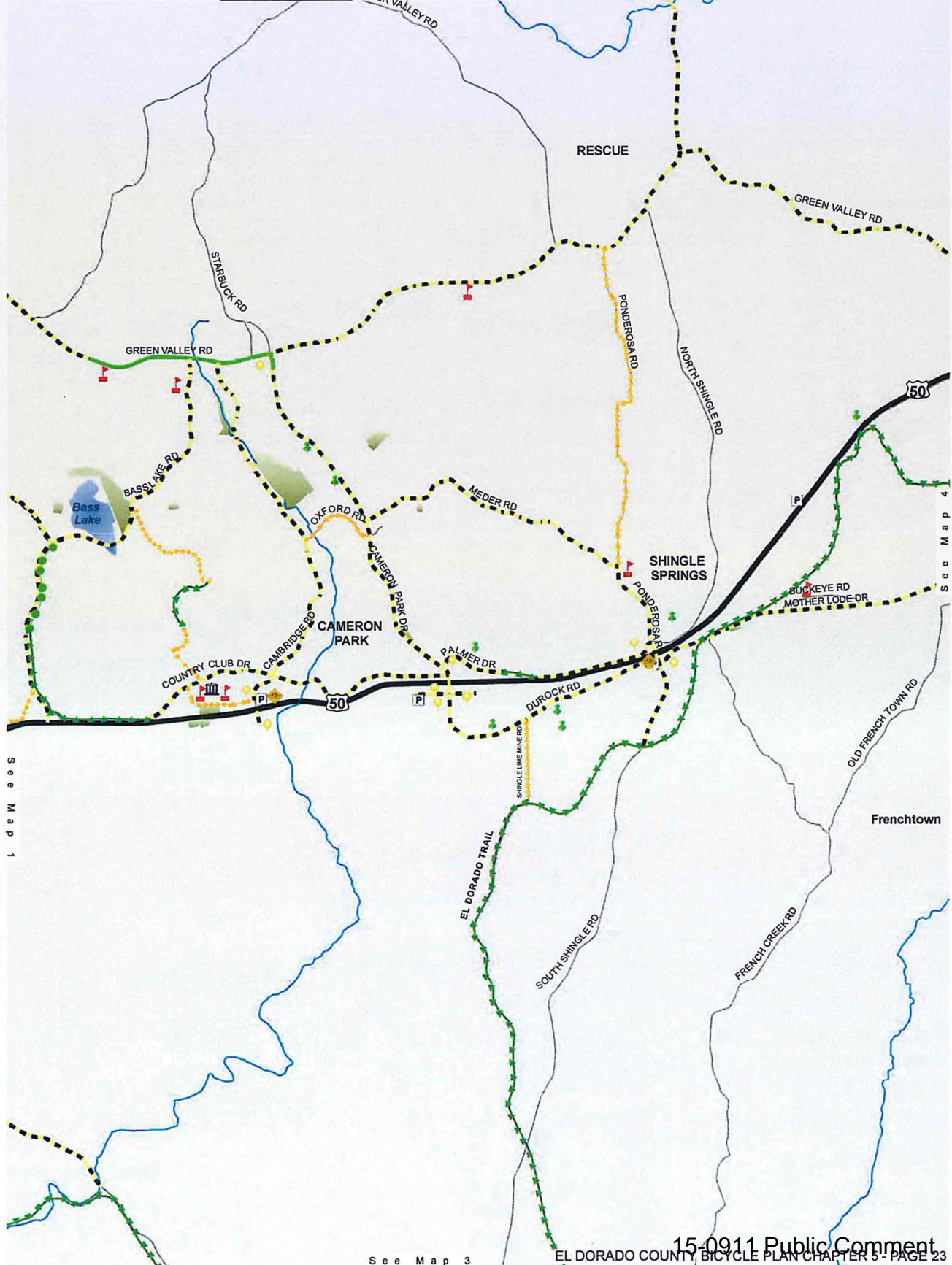
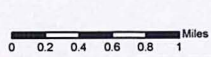
Map 2 of 6

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



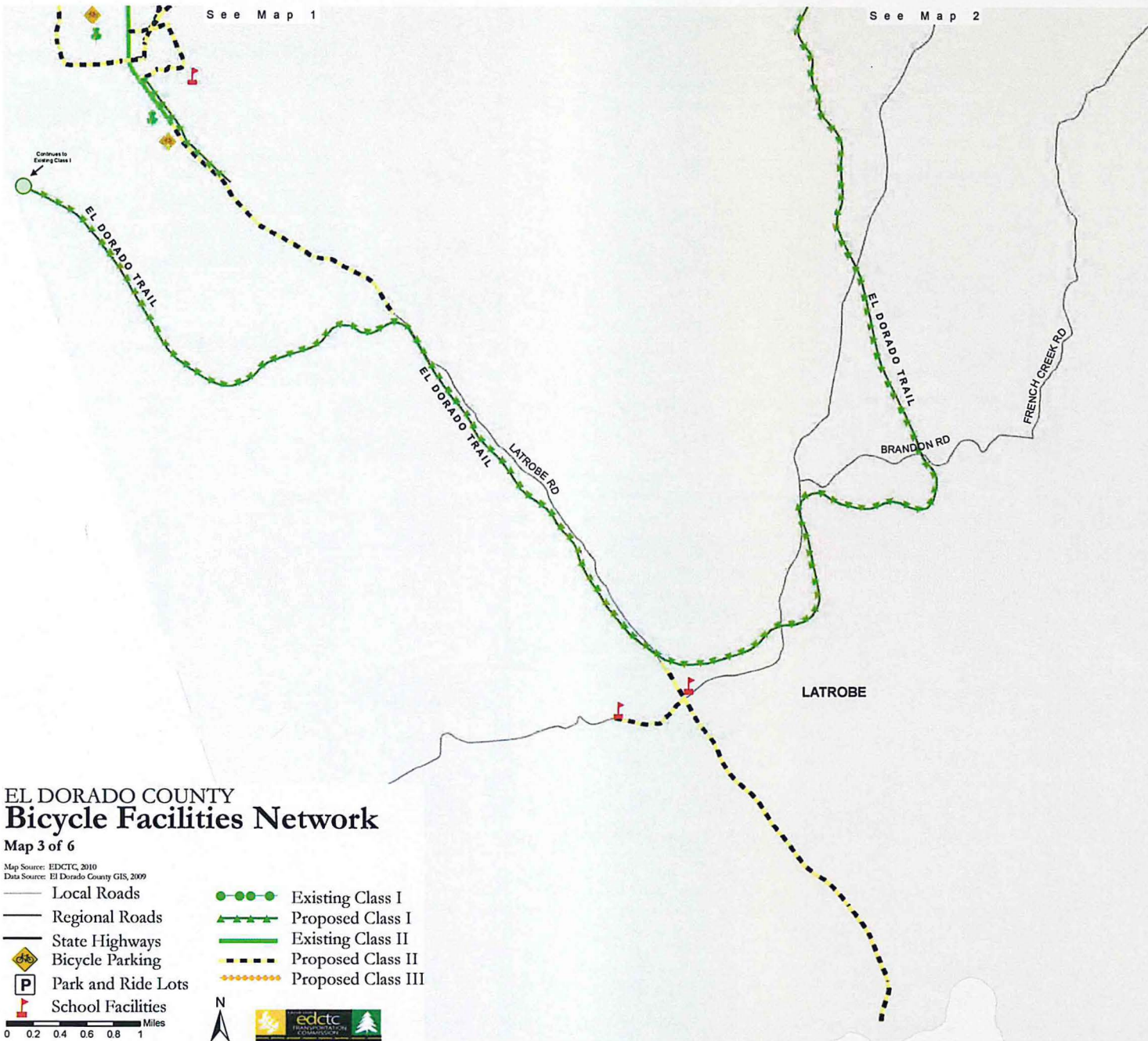
See Map 1

See Map 7

See Map 4

See Map 3

2



EL DORADO COUNTY
Bicycle Facilities Network

Map 3 of 6

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

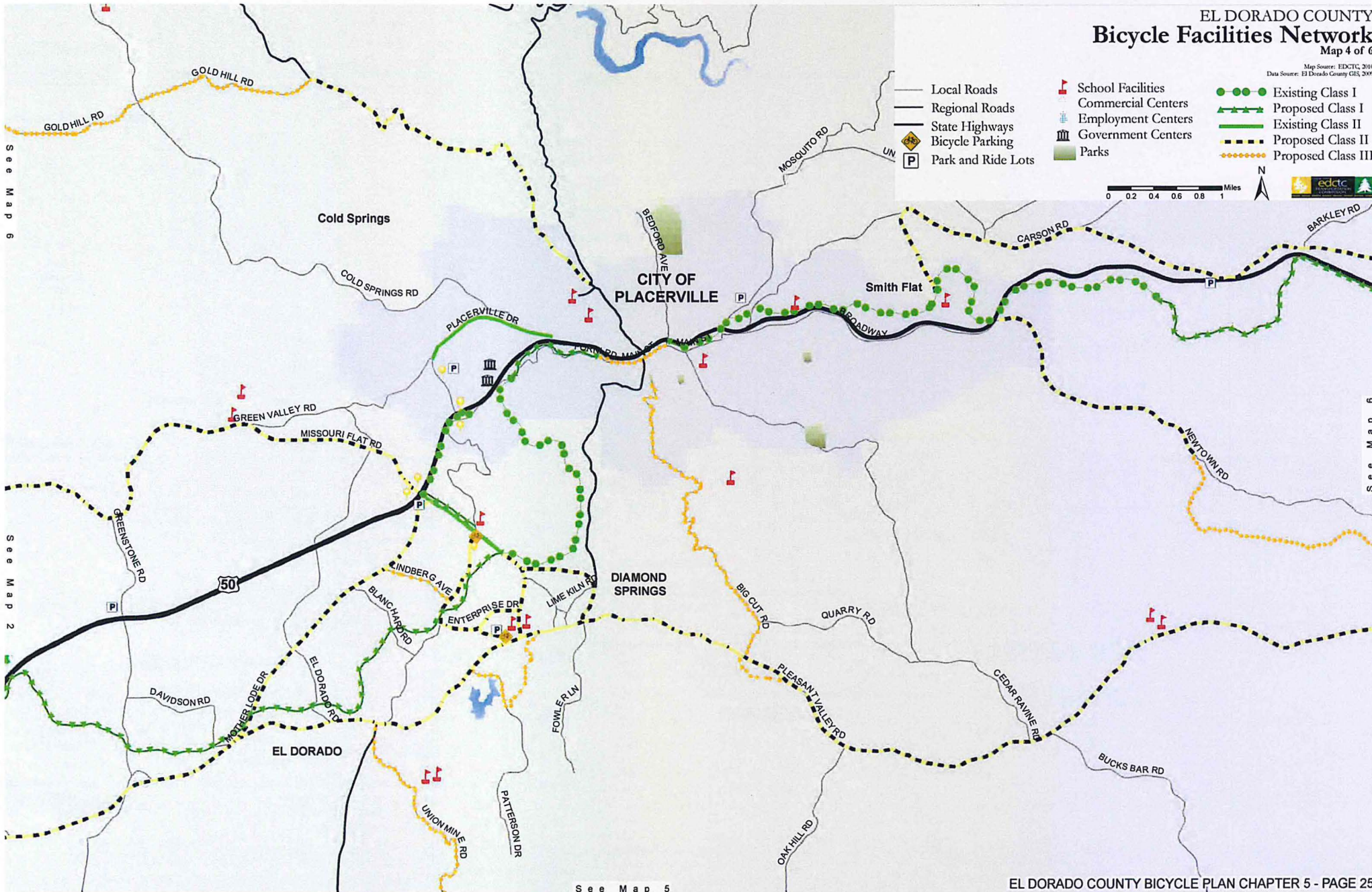
- Local Roads
- Regional Roads
- State Highways
- Bicycle Parking
- Park and Ride Lots
- School Facilities
- Existing Class I
- Proposed Class I
- Existing Class II
- Proposed Class II
- Proposed Class III

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EL DORADO COUNTY Bicycle Facilities Network

Map 4 of 6

Map Source: EDCTC, 2011
Data Source: El Dorado County GIS, 2009

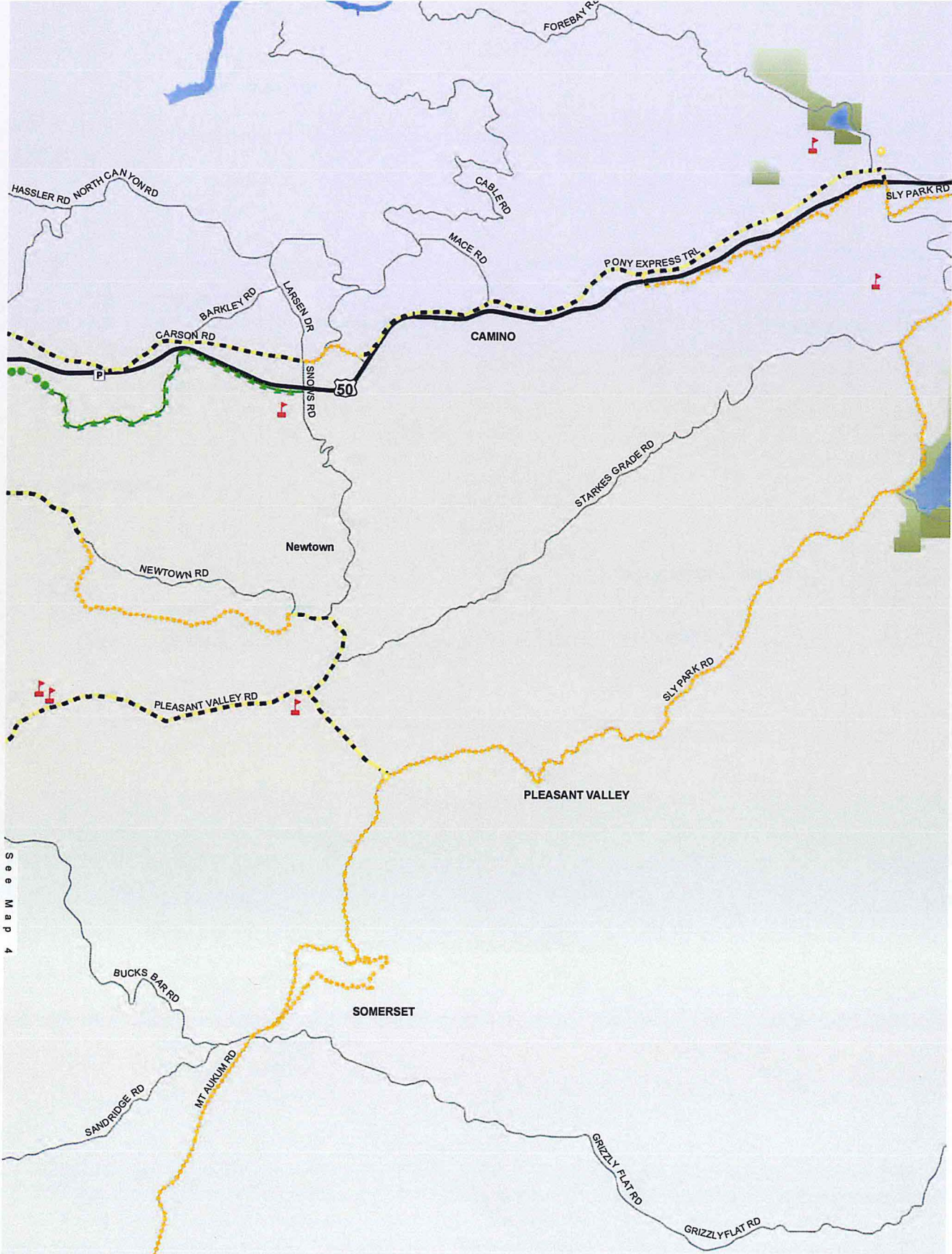


See Map 6

See Map 2

See Map 5

See Map 6



See Map 4

EL DORADO COUNTY
Bicycle Facilities Network
 Map 5 of 6

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

- | | | |
|--------------------|-------------------|--------------------|
| School Facilities | Local Roads | Existing Class I |
| Commercial Centers | Regional Roads | Proposed Class I |
| Parks | State Highways | Existing Class II |
| Bicycle Parking | Proposed Class II | Proposed Class III |
| Park and Ride Lots | | |

EL DORADO COUNTY Bicycle Facilities Network

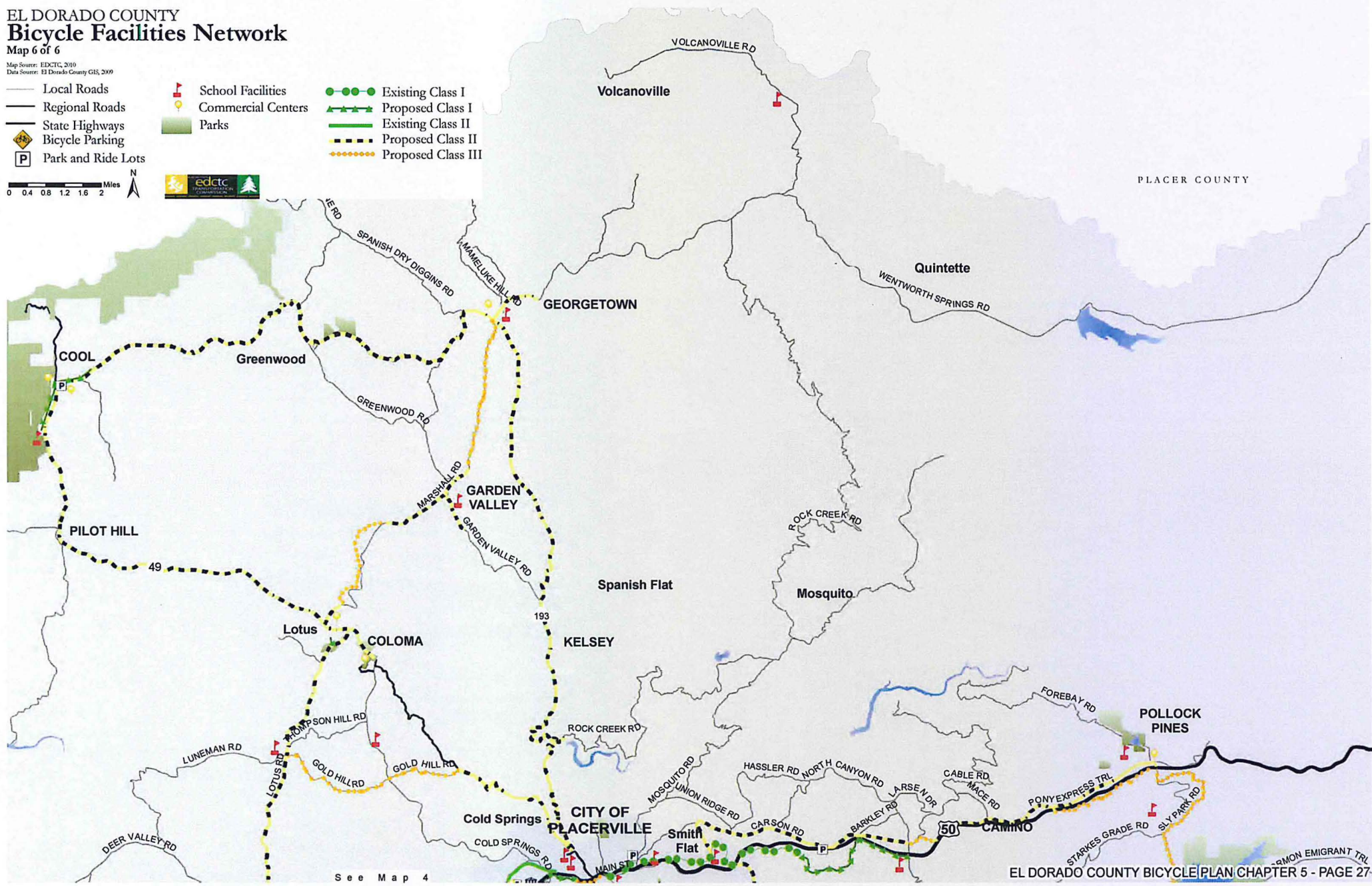
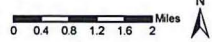
Map 6 of 6

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
- Parks

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



See Map 4