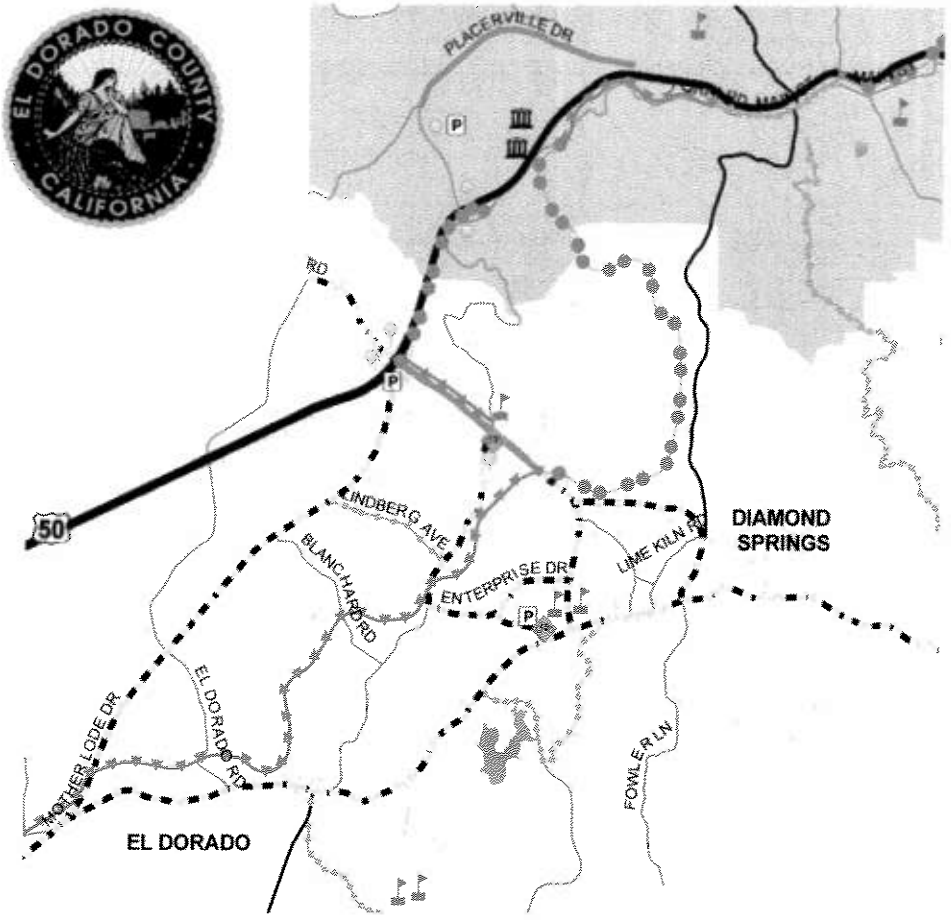
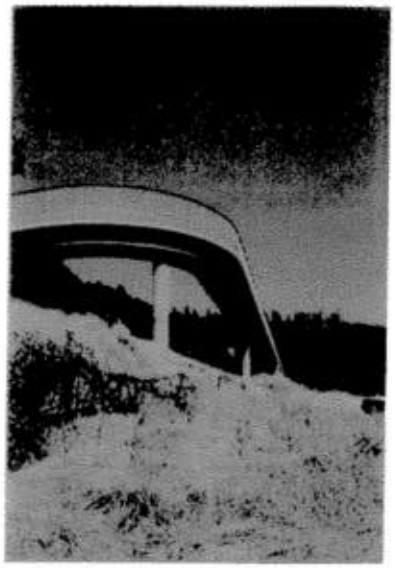
El Dorado County





Bicycle Transportation Plan

November 2010

prepared by

edctc
TRANSPORTATION COMMISSION

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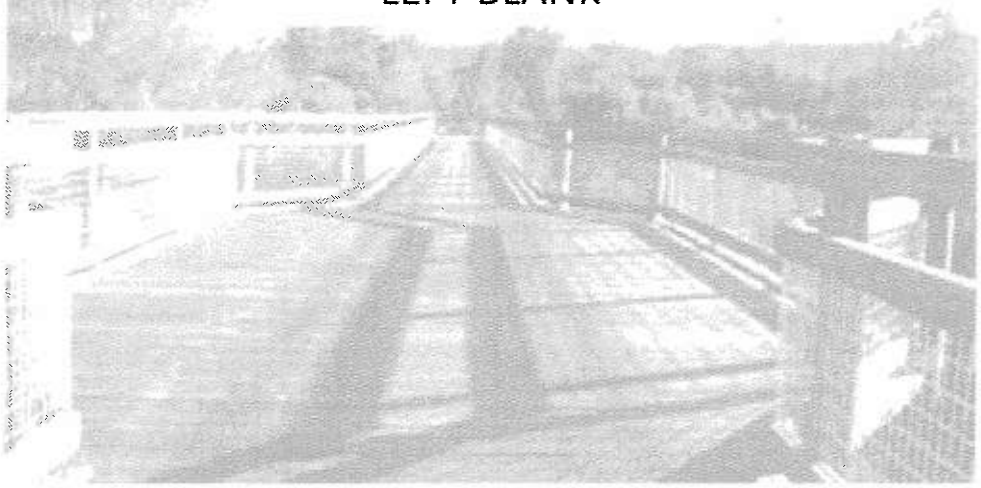

ACKNOWLEDGEMENTS

2010 El Dorado County Bicycle Transportation Plan

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ACKNOWLEDGEMENTS

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The El Dorado County Bicycle Transportation Plan provides a blueprint for the development of a bicycle transportation system on the western slope of El Dorado County. The plan updates the currently adopted El Dorado County Bicycle Master Plan, which was adopted in January 2005. The 2010 plan is in compliance with California Streets and Highways Code (sections 890-894.2, *appendix b*), enabling the county to be eligible for State Bicycle Transportation Account funds.

The Bicycle Transportation Plan represents the efforts of the EDCTC staff, the Bicycle Transportation Plan Advisory Committee, El Dorado County, El Dorado Hills Community Services District and numerous dedicated citizens in the area. The plan was developed with the overall goal of *providing a safe, efficient, and convenient network of bicycle facilities that establish alternative transportation as a viable option in El Dorado County and neighboring regions.* The plan addresses the following specific issues pertaining to non-motorized transportation:

1. Bicycle Commuting - Develop a bicycle transportation system that enhances the safety and convenience of bicycling to neighboring jurisdictions, employment centers, residential neighborhoods, campgrounds, parks, education, commercial and other activity centers in El Dorado County.
2. Safety and Education - Maximize bicycle safety.
3. Implementation and Maintenance – Identify detailed and prioritized improvements in the El Dorado County Bicycle Transportation Plan.
4. Land Use Development - Integrate bicycle and pedestrian planning with other regional and community planning, including land use and transportation.
5. Multi-Modal Integration - Maximize multi-modal connections to the bicycle transportation system.
6. Funding - Obtain all possible funding for plan implementation.
7. Connectivity - Develop a well-connected bikeway system.
8. The El Dorado Trail – In usable segments, develop Class I Bike Paths on the El Dorado Trail.

The proposed bikeway system is slightly over 280 miles in length, and includes a strategy for development of Class I Bike Path along the entire Sacramento-Placerville Transportation Corridor, also known as "The El Dorado Trail." The development of the proposed system will provide better access to the County's transit network and activity centers as well as encourage increased use of the bicycle as a transportation mode.

An increase in bicycle transportation benefits the entire region in terms of improving air quality, reducing congestion, and improving the health and overall quality of life for the residents of El Dorado County. Improving the bicycle transportation system will also help implement Caltrans' Deputy Directive DD-64-R1, a policy that recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system. Improvements to the bicycle transportation system will also provide benefits to recreational cyclists and help El Dorado County promote geotourism and agritourism by making areas such as El Dorado's wineries, Apple Hill, and the

EXECUTIVE SUMMARY

South Fork of the American River in Coloma more accessible to tourists who chose to visit these areas by bicycle.

The following is a list of significant improvements that have been made to the bicycle transportation system since the El Dorado County Bicycle Transportation Plan was adopted in January 2005:

- Class I bike path on Bass Lake Road from Serrano Parkway to Silver Dove Way
- Class I bike path on the El Dorado Trail from Parkway Drive to Los Trampas Drive
- Class I bike path on the El Dorado Trail from Forni Road to Missouri Flat Road
- Class II bike lanes on Green Valley Road from Pleasant Grove Middle School to Cameron Park Drive
- Class II bike lanes on Latrobe Road from Joeger Cut-Off Road to White Rock Road
- Class II bike lanes on White Rock Road from Latrobe Road to Carson Crossing Road
- Class II bike lanes on Green Valley Road from the County line to 400 feet west of El Dorado Hills Boulevard
- Class II bike lanes on Cameron Park Drive from Winterhaven Drive to Alhambra Drive
- Class II bike lanes on Missouri Flat Road from US 50 to the Southern Pacific Transportation Corridor right of way
- Bicycle and pedestrian facility on the eastbound US 50 Weber Creek Bridge with connecting Class I bike path between Missouri Flat Road and Placerville Drive

Chapter 1 INTRODUCTION

1.1 Purpose and Need

The purpose for revising/ updating the El Dorado County Bicycle Master Plan is twofold. First, it will provide a blueprint for the development of an "ultimate bicycle transportation system." Second, it will bring the plan into compliance with California Streets and Highways Code (sections 890-894.2, *appendix b*), enabling the county to be eligible for State Bicycle Transportation Account (BTA) funds.

The current El Dorado County Bicycle Master Plan was adopted in January 2005. Several updates were written between 1979 and the present, but the 2005 update was the only one formally adopted. In the development of the 2010 Plan the work within the preceding updates was analyzed and applicable components were incorporated.

For the bicycle to become a viable transportation option in El Dorado County, some improvements are necessary both locally and regionally. There is continued development on the western slope of the County, with a majority of the most recent growth concentrated in El Dorado Hills near the Sacramento County line. The residential boom in El Dorado Hills and Cameron Park has increased the demand for transportation options. In more isolated areas, there is demand for the county to provide bicycle facilities within communities so residents can leave their cars at home for short, local trips.

The current El Dorado County Bicycle Master Plan was adopted in January 2005. Several updates were written between 1979 and the present, but the 2005 update was the only one formally adopted.

Improving the bicycle transportation system will help to implement Caltrans' Deputy Directive DD-64-R1, a policy that recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system. Improvements to the bicycle transportation system will also ensure that individuals have transportation choices aside from driving and allow bike commuters to bypass congestion and even arrive at their destinations faster than if they had driven a car. According to the 2010 National Bicycling and Walking Study, in addition to transportation benefits, improvements to the bicycle transportation system can also have the following benefits:

- Health Benefits: Daily bike rides can reduce the risk of coronary heart disease, stroke, and other diseases and result in lower health care costs and improved quality of life;
- Environmental Benefits: Replacing short vehicle trips with bicycling can help reduce energy consumption and decrease carbon dioxide emissions from cold starts caused by short car trips;
- Economic Benefits: The cost of owning and operating a car can account for up to 18 percent of a typical household's income. Bicycling can provide options for those who would like to save money. Communities are using bicycle facilities to revitalize businesses and bring new economic life to downtowns;
- Quality of Life Benefits: More travel options can increase a sense of independence in seniors, young people, and others who cannot or choose not to drive. Increased levels of bicycling can have a great impact on an area's sense of livability by creating safe and friendly places for people to live and work.

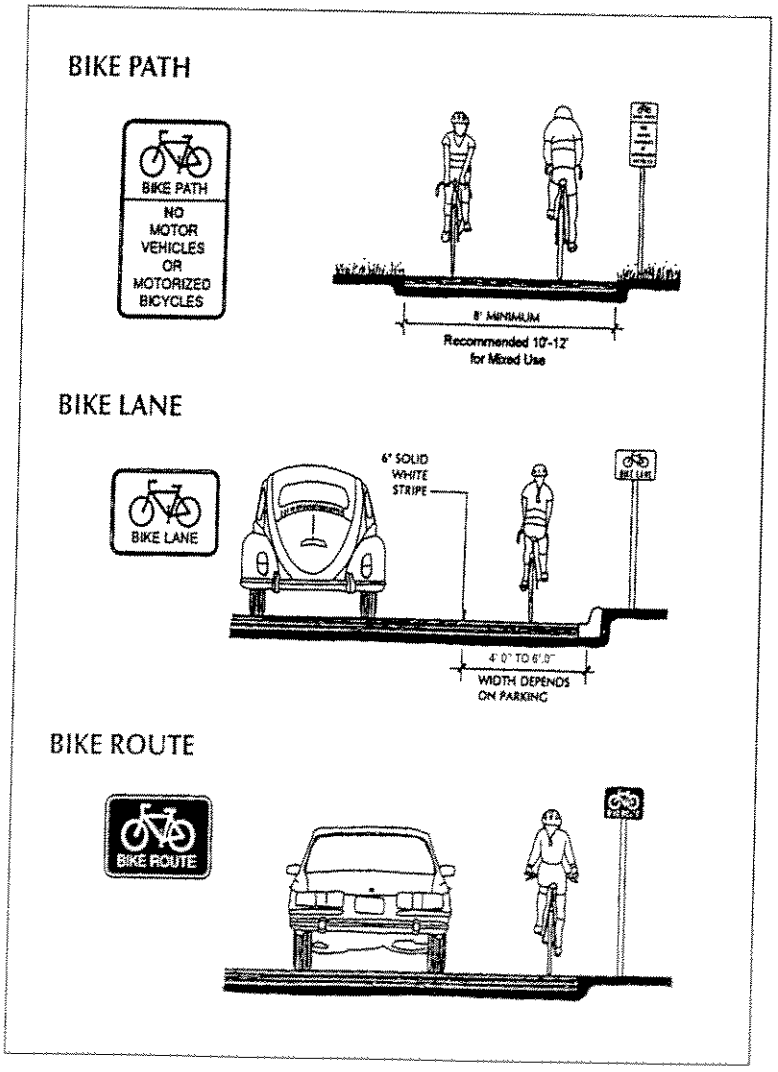
Once completed, the ultimate bikeway system will provide a uniform network of on and off-street bikeways throughout the western slope of El Dorado County, which will support facilities and programs that encourage bicycling.

1.2 Previous Planning Efforts

The first update to the 1979 El Dorado County Bicycle Master Plan occurred in 1995 under the title "Bicycle Transportation Plan." The Bicycle Transportation Plan existed in various draft forms, and was continually updated from 1995 to 2001, but was never formally adopted by the County Board of Supervisors. Even without a current planning document, the County Department of Transportation (DOT) implemented bicycle projects in various areas throughout the County from 1995 to 2001. The Plan was updated in 2005 and that update was formally adopted in January 2005.

.3 Definition of Bikeway Facilities

The most commonly used bikeway design standards are contained in the Caltrans Highway Design Manual, Chapter 1000 – Bikeway Planning and Design, dated September 1, 2006. The Caltrans standards are based largely on standards developed by the American Association of State Highway and Transportation Officials (AASHTO). The Manual on Uniform Traffic Control Devices, Federal Highway Administration, 2009, contains standards for bikeway signage and striping. Following are brief descriptions of the three most common bikeway facilities and their typical cross sections. More detailed explanations of bikeway design standards are provided in Chapter 6, Section 6.3.



Class I Bikeway (Bike Path) – Provides a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal cross flows by motorists. Minimum paved width is eight feet for two-way travel and five feet for one-way travel. Bike Paths closer than five feet (1.5 meters) from the edge of the shoulder shall include a physical barrier to prevent bicyclists from encroaching onto the roadway.

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.

Class III Bikeway (Bike Route) – Provides for shared use with pedestrian and motor vehicle traffic. Signs or permanent markings designate a bike route, and there is no minimum width since it is a shared use facility.

1.4 Relationship to Other Documents

1.4.1 Sacramento-Placerville Transportation Corridor Master Plan

The Sacramento-Placerville Transportation Corridor (SPTC) Master Plan covers the Southern Pacific railbanked railroad corridor from the western El Dorado County line near Latrobe to the City of Placerville at Ray Lawyer Drive. The preserved corridor is planned for use as an alternative transportation corridor with multiple uses including bicycle, pedestrian and equestrian trails, excursion trains, and utility easements.

The SPTC Plan includes a majority of the "El Dorado Trail," a concept for a trail that spans the entire length of El Dorado County from the western county line to Lake Tahoe. The SPTC Master Plan covers 28 miles of the trail alignment proposed for the El Dorado Trail, and includes an environmental document. The El Dorado County Bicycle Transportation Plan has been coordinated with the SPTC Plan and provides linkages to the SPTC where possible as well as proposed Class I bike paths along segments of the SPTC.

The SPTC Plan does not establish priorities or a specific schedule for project implementation. The discussion on project phasing reads as follows:

"Projects will be developed as usable segments. That is, the result of each project should be usable and independent from the need for future projects. Moreover, projects should be proposed with thought given to connectivity, continuity, and consistency with existing projects."

The El Dorado County Bicycle Transportation Plan establishes phasing and priorities for the development of certain segments of the SPTC Corridor usable for bicycle transportation.

1.4.2 El Dorado County General Plan

The General Plan provides long-range direction and policy for the use of land within El Dorado County. It provides a mechanism through which the County can focus on the issues of greatest local concern as well as a basis for rational decision-making regarding long-term physical development. The circulation element of the General Plan contains objectives and policies pertaining to non-motorized transportation.

1.4.3 City of Placerville Non-Motorized Transportation Plan

The City of Placerville Non-Motorized Transportation Plan (NMTP) provides for a network of bicycle routes throughout the City of Placerville and an inventory of the existing sidewalk conditions (to the extent which they provide a transportation benefit). The City of Placerville NMTP serves as the Non-Motorized Circulation Element of the General Plan. The City of Placerville NMTP was developed in conjunction with the El Dorado County Bicycle Transportation Plan and provides a consistent network of linked bikeways for travel to and through the City.

1.4.4 Cross State Bicycle Route Study

The Cross State Bicycle Route Study – Bay Area to Lake Tahoe concept was developed by Caltrans District 3 as an effort to coordinate local and regional planning efforts. In 2002, Caltrans began collecting all bicycle planning documents within District 3 for the purpose of developing a comprehensive Geographic Information Systems (GIS) database. Through this effort, Caltrans recognized that planning for bicycle facilities is often conducted on a local and regional level, which results in various gaps between and within regions. The Cross State Bicycle Route Study was a timely effort for mapping purposes and an excellent exercise in improving connectivity and regional partnerships.

The actual development and implementation of the Cross State Bicycle Route is the responsibility of individual jurisdictions. The Cross State Bicycle Route Study is intended to provide key information that will assist local jurisdictions in decision-making toward development of the route. Ultimately, the California Cross State Bicycle Route could become the first "Interstate" bike route in California.

1.4.5 El Dorado Hills Community Services District Bikeway Master Plan

In 1995, the El Dorado Hills Community Services District (CSD) developed a Bikeway Master Plan for the El Dorado Hills area. The master plan was developed by a committee specific to the El Dorado Hills area and reflected the bikeway system desired in El Dorado Hills. The plan was submitted to the El Dorado County Transportation Commission as well as the Department of Transportation with the recommendation that it be included as the El Dorado Hills component of the County Bicycle Transportation Plan.

In conjunction with the development of the 2005 El Dorado County Bicycle Transportation Plan, the El Dorado Hills CSD conducted a parallel process with a Bicycle Advisory Committee specifically dedicated to the needs of El Dorado Hills. The 2005 plan took a more local view of El Dorado Hills and provided a more in-depth analysis of the pedestrian and recreation needs specific to El Dorado Hills. Those needs were re-evaluated and analyzed during development of the 2010 plan.

1.4.6 Lake Tahoe Regional Bicycle and Pedestrian Master Plan

The Lake Tahoe Regional Bicycle and Pedestrian Plan provides a blueprint for development of a regional bicycle and pedestrian system that includes both on and off street facilities as well as support facilities and programs throughout the Tahoe Region. The plan includes the eastern portion of El Dorado County near the Lake Tahoe Basin, which is under the authority of the Tahoe Regional Planning Agency/Tahoe Metropolitan Planning Organization (TRPA/TMPO). The TRPA/TMPO programs and allocates funds for transportation and bikeway projects in the Tahoe Basin. The transportation projects in the TRPA jurisdiction and in the City of South Lake Tahoe (El Dorado County) are developed by El Dorado County Department of Transportation, but paid for by TRPA/TMPO. For this reason, the El Dorado County Bicycle Transportation Plan will emphasize projects in the west slope of El Dorado County, and reference the Lake Tahoe Regional Bicycle and Pedestrian Plan for projects within the Tahoe Basin.

The study area of the El Dorado County Bicycle Transportation Plan is that of the Regional Transportation Planning Agency for El Dorado County, the El Dorado County Transportation Commission (EDCTC). EDCTC was designated as the Regional Transportation Planning Agency (RTPA) for El Dorado County on July 23, 1975. This planning and programming

authority does not include that portion of the County within the TRPA/TMPO boundaries. TRPA is the RTPA for the Tahoe Basin area. As the RTPA for El Dorado County, EDCTC has prepared the Bicycle Transportation Plan for El Dorado County. The plan will maintain consistency with the TRPA's Lake Tahoe Regional Bicycle and Pedestrian Plan.

1.4.7 Sacramento Area Council of Governments (SACOG) Regional Bicycle, Pedestrian, and Trails Master Plan

The SACOG Regional Bicycle, Pedestrian, and Trails Master Plan is a component of the Metropolitan Transportation Plan for 2035, which established the region's 28-year transportation investment plan. The Regional Plan is intended to guide the long-term decisions for the Bicycle and Pedestrian Funding Program, adopted by the SACOG Board of Directors in March 2008. The projects included in the plan are forward-thinking, regionally significant projects that require at least partial regional funding.

1.4.8 El Dorado County Transit Design Manual

The El Dorado County Transit Design Manual is a handbook that provides EDCTA with transit improvement standards appropriate to the specific conditions of the transit organization and its area. The Design Manual provides specific standards for bus stop improvements and roadways along transit routes. The standards are intended to guide government agencies, commercial and residential developers, employers, and others in their efforts to provide useful, attractive, and safe transit facilities for the region's transit patrons. The Design Manual is not intended to supersede the authority of the local jurisdictions, but rather to offer criteria, complementary to existing standards, for the design of a more pedestrian-oriented, bicycle-oriented, and transit-friendly environment. It is important for individual jurisdictions and business leaders to consider how best to incorporate land uses and road networks that support public transportation, while providing transportation infrastructure that supports overall community goals. The transit improvement standards included in the Design Manual are organized by section for quick reference. Sections of the Design Manual include the following; Vehicle characteristics, Site design and pedestrian access-ways, Bus stop placement, Bus stop spacing, Bus pullouts, Passenger amenities, Park-and-ride/multi-modal facilities, and Vehicle turning radii.

1.5 Community Involvement

The community was involved in the development of the update of the 2010 El Dorado County Bicycle Transportation Plan on many levels. A Bicycle Advisory Committee was assembled and ratified by the EDCTC on October 2, 2008. The Committee met initially for a discussion of the bicycle planning history in El Dorado County then established the scope of the update of the plan.

The Bicycle Advisory Committee (BAC) participated in the existing conditions inventory and the resultant selection of projects for inclusion in the plan. The BAC reviewed the Administrative Draft Plan in June 2010 and their comments were incorporated. During the months of June and July 2010 the Bicycle Transportation Plan was open for public review and comment. The plan was also presented at the following public meetings:

- Bike Plan Workshop, June 30, 2010
- EDCTC Public Meeting, August 5, 2010
- El Dorado County Trails Advisory Committee Meeting, August 9, 2010

- El Dorado County Planning Commission Meeting, August 12, 2010
- El Dorado County Parks and Recreation Commission Meeting, September 16, 2010
- El Dorado County Board of Supervisors Meeting, TBD
- EDCTC Public Meeting, TBD

The comments received, and responses are included in Appendix F of this document.

1.6 Compliance with Bicycle Transportation Account Guidelines

This Plan complies with the California Streets and Highways Code, section 891.2, items A-K as described below:

Caltrans requirement	Section/Description ..... Location
A. Estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan	Bicycle Commuter Projections ..... Chapter 2, p. 3-4
B. A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers	Land Use Discussion ..... Chapter 2, p. 2-3 Map Set ..... Chapter 5, p. 19
C. A map and description of existing and proposed bikeways.	Map Set ..... Chapter 5, p. 19 Description (existing)..... Chapter 4, p. 5 Description (proposed)..... Chapter 5, p. 10
D. A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers	Map Set ..... Chapter 5, p. 19 Description..... Chapter 4, p. 2-4
E. A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Multi-Modal Connections..... Chapter 5, p.4 Map Set ..... Chapter 5, p. 19
F. A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker restroom, and shower facilities near bicycle parking facilities.	Existing..... Chapter 4, p. 2 Proposed Improvements .....Chapter 5, p. 4 and 10
G. A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicycles.	Bicycle Safety ..... Chapter 2 p. 5 Education..... Chapter 2 p. 6
H. A description of the extent of citizen and community involvement in the development of the plan, including, but not limited to, letters of support.	Citizen/community involvement..... Chapter 1, p. 5

Caltrans requirement	Section/Description ..... Location
I. A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including but not limited to, programs that provide incentives for bicycle commuting.	Description ..... Chapter 1, p. 3
J. A description of projects proposed in the plan and a listing of their priorities for implementation	Proposed Improvements ..... Chapter 5, p. 10 Priority Projects ..... Chapter 6, p. 1
K. A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Past Expenditures ..... Chapter 4, p. 1 Future Financial Needs ..... Chapter 6, p. 2

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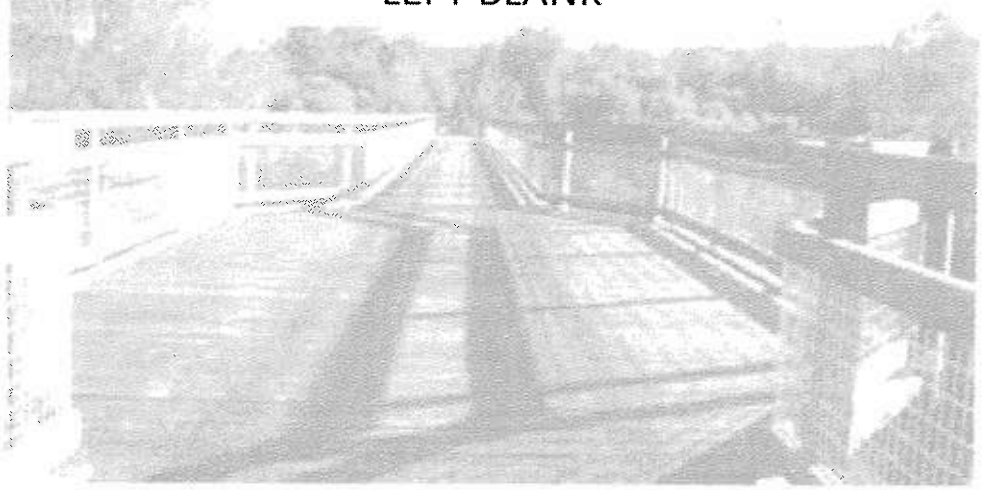


Chapter 2 BICYCLE TRANSPORTATION ANALYSIS

2.1 Study Area

The study area of the El Dorado County Bicycle Transportation Plan is the same as the planning area of the Regional Transportation Planning Agency (RTPA) of El Dorado County Transportation Commission (EDCTC). EDCTC was designated as the RTPA for El Dorado County on July 23, 1975. This planning and programming authority does not include that portion of the County within the Tahoe Regional Planning Agency (TRPA) boundaries. TRPA is the RTPA for the Tahoe Basin area.

As the RTPA for El Dorado County, EDCTC has prepared the Bicycle Transportation Plan for El Dorado County Department of Transportation. The plan will maintain consistency with the TRPA's Lake Tahoe Regional Bicycle and Pedestrian Plan. The TRPA programs and allocates funds for transportation and bikeway projects in the Tahoe Basin. The transportation projects in the TRPA jurisdiction and in the City of South Lake Tahoe (El Dorado County) are developed by El Dorado County Department of Transportation, but paid for by TRPA. For this reason, the El Dorado County Bicycle Transportation Plan will emphasize projects in the West Slope of El Dorado County, and reference the Lake Tahoe Regional Bicycle and Pedestrian Plan for projects within the Tahoe Basin.

2.2 Setting

El Dorado County is located in the foothills and mountains of the Sierra Nevada, extending eastward from the eastern portion of California's Central Valley. The western portion of the county is characterized by rolling foothills, increasing in elevation to the east. The rolling hills provide a bicyclist with beautiful landscapes and challenging terrain. Many of the regional routes have gradual slopes that are navigated with relative ease by an intermediate cyclist. The foothills and mountains of El Dorado County make it a popular destination for recreational cyclists. In total, the county contains 1,805 square miles ranging in elevation from 200 feet above sea level to 10,881 feet above sea level at the highest mountain peak.

El Dorado County is bordered by Placer County to the north, Amador County to the south, Sacramento County to the west and the State of Nevada to the east. A portion of Lake Tahoe is located in El Dorado County.

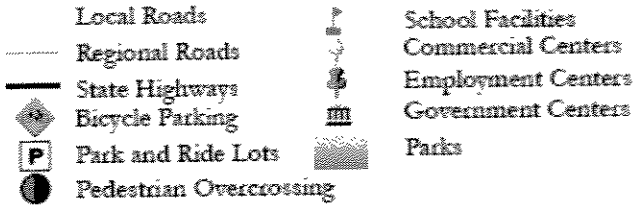
The weather in El Dorado County varies greatly depending on the elevation - from warm, dry summers and mild winters in El Dorado Hills and Placerville to cool summers and snowy winters in South Lake Tahoe. Typically, temperatures in the lower elevations are higher in summer and winter, while mountain temperatures are lower. The rainy season occurs between November and April, but excessive rainfall and damaging winter storms are rare.

2.3 Land Use Discussion

The City of Placerville, the county seat, is the only incorporated city in the western slope of El Dorado County. The primary population centers in the western slope are the communities of El Dorado Hills, Cameron Park, and the City of Placerville. Numerous other unincorporated communities are spread out throughout El Dorado County. These include Shingle Springs, El Dorado, Diamond Springs, Latrobe, Fairplay, Somerset, Grizzly Flat, Camino, Pollock Pines, Coloma/Lotus, Cool, Garden Valley, Georgetown, Rescue, Mt. Akum, Pleasant Valley, Kyburz,

and Strawberry. Some of the small communities of El Dorado County provide unique opportunities for increased local bicycle commute trips.

As a bicycle transportation plan, this document complies with California Streets and Highways Code, section 891, sections A-K. One of the requirements is to identify land uses on maps in order to demonstrate transportation connections on proposed bike routes. Each map has a set of icons to indicate areas of land use. Land uses indicated on the maps include schools, shopping centers, employment centers, bicycle parking facilities, government centers, park and ride lots and parks as follows:



A review of the population and land use in El Dorado County is a necessary first step in developing accurate bicycle commuter projections. In 2000, El Dorado County's population grew at a rate of 2.6%. By 2008 the rate of annual growth had slowed to .91%. Over the nine years spanning 2000 to 2008, the County population grew at an average annual rate of 1.7% per year. The trend of future growth, changes in demographics, and changes in land use will affect both the bikeway system and the number of potential bicycle commuters. Many new bikeway projects will be constructed as part of new developments and road construction. Construction of new employment centers will reduce travel times and distances to work, making bicycling a more attractive commute mode. It is recognized that El Dorado County has a jobs-housing imbalance, evidenced by the high average travel time to work (28 minutes in 2000).

El Dorado County Population and Travel Time to Work; U.S. Census

	1980	1990	2000	Total Change 20 years	Percent Change 20 years
Population	85,812	125,995	156,299	70,487	82%
Mean travel time to work	21 min	24 min	28 min	7 min	33%

The following features describe the land use in the west slope of El Dorado County:

- Major agricultural regions, including the South County Wine Region and the orchards of the Camino area's "Apple Hill"
- Highway 50 is the major transportation corridor in El Dorado County
- The City of Placerville, with a population of 9,906 in 2009
- Folsom Lake College – El Dorado Center near Placerville
- Residential 'suburbs' of Cameron Park and El Dorado Hills
- The El Dorado Hills Business Park

Areas in the county where the major development will occur include El Dorado Hills, Cameron Park, and Diamond Springs. El Dorado Hills was recently added as part of the Sacramento

Metropolitan Area, and is rapidly conjoining with the City of Folsom. As shown in the table below, El Dorado County is poised for explosive growth in the coming years.

El Dorado County Growth Projections: Developed by SACOG						
	2000	2005	2013	2018	2035	Historical 1990
Total El Dorado County	124,910	154,428	182,087	194,832	225,032	94,674
City of Placerville	9,630	13,646	14,761	15,654	18,179	8,225
Unincorporated El Dorado County	115,280	140,782	167,326	179,178	206,853	86,449

2.4 Bicycle Commuter Projections

A common term used in analyzing choices people make in transportation is "mode split." Mode split refers to the transportation option a person chooses, be it taking a bus, walking, carpooling, driving, or bicycling. Mode split is often used to evaluate transportation mode choices, and the trend in the Sacramento region today is to create a more evenly distributed mode split. The census data in the table below shows a .3% bicycle mode split for El Dorado County. Bicycle commute habits are difficult to measure accurately without extensive data collection efforts. The Census records only "Means of Transportation to Work" and thus, home-to-school, trips to the store, trips to a friend's house, or other transportation related trips remain unaccounted for. Additionally the Census asks specifically for the "primary mode" of transportation to work, so those who bicycle less than 50% of the time, or combine the bicycle with other commute modes are likely unaccounted for.

U.S. Census Data: Means of Transportation to Work for Workers age 16 and over; Census 2000 – El Dorado County (includes the Lake Tahoe area)		
Transportation Mode	Number of Persons	Percent of Work Trips or Mode Split
Drove alone	54,656	76%
Carpooled	9,599	13%
Public Transportation	1,294	1.7%
Motorcycle	123	.2%
Bicycle	244	.3%
Walked	1,570	2.2%
Other means	418	.6%
Worked at home	4,215	6%
TOTAL	72,119	100%

Many recent studies document the potential of the bicycle as a transportation mode. The 2009 National Household Travel Survey (NHTS) states that bicycling trips have increased from 1.7 billion in 1990 to 4 billion reported trips in 2009. The NHTS also stated that bicycling trips have increased 25% since 2001. A Harris Poll conducted in 1991 found that nearly half (46%) of American adults age 18 or above had bicycled in the past year. Of these:

- 46% stated they would sometimes commute by bicycle if safe bicycle lanes were available
- 53% would if they had safe, separate, designated paths on which to ride
- 45% would if their workplace had showers, lockers, and secure bicycle storage; and
- 47% would if their employer offered financial or other incentives

Source: National Bicycling and Walking Study, U.S. Dept. Of Transportation

Many factors influence the decision to bicycle, and studies show that the primary factor is the availability of safe bicycling facilities. Some retrofitting would be required, but El Dorado County has the unique opportunity to integrate the bicycle as a part of the transportation system today as new development occurs. The 1990 Nationwide Personal Transportation Survey (NPTS) determined that two out of five travel trips are two miles or less, and nearly half are three miles or less. The small communities of El Dorado County provide unique opportunities for increased short, local bicycle transportation trips. With improved bicycle facilities, the county could increase the mode split for bicycles and become a "bicycle friendly community."
Source: National Bicycling and Walking Study, U.S. Dept. Of Transportation

2.5 Types of Bicyclists

Bicyclists can be divided into three general categories:

EXPERIENCED: These are cyclists who can operate under most traffic conditions. They comprise the majority of the users on collector and arterial streets and usually prefer direct access to destinations. The existing street and highway system provides them the opportunity to operate at maximum speed with minimum delays. Experienced bicyclists negotiate streets in much the same manner as motor vehicles, merging across traffic lanes to make left turns and avoiding bike lanes that contain gravel, glass, and other debris. The experienced bicyclist will benefit from and prefers wide curb lanes, bike lanes, and loop detectors at signals.

CASUAL: These are new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. The casual rider is uneasy about riding in traffic and unsure about lane positioning when making turns. In some cases, casual riders may perceive side streets (or sidewalks) as being safer alternatives than major through routes, when in fact they may be less safe. Casual cyclists ride shorter distances than the experienced rider and are unfamiliar with the rules of the road.

Some casual riders will develop greater skills and progress to the advanced level, but there will always be 'casual cyclists.' Casual cyclists prefer: comfortable access to destinations - preferably by a direct route, using either low-speed, low traffic volume streets or designated bike facilities, and well-defined separation of bicycles and motor vehicles on arterial and collector streets (bike lanes or shoulders) or separated paths or trails.

CHILDREN: These are pre-teen riders whose roadway use is initially monitored by parents. Eventually they are accorded independent access to the transportation system. Children and their parents feel most comfortable in a transportation system with the following attributes: access to key destinations surrounding residential areas including schools, recreation facilities, shopping or other recreational areas; residential streets with low traffic volumes and car speeds; well defined separation of bicycles and motor vehicles on arterial and collector streets; or separated bike paths.

2.6 Bicycle Safety and Education Programs

Bicycle safety and education programs are an important component of any bicycle transportation system. For both existing and potential users, perceptions about safety directly affect the numbers of potential bicyclists in the County. Bicycle education programs and accident data were reviewed as a component of this plan.

2.6.1 Accident Data

The California Department of Health Services, EPIC Branch, has compiled data on bicycle injuries and fatalities in El Dorado County for the time period of 1991-2005. The table below displays a summary of the annual totals of non-fatal hospitalized injuries and fatal injuries to bicyclists throughout the time period. The EPIC Branch data includes details on the person's age when the injuries and fatalities occurred. The age ranges of 5-12 years and 21-44 years accounted for 75 and 107 of the 309 total bicycle injuries or 59% of all injuries between 1991 and 2005. In fatal injuries, the age range of 5-12 was highest with 4 of the 8 total fatalities during the time period.

El Dorado County Bicycle Injuries, 1991-2005

Year	Non-Fatal Hospitalized Injuries	Fatal Injuries
1991	14	0
1992	21	1
1993	15	1
1994	23	0
1995	19	2
1996	12	0
1997	30	0
1998	22	0
1999	23	0
2000	27	1
2001	19	0
2002	22	1
2003	15	0
2004	25	1
2005	22	1
2006	23	Not Available
2007	Not Available	1
TOTAL	**309**	**8**

The California Highway Patrol maintains Statewide Integrated Traffic Records System (SWITRS) accident data. The data is contained in the "California Report of Fatal and Injury Motor Vehicle Traffic Collisions." The most recent data available is from 2008, and the El Dorado County portion relating to bicycles and pedestrians is listed below.

El Dorado County Collisions - 2008

Incorporated Cities and Type of Roadway	Collisions			
	Pedestrian Involved		Bicycle Involved	
	Fatal	Injury	Fatal	Injury
City of Placerville	0	3	0	1
South Lake Tahoe	0	10	0	14
Unincorporated State Highways	0	4	0	4
County Roadways	0	8	0	16
County Total	**0**	**25**	**0**	**35**

2.6.2 Education Programs

School Districts, Police Departments, and the California Highway Patrol have been the primary organizations responsible for improving bicycle safety conditions in California. Despite their efforts, the lack of education for bicyclists, especially younger children, is a leading cause of accidents. For example, the most common type of reported bicycle accident in California involves a younger person (between eight and 16 years of age) riding on the wrong side of the road during the evening hours. Studies of accident locations around California consistently show the greatest concentration of accidents is directly adjacent to elementary, middle and high schools. In addition, many less-experienced adult bicyclists are unsure how to negotiate intersections and make turns on city streets.

The El Dorado County Sheriff's Department and the California Highway Patrol are the primary organizations performing bicycle education activities in western El Dorado County. The two organizations frequently work with the American Automobile Association (AAA) or State Farm Insurance groups to conduct bicycle rodeos. The curriculum is provided by the insurance companies.

Summary of Bicycle Education Programs, El Dorado County Western Slope

Agency	Contact Person	Programs Offered
El Dorado County Sheriff – Placerville Office	Deputy Steve Klang – School Resources Officer Deputy Klang is a P.O.S.T. (Peace Officers Standard Training) certified bicycle instructor. Phone Number: 530-621-4003 x4126	The Sheriff's Office will conduct safety programs upon request. Generally at Schools, Church's and Scout events. The 2-hour program includes: 1. General knowledge of the bike 2. Mechanical safety 3. Basic laws, age appropriate 4. Actual riding skills event
California Highway Patrol (CHP)	Dan Stark – Public Information Officer 3031 LoHi Way Placerville 95667-1417 530-622-1110	Conducts Bicycle Rodeos upon request. The CHP generally tries to ensure that at least 1 Bicycle Rodeo is conducted each year. The Bicycle Rodeo has four phases: 1. Registration 2. Bike Inspection 3. Safety and Helmets 4. Obstacle Course The CHP also distribute safety information at events such as "Kids Expo" and County Fair.

Special events such as "Bike to Work Day" encourage people to try bicycle commuting and provide bicycle products, information, equipment, and educational resources to bicyclists. In 2003, El Dorado County held their first annual Bike to Work Day events in El Dorado Hills and the City of Placerville. The 2003 and 2004 events each had nearly 30 participants and several participants reported that they commute by bicycle on a regular basis.

City of Placerville Mayor Pierre Rivas and El Dorado County Parks and Recreation Commissioner Bob Smart at the 2010 "Great Bike Ride"

In 2005, EDCTC began promoting the Sacramento Region "May is Bike Month" campaign by encouraging residents to register at .mayisbikemonth.com to log

bicycling miles toward the "Million Mile Challenge." The Million Mile Challenge is an effort to collectively log over one million commute, errand, and recreation bicycling miles in the Sacramento Region during May. Several events have been held since 2005 including Bike to Work Day events and the annual "Great Bike Ride" at the El Dorado County Government Center. The Great Bike Ride brings together City Council members, County Supervisors, local government employees and citizens for a lunchtime bike ride along the El Dorado Trail. The event is held in coordination with the 50 Corridor Transportation Management Association during the first week of May to kick of the Regional May is Bike Month Promotion. El Dorado County participation (including the City of Placerville) in the May is Bike Month Campaign is detailed in the table below:

El Dorado County Participation in Annual May is Bike Month Campaign

Year	Number of Participating Residents	Total Commute Miles Logged	Total Errand Miles Logged	Total Recreation Miles Logged	Total Miles Logged
2006	77	4,476	375	8,604	13,455
2007	207	8,250	623	29,668	45,487
2008	261	16,901	979	36,336	54,524
2009	253	17,123	938	43,987	62,633
2010	333	15,363	1,021	49,379	66,048
Totals	1,131	62,113	3,936	167,974	242,147

The table demonstrates a significant increase in El Dorado County's annual participation in May is Bike Month between 2006 and 2010. Many factors influence the decision to bicycle, and studies show that the primary factor is the availability of safe bicycling facilities. Based on the number of miles of Class I bike path and Class II bike lanes constructed in El Dorado County between 2006 and 2010, the table indicates a strong correlation between improved access to safe bicycle transportation facilities and increased bicycle trips in El Dorado County. The table also shows that compared to 2006, in 2010 the:

- Number of participating residents increased 430%
- Total commute miles logged increased 343%
- Total miles logged increased 490%

2.6.3 Safety Programs

Motorist education on the rights of bicyclists is virtually non-existent. Many motorists mistakenly believe that bicyclists do not have the right to ride in travel lanes and that they should be riding on sidewalks. Many motorists do not understand the concept of 'sharing the road' with bicyclists, or why a bicyclist may need to ride in the travel lane, such as the absence of a shoulder or when pedestrians or vehicles occupy a bike lane.

Bicycle Warning Sign

Share the Road sign

In El Dorado County, there are a few locations where the bicycle warning sign exists. In some cases the bicycle warning sign (W11-1) is used in conjunction

with the share the road message sign (W16-1) to be placed on narrow roads where motorists and bicyclists must share the traffic lane. Some California counties are actively promoting a "Share the Road" campaign and combining the use of signs with other promotional items that increase awareness such as, bumper stickers, special posters, T-shirts and water bottles.

Bicycle Warning Sign on Latrobe Rd

Bicycle Warning Sign Locations in El Dorado County:

- Pleasant Valley Road (Highway 49) near Koki Lane and Union Mine High School
- Latrobe Road near the town of Latrobe and the Amador County Line
- On Highway 49 near the Historic town of Coloma
- On Salmon Falls Road

Chapter 3 Goals, Objectives, and Policies

The goals, objectives, and policies presented in this chapter remain relatively unchanged from the existing goals, objectives, and policies in the 2005 Bicycle Transportation Plan and will help guide the future development of the El Dorado County bicycle transportation system. The goals, objectives, and policies provide the long-term vision and foundation for the plan and were developed to reflect the unique needs of El Dorado County and the latest efforts of neighboring jurisdictions around the region.

3.1 OVERALL GOAL AND VISION STATEMENT

Provide a safe, efficient, and convenient network of bicycle facilities that establish alternative transportation as a viable option in El Dorado County and neighboring regions.

3.1.1 Bicycle Commuting

Goal: Develop a bicycle transportation system that provides a viable alternative to the automobile and enhances the safety and convenience of bicycling to employment centers, schools, residential neighborhoods, campgrounds, parks, commercial and other activity centers in El Dorado County and neighboring jurisdictions.

Objective: *Increase bicycling and walking as a transportation mode to reduce congestion, improve air quality, and improve public health.*

Policy 1A: Maintain an adopted Bicycle Transportation Plan that identifies existing conditions, deficiencies, and future needs. The plan should provide specific recommendations for facilities to be developed in existing, new, and redeveloping areas.

Policy 1B: Develop the proposed bicycle transportation system and update the Bicycle Transportation Plan regularly (every two to five years, as needed).

Policy 1C: Install directional signage to indicate connections to key activity center destinations and regional routes.

Policy 1D: Conform new bikeways to meet or exceed the most recent design standards adopted by Caltrans unless unique, unavoidable circumstances such as topography, historic nature of the county, physical, environmental, or other circumstances create the need for a design exception or other creative solutions.

Policy 1E: Encourage retrofit projects on substandard bikeways in order to conform to the most recent design standards.

Policy 1F: Provide bicycle transportation facilities with all new development.

Policy 1G: Close gaps in the bicycle transportation system to facilitate bicycle commuting.

Policy 1H Provide routes paralleling major arterial routes for long distance bicycle commuting.

Policy 1I Maximize coordination between EDCTC, El Dorado County, the City of Placerville, El Dorado Hills Community Services District, and neighboring jurisdictions on issues of mutual concern.

3.1.2 Safety and Education

Goal: Maximize bicycle safety.

Objective: Improve bicycle education and enforcement and promote bicycle safety and awareness programs.

Policy 2A: Work with local law enforcement, EDCTC, schools, and other agencies to encourage the development of a bicycle education program that is available to all school children in El Dorado County.

Policy 2B: Enhance the visibility and safety of all bicycle crossings in El Dorado County through proper striping of bike lanes at intersections and enhanced visibility of Class I Bike Path Crossings.

Policy 2C: Develop a countywide bike map, bicycling safety publications, and campaigns to encourage safe cycling, prevent wrong way riding, educate local law enforcement about enforcing proper cycling and educate motorists about sharing roads with cyclists.

Policy 2D: Install appropriate signage such as share the road, school crossings, and directional bicycle route signage.

Policy 2E: Establish a plan with specific guidance to contractors and County and City inspectors to address the impact of roadway construction projects on bike lanes and how to safely and conveniently accommodate bicycle traffic through construction zones.

Policy 2F: Develop a system for identifying, evaluating, reporting, and responding to maintenance and safety issues on the existing bicycle transportation system.

3.1.3 Implementation and Maintenance

Goal: Identify detailed and prioritized improvements in the El Dorado County Bicycle Transportation Plan.

Objective: *Implement the priority projects and maintain the system identified in the Bicycle Transportation Plan.*

Policy 3A: Maintain a current list of priority bicycle improvements to be constructed in the short to mid-term.

Policy 3B: Encourage the use of existing natural or manmade corridors such as creeks, powerline corridors, railroad corridors, abandoned ditches and other corridors for future bikeway alignments.

Policy 3C: Review new developments and road projects for consideration of bicycle needs and linkages consistent with this plan. Provide conditions of approval to city and county planning departments.

Policy 3D: Work with Caltrans to provide safe and effective bicycle facilities at all Caltrans maintained facilities including state routes, highways, interchanges, freeways, and park and ride lots.

Policy 3E: Ensure that the County's bikeways are maintained and in good working order.

3.1.4 Land Use Development

Goal: Integrate bicycle and pedestrian planning with other regional and community planning, including land use and transportation.

Objective: *Consider the needs of the bicycle and pedestrian system identified in the El Dorado County Bicycle Transportation Plan when reviewing new development, redevelopment projects, and construction projects, and incorporate those needs into such projects whenever feasible.*

Policy 4A: Examine the adopted Specific Plan and General Plan land use elements to determine areas of potential growth and development in the County. Consider possible impacts any new or re-development projects may have on the bicycle transportation system, including the analysis of a need for through-routes in subdivisions.

Policy 4B: Ensure that bicyclists' needs are incorporated into new developments and subdivisions or commercial areas, including providing access points to existing and proposed Class I bicycle facilities, on-street facilities for bicycles and, whenever feasible, grade separations at roadway crossings where streets cross existing and proposed bikeways.

Policy 4C: Incorporate grassroots planning efforts where appropriate.

3.1.5 Multi-Modal Integration

Goal: Maximize multi-modal connections to the bicycle transportation system.

Objective: *Develop a transportation system that encourages the use of multiple transportation modes.*

Policy 5A: Work with the El Dorado County Transit Authority to install bike lockers and bike racks where appropriate and to maintain and install bike racks on buses.

Policy 5B: Ensure that the countywide bicycle transportation system serves all multi-modal facilities in El Dorado County.

Policy 5C: Encourage the installation of appropriately located bicycle parking and related facilities.

3.1.6 Funding

Goal: Obtain all possible funding for plan implementation.

Objective: *Maximize the amount of public and private funding sources for implementation of the projects within the Bicycle Transportation Plan.*

Policy 6A: Identify current local, regional, state, and federal funding programs (government and non-government), and associated funding requirements and deadlines.

Policy 6B: Develop and maintain a current prioritized list of bicycle improvements, including detailed cost estimates, and identify appropriate funding sources for each proposal.

Policy 6C: Include bicycle transportation improvements in the County's Capital Improvement Program (CIP) and Regional Transportation Plan (RTP). Define the percentage of the CIP that will be dedicated to the development of the bicycle transportation system.

Policy 6D: Encourage multi-jurisdictional funding applications and applications developed through partnerships with community groups.

Policy 6E: Recommend bike improvements or a donation into a bicycle transportation improvement fund for all major residential developments of 25 new dwelling units or more.

3.1.7 Connectivity

Goal: Develop a well-connected bikeway system.

Objective: *Maximize connectivity to promote a comprehensive bikeway network.*

Policy 7A: Include bicycle lanes on collectors and arterials where width of street, traffic volumes, and service to major activity centers are appropriate.

Policy 7B: Develop standards for bike lane consistency at intersections and interchanges.

Policy 7C: Explore and take advantage of opportunities to make consistent bikeway connections between El Dorado County and neighboring jurisdictions.

Policy 7D: Encourage the development of short distance connections within the communities of El Dorado County as well as long distance connections between communities throughout the County and region.

Policy 7E: Protect opportunities for bikeway connections.

Policy 7F: Accommodate the needs of different bicycle user groups.

Policy 7G: Give priority to bike routes that connect new and existing residential areas to employment, education, commercial, and recreation centers.

Policy 7H: Encourage "complete streets" and comply with Caltrans Deputy Directive 64-R1, Complete Streets – Integrating the Transportation System.

3.1.8 El Dorado Trail (Sacramento-Placerville Transportation Corridor [SPTC])

Goal: In usable segments, develop Class I Bike Paths on the El Dorado Trail.

Objective: *Utilize the El Dorado Trail, including the SPTC, as a bicycle transportation corridor where opportunities improve connectivity to the overall county bikeway system, the Folsom Bikeway System, and the American River Bikeway System.*

Policy 8A: Develop the sections of the El Dorado Trail Corridor proposed in the El Dorado County Bicycle Transportation Plan.

Policy 8B: Develop bicycle transportation connections between town centers, activity centers and the El Dorado Trail.

Policy 8C: Utilizing the SPTC, develop a Class I bicycle path connection between the El Dorado Trail, the City of Folsom Bikeway System, and the American River Bikeway System.

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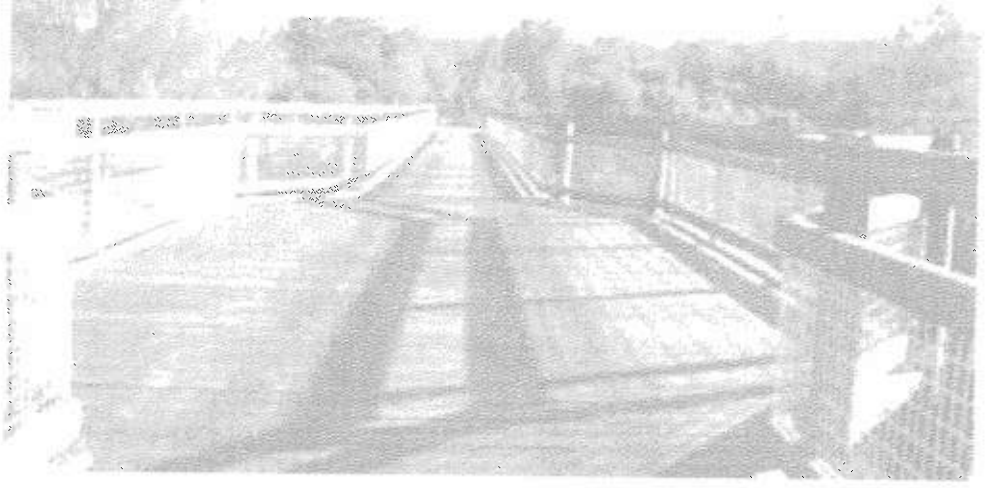
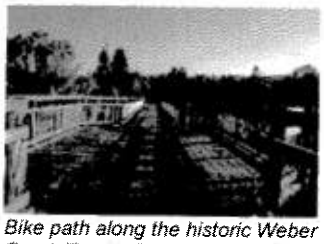


4.1 Past Expenditures and Existing Bicycle Facilities

The existing bicycle facilities in El Dorado County are described in the table below. The table includes six segments of class I bike path, and nine segments of class II bike lanes. Various bicycle-related signs exist on roads around the county as well, and they are also included in the table. Since there are a limited number of existing bicycle facilities in El Dorado County, the Project Manager and Bicycle Advisory Committee (BAC) members conducted exhaustive inventories of the roadway shoulder conditions (see section 4.3).



Bike path along the historic Weber Creek Trestle Bridge on the El Dorado Trail.

In order to fulfill the Caltrans requirement for past expenditures on bicycle facilities the table also includes a column with information on cost and funding source. Many bikeway projects were funded as a component of a larger roadway project. For instance, the class II bike lanes on Missouri Flat Road were part of a project to widen the road and a component of the county's Capitol Improvement Program (CIP). The bike lanes were included as a component of the project and paid for from a combination of sources. Other projects, such as the bike path along El Dorado Hills Boulevard, have similar cost breakdowns and were constructed many years ago, which makes funding information difficult to obtain.

Existing El Dorado County Bicycle Facilities

Location	Facility Type	Cost/Funding Source
El Dorado Hills (Map 1)	Class II Bike Lanes on Sophia Parkway	Funded by a developer advance.
El Dorado Hills (Map 1)	Class II Bike Lanes on White Rock Road-Joerger Cut-Off Road to Latrobe Road	
El Dorado Hills (Map 1)	Class II Bike Lanes on White Rock Road – Latrobe Road to Carson Crossing Road	
El Dorado Hills (Map 1)	Class II Bike Lanes on Latrobe Road – Golden Foothill Parkway to Town Center Drive	
El Dorado Hills (Map 1)	Class II Bike Lanes on Green Valley Road – 400 feet west of El Dorado Hills Boulevard to County line	
El Dorado Hills (Map 1)	Class I Bike Path – Near Serrano Parkway to Woedee Drive	Bike Path developed in conjunction with original El Dorado Hills Blvd. widening in the early 1990's, funding information unavailable.
El Dorado Hills (Map 1)	Class I Bike Path – Along Bass Lake Road from Silver Dove Way to Serrano Parkway	
El Dorado Hills (Map 1)	Three Bike Route Signs, one at Harvard Way, two at Governor's Drive Intersection	
Cameron Park (Map2)	Class II Bike Lanes on Cameron Park Drive – Winterhaven Drive to Alhambra Drive	
Cameron Park (Map 2)	Class II Bike Lanes on Green Valley Road – Cameron Park Drive to Pleasant Grove Middle School	2005/2006 BTA Funds: $80,000 TDA: $30,000
El Dorado County near Latrobe (Map 3)	Bicycle Warning Sign on Latrobe Rd	

Existing El Dorado County Bicycle Facilities		
El Dorado County near Diamond Springs (Map 2)	Class II Bike Lanes on Missouri Flat Rd from Highway 50 to Southern Pacific Transportation Corridor (SPTC) Right of Way	Paid for by County TIM fees and developer mitigation fees. Cost breakdown unavailable.
El Dorado County near Diamond Springs (Map 4)	Bicycle Warning Sign near Koki Lane on Highway 49	
El Dorado County near Coloma	Two Bicycle Warning Signs/Share the Road Signs	
El Dorado County near Folsom	Bicycle Warning Sign on Salmon Falls Rd	
El Dorado Trail – near Placerville (Map 4)	Class I Bikeway – Jacquier Rd to Parkway Drive	TEA Funds $388,000 TDA Funds $47,000
El Dorado Trail – near Placerville (Map 4)	Class I Bikeway – Highway 50 Over Crossing	Over Crossing total cost: $1,669,325 TDA Funds $91,000 Exch. TEA Funds $306,238 RSTP Exch. Funds $41,298 State Minor B $12,500 Parks & Rec. Funds: $177,602 Prop. 116: $1,040,686
El Dorado Trail – near Placerville (Map 4)	Class I Bikeway - Parkway Drive to Los Trampas Drive	1.5 mile segment total cost: $671,267 State Proposition 12: $564,000 State Parks RZH Grant: $152,000
El Dorado County near Coloma	Class II Bike Lanes on State Route 49 from Marshall Road to the bridge over the South Fork of the American River	SHOPP funds
El Dorado Trail – near Placerville and Diamond Springs (Map 4)	Class I Bikeway – Forni Road to Missouri Flat Road	2.75 mile segment total cost (includes design and environmental documentation): $2,083,496 State Proposition 40: $315,996 TE Funds: $1,099,000 2007/2008 BTA Funds: $400,000 Exchanged TE Funds: $50,000 Community Enhancement Funds: $200,000 EDC Grant Match: $18,500
El Dorado County Government Center – near Placerville	Bike Racks – Buildings A, B, C, and Sheriff's Building	TDA funds: $2,992
El Dorado Hills Park and Ride	Ten Bike Lockers	$1,050 per locker; TDA funds
Cambridge Park and Ride	Two Bike Lockers	$1,050 per locker TDA funds
El Dorado Transit Facility	Two Bike Lockers	$1,050 per locker TDA funds
Central Transit Center on Commerce Way	Six Bike Lockers, Two Bike Racks	$1,050 per locker TDA funds

4.2 Bicycle Support Facilities

Bicycle support facilities include physical infrastructure designed to support, assist, or accommodate the use of bicycles. Types of support facilities include bike racks, bike lockers and shower facilities. Support facilities are important because potential bicycle commuters may

be discouraged if they think their bicycle will be stolen or vandalized if they have to leave it unlocked or out of sight once they reach their destination. The availability of parking is a prerequisite for automobile use – the same holds true for bicycling.

In some cities and counties, installation of secure bicycle parking is required as part of the local transportation system management plans or zoning code. Goal 5 of this plan, – Multi-Modal Planning, Policy C includes a statement to increase the installation of bicycle parking as follows: *Encourage the installation of appropriately located bicycle parking and related facilities.*

An inventory of bike racks and locker facilities was conducted in the western slope of El Dorado County for the purpose of this plan and the details of that inventory are listed below and displayed on the maps included in this document.

Bike Racks

4.2.1 Bike Racks

Bike Racks are present at several schools in El Dorado County. Other locations include:

- Prospector's Plaza Shopping Center (Diamond Springs)
- Central Transit Center (Diamond Springs)
- El Dorado County Government Center (Placerville)
- WalMart (Diamond Springs)
- El Dorado Hills Park and Ride lot (El Dorado Hills)

4.2.2 Bike Lockers

Either El Dorado Transit or Caltrans, depending on the location, maintains bike lockers in El Dorado County. Caltrans maintains bike lockers at the park and ride lot at Cambridge Drive/Highway 50 in Cameron Park. The Caltrans-maintained lockers can be used free of charge, simply by calling Caltrans at 916.859.7965.

Bike Lockers

Caltrans Maintained Bike Lockers		
Park and Ride Lot Location	**Number of Lockers**	**Number in use May 2010**
Cameron Park – Cambridge Drive/Highway 50	6	4

El Dorado Transit maintains bike lockers at four locations in El Dorado County: El Dorado Hills Park and Ride Lot; the El Dorado Transit Facility, which is a regular bus stop; the park and ride facility at Cambridge Drive/Highway 50 in Cameron Park; and at the Central Transit Center on Commerce Way in Diamond Springs. El Dorado Transit also maintains bike lockers at two locations within the City of Placerville: at the El Dorado County Fairgrounds and at the Placerville Station on Mosquito Road. El Dorado Transit rents out the bike lockers monthly for $5.00 per month with a refundable $20.00 key deposit. The lockers are billed six months in advance – the first bill includes the key deposit and is $60.00. After that, the cost is $30 every six months. El Dorado Transit can be reached at 530.642.5383.

El Dorado Transit Maintained Bike Lockers		
Park and Ride Lot Location	Number of Lockers	Number in use May 2010
El Dorado County – El Dorado Hills Park & Ride	10	1
El Dorado County – El Dorado Transit Facility	2	1
Cameron Park – Cambridge Drive/Highway 50	2	2
Central Transit Center – Commerce Way	6	0
City of Placerville – El Dorado County Fairgrounds	6	0
City of Placerville – Placerville Station	4	0

4.2.3 Workplace Shower and Locker Facilities

Some large employers provide showers and lockers for employees who wish to bicycle to work. The absence of showers and changing facilities may serve as a barrier to potential bicycle commuters.

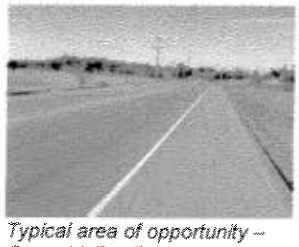
DST Output is El Dorado County's largest employer with approximately 1,500 employees in El Dorado Hills. DST is located off Latrobe Road south of Highway 50 and has a showering facility and bike racks for bicycle commuters.

Blue Shield is another very large employer in El Dorado County. Located on Town Center Drive in El Dorado Hills, Blue Shield has approximately 1400 employees and provides bicycle lockers, racks, and showering facilities.

Parks and Recreation sign for shower facility

4.3 Inventory of Shoulder Conditions and Areas of Opportunity

Since there are a limited number of existing bicycle facilities in El Dorado County, the Project Manager and Bicycle Advisory Committee (BAC) members conducted exhaustive inventories of the roadway shoulder conditions. BAC members completed a form *(appendix d)* that explained details of the roadway conditions and often provided photos to assist with the inventory. The inventories were conducted on a vast majority of El Dorado County's roads to determine if there are any areas with four feet or more of existing shoulder. These "areas of opportunity" allow for low cost development of Class II Bike Lanes.



Typical area of opportunity – Green Valley Rd

The existing conditions inventory conducted for this plan resulted in data which can be helpful in determining low cost areas for addition of Class II Bike Lanes, including areas where street lanes can be narrowed together to create more room for bike lanes. The tables included on the following pages show the existing conditions on all roads inventoried. The shaded roadway segments indicate areas of opportunity, where the existing shoulder is either two to four feet wide or greater than four feet. The map set included in this document corresponds with the tables i.e.; the map 1 table corresponds to the existing conditions displayed on map 1.

Table 4-1 Existing Conditions (see chapter 5, map 1)

North El Dorado Hills

STREET NAME	SEGMENT (FROM-TO)	SHOULDER CONDITION	MISCELLANEOUS COMMENTS
Green Valley Rd	Malcom Dixon to Pleasant Grove Middle School	North and south side: varying 2' - 3' - 4' wide shoulders, no sidewalks. No signs. No off street parking	New school on Green Valley Rd
Green Valley Rd	Malcom Dixon – Silva Valley Pkwy	4-6' shoulder	
Green Valley Rd	El Dorado Hills Blvd - Silva Valley Pkwy	North and south side: varying 2' - 3' - 4' wide shoulders, no sidewalks. No signs. No off street parking. Curb cuts at corner of EDH Blvd	
Francisco Drive	Sheffield - Green Valley Rd	0-2' shoulder; narrow road	Minor Collector, Marina School and shopping center(s)
Francisco Drive	Green Valley Rd - El Dorado Hills Blvd	No shoulder; narrow road	Separate 3' path on west side
Francisco Drive	EDH Blvd to Jackson Elementary School	Sidewalk on one side, crosswalk, 2-4' shoulder to school with restricted parking during school hours	Access to school, park, NYC trailhead

West El Dorado Hills

Sophia Parkway	Green Valley Rd -Iron Point Rd	12' bike lane with pavement markings and signage	
Brittany Way	EDH Blvd to Sophia Parkway	No striped shoulder - residential neighborhood. Wide roads that could accommodate a bike lane	Future major collector; Wild Oaks Park, new school, community park, residential, alternate to Green Valley
Olson Lane	EDH Blvd to Gillette to Ridgeview	No striped shoulder - residential neighborhood	Minor Collector, no sidewalk, some steep portions
Ridgeview Drive	Gillette to Wilson	No striped shoulder - residential neighborhood	Minor Collector, no sidewalks, two parks on Ridgeview
Wilson	EDH Blvd to Ridgeview to Montridge	Wide shoulder and some sidewalks on western end, past Ridgeview	Minor Collector, residential neighborhoods to major collectors
Park Drive	Park Dr. to EDH Blvd	No striped shoulder - residential neighborhood	Minor Collector, no sidewalks leads to Brooks School, Fire Station, park, residential
Saratoga Way	El Dorado Hills Blvd - County Line	No shoulder	Future connection to Iron Point Rd.

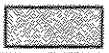
 Areas of Opportunity are shaded

Table 4-1 Existing Conditions (see chapter 5, map 1)

East El Dorado Hills

STREET NAME	SEGMENT (FROM - TO)	SHOULDER CONDITION	MISCELLANEOUS COMMENTS
Bass Lake Rd	Green Valley Rd - Parkdale Ln	2-4' shoulder	Near Green Valley Elementary School. A walking path exists on the west side of Bass Lake to Lambeth Dr.
Bass Lake Rd	Parkdale Ln - Serrano Parkway	No shoulder; narrow road	2-4' shoulder near entrance of Woodleigh Ln. Development, and on the east shoulder near Magnolia Hills
Bass Lake Rd	Serrano Parkway - Old Bass Lake Rd	No shoulder; narrow road	High car speeds
Bass Lake Rd	Old Bass Lake Rd to Hwy 50 U.C.	2-4' shoulder	4-6' striped shoulder at bass Lake undercrossing
Old Bass Lake Rd	Bass Lake Rd - Gate	No shoulder; narrow road. Does not appear to be County Maintained.	Closed and gated connection to Cameron Park and Silva Valley Parkway, along Hwy 50 corridor
Country Club Dr	Bass Lake Rd - Tierra de Dios	No shoulder; narrow road	Proposed to be abandoned and converted to Class I bike path

Central El Dorado Hills

El Dorado Hills Blvd.	Green Valley Rd - Francisco	4-6' northbound shoulder; 2-4' southbound shoulder	Separate 9' path on west side could be a potential Class I by adding pavement markings
El Dorado Hills Blvd.	Francisco - power line easement (except for small stretch from Francisco to Brittany)	2-4' shoulder	Separate 9' path on west side could be a potential Class I by adding pavement markings
El Dorado Hills Blvd.	Power line easement - Governor's Dr	2-4' shoulder	
El Dorado Hills Blvd.	Governor's Dr - Harvard Wy	4-6' shoulder - Bike Route Sign at Governor's Dr.	Potential Class II by adding pavement markings
El Dorado Hills Blvd.	Harvard Wy - Serrano Parkway	4-6' shoulder with Class 1 on east side - Bike Route Sign	Temporary construction barriers near Wilson Wy
El Dorado Hills Blvd.	Serrano Parkway - Hwy 50	4-6' shoulder	Potential Class II by adding pavement markings. No shoulder at Hwy 50 undercrossing
Timberline Ridge Rd	EDH Blvd - Silva Valley Rd	No striped shoulder - residential neighborhood	Minor Collector, no sidewalk. Alternate connection between SV Pkwy and EDH Blvd through residential area
Keswick Way	Charter Way to Silva Valley Pkwy	No shoulder, has sidewalks	Entry to Fairchild Village, Park
Tam O'Shanter Way	St. Andrews to Francisco	No striped shoulder - residential neighborhood	Minor Collector, no sidewalk, Steven Harris parks, Jackson School, New York Creek nature trail, alternate to EDH Blvd.
Harvard Way	El Dorado Hills Blvd - Silva Valley Pkwy	4-6' shoulder; narrows at Clermont; entire length frequently obstructed by parking	Oak Ridge HS, Rolling Hills School, and CSD. Future Class I on north side between EDH Blvd and Clermont

Areas of Opportunity are shaded

Table 4-1 Existing Conditions (see chapter 5, map 1)

Central El Dorado Hills

STREET NAME	SEGMENT (FROM-TO)	SHOULDER CONDITION	MISCELLANEOUS COMMENTS
Serrano Parkway	El Dorado Hills Blvd - current terminus	4-6' shoulder	Potential Class II by adding pavement markings
Silva Valley Parkway	Green Valley Rd - Harvard Wy	0-2' shoulder	Major Collector
Silva Valley Parkway	Harvard Wy - Golden Eagle	4-6' shoulder frequently obstructed by parking adjacent to high school in both directions	Silva Valley School & Oak Ridge HS
Silva Valley Parkway	Golden Eagle Ln - Oak Meadow School	4-6' shoulder	Oak Meadow School; Potential Class II by adding pavement markings

South El Dorado Hills

Tong Rd	Silva Valley Pkwy - Gate	0-2' shoulder; narrow road, no signs, sidewalks, or curbs	Leads to larger collector (Silva Valley Parkway)
Town Center Drive	White Rock Rd - Post Street	No shoulder	Minor Collector, entry to Town Center Shopping Center, Park N Ride, Post Office

South El Dorado Hills

STREET NAME	SEGMENT (FROM - TO)	SHOULDER CONDITION	MISCELLANEOUS COMMENTS
Golden Foothill Pkwy	Latrobe Rd - Latrobe Rd	No shoulder	Business park thoroughfare
Latrobe Rd	Hwy 50 - Town Center Drive	2-4' shoulder, generally congested area due to Highway 50 on/off ramps	Bicycle and pedestrian overcrossing being constructed to provide access
Latrobe Rd	Golden Foothill Parkway - Deer Creek	Mostly 4-6' shoulder; Narrows to no shoulder for a portion between Wetsel Oviatt and Deer Creek; narrows to 2-4' shoulder at Investment Blvd.	Potential Class II By adding pavement markings
White Rock Rd	Carson Crossing Road - County Line	No shoulder; narrow road	

Table 4-2 Existing Conditions (see chapter 5, map 2)

Cameron Park

STREET NAME	SEGMENT (FROM - TO)	SHOULDER CONDITION	MISCELLANEOUS COMMENTS
Country Club Dr.	Tierra de Dios - Cambridge Rd	2-4' shoulder	Shoulder is 4' in most areas
Country Club Dr.	Cambridge Rd - Cameron Park Drive	0-2' shoulder	
Cambridge Rd	Country Club Dr - Green Valley Rd	0-2' shoulder	Major residential collector
Merrychase Dr	Cambridge Rd - Country Club Dr	2-4' shoulder	Two schools & park/skateboard park, parking permitted
Palmer Drive	Cameron Park Drive - End	Wide shoulder, wide road, parking permitted	Nearby activity centers, shopping and business
Cameron Park Drive	Alhambra Drive - Meder Rd	2-4' shoulder	
Cameron Park Drive	Meder Rd - Palmer Drive	2-4' shoulder	

Areas of Opportunity are shaded

Table 4-2 Existing Conditions (see chpater 5, map 2)

Cameron Park (continued)

STREET NAME	SEGMENT (FROM-TO)	SHOULDER CONDITION	MISCELLANEOUS COMMENTS
Cameron Park Drive	Palmer Drive - Highway 50 Undercrossing	No shoulder, narrow lanes and lots of turning movements in this area	Elevated walkway on the West side under Highway 50, not very accessible for bikes. Needs striping under Highway 50
Cameron Park Drive	Hwy 50 U.C. - Durock Rd.	No defined shoulder, wide road	Lane width could allow for bike lanes striping
Cameron Park Drive	Hwy 50 Undercrossing	No defined shoulder, wide road	Add sharrows to northbound #1 lane for cyclists turning left onto Country Club Dr.
Coach Lane	Cameron Park Drive - End	No defined shoulder, wide road	Lane width could allow for bike lanes striping
Durock Rd	Cameron Park Drive - South Shingle Rd	0-2' shoulder, most areas. 2-4' near South Shingle and Cameron Park Drive	Class II bike lanes included in S.L.P.P. project near Business Drive
Meder Rd	Ponderosa Rd - Paloran Ct.	No shoulder	
Meder Rd	Paloran Ct. to Cameron Park Drive	2-4' shoulder	Shoulder narrows near Auburn Hills Drive intersection

Shingle Springs

North Shingle Rd	Green Valley Rd - Sports Field Drive	No shoulder	
North Shingle Rd	Sports Field Dr - Ponderosa	2-4' shoulder	
South Shingle Rd	Durock - South Shingle Ct.	2-4' shoulder	

Cameron Park

STREET NAME	SEGMENT (FROM - TO)	SHOULDER CONDITION	MISCELLANEOUS COMMENTS
South Shingle Rd	South Shingle Ct. - Brandon Rd	0-2' shoulder	
Ponderosa Rd	North Shingle Rd - where road narrows to two lanes	4-6' shoulder	
Ponderosa Rd	2 lane road section to Meder Rd	No shoulder	Shoulder is obstructed by parking during school hours
Wild Chaparral Dr.	Ponderosa Rd. - Near end	2-4' shoulder	
Mother Lode Drive	South Shingle - SPTC R.O.W.	4-6' near businesses on south side, 2-4' on the north side	
Mother Lode Drive	SPTC R.O.W. - Greenstone	No shoulder	
Mother Lode Drive	Greenstone Rd - Missouri Flat Rd	No shoulder	
Greenstone Rd	Highway 50 - Motherlode Drive	0-2' shoulder	

Rescue

Green Valley Rd	Cameron Park Dr - Lotus Rd	No shoulder	
Green Valley Rd	Lotus Rd - Greenstone Rd	No shoulder	

Table 4-3 Existing Conditions (see chapter 5, map 3)

Latrobe Area

STREET NAME	SEGMENT (FROM - TO)	SHOULDER CONDITION	MISCELLANEOUS COMMENTS
Latrobe Rd	Wetsel Oviatt - Deer Creek	0-2' shoulder, Deer Creek bridge has a 4' shoulder	
Latrobe Rd	Deer Creek - SPTC	0-2' shoulder	
Latrobe Rd	SPTC - County Line	Mostly 0-2' shoulder 2-4' shoulder in some areas	

Areas of Opportunity are shaded

Table 4-3 Existing Conditions (see chapter 5, map 3)

Latrobe Area

STREET NAME	SEGMENT (FROM - TO)	SHOULDER CONDITION	MISCELLANEOUS COMMENTS
South Shingle Rd	Latrobe Rd - Brandon Rd	0-2' shoulder	
South Shingle Rd	Brandon Rd - South Shingle Ct.	0-2' shoulder	
South Shingle Rd	Latrobe Rd - County line	0-2' shoulder	
Brandon Rd.	South Shingle Rd - French Creek	No shoulder, low traffic volumes	Popular recreation route
French Creek Rd	Brandon Rd - Mother Lode Dr	No shoulder, low traffic volumes	Popular recreation route

Table 4-4 Existing Conditions (see chapter 5, map 4)

El Dorado County, near Placerville

STREET NAME	SEGMENT (FROM - TO)	SHOULDER CONDITION	MISCELLANEOUS COMMENTS
Green Valley Rd	Lotus Rd - Greenstone Rd	No shoulder	
Green Valley Rd	Greenstone Rd - Missouri Flat Rd	0-4' shoulder	2-4' from Campus Drive to Missouri Flat
Green Valley Rd	Missouri Flat Rd - Placerville Drive	0-2' shoulder	Add climbing lanes between El Dorado Road and Placerville Drive
Cold Springs Rd	Placerville City Limit - Gold Hill Rd	No shoulder	School
Highway 49	Placerville City Limit - Gold Hill Rd	No shoulder	
Mosquito Rd	Placerville City Limit - Union Ridge Rd.	0-2' shoulder	Add climbing lane on eastbound lane

Smith Flat

Union Ridge Rd.	Entire length	No shoulder	
Carson Rd	Placerville City limit - Jacquier Rd	No shoulder	
Carson Rd	Jacquier Rd - North Canyon Rd	No shoulder	Add climbing lane to eastbound lane
Carson Rd	North Canyon Rd - Carson Court	No shoulder	Highway 50 intersection needs improved striping
Carson Rd	Carson Court - Barkley Rd	2-4' shoulder	Highway 50 intersection needs improved striping

Diamond Springs

Missouri Flat Rd	Green Valley Rd - near Plaza Drive	4-6' shoulder	Indian Cr. School, El Dorado Dept of Ed, Green Valley Church, Pioneer Plaza, Folsom Lake College Placerville Campus
Missouri Flat Rd	Forni Road - SPTC R.O.W.	Class II Bike Lanes in front of WalMart (do not meet Caltrans design standards)	Placerville Inn, Herbert Green School, Medical Center, WalMart, Major Assisted Living facility
Missouri Flat Rd	STPC R.O.W. - China Garden Rd	0-2' shoulder	Safety on section from Halyard to China Garden Road could be improved by eliminating the continuous left turn lane and re-striping to include bike lanes.
Missouri Flat Rd	China Garden Rd - Pleasant Valley Rd	2-4' shoulder	More shoulder on the east side near schools, some pinch points
Pleasant Valley Rd	Missouri Flat - Highway 49	2-4' shoulder not well defined, pkg. on street in some areas	Needs improved striping
Pleasant Valley Rd	Highway 49 - Lumpy Lane/Big Cut Rd	4-6' shoulder, almost to Big Cut Rd	

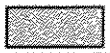
 Areas of Opportunity are shaded

Table 4-4 Existing Conditions (see chapter 5, map 4)

El Dorado County, near Placerville

STREET NAME	SEGMENT (FROM - TO)	SHOULDER CONDITION	MISCELLANEOUS COMMENTS
Pleasant Valley Rd	Big Cut Rd - Bucks Bar Rd	0-2' shoulder	
Pleasant Valley Rd	Missouri Flat Rd - Forni Rd	No shoulder	
Pleasant Valley Rd	Forni Rd - Mother Lode Dr	No shoulder, Share the Rd sign near Koki; narrow and little striping through El Dorado	School at Koki Lane, Commercial Dev. at Mother Lode Dr. "Y"
El Dorado Rd	Pleasant Valley - Mother Lode Dr	No shoulder	Commercial dev. At Hwy 50, Mother Lode Dr and Community of El Dorado
El Dorado Rd	Mother Lode - Green Valley	No shoulder	
Mother Lode Dr	Missouri Flat - Greenstone	No shoulder	Placerville Inn, Assisted Living Facility, Park and Ride lot, Community of El Dorado
Forni Rd	Pleasant Valley - Missoun Flat	No shoulder, small segment of 2-4' shoulder near WalMart	Missouri Flat/Forni Rd intersection could be re-striped with bike lanes
Forni Rd	Missouri Flat - Placerville City Limit	No shoulder, small segment of shoulder near Herbert Green school	Missouri Flat/Forni Rd intersection could be re-striped with bike lanes
Enterprise Dr	Entire length	0-2' shoulder	Industrial area, low traffic volumes
Commerce Way	Entire length	No shoulder	Industrial area, Church, El Dorado Transit
Highway 49/Diamond Rd	Placerville City limit - Bradley	0-2' shoulder	
Highway 49/Diamond Rd	Bradley Dr - Pleasant Valley	2-4' near Bradley, narrows to 0-2' and then widens to 4' near Pleasant Valley	Highway 49/Pleasant Valley intersection could be re-striped with bike lanes
Highway 49	El Dorado (Pleasant Valley Rd) - County line	No shoulder	
Lindberg	Forni Rd and Motherlode	Has potential for Class II	Residential collector
Blanchard	Forni Rd and Motherlode	No shoulder	Residential Collector, Crosses SPTC
China Garden	Missouri Flat to Pleasant Valley	No shoulder	Used as short cut
Lime Kiln	China Garden to Highway 49	No shoulder	China Garden to Lime Kiln to 49 is used as a bypass around Diamond Springs
Fowler Drive	South end to Pleasant Valley	No paved shoulders	Residential Collector
Tullis Mine Rd	Entire length	No paved shoulders	Paved and dirt low standard road that connects Pleasant Valley Rd to Patterson through the major part of subdivision (secret route-w/potential)
Patterson Drive	Entire length	Paved shoulders less than 2 feet	Residential Collector
Bell Oak	Entire length	Side walk on w. side	Charles Brown School
Near Bell Oak			Dirt road/trail connector to Union Mine (Secret route used by kids)
Koki Lane	Entire length	Side walk on w. side	Union Mine High School
Oriental	Entire length	No paved shoulders	Connects Pleasant Valley with SPTC
Crystal Blvd	Entire length	No paved shoulders	Residential collector
Cedar Ravine Rd	Placerville City Limit - Pleasant Valley Rd	No shoulder	
Big Cut Rd	Placerville City Limit - Quarry Rd.	No shoulder	Low traffic volumes

Areas of Opportunity are shaded

Table 4-5 Existing Conditions (see chapter 5, map 5)

Camino/Newtown

STREET NAME	SEGMENT (FROM - TO)	SHOULDER CONDITION	MISCELLANEOUS **COMMENTS**
Carson Rd	Barkley Rd - Snows Rd	No shoulder	Near Sierra Pacific Industries lumber yard, logging trucks frequently in this area
Carson Rd	Snows Rd - Highway 50	0-2' shoulder	Some shoulder near Hwy 50 undercrossing
Snows Rd	Carson Rd – Newtown Rd	No shoulder	
Newtown Rd	Placerville City Limit – Pleasant Valley Rd	No shoulder	

Pollock Pines

STREET NAME	SEGMENT (FROM - TO)	SHOULDER CONDITION	MISCELLANEOUS **COMMENTS**
Pony Express Trail	Carson Rd - Mace Rd	0-2' shoulder	
Pony Express Trail	Mace Rd - Ridgeway	0-2' shoulder	More shoulder in some areas
Pony Express Trail	Ridgeway - Forebay Rd	4' near Ridgeway, 0-2' to Forebay Rd.	
Sly Park Rd	Highway 50 – Mormon Emigrant Trail	0-2' shoulder	Climbing lane from Lakewood Drive to Gold Ridge Trail
Sly Park Rd	Mormon Emigrant Trail – Pleasant Valley Rd	0-2' shoulder	
Mormon Emigrant Trail	Sly Park Rd – Highway 88	2-4' shoulder	Popular recreational route
Starkes Rd	Sly Park Rd – Newtown	0-2' shoulder	

Pleasant Valley/Somerset

Pleasant Valley Rd	Bucks Bar Rd – Newtown Rd	0-2' shoulder	Add Class II bike lanes between Newtown Road and Mt. Aukum Road/E16
Mt. Aukum Rd	Fairplay Rd – Grizzly Flat Rd	2-4' shoulder on both sides	
Mt. Aukum Rd	Grizzly Flat Rd – Sly Park Rd	2-4' shoulder	The shoulder width varies across either side
Bucks Bar Rd	Pleasant Valley Rd – Grizzly Flat Rd	0-2' shoulder	Needs climbing lane in both directions out of North Fork Cosumnes River

Grizzly Flat

Grizzly Flat Rd	Mt Aukum Rd – Leoni Rd	0-2' shoulder	

Fairplay

Omo Ranch Rd	Mt. Aukum Rd – Fairplay Road	0-2' shoulder	
Omo Ranch Rd	Fairplay Rd - Slug Gulch Rd	0-2' shoulder	
Fairplay Rd	Omo Ranch Road to Mt. Aukum Rd	0-2' shoulder	
Slug Gulch Rd	Entire Length	0-2' shoulder	
Perry Creek Rd	Entire Length	0-2' shoulder	

Areas of Opportunity are shaded

Table 4-6 Existing Conditions (see chapter 5, map 6)

Coloma/Lotus

STREET NAME	SEGMENT (FROM - TO)	SHOULDER CONDITION	MISCELLANEOUS COMMENTS
Cold Springs Rd	Placerville - Gold Hill Rd	No shoulder	
Cold Springs Rd	Gold Hill Rd - Highway 49	No shoulder	
Gold Hill Rd	Entire Length	No shoulder	
Thompson Hill Rd	Entire Length	No shoulder	
Lotus Rd	Highway 49 - Luneman Rd	2-4' shoulder, 4-6' on north side	
Lotus Rd	Luneman Rd – Weber Creek Bridge	No shoulder	
Lotus Rd	Weber Creek Bridge – Stagecoach Road	2-4' shoulder	Mark pavement for bike lanes
Lotus Rd	Stagecoach Road – Green Valley Road	No shoulder	
Highway 49	Marshall Rd - American River	Currently no shoulder, will be Class II as part of Caltrans project	
Highway 49	American River - Cold Springs Rd	No shoulder, share the road signs exist	Through Historic State Park
Highway 49	Cold Springs Rd - Placerville	No shoulder	
Bacchi Rd	Entire Length	No shoulder	

Cool

STREET NAME	SEGMENT (FROM - TO)	SHOULDER CONDITION	MISCELLANEOUS COMMENTS
Salmon Falls Rd	Highway 49 - Green Valley Road	0-2' shoulder	Popular Recreation Ride, ties to geotourism, Coloma recreation and wineries
Rattlesnake Bar Rd	Entire Length	No shoulder	Recreation access
Highway 49	County Line - Cool	No shoulder	
Highway 49	Cool - Northside School	0-2' shoulder	Need improved school access
Highway 49	Northside School - Marshall Rd	0-2' shoulder	Popular Recreation Ride
Highway 193	Highway 49 - Greenwood Rd	No shoulder	
Pedro Hill Rd	Entire Length	No shoulder	

Greenwood/Georgetown/Garden Valley

Marshall Rd	Highway 49 - Prospector Rd	No shoulder	
Marshall Rd	Prospector Rd - Garden Valley Rd	No shoulder	
Marshall Rd	Garden Valley Rd - Highway 193	No shoulder	
Prospector Rd	Entire Length	No shoulder	
Greenwood Rd	Marshall Rd - Highway 193	No shoulder	
Graybar Mine Rd	Entire Length	No shoulder	
Highway 193	Chili Bar - Garden Valley Rd	No shoulder	
Highway 193	Garden Valley Rd - Georgetown	No shoulder	
Highway 193	Through Georgetown	No shoulder	
Highway 193	Georgetown - Greenwood Rd	No shoulder	

Areas of Opportunity are shaded

Chapter 5 PROPOSED IMPROVEMENTS

The purpose of this chapter is to describe the proposed bicycle transportation facility improvements for El Dorado County. Included is a discussion of the process used to develop the proposed improvements, as well as a discussion of how the bicycle facilities interface with other transportation modes and activity centers. Chapter 6 includes information on implementation and a discussion of funding opportunities and current design standards.

The information presented in this chapter is the result of planning efforts of the El Dorado County Bicycle Advisory Committee, the El Dorado County Transportation Commission Technical Advisory Committee, the El Dorado Hills Bicycle, Pedestrian, and Trails Advisory Committee, interested members of the public, and the El Dorado County Transportation Commission staff.

Public comments were solicited during the months of June and July 2010. Each comment submitted to EDCTC is included with a response in the Appendix F of this document.

5.1 Ultimate Bicycle Transportation System

Chapter three of this document describes the Goals, Objectives, and Policies that were applied during the development of the proposed bikeway system. The Goals, Objectives, and Policies were developed to address the following areas pertaining to bicycle transportation:

1. Bicycle Commuting
2. Safety and Education
3. Implementation and Maintenance
4. Land Use Development
5. Multi-Modal Integration
6. Funding
7. Connectivity
8. The El Dorado Trail

A specific goal in the development of the proposed bicycle transportation system is to fulfill the concepts presented in the Goals, Objectives, and Policies section. The following criteria were used for the development of the proposed bicycle transportation system:

1. **Bicycle Commuting** – Develop a bikeway system that is conducive to bicycle commuting, by providing connections to major activity centers and multi-modal transportation facilities. Develop a bicycle transportation system that makes the bicycle a convenient transportation mode by including the installation of bicycle parking facilities and locker/shower facilities where feasible.

2. **Safety** – The system should provide the highest level of safety possible while eliminating major safety concerns, such as narrow roadways without shoulders or bike lanes.

3. **Land Use Development** – Examine areas of potential growth and development in the County. Consider possible impacts any new or redevelopment projects may have on the bicycle transportation system.

4. **Multi-Modal Integration** – The system should provide connections to multi-modal centers to encourage use of combined transportation modes.

5. **Connectivity** – The system should be well connected and balanced throughout all portions of the western El Dorado County population centers and neighboring regions.

6. **The El Dorado Trail** – The system should lay out a strategy for the development of the El Dorado Trail. The emphasis for developing a Class I Bikeway on the El Dorado Trail should be in areas that provide a transportation benefit.

7. **On Street Bikeways** – Class II Bike Lanes should be provided as the preferred on-street bikeway facility. However, in some locations a bicycle boulevard may be the preferred on-street bikeway facility. Class III Bike Routes should only be used when Class II Bike Lanes are not feasible. Class III Bike Routes should only be selected if they have particular advantages when compared with other alternative alignments. Bike routes should be selected with consideration given to traffic volumes, car speeds, and the specific needs of bicyclists.

The tables in sections 5.9-5.13 of this chapter provide a list and description of the proposed bicycle transportation system that resulted from the planning process. The map set corresponds to the tables, i.e., Table 1 displays the projects shown on Map 1. Additionally, the column for "bicycle facility" is color coded with the type of facility on the map(s). The projects are broken down into tiers, tier 1 being the highest priority for improvement and so on. In many cases, the tier 1 improvements are also "areas of opportunity" as described in Chapter 4.

5.1.1 Rural Roadways and Bicycle Facilities

Using the criteria listed in the section above, the Bicycle Advisory Committee (BAC) determined that the proposed system presented in the map set best fulfills all of the criteria. Ultimately, the developed system will help to improve bicycling in El Dorado County. The group also recognized that El Dorado County has a high number of two-lane arterials that extend to the more remote areas of the County. In order to address the present and future needs of bicyclists traveling on the more rural roads of the County, the BAC would like to include the following recommendation:

Recommendation: ***The County should recognize that the arterial road system is part of the established regional transportation network, and as such is a part of the Bicycle Transportation System. Any discretionary improvement or development that impacts these roads should include the addition of Class II Bike Lanes – even for short segments.***

The County recognizes that existing development along these two-lane arterials as well as terrain constraints may limit the feasibility of adding standard, 4-foot Class II Bike Lanes and design exceptions or other creative solutions may be needed to address the need for improved bicycling facilities. These rural roads are predominantly used for recreational cycling. However, new development along these roads could result in increased numbers of commute bicyclists. A list of some of the more commonly used roads is presented below:

- Deer Valley Road
- Green Valley Road (from Cameron Park Drive to Missouri Flat Road)
- Lotus Road
- Salmon Falls Road

- Marshall Road
- Ponderosa Road
- North Shingle Road
- South Shingle Road
- Pleasant Valley Road
- Mother Lode Drive
- Highway 49/Highway 193 *(Caltrans jurisdiction)*

The roads listed above often carry fairly high traffic volumes (>5,000 vehicles per day) as well as frequent high car speeds. The recommendation encourages the County to improve the roads as new development occurs. If a segment of one of these rural arterials is developed with Class II Bike Lanes, the County can determine if there is a need to make a connection to the overall bikeway system.

Motorist education on the rights of bicyclists is virtually non-existent. Many motorists mistakenly believe that bicyclists do not have the right to ride in travel lanes and that they should be riding on sidewalks. Many motorists do not understand the concept of 'sharing the road' with bicyclists, or why a bicyclist may need to ride in the travel lane if there is no useable shoulder or bike lane.

In El Dorado County, there are a few locations where the bicycle warning sign exists. In some cases the bicycle warning sign (W11-1) is used in conjunction with the share the road message sign (W16-1) to be placed on narrow roads where motorists and bicyclists must share the traffic lane. It is proposed that the bicycle warning sign (W11-1) be used in conjunction with the share the road message sign (W16-1)and be placed at key bicycle safety locations on the following roads:

- French Creek Road
- Old Frenchtown Road
- Prospectors Road
- Cedar Ravine
- Mormon Emigrant Trail

Bicycle Warning / Share the Road sign on Latrobe Road

5.2 Major Activity Centers

The proposed bicycle transportation system will provide bicycle facilities to the major activity centers in the population centers of El Dorado County and along some of the major arterials that connect the communities of the County. Activity centers include residential neighborhoods, schools, regional parks, shopping centers, employment centers, government centers, park and ride lots, transit centers, and other recreational destinations. Maps 1-6 display the major activity centers of El Dorado County. Some of the major activity centers shown on the maps include:

- Folsom Lake College - El Dorado Center
- El Dorado Hills Town Center
- El Dorado Hills Business Park
- The City of Placerville
- Coloma State Park
- Prospectors Plaza near Placerville
- Diamond Springs / El Dorado

5.3 Multi-Modal Centers

The bicycle transportation system will also provide connections to some of the multi-modal centers and regional neighbors of the county. El Dorado Transit provides bicycle racks on all of their fixed route buses. The El Dorado Commuter Bus connection to downtown Sacramento is an extremely popular commute mode in El Dorado County, and commuters frequently use the bicycle in combination with the bus. The following table lists some of the existing multi-modal centers in El Dorado County:

Placerville Station Multi-Modal Center in Placerville

Existing Multi-Modal Centers	Location	Amenities
El Dorado Hills Park and Ride Lot	White Rock Road and Latrobe Road	Bike lockers, commuter bus service to Sacramento, park and ride
Cameron Park-Cambridge Road Park and Ride Lot	Cambridge Road in Cameron Park	Bike lockers, commuter bus service to Sacramento, park and ride
Placerville Station Multi-Modal Center	Mosquito and Clay Streets in the City of Placerville	Bike lockers, bike racks, restrooms, El Dorado Transit bus stop, park and ride
Central Park and Ride	Commerce Way between Enterprise Drive and Pleasant Valley Road in Diamond Springs	Bike lockers, commuter bus service to Sacramento, park and ride
El Dorado County Fairgrounds Commuter Bus Stop, Placerville	Armory Way in the City of Placerville	Bike lockers, commuter bus stop and park and ride

The El Dorado Hills Park and Ride Lot serves as the primary multi-modal center in El Dorado County. The El Dorado Hills Park and Ride provides bike lockers and a bike rack, and is served by the El Dorado Transit Commuter Bus. The Placerville Station in the City of Placerville also serves as a multi-modal center.

5.4 Regional Connections

The City of Folsom and Sacramento County border the western portion of El Dorado County, with the City of Folsom lying north of Highway 50, and Sacramento County to the South. The City of Folsom has a considerable number of large employers and a vast bikeway network. For this reason, El Dorado County bicyclists are insisting on improved bicycle connections to Folsom. At the present time, Highway 50 is the primary connection to Folsom with only two other alternatives available to bicyclists – White Rock Road and Green Valley Road. Both of the available options require bicyclists to travel a considerable distance away from the Highway 50 corridor and therefore are less than ideal for commute purposes. The proposed bicycle transportation system includes both improvements to the existing connections to Folsom, as well as additional, more direct connections.

El Dorado County is bordered to the north by Placer County, and the only existing connection to Placer County is via Highway 49. Highway 49 is an extremely narrow, rural road that travels

through the North Fork of the American River Canyon between Cool and Auburn. Currently there are a number of commuters who live in El Dorado County and travel Highway 49 to reach Interstate 80. The topographic and geographic constraints along the Highway 49 corridor between Cool and Auburn prevent this plan from proposing any bikeway connections. However, if a major change were to occur in the travel patterns between Cool and Auburn (i.e. the construction of a canyon bridge) it would be important to consider the needs of bicyclists.

The southern border of El Dorado County and the connection with Amador County is met with similar challenges to that of the north. Highway 49 near Amador County has many of the same topographic constraints that it has near Placer County, but not quite as extreme. There is much less frequent commuter travel between El Dorado and Amador Counties as well. Latrobe Road is another connector to Amador County, and like Highway 49, commuter traffic is minimal. The same principal applies to the connection into Amador County as in Placer County – if a major change were to occur in the travel patterns between the two counties, the needs of bicyclists should be considered.

5.5 Connections to the Lake Tahoe Basin

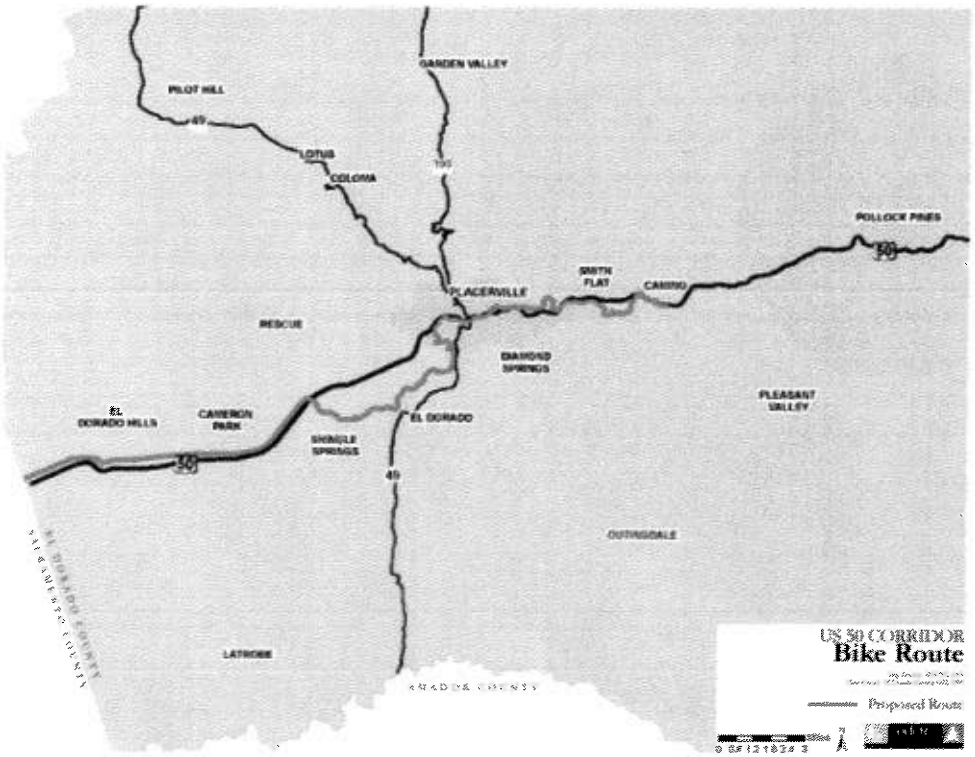
The emphasis of the Bicycle Transportation Plan is to make bicycle transportation connections throughout the west slope of El Dorado County. There are some existing connections to the Lake Tahoe Basin, but the use is primarily recreational and, therefore, not included in this plan. If El Dorado County should choose to further explore bikeway connections to the Lake Tahoe Basin, an alignment from the Cross State Bicycle Route Study – Bay Area to Lake Tahoe should be adopted as a part of this Bicycle Transportation Plan.

In 2008 El Dorado County completed the El Dorado Trail Extension Evaluation Project that considered potential alignments for extending the El Dorado Trail from Halcon Road in Camino Heights east to the site of the former Brockless Bridge over the South Fork of the American River near Pacific House. From there, the proposed El Dorado Trail alignment would cross the South Fork of the American River via a new Brockless Bridge and follow the historic Pony Express Trail and the Sayles Canyon Trail to Echo Summit and a connection to South Lake Tahoe. An alternate transportation route would follow Mormon Immigrant Trail to Highway 88 and follow it to Highway 89 over Luther Pass and into South Lake Tahoe.

5.6 The US 50 Corridor Bike Route – Camino to Folsom

The US 50 Corridor Bike Route is a concept for system of predominantly Class I and Class II bicycle facilities combined with Class III facilities that combine to form a continuous bicycle transportation corridor parallel to US 50 from Camino to El Dorado Hills. The route would utilize the proposed and existing Class I bike path on the El Dorado Trail from Camino to Shingle Springs. The route would leave the El Dorado Trail and follow Mother Lode Drive to Ponderosa Road and cross US 50 at the Ponderosa Road Interchange, and continue to Cameron Park via Wild Chaparral and the proposed Class I bike path connection to Palmer Drive. The proposed route would then follow Country Club Drive to Old Bass Lake Road and the proposed Class I bike path segments to El Dorado Hills. The area between Wild Chaparral and Palmer Drive is controlled by the Bureau of Land Management (BLM) and is the site of rare plant preserve. Prior to development of the proposed Class I bike path connecting Wild Chaparral and Palmer Drive, discussions with BLM would need to occur regarding environmental issues and the feasibility of the proposed project. A prioritized list of usable segments of Class I and Class II bike path are proposed in the table below and the route is depicted on Map 5.1 below the table:

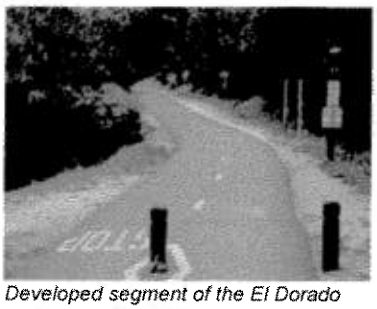
Prioritized list of Proposed Class I and Class II Segments of the US 50 Corridor Bike Route				
Priority	**Segment**	**Distance**	**Cost Estimate**	**Discussion**
1	Extend existing Class I at Los Trampas Drive to Snows Road in Camino	3 miles	$1.2 Million	Right-of-way purchase required from existing off-street trail terminus near Highway 50 to Snows Road. Would provide a connection into Camino and reduce the need for a grade separated crossing of Highway 50 at the existing trail terminus
2	Class II bike lanes – Extension of Saratoga Way to connection with Iron Point Road	0.5 miles	$150,000	Provides connection to Folsom. Could also be accomplished with a Class I bike path.
3	Class I bike path – Silva Valley Parkway to El Dorado Hills Blvd.	8 miles	$3.2 Million	Provides connection from Silva Valley Parkway to Town Center via the proposed pedestrian overcrossing.
4	Class I bike path - Missouri Flat Road to Mother Lode Drive in El Dorado (map 4)	3 miles	$1.2 Million	Completes the Class I bike path connection
5	Class I bike path - Mother Lode Dr in El Dorado to Mother Lode Drive in Shingle Springs (maps 4 & 2)	4.75 miles	$1.9 Million	Completes the connection between Placerville, Diamond Springs, El Dorado, and Shingle Springs.
6	Class II bike lanes – Country Club Drive from Cameron Park Drive to Tierra de Dios.	3 miles	$1.2 Million	Provides a connection to El Dorado Hills via Country Club Drive and Old Bass Lake Road
7	Class I bike path connection: Wild Chaparral Drive to Palmer Drive	2.5 miles	$1 Million	Provides a connection from Shingle Springs to Cameron Park
8	Class I bike path – Tierra de Dios to Old Bass Lake Road	0.9 miles	$25,000	Would utilize existing Country Club Drive as a Class I bike path once Country Club Drive is realigned
9	Class I bike path – Forni Road / Lower Main St. to Ray Lawyer Dr.	1 mile	$400,000	Within the City of Placerville
10	Class I bike path – Clay Street to Bedford Street	.25 miles	$205,000	Within the City of Placerville; fully funded



Map 5.1: US 50 Corridor Bike Route

5.7 The El Dorado Trail

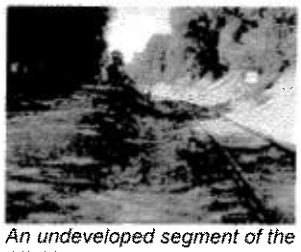
The El Dorado Trail concept is for a trail that spans the entire length of El Dorado County from the western county line to the Lake Tahoe Basin. The current alignment of the El Dorado Trail includes two railroad rights-of-way, the Michigan-California railroad right-of-way, and the Sacramento-Placerville Transportation Corridor.



Developed segment of the El Dorado Trail near Placerville

The Michigan-California railroad right-of-way extends from Camino to Placerville. Currently, the right-of-way is developed with a segment of improved dirt trail and nearly four miles of Class I bike path from Camino Heights to Placerville.

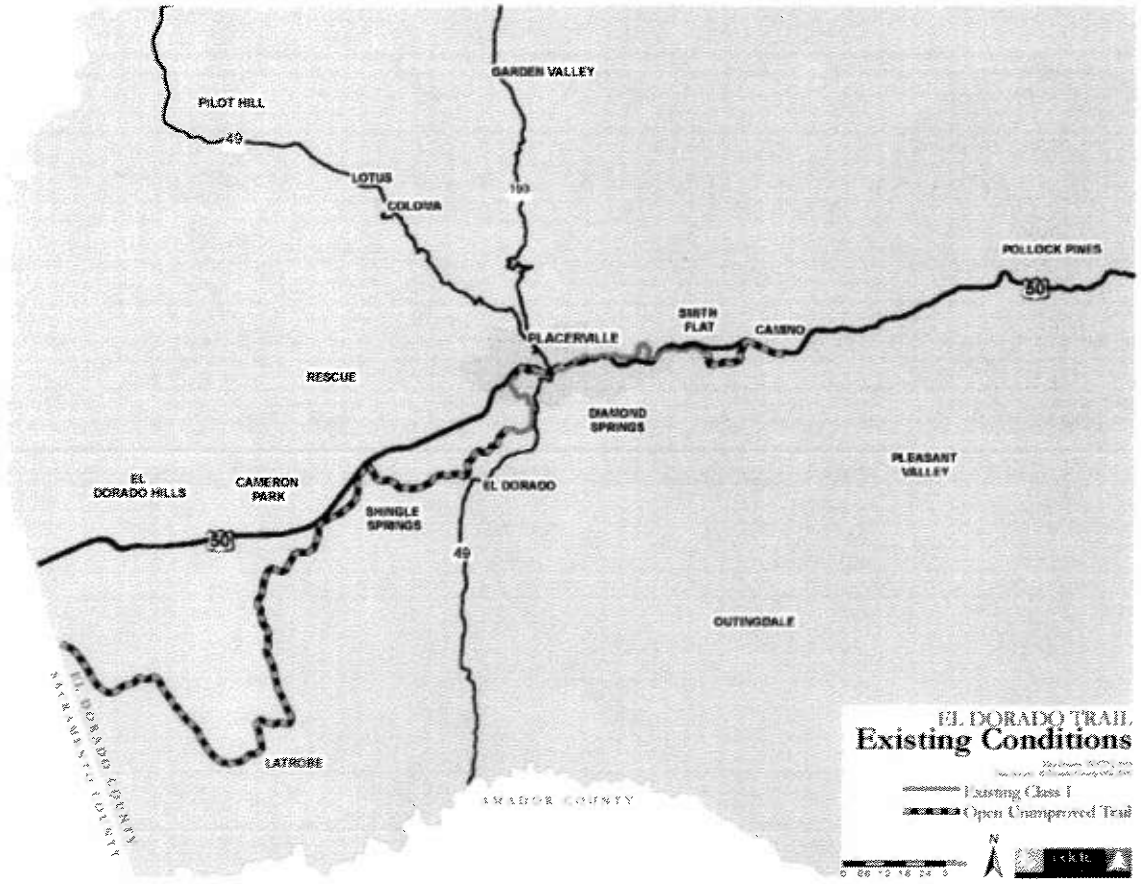
In 1996 the Sacramento-Placerville Transportation Corridor (SPTC) Joint Powers Authority, including members from El Dorado County, the City of Folsom, Sacramento County, and Sacramento Regional Transit purchased the SPTC from the Southern Pacific Railway Corporation. The purchase was made under the protection of the "rails-to-trails" provision of the National Trails System Act, which preserves the rail corridor from becoming abandoned. A master plan was developed for the SPTC that covers the former Southern Pacific railroad corridor from the western El Dorado County line near Latrobe to the City of Placerville at Ray Lawyer Drive. The 28 miles of preserved corridor is planned for use as an alternative transportation corridor with multiple uses including bicycle, pedestrian and equestrian trails, excursion trains, and utility easements. The combined Michigan- California and SPTC segments provide a trail corridor that extends from the western El Dorado County line near Latrobe to Camino. An alignment for the remaining trail connection from Camino to Lake Tahoe has not been formally determined. However, El Dorado County did complete an easement study in 2008 which identified potential trail alignments between Halcon Road in Camino Heights and Pacific House.



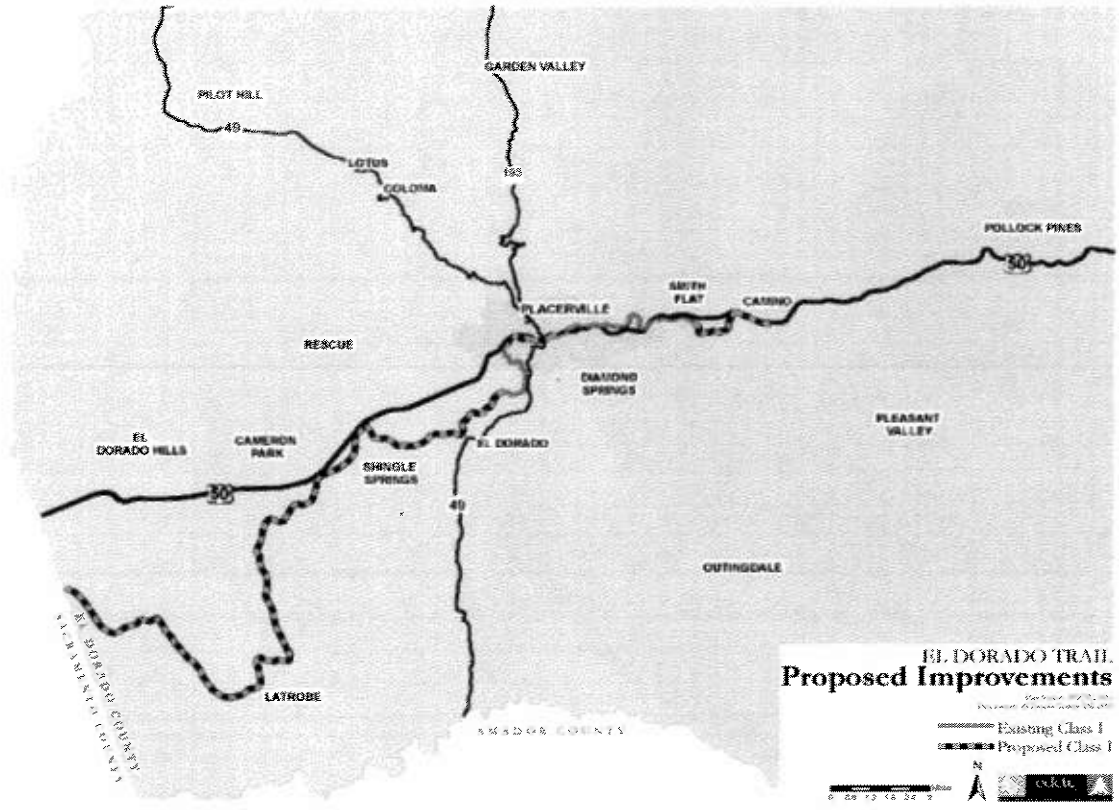
An undeveloped segment of the SPTC with track still in place

The SPTC portion of the El Dorado Trail is included as a proposed Class I Bike Path in this plan. The vision for the SPTC Corridor as described in the SPTC Master Plan under the sub-title "Guidelines for Corridor Uses," includes three types of trails: 1) 'natural' or hiking/bike trails, 2) improved trails, and 3) paved trails. The SPTC plan also includes a provision for the operation of an excursion train. It is anticipated that the SPTC will be opened and developed with 'natural' or off street hiking/bike trails first, until funding is available for development of paved Class I bike paths. A prioritized list of usable segments of Class I bike path are proposed in the table below:

Prioritized list of Proposed Class I Segments of the El Dorado Trail				
Priority	**Segment**	**Distance**	**Cost Estimate**	**Discussion**
1	Missouri Flat Road to Mother Lode Drive in El Dorado (map 4)	3 miles	$1.2 Million	The segment from Missouri Flat to Oriental Road is an open natural trail for off street use
2	Latrobe to Sacramento County/City of Folsom (map 3)	7 miles	$2.8 Million	Provides an off street connection to the City of Folsom, and ultimately to the American River Parkway
3	Mother Lode Dr in El Dorado to Mother Lode Drive in Shingle Springs (maps 4 & 2)	4.75 miles	$1.9 Million	Completes the connection between Placerville, Diamond Springs, El Dorado, and Shingle Springs.
4	Mother Lode Drive in Shingle Springs to Shingle Lime Mine Road	2.5 miles	$1 Million	Provides a connection from Shingle Springs to Cameron Park
5	Extend existing Class I at Los Trampas Drive to Snows Road in Camino	3 miles	$1.2 Million	Right-of-way purchase required from existing off-street trail terminus near Highway 50 to Snows Road. Would provide a connection into Camino and reduce the need for a grade separated crossing of Highway 50 at the existing trail terminus
6	Shingle Lime Mine Road to Latrobe Road	8 miles	$3.2 Million	Completes El Dorado Trail from Camino to El Dorado County / Sacramento County Line
7	Over Crossing of Missouri Flat Road	200 feet	$1 Million	Provides a safe and direct crossing of Missouri Flat Road



Map 5.2: El Dorado Trail Existing Conditions



Map 5.3: El Dorado Trail Proposed Improvements

5.8 Marketing Strategy

El Dorado County first participated in the Statewide Bike to Work Day promotion in 2003. Events were held in 2003 and 2004 in both El Dorado Hills and the City of Placerville and annually in the City of Placerville since 2005. The events were designed to encourage new bicyclists to ride to work and to support to those who regularly ride to work. The encouragement is provided in the form of an "Energizer Station" located strategically along primary bicycle commute routes. Bicyclists can stop by the Energizer Station for free coffee, bagels, bicycle products and brochures and information on bicycle commuting. For the past two years, the event was coordinated with the 50 Corridor Transportation Management Associations and included the City of Folsom.

Recommendation: ***Continue to promote the annual Bike to Work day event in both El Dorado Hills and the City of Placerville. As the events become more successful, begin to add Energizer Stations in other communities.***

Bicycle maps have proven to be excellent tools for distributing information about cycling. A bicycle map is a good way to disseminate information about preferred bicycle routes to destinations like schools, libraries, parks, shopping centers, employment centers, multi-modal centers, and park and ride lots. Additionally, the map could display some of the character and attractions of El Dorado County and provide information about bicycle safety and commute tips.

Recommendation: ***Develop a Countywide bicycle map.***

5.9 Education Improvements

Programs that teach existing and potential bicyclists, young and old, about the fundamentals of bicycle riding are important to establishing good riding habits. Currently, El Dorado County schools can request a bicycle-riding safety presentation from either the Sheriff's Office or the California Highway Patrol. There are no regularly scheduled bicycle education activities in El Dorado County.

Recommendation: ***Continue and expand the existing Police Department bicycle education program for school children in El Dorado County. Ensure the program receives adequate funding and develop regularly scheduled activities so each school visited annually or semi-annually.***

5.10 Recommended Bicycle Support Facilities for El Dorado County

- Bike racks in the El Dorado Hills Town Center
- Bike racks in the Village Center shopping center in El Dorado Hills
- Bike racks at all schools and parks
- Bike racks at all government centers, libraries, courthouses, and park and ride lots
- Bike racks at all grocery stores and shopping centers

5.11 Proposed Improvements – Map 1 – El Dorado Hills Area

Table 5-1a: TIER 1 Proposed Improvements (see map 1)

ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
El Dorado Hills Blvd Bike Lanes	Phase 1: Saratoga Way to Governor Dr./St. Andrews	1.7	Class II Bike Lanes
El Dorado Hills Blvd Bike Path	Phase 1: Sign and stripe existing Class I Paths in two locations: 1) From Harvard Way to St. Andrews 2) From Governors Dr. to Francisco Dr.	1.5	Class I Bike Path
El Dorado Hills Blvd Bike Path	Phase 2: Utilizing an existing golf cart undercrossing of Serrano Parkway, extend the bike path from the current terminus at Serrano Parkway to El Dorado Hills Village Center Shopping Center	.5	Class I Bike Path
Harvard Way Bike Path	From Clermont Road to El Dorado Hills Boulevard	.5	Class I Bike Path
Tong Road – EDH to Old Bass Lake Road Connection	Phase 1: EDH to Old Bass Lake Road Connection Entire Length	.5	Class III Bike Route
El Dorado Hills SMUD Trail	Within the SMUD power line easement between Silva Valley Parkway and El Dorado Hills Boulevard	.6	Class I Bike Path
Old Bass Lake Road – EDH to Bass Lake Connection	Phase 1: EDH to Bass Lake Connection Entire Length	1	Class III Bike Route
Old Bass Lake Rd - EDH to Bass Lake Connection	Phase 1: EDH to Bass Lake Connection Between gates, using existing roadway as Class I Path	.5	Class I Bike Path
Parallel to Highway 50 on the north side -EDH to Bass Lake Connection	Phase 2: EDH to Bass Lake Connection From Silva Valley Road to El Dorado Hills Village Center Shopping Center at El Dorado Hills Boulevard	.75	Class I Bike Path
Saratoga Drive Extension	Class II bike lanes on extension of Saratoga Drive to Iron Point Road (alternatively construct a Class I bike path prior to construction of extension of Saratoga Drive to Iron Point Road)	.5	Class II Bike Lanes

Table 5-1a: TIER 1 Proposed Improvements (see map 1)

ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
Green Valley Road Bike Lanes	El Dorado Hills Boulevard to Pleasant Grove Middle School	7	Class II Bike Lanes
White Rock Road	Entire Length, to County Line	1	Class II Bike Lanes
Silva Valley Parkway	Entire Length	4	Class II Bike Lanes
Highway 50 over or undercrossing	Crosses Caltrans facility (US 50) North/South between the El Dorado Hills Town Center and El Dorado Hills Village Center	.25	Class I Bike Path – grade separated overcrossing
Saratoga Way	Class II bike lanes on the extension of Saratoga Way	1	Class II Bike Lanes

Table 5-1b: TIER 2 Proposed Improvements (see map 1)

ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
El Dorado Hills Blvd Bike Lanes	Phase 2: Governors Dr./St. Andrews to Green Valley Road	1.5	Class II Bike Lanes
El Dorado Hills SMUD Trail	Within the SMUD power line easement between El Dorado Hills Boulevard and Sophia Parkway	1.2	Class I Bike Path
Latrobe Road	Highway 50 to Deer Creek	2.5	Class II Bike Lanes
Valley View Bike Paths	Along Valley View parkway to schools, parks and village center	1.5	Class I Bike Path
Valley View Parkway	Entire Length	1.5	Class II Bike Lanes
Harvard Way	Entire Length	.5	Class II Bike Lanes
Francisco Drive	Green Valley Road to El Dorado Hills Boulevard	.5	Class II Bike Lanes
Ambiance Drive	Sophia Parkway to Brittany Way	1	Class II Bike Lanes
Brittany Way	Ambiance Drive to El Dorado Hills Boulevard	.5	Class II Bike Lanes
Through El Dorado Hills Town Center	Through entire commercial center	1	Class II Bike Lanes
Serrano Parkway	Entire Length	3.5	Class II Bike Lanes
Saratoga Way	Entire Length	1	Class II Bike Lanes

Table 5-1c: TIER 3 Proposed Improvements (see map 1)

ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
Village Center Drive	Entire Length	.5	Class II Bike Lanes
Windplay Road	Entire Length	.25	Class II Bike Lanes
Golden Foothill Parkway	Entire Length	2	Class II Bike Lanes
Sheffield Drive	Entire Length	1	Class III Bike Route
Francisco Drive	Sheffield Dr. to Green Valley Road	1.5	Class III Bike Route
Lakehills Drive	Sheffield Drive to El Dorado Hills Boulevard	1	Class III Bike Route

5.11.1 Challenges in the El Dorado Hills Area, Map 1

Class I terminus at Serrano Parkway

1. **Class I Terminus at Serrano Parkway**
   The current southern terminus of the existing bike path on the east side of El Dorado Hills Boulevard meets a sidewalk near Serrano Parkway. Southbound bicyclists are forced to ride on the sidewalk for a short distance until they reach the intersection of Serrano Parkway and El Dorado Hills Boulevard. At this point the tendency for most southbound cyclists would be to continue on the same sidewalk to the likely destination point, El Dorado Hills Town Center. Wrong way riding is an extremely common type of bicycling accident, and it should be prevented whenever possible.

   Potential Solutions:
   a. ***Phase 1: Complete the segment of bike path to Serrano Parkway, directing cyclists into the intersection to cross with the signal and utilize a Bike Lane on El Dorado Hills Boulevard.***
   b. ***Utilizing the existing golf cart undercrossing of Serrano Parkway, extend the bike path all the way to El Dorado Hills Village Center Shopping Center on the east side of El Dorado Hills Boulevard.***

2. **Tong Road/Old Bass Lake Road Route**
   Tong Road and Old Bass Lake Road are currently dead end roads blocked by gates. If there were a through route, the gradual grade would provide a direct connection between Cameron Park and El Dorado Hills. The existing road looks strikingly similar to a Class I Bike Path. The old Clarkville Wagon Road alignment near the creek could also be used as the location for a Class I bike path between Silva Valley Parkway and Bass Lake Road.

Gate at Tong Road

Old Bass Lake Road – a proposed through route

   Potential Solution:
   a. ***Open the existing roadway for use as a Class I Bike Path.***

3. **El Dorado Hills Grade Separated Crossing of Highway 50**
   The existing El Dorado Hills Boulevard interchange is a significant barrier to bicycle/pedestrian travel between two major activity centers in El Dorado Hills: El Dorado Hills Village Center Shopping Center and El Dorado Hills Town Center. The interchange is currently being redesigned to carry higher traffic volumes. Due to the constraints of the environment surrounding the interchange, there will be considerable challenges in accommodating bicycle and pedestrian traffic.

   Potential Solution:
   a. ***Construct a Highway 50 overcrossing between the two activity centers. El Dorado County Department of Transportation has completed environmental documentation for a bicycle and pedestrian overcrossing.***

4. **Parallel bike path north of Highway 50, Tong Road/Silva Valley Road to El Dorado Hills Village Center Shopping Center**

The proposed bike path will make two connections, one to the proposed overcrossing and another to Tong Road/Silva Valley Road. A developer and Caltrans currently own the right of way. If the existing culvert under Highway 50 were developed as an undercrossing, the route would need to be in place to provide access to the undercrossing.

5. **Re-striping the "Pork Chop" at Serrano Boulevard and El Dorado Hills Boulevard**
El Dorado Hills Boulevard has existing four-foot shoulders. Adding bike lane striping and signage to the existing shoulder would be a low cost improvement. If the bike lane striping were to be added, the existing "pork chop" at the free right turn exit to Serrano Parkway would have to be re-striped.


"Pork Chop" free right turn at El Dorado Hills Blvd/Serrano Pkwy

5.12 Proposed Improvements Map 2 – Cameron Park/Shingle Springs Area

Table 5-2a: TIER 1 Proposed Improvements (see map 2)

ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
Bass Lake Road	Entire Length	3.5	Class II Bike Lanes
Cameron Park Drive	Entire Length	3	Class II Bike Lanes
Country Club Drive	Phase 1: Cambridge Road to Cameron Park Drive	1.5	Class II Bike Lanes
Cambridge Drive	Country Club Drive to Merrychase Drive	.5	Class II Bike Lanes
Meder Road	Phase 1: Cameron Park Drive to Paloran Court	1	Class II Bike Lanes
Palmer Drive	Entire Length	.5	Class II Bike Lanes
Coach Lane	Entire Length	.75	Class II Bike Lanes
Palmer Drive Bike Path Connection	From Wild Chaparral Drive to Palmer Drive	.25	Class I Bike Path
Old Bass Lake Road	Entire Length	1	Class III Bike Route
Durock Road	Entire Length	2	Class II Bike Lanes
Ponderosa Road	Highway 50 to Meder Road	.75	Class II Bike Lanes

Table 5-2b: TIER 2 Proposed Improvements (see map 2)

ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
Country Club Drive	Phase 2: Bass Lake Road to Cambridge Road	2	Class II Bike Lanes
Green Valley Road	Cameron Park Drive to Lotus Road	5	Class II Bike Lanes
Meder Road	Phase 2: Paloran Court to Ponderosa Road	1	Class II Bike Lanes
Cambridge Drive	Merrychase to Crazy Horse Road	.25	Class II Bike Lanes
Cambridge Drive	Green Valley Road to Country Club Dr	3	Class III Bike Route
Mother Load Drive	Highway 50 to French Creek	.5	Class II Bike Lanes
Castana Drive	Entire Length	.5	Class III Bike Route
Covello Circle	Castana Drive to end on eastern side	.25	Class III Bike Route
Cameron Park – Bass Lake Bike Path connection	Covello Circle to Magnolia Hills Development at Summer Drive	1	Class I Bike Path
SPTC – El Dorado Trail	Phase 3: Mother Lode Dr in El Dorado to Mother Lode Dr in Shingle Springs	4.75	Class I Bike Path
Lotus Road	Green Valley Road to Highway 49	3	Class II Bike Lanes

Table 5-2c: TIER 3 Proposed Improvements (see map 2)			
ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
South Shingle Road	SPTC to Highway 50	.75	Class II Bike Lanes
Wild Chaparral Dr	Ponderosa Road to end	.75	Class II Bike Lanes
North Shingle Road	Ponderosa Road to Sports Field Dr	.5	Class II Bike Lanes
Oxford Road	Entire Length	.5	Class III Bike Route
Merrychase Drive	Entire Length	.75	Class III Bike Route
Shingle Lime Mine Road	Durock Road to SPTC	.5	Class III Bike Route
SPTC – El Dorado Trail	Mother Lode Drive in Shingle Springs to Shingle Lime Mine Road	2.25	Class I Bike Path

5.12.1 Challenges in the Cameron Park/Shingle Springs Area

Dead end at Wild Chaparral Drive

1. **US 50 Corridor Bike Route: Class I Bike Path connection from Wild Chaparral Drive to Palmer Drive.**
   A Class I bike path connecting Wild Chaparral Drive to Palmer Drive would be a key segment in the US 50 Corridor Bike Route between Camino, Placerville, Cameron Park, and El Dorado Hills. The proposed route would utilize the Class I bike path system on the El Dorado Trail between Camino and Shingle Springs, then cross US 50 at the Ponderosa Road Interchange, and continue to Cameron Park via Wild Chaparral, the proposed Class I bike path connection, and Palmer Drive. The proposed route would then follow Country Club Drive to Old Bass Lake Road and the proposed Class I bike path segments to El Dorado Hills. The area between Wild Chaparral and Palmer Drive is controlled by the Bureau of Land Management (BLM) and is the site of a rare plant preserve. Prior to development of the proposed Class I bike path discussions with BLM would need to occur regarding environmental issues and the feasibility of the proposed project.

5.13 Proposed Improvements Map 3 – Latrobe Area

Table 5-3a: TIER 1 Proposed Improvements (see map 3)			
ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
Latrobe Road Bike Lanes	Investment Boulevard to Deer Creek/SPTC	3	Class II Bike Lanes
SPTC/El Dorado Trail	Phase 3: Latrobe Road to County Line	6	Class I Bike Path

Table 5-3b: TIER 2 Proposed Improvements (see map 3)			
ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
Latrobe Road Bike Lanes	South Shingle to SPTC	1	Class II Bike Lanes
South Shingle Road	Latrobe Road to School	1	Class II Bike Lanes
Latrobe Road	SPTC to El Dorado County / Amador County Line	3	Class II Bike Lanes

Table 5-3c: TIER 3 Proposed Improvements (see map 3)

ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
SPTC/El Dorado Trail	Phase 7: Shingle Lime Mine Road to Latrobe Road	8	Class I Bike Path

5.14 Proposed Improvements Map 4 –Diamond Springs/El Dorado Area, Greater Placerville Area, Smith Flat, Gold Hill

Table 5-4a: TIER 1 Proposed Improvements (see map 4)

ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
Missouri Flat Road Bike Lanes	Phase 1: Campus Drive to existing Class II on the south side of Highway 50	2	Class II Bike Lanes
Missouri Flat Road Bike Lanes	Phase 2: SPTC near Wal-Mart to Pleasant Valley Road	1	Class II Bike Lanes
Missouri Flat Road Bike Path	Class I bike path on the north side of Missouri Flat road from Perks Court to Forni Road	.25	Class I Bike Path
Jaquier Road	Placerville City limit to Carson Road	1	Class II Bike Lanes
Pleasant Valley Road Bike Lanes	Phase 1: Big Cut Road to Missouri Flat Road	2	Class II Bike Lanes
Pleasant Valley Road Bike Lanes	Phase 2: Missouri Flat Road to Mother Lode Drive	3	Class II Bike Lanes
Pleasant Valley Road Bike Lanes	Phase 3: Big Cut Road to Cowboy Trail	5.5	Class II Bike Lanes
Mother Lode Drive Bike Lanes	Phase 1: Missouri Flat Road to Lindberg Ave	1	Class II Bike Lanes
Enterprise Drive	Entire Length	1	Class II Bike Lanes
Gold Hill Road	Highway 49 to Lotus Road	4	Class III Bike Route
Commerce Way	Entire Length	.5	Class II Bike Lanes
SPTC – El Dorado Trail	Phase 1: Missouri Flat Road to Mother Lode Drive in El Dorado	3	Class I Bike Path

Table 5-4b: TIER 2 Proposed Improvements (see map 4)

ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
Forni Road	Missouri Flat Road to Enterprise Drive	1	Class II Bike Lanes
Mother Lode Drive Bike Lanes	Phase 2: Lindberg Ave to Pleasant Valley Road	2	Class II Bike Lanes
Carson Road	Jaquier Rd to Larsen Drive	4.5	Class II Bike Lane on climbing shoulder
Newtown Road Bike Lanes	Parkway Drive to Pleasant Valley Road	5	Class II Bike Lanes
Highway 49	Placerville to Gold Hill Road	3	Class II Bike Lanes
Big Cut Road	Pleasant Valley Road to the City of Placerville	3	Class III Bike Route
Fort Jim Road	Entire Length	2	Class III Bike Route
Lindberg Ave	Mother Lode Drive to Forni Road	1	Class III Bike Route
SPTC – El Dorado Trail	Phase 3: Mother Lode Dr in El Dorado to Mother Lode Dr in Shingle Springs	4.75	Class I Bike Path

Table 5-4c: TIER 3 Proposed Improvements (see map 4)

ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
Mother Lode Drive Bike Lanes	Phase 3: Pleasant Valley Road to South Shingle Road	4	Class II Bike Lanes
Highway 49	Pleasant Valley Road to Union Mine Road	.5	Class II Bike Lanes
Lindberg Ave	Mother Lode Drive to Forni Road	1	Class III Bike Route
Patterson Drive	Pleasant Valley Road to Crusader Rd	.75	Class III Bike Route
Crusader Rd/Cash Boy Road/Crystal Dr/Tullis Mine Road	Patterson Drive to Pleasant Valley Road	1	Class III Bike Route
Zandonnella Rd	Entire Length (Possible climbing lane in lieu of Pleasant Valley Rd.)	1	Class III Bike Route
Union Mine Road	Entire Length	4	Class III Bike Route
SPTC – El Dorado Trail	Phase 4: Mother Lode Dr in Shingle Springs to Shingle Lime Mine Road	2.5	Class I Bike Path
SPTC/El Dorado Trail	Phase 5: Halcon Road to Snows Road in Camino (Part of proposed alignment may be within Caltrans right of way south of US50)	2.2	Class I Bike Path

5.14.1 Challenges in the Diamond Springs/El Dorado Area

1. **Bike Path parallel to Pleasant Valley Road / State Route 49**
   Provide new bicycle access to Charles Brown Elementary School and Union Mine High School by providing a combination of Class I and Class II bicycle facilities parallel to Pleasant Valley Road/State Route 49 from Fowler Lane in Diamond Springs to the town of El Dorado. The proposed facilities will minimize the need for bicyclists to utilize this section of Pleasant Valley Road / State Route 49 as they ride to and from school. Caltrans strongly supports the development of parallel transportation facilities to State Route 49 that will alleviate congestion in the Diamond Springs/El Dorado area.

5.15 Proposed Improvements Map 5 – Camino/Pollock Pines

Table 5-5a: TIER 1 Proposed Improvements (see map 5)

ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
Pleasant Valley Road	Cowboy Trail to Sly Park Road	3.5	Class II Bike Lanes
Carson Road	Jaquier Rd to Larsen Drive (on climbing shoulder)	4.5	Class II Bike Lane on climbing shoulder
SPTC/El Dorado Trail	Los Trampas Drive to Halcon Road in Camino Heights	1	Class I Bike Path

Table 5-5b: TIER 2 Proposed Improvements (see map 5)

ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
Snows Road	Carson Road to Fuji Court	.75	Class II Bike Lanes
Pony Express Trail Road	Carson Road to Sly Park Road	6	Class II Bike Lanes

Table 5-5b: TIER 2 Proposed Improvements (see map 5)

ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
Newtown Road Bike Lanes	Parkway Drive to Pleasant Valley Road	5	Class II Bike Lanes
Sly Park Road	Mormon Emigrant Trail to Highway 50	4.5	Class III Bike Lanes
Carson Road	Snows Road to Pony Express Trail Road	.5	Class III Bike Route
Mt Aukum Road	Fairplay Road to Blackhawk Lane	6.5	Class III Bike Route
Mt. Aukum Road	Fairplay Road to Mountain Creek School/Pioneer Creek School	1	Class III Bike Route
Fairplay Road	Mt. Aukum Road to Unser Way/Pioneer Park	.5	Class III Bike Route
Mt Aukum Road	Blackhawk Lane to Fairplay Road	6.5	Class III Bike Route

Table 5-5c: TIER 3 Proposed Improvements (see map 5)

ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
Sly Park Road	Mormon Emigrant Trail to Pleasant Valley Road	6	Class III Bike Route
Happy Valley Road/Cutoff	Mt. Aukum to Happy Valley Cutoff to Mt. Aukum Road	1.5	Class III Bike Route
Grizzly Flat Rd	Glen Drive to Sciaroni Road	.5	Class II Bike Lanes
Sciaroni Road/Tyler Road	Grizzly Flat Road to Grizzly Pines School	.5	Class II Bike Lanes
Fairplay Road	Pioneer Park to Omo Ranch Road	4.2	Class III Bike Route
SPTC/El Dorado Trail	Phase 5: Halcon Road to Snows Road in Camino (Part of proposed alignment may be within Caltrans right of way south of US50)	2.2	Class I Bike Path

5.16 Proposed Improvements Map 6 – The Divide Georgetown/Cool/Coloma

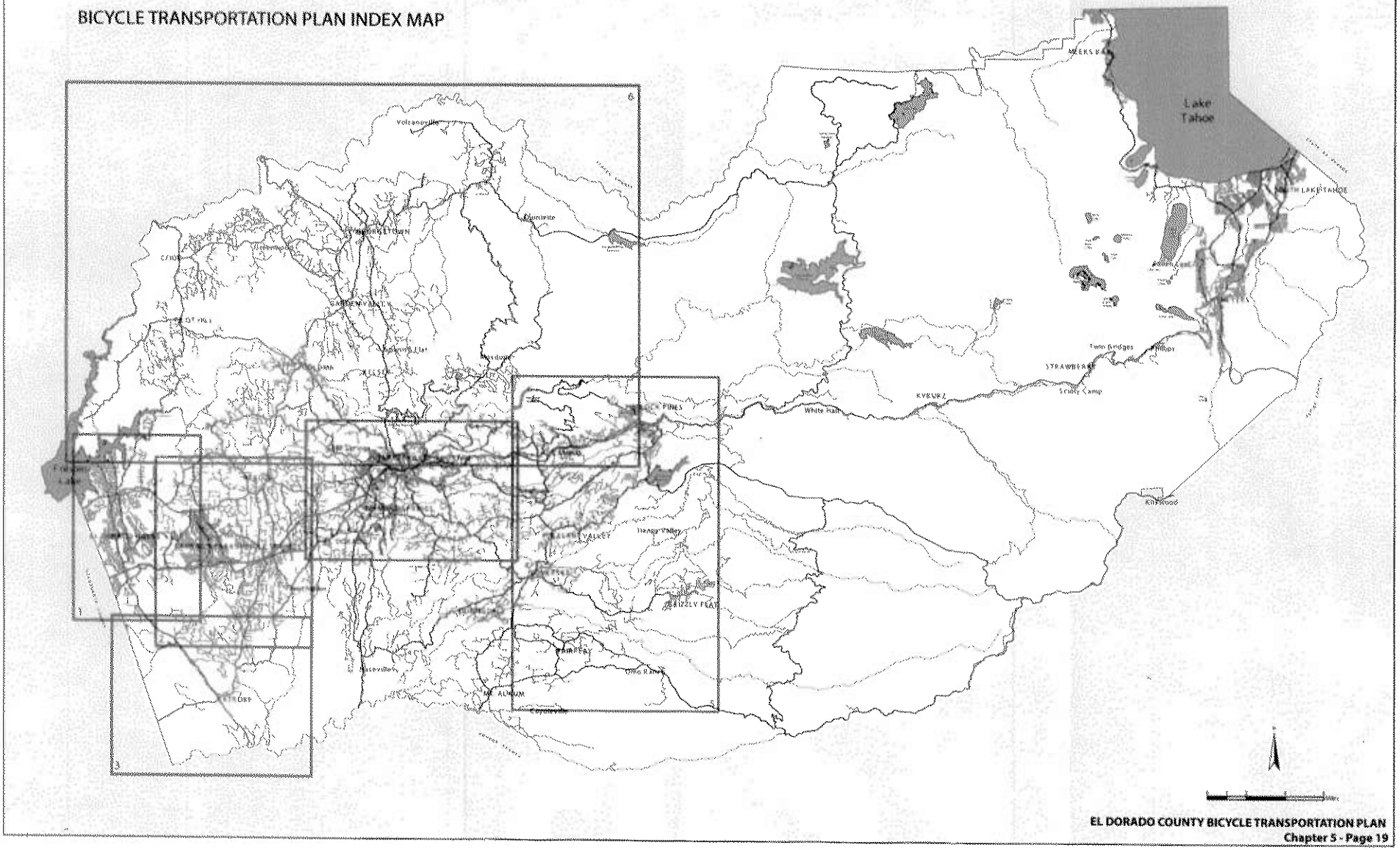
Table 5-6a: TIER 1 Proposed Improvements (see map 6)

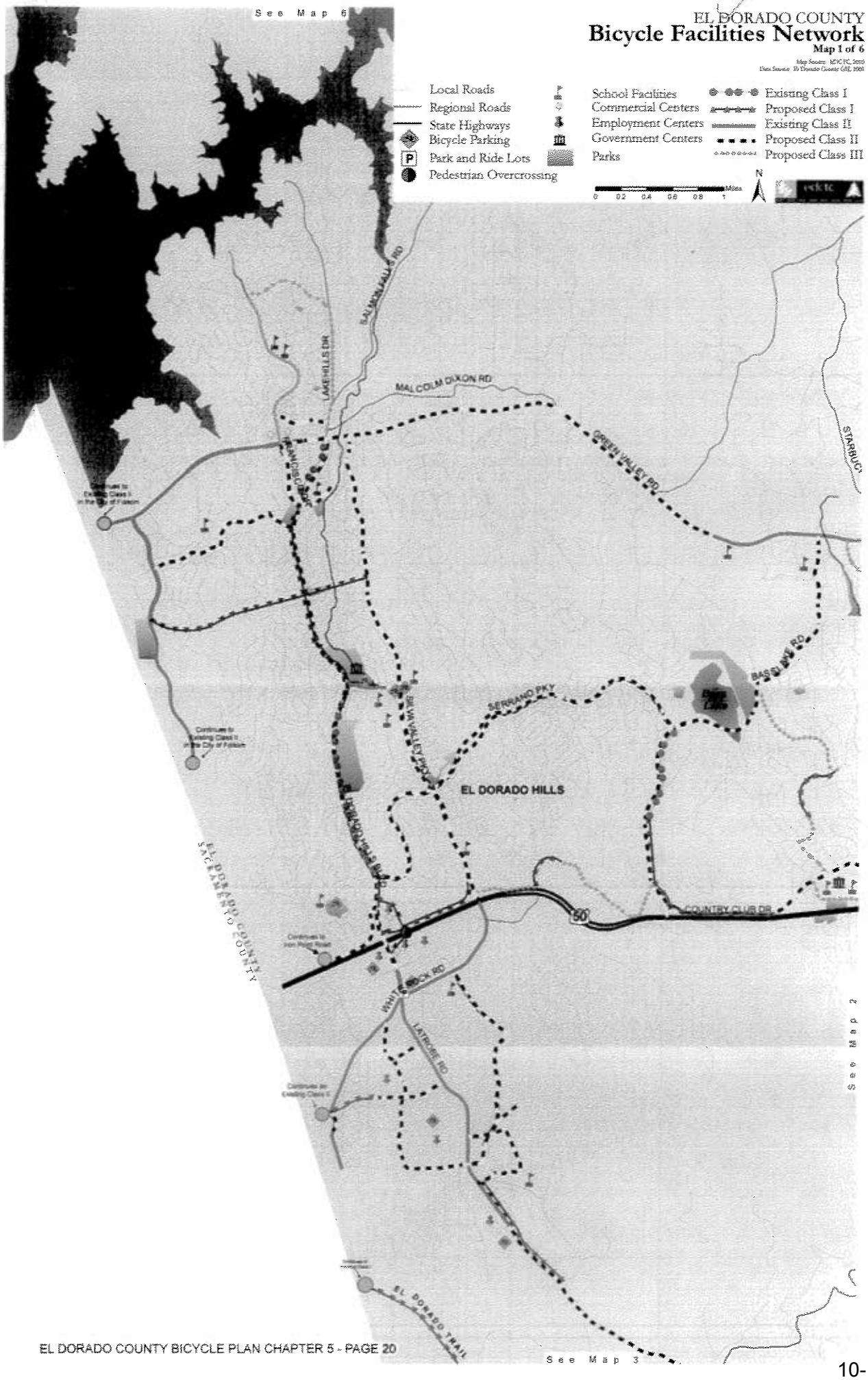
ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
Highway 193	Highway 49 to Auburn Lake Trails in Caltrans right of way	2	Class II Bike Lanes
Lotus Road Bike Lanes	Phase 1: Gold Hill Road to Highway 49 (with emphasis on Highway 49 to Bassi Road)	3	Class II Bike Lanes
Gold Hill Road (also map 4)	Highway 49 to Lotus Road	4	Class III Bike Route
Northside School to Highway 193/49 intersection	Northside School to Highway 193/49 intersection on west side of Highway 49	.75	Class I Bike Path
Highway 193/49 intersection to Auburn Lake Trails	Highway 193/49 intersection on east side of Highway 193 to Auburn Lake Trails entrance	1	Class I Bike Path
Prospector Road	Entire length	2.5	Class III Bike Route
Marshall Road Bike Lanes	Top of Prospector Road to Black Oak Mine Road	3	Class II Bike Lanes
Marshall Road	Black Oak Mine Road to Highway 193	4	Class III Bike Route

Table 5-6b: TIER 2 Proposed Improvements (see map 6)

ROADWAY, ROUTE or PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	BIKEWAY FACILITY
Highway 49	Cold Springs Road to Cool	11	Class II Bike Lanes
Highway 49 (also map 4)	Placerville to Gold Hill Road	3	Class II Bike Lanes
Lotus – Coloma Bike & Pedestrian Bridge	Beach Court in Coloma to Henningsen Lotus Park	.5	Class I Bike Path
Highway 193	In Caltrans SR 193 right of way from Auburn Lake Trails to Wentworth Springs Road	11	Class II Bike Lanes
Lotus Road Bike Lanes	Phase 2: Green Valley Road to Gold Hill Road	3	Class II Bike Lanes
Highway 193	Through Georgetown	1	Class II Bike Lanes
Garden Valley Road	Near schools in Garden Valley	1	Class II Bike Lanes
Marshall Road	Highway 49 to Prospector Road	.5	Class II Bike Lanes
Marshall Road	Near Schools in Garden Valley	1	Class II Bike Lanes
Marshall Road	Through Georgetown	1	Class II Bike Lanes

BICYCLE TRANSPORTATION PLAN INDEX MAP

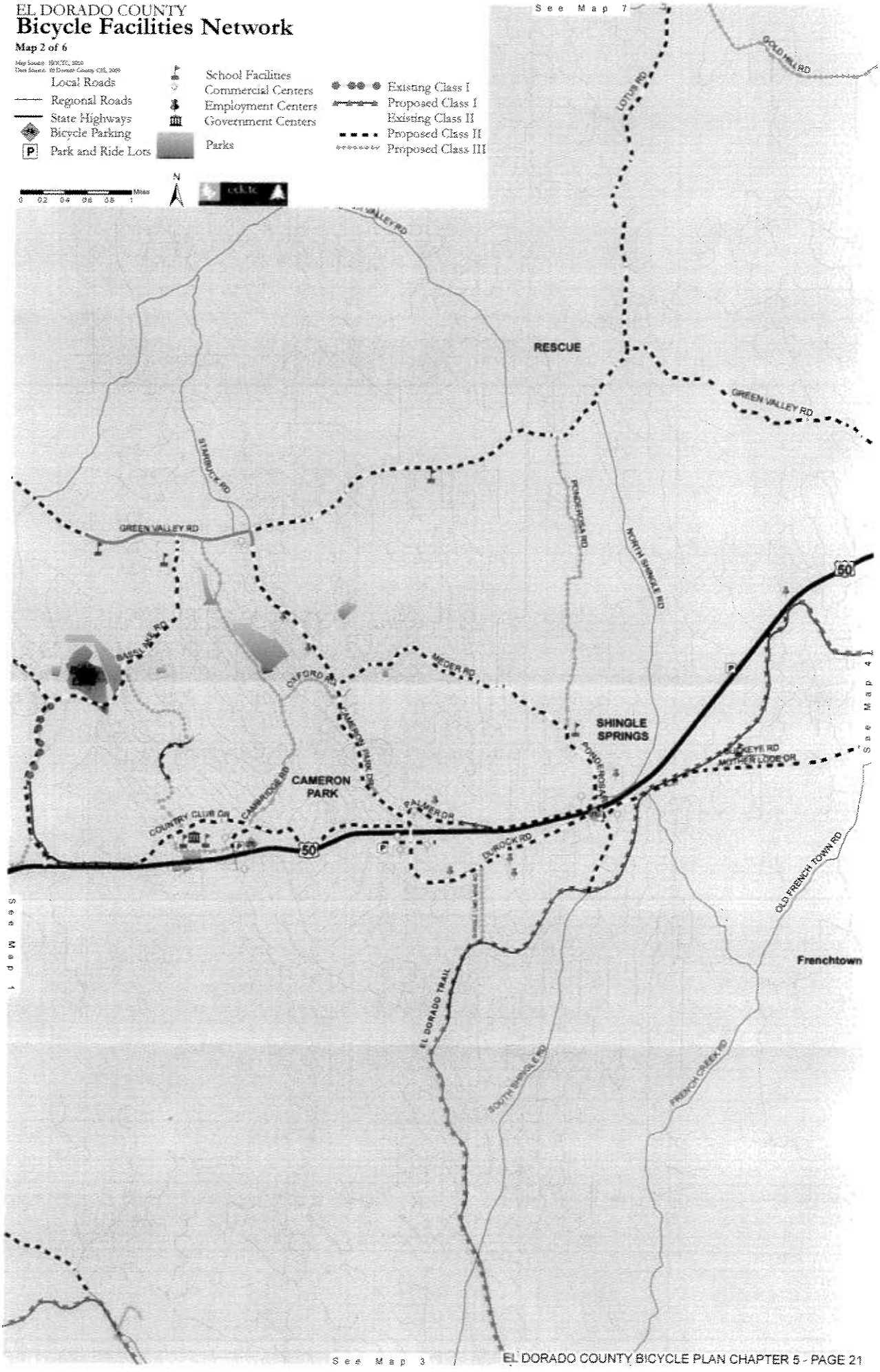


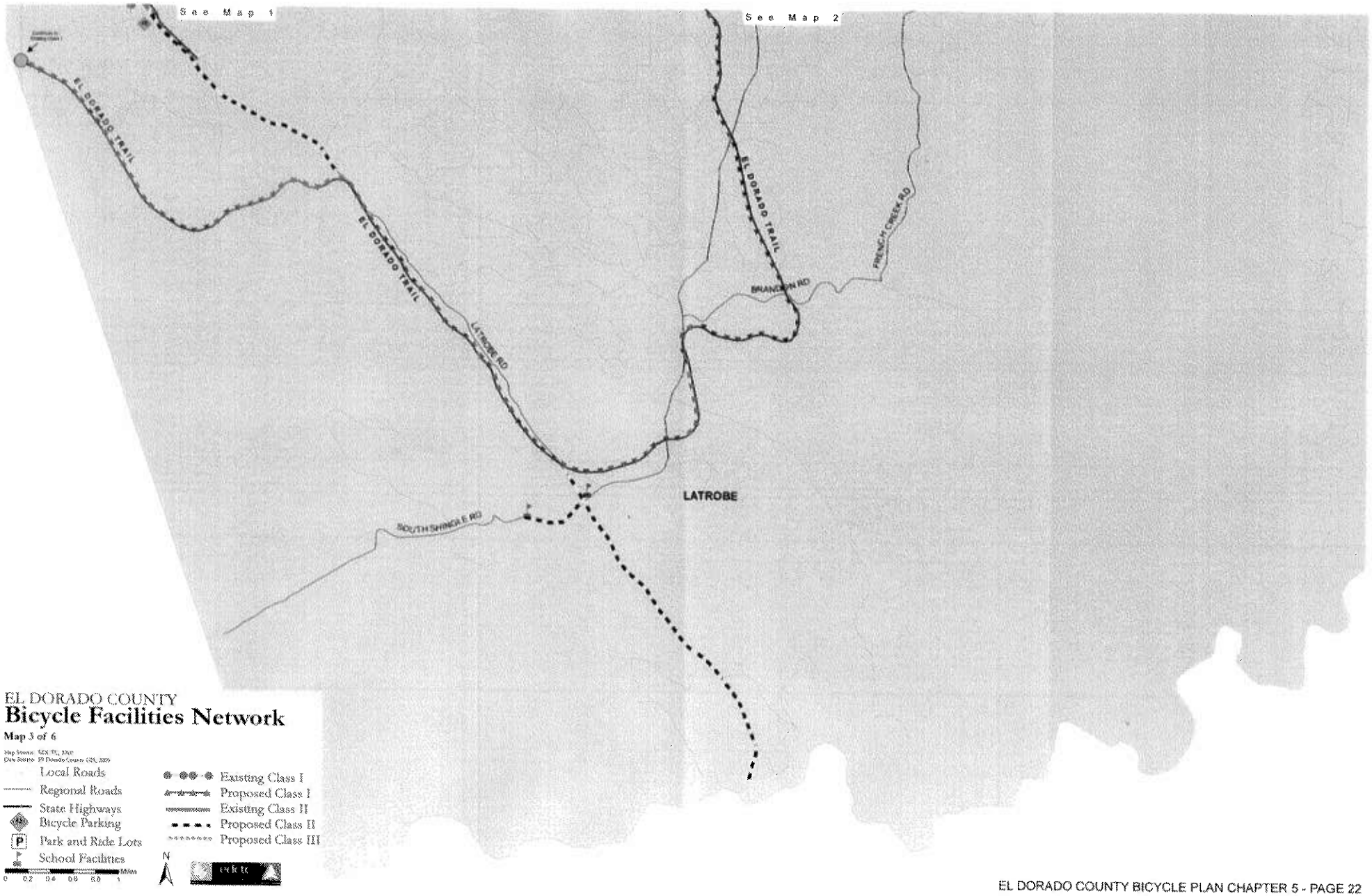

See Map 6
EL DORADO COUNTY
Bicycle Facilities Network
Map 1 of 6
Local Roads
Regional Roads
State Highways
Bicycle Parking
Park and Ride Lots
Pedestrian Overcrossing
School Facilities
Commercial Centers
Employment Centers
Government Centers
Parks
Existing Class I
Proposed Class I
Existing Class II
Proposed Class II
Proposed Class III
N
0 0.2 0.4 0.6 0.8 1 Miles
LAKEHILLS DR
SALMON FALLS RD
MALCOLM DIXON RD
GREEN VALLEY RD
STARBUCK
FRANCISCO DR
SILVA VALLEY PKY
SERRANO PKY
BASS LAKE RD
EL DORADO HILLS
COUNTRY CLUB DR
50
WHITE ROCK RD
LATROBE RD
EL DORADO TRAIL
SACRAMENTO COUNTY
See Map 7
See Map 3

EL DORADO COUNTY

Bicycle Facilities Network

Map 2 of 6





EL DORADO COUNTY

Bicycle Facilities Network

Map 3 of 6

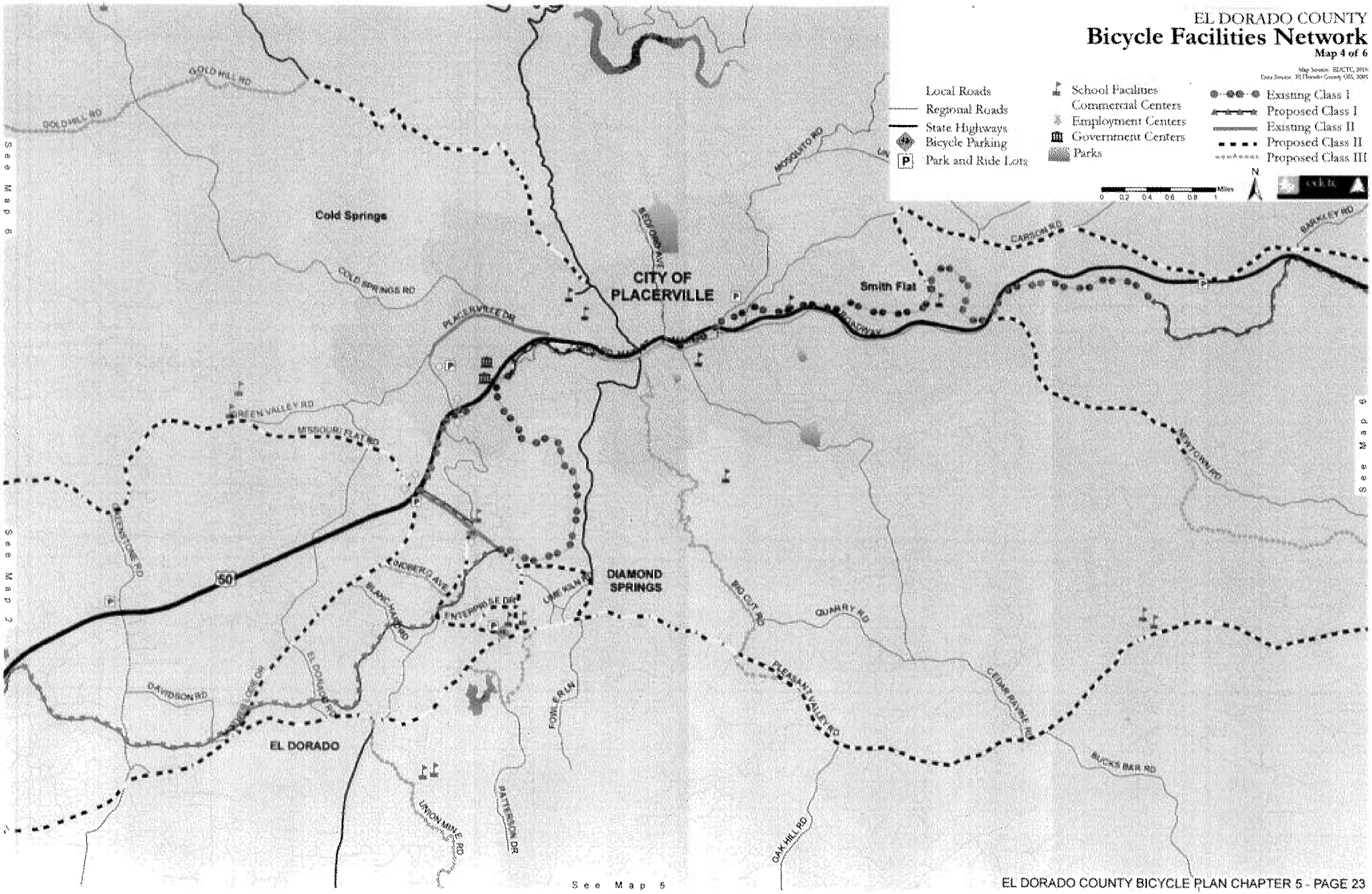
Map Source: NDC TL, 2005
Data Source: El Dorado County GIS, 2005

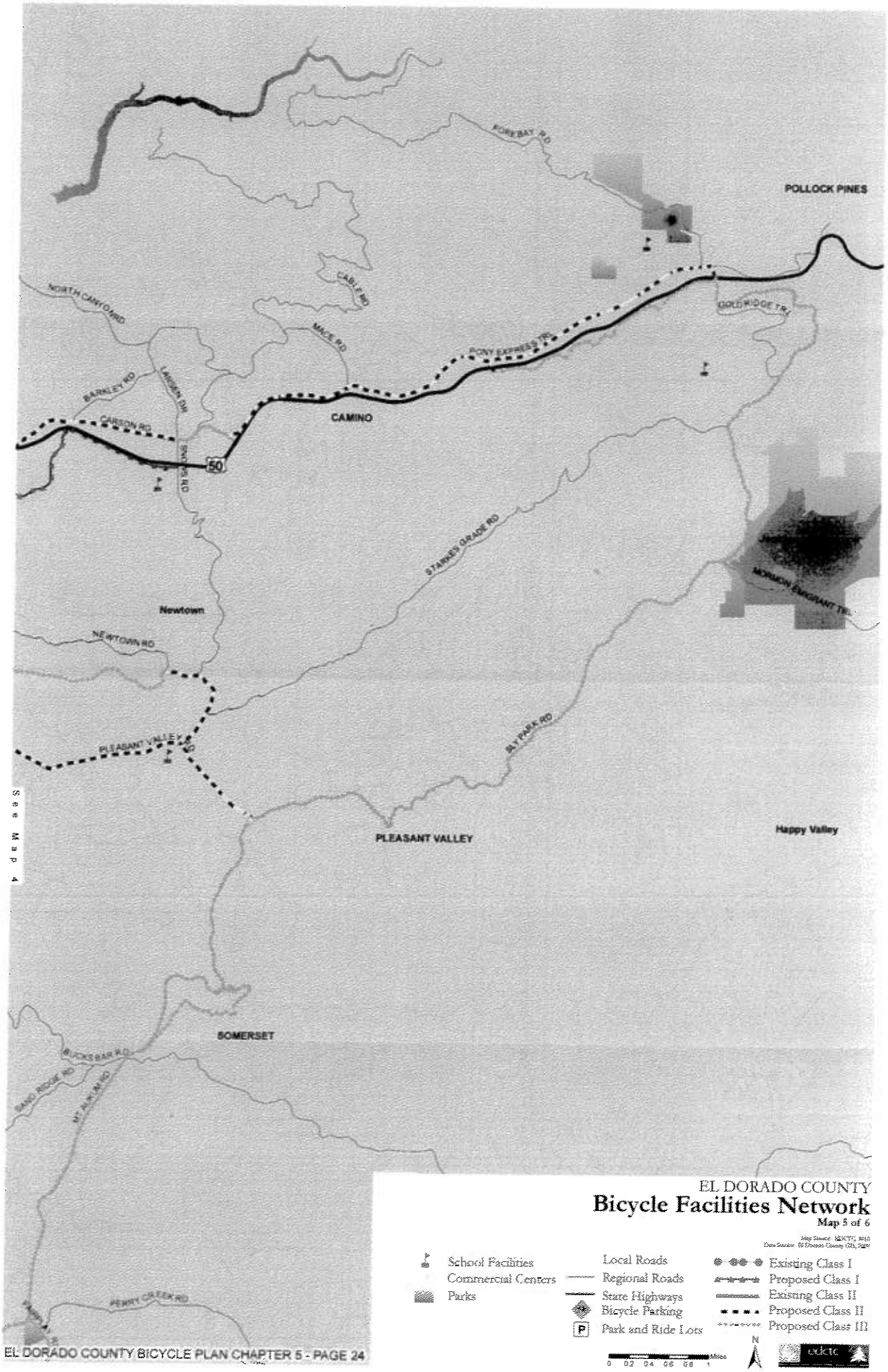
- Local Roads
- Regional Roads
- State Highways
- Bicycle Parking
- Park and Ride Lots
- School Facilities

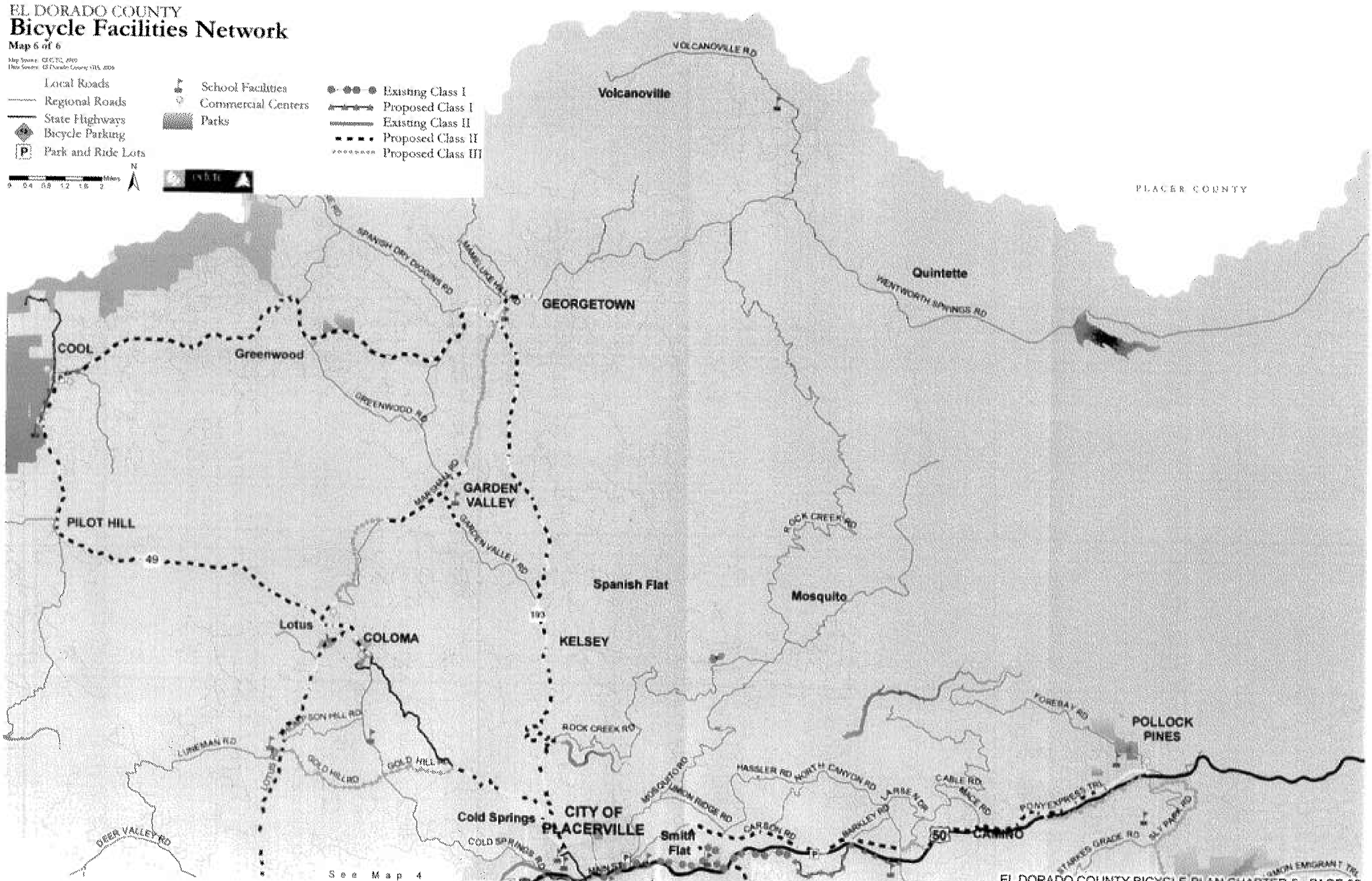
0 0.2 0.4 0.6 0.8 1 Miles

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

N


EL DORADO COUNTY
Bicycle Facilities Network
Map 4 of 6
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
Miles
Cold Springs
CITY OF PLACERVILLE
Smith Flat
DIAMOND SPRINGS
EL DORADO
GOLD HILL RD
COLD SPRINGS RD
PLACERVILLE DR
GREEN VALLEY RD
MISSOURI FLAT RD
MOSQUITO RD
CARSON RD
BARKLEY RD
NEWTOWN RD
BIG CUT RD
QUARRY RD
PLEASANT VALLEY RD
CEDAR RAVINE RD
BUCKS BAR RD
OAK HILL RD
PATTERSON DR
UNION MINE RD
FOWLER LN
DAVIDSON RD
GREENSTONE RD
LIME KILN RD
ENTERPRISE DR
50
See Map 6
See Map 2
See Map 5


POLLOCK PINES
FORE BAY RD
CABLE RD
NORTH CANYON RD
MACE RD
GOLD RIDGE TR
PONY EXPRESS TR
BARKLEY RD
LARSEN DR
CARSON RD
SNOWS RD
50
CAMINO
STARKES GRADE RD
Newtown
NEWTOWN RD
PLEASANT VALLEY RD
ELY PARK RD
PLEASANT VALLEY
Happy Valley
See Map 4
SOMERSET
BUCKS BAR RD
SAND RIDGE RD
MT AUKUM RD
PERRY CREEK RD
EL DORADO COUNTY
Bicycle Facilities Network
Map 5 of 6
School Facilities
Commercial Centers
Parks
Local Roads
Regional Roads
State Highways
Bicycle Parking
Park and Ride Lots
Existing Class I
Proposed Class I
Existing Class II
Proposed Class II
Proposed Class III
N
0 0.2 0.4 0.6 0.8 1
Miles


EL DORADO COUNTY
Bicycle Facilities Network
Map 6 of 6
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
PLACER COUNTY
VOLCANOVILLE RD
Volcanoville
Quintette
WENTWORTH SPRINGS RD
SPANISH DRY DIGGINS RD
GEORGETOWN
COOL
Greenwood
GREENWOOD RD
GARDEN VALLEY
GARDEN VALLEY RD
PILOT HILL
49
Spanish Flat
193
Mosquito
ROCK CREEK RD
Lotus
COLOMA
KELSEY
LOTUS RD
GOLD HILL RD
Cold Springs
COLD SPRINGS RD
CITY OF PLACERVILLE
Smith Flat
MOSQUITO RD
UNION RIDGE RD
HASSLER RD
NORTH CANYON RD
CARSON RD
BARKLEY RD
LARSEN DR
CABLE RD
MACE RD
50
CAMINO
PONY EXPRESS TRL
FOREBAY RD
POLLOCK PINES
STARKES GRADE RD
SLY PARK RD
DEER VALLEY RD
See Map 4

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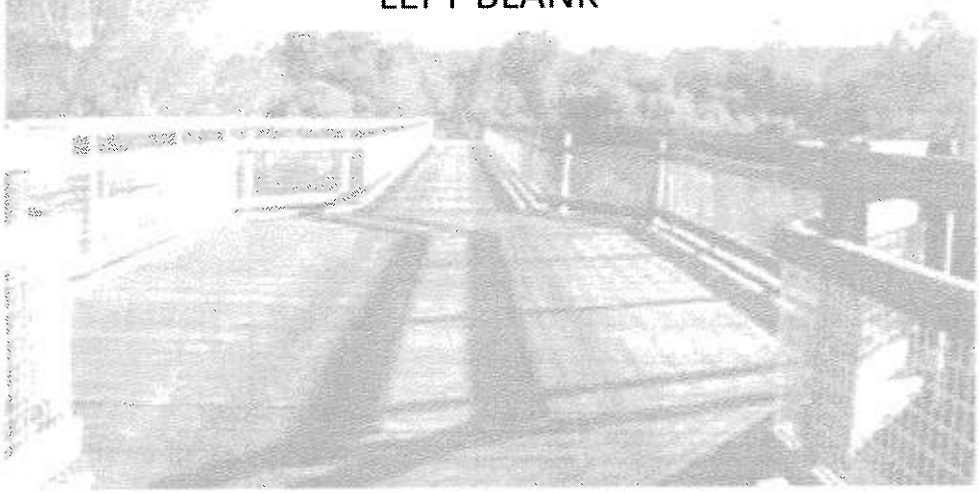

Chapter 6 BIKEWAY SYSTEM IMPLEMENTATION STRATEGY

6.1 Bikeway Cost Estimates

The table below provides conceptual cost estimates for the construction of bikeway facilities in El Dorado County. These cost estimates are based on costs experienced in the development of past projects in El Dorado County, as well as costs experienced in various California communities. These cost estimates should only be used to develop generalized construction cost estimates and project prioritization. More detailed estimates should be developed after preliminary engineering.

El Dorado County Bikeway Cost Estimates

Facility Type	Estimated Cost Per Mile
CLASS I BIKE PATH	
• Cost to grade and pave an 8-foot wide surface with 2-foot graded shoulders on each side. (Does not include amenities such as landscaping, lighting, irrigation, phones etc.)	$400,000
CLASS II BIKE LANES	
• Signing and striping only with minor shoulder improvement: Cost to install pavement striping, markings, and signs on both sides of an existing 4-foot roadside shoulder	$25,000
• Signing and striping plus major shoulder improvement: Cost to install 4-foot strips of pavement, pavement striping, markings and signs on both sides of a roadway	$300,000
CLASS III BIKE ROUTE	
• Signing only	$3,000
• Signing plus moderate shoulder improvement: Cost to install 2-3 foot strips of pavement, a 6-inch fog line and signs on both sides of the roadway	$150,000

6.2 Priority Project List

Priority routes were selected based on anticipated use, type of facility, connectivity, and potential improvements for safety. Tier 1 of the proposed project list in Chapter 5 represents the highest priority projects for implementation. The projects listed below were identified as the highest priority of all the Tier 1 projects (not in priority order).

- **Silva Valley Road Bike Lanes**: Class II Bike Lanes on Silva Valley Road from the newly constructed connection with White Rock Road to Green Valley Road.
- **El Dorado Hills Boulevard Bike Path – Phase 1:** Sign and stripe existing Class I Paths in two locations: 1) From Harvard Way to St. Andrews, 2) From Governors Drive to Francisco Drive
- **El Dorado Hills to Bass Lake Connection – Phase 1:** Class III Bike Route on Tong Road, Class III Bike Route on Old Bass Lake Road, use existing roadway as Class I Bike Path between gates from Tong to Old Bass Lake Road

- **El Dorado Hills to Folsom Connection:** Class II bike lanes on the extension of Saratoga Drive to Iron Point Road (alternatively, construct a Class I bike path prior to construction of the extension of Saratoga Drive to Iron Point Road)

- **Green Valley Road Bike Lanes** – Class II Bike Lanes from El Dorado Hills Boulevard to Pleasant Grove Middle School
- **Bass Lake Road Bike Lanes** – Class II Bike Lanes from Green Valley Road to Highway 50

- **Northside School Bike Path and Class II Bike Lanes** – Class I Bike Path from Northside School in Cool to Highway 49/193 intersection and from Highway 49/193 intersection to Auburn Lake Trails. Class II Bike Lanes on Highway 193 from Highway 49 to the Community of Auburn Lake Trails.

- **Highway 50 Grade Separated Crossing in El Dorado Hills** – Overcrossing from Raley's Center to El Dorado Hills Town Center

- **SPTC-El Dorado Trail** – Class I Bike Path from Missouri Flat Road to Mother Lode Drive in El Dorado

6.3 Bikeway System Funding Needs

The bikeway system funding needs are displayed below. The highest priority Tier 1 improvements are included as well as the entire proposed system. Due to variations in costs of Class II Bike Lanes, the cost estimates assumed Class II at $175,000 per mile. The Class III Bike Routes proposed in this plan are generally included for their existing potential as a bike route. No additional improvement is required so bike route costs are assumed at $5000 per mile.

Tier 1 Proposed Bikeways Cost Estimate Summary		
Facility Type	Miles Proposed	Approximate Funding Need
Class I Bike Path	16.85	$6.74 Million
Class II Bike Lanes	61.2	$10.71 Million
Class III Bike Route	18.5	$92,500

El Dorado County Overall Bikeway System Cost Estimate Summary		
Facility Type	Miles Proposed	Approximate Funding Need
Class I Bike Path	49.2	$19.68 Million
Class II Bike Lanes	157.7	$27.56 Million
Class III Bike Route	72.45	$362,250

6.4 Funding Sources

Implementation of the proposed bikeway system will require funding from local, State and Federal sources and coordination with other agencies and entities. In some cases, portions of the proposed system will be completed as part of future development, road widening and construction projects. For those portions that will rely on other funding mechanisms, the

following discussion provides descriptions of the most common funding sources for bikeway projects.

6.4.1 Federal Sources

Federal transportation funds are distributed through the Federal Transportation Act for the 21st Century. The programs are distributed over a six-year period and are historically known as ISTEA, TEA-21, TEA-3 or SAFETEA, and SAFETEA-LU. SAFETEA-LU was extended through December 31, 2010, and reauthorization is expected to occur in 2011. For El Dorado County, applicable federal programs include the following:

- Regional Surface Transportation Program (RSTP)
- Congestion Mitigation and Air Quality (CMAQ)
- Transportation Enhancement (TE or "STIP TE")
- Safe Routes to School
- Section 402 (Safety) Funds
- Scenic Byways Funds
- Public Lands Highway Funds

Federal funding is administered through the State and regional governments, in this case, the El Dorado County Transportation Commission (EDCTC). Most of the funding programs are transportation oriented with an emphasis on reducing auto trips and providing a multi-modal connection. Funding criteria includes completion and adoption of a bicycle transportation plan, costs, and benefits of the implemented system (in some cases quantification of reduced vehicle trips and reduction in air pollution), public support for the project, California Environmental Quality Act (CEQA) compliance, and commitment of local resources. In most cases, federal funding will provide matching grants of 80 to 90 percent.

Of the above listed programs, RSTP, TE, and CMAQ are formula-based and received with each authorization of federal transportation funding. RSTP is distributed based on a road mileage formula, and CMAQ is distributed as a 'fair and equitable share' via SACOG. In fiscal year 2008/09 EDCTC received $845,032 in RSTP funds and no TE funds. In fiscal year 2009/10 EDCTC received $926,887 in RSTP and no TE funds. The other sources listed above are competitive, grant-type programs for which applicants are selected on the project's ability to meet the criteria of the program.

Other federal funding sources include the following:

- National Recreational Trails Fund
- Land and Water Conservation Fund Program (administered locally by the California Department of Parks and Recreation, Local Assistance)
- Recreation and Public Purposes Act (Bureau of Land Management)
- Schools and Road Grants to States (United States Forest Service)

6.4.2 State Sources

The following sources provide funding that is applicable to bikeway facilities. Such facilities also benefit and are used by other non-motorized user groups.

Bicycle Transportation Account – The State Bicycle Transportation Account (BTA) is an annual program for bicycle projects. Available as competitive-based grants to jurisdictions, the emphasis is on projects that benefit bicycling for commute purposes. The BTA provides State funding for projects that improve safety and convenience for bicycle commuters. Streets and Highways Code Section 893 describes the types of projects eligible for BTA funds. The Bicycle Facilities Unit in the Office of Local Programs administers the BTA program in cooperation with the office of Local Assistance in each Caltrans District. Cities and Counties are eligible to apply for BTA funds and may apply on behalf of an agency that is not a city or county for construction of a bicycle project that benefits commute bicycling.
To be eligible for BTA funds, cities and counties must have the following:

1. The governing body of a city or county must adopt the Bicycle Transportation Plan (BTP) by resolution or certify that it is current and complies with Streets and Highways Code Section 891.2.
2. The city or county must submit the BTP to the appropriate Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA) for review and approval for compliance with Streets and Highways Code Section 891.2 and the regional transportation plan (RTP).
3. Following regional approval, the city or county must submit the resolution adopting the BTP and the letter of approval from the MPO/RTPA to the Caltrans Bicycle Facilities Unit (BFU).
4. BTP adoption establishes eligibility for five consecutive BTA funding cycles. Example: BTPs adopted in 2008 and submitted December 1, 2008; with an application for 2009/2010 BTA funding would establish eligibility for state fiscal years 2009/2010, 2010/2011, 2011/2012, 2012/2013, and 2013/2014. The state fiscal year begins on July 1 and ends on June 30 of the following year.

BTA projects must be in compliance with the applicable provisions of the California Environmental Quality Act by the BTA application submittal date. The lead agency is responsible for preparing the required environmental documentation and submitting it with the application.

Section 893.6 of the Streets and Highways Code specifies that no agency may receive more than 25 percent of the total funds transferred into the BTA in a single fiscal year. Section 891.4(b) requires local agencies to fund at least ten percent of the total project cost. Applications should be submitted only for projects where the right-of-way will be clear prior to award of contract and where cooperative agreements with other groups such as railroads, utility districts, flood control districts, coastal commissions etc., will be completed prior to award of contract.

Applications must include a description of the project and an estimate of project costs including preliminary and construction engineering, right-of-way, and construction. The estimate should include only those items for which the local agency intends to claim reimbursement. A detailed estimate is not necessary, but the Bicycle Facilities Unit needs enough information to ensure that the proposed project is consistent with the program guidelines. *Under state law, BTA projects must conform to the minimum design standards for bikeways in Chapter 1000 of the Highway Design Manual.*

Local Transportation Fund (LTF) – Under Article 3 of the Transportation Development Act (TDA), up to two percent of the LTF allocation to cities and counties can be used for bicycle and pedestrian projects. Revenues to the LTF program are derived from a quarter cent of the statewide sales tax. These funds are distributed through the El Dorado County Transportation Commission to the local jurisdictions. Between 2004 and 2011 EDCTC has apportioned between $51,000 and $75,000 annually in TDA LTF Article 3 funds.

In September of 2007, EDCTC adopted guidelines for the use of TDA LTF Article 3 set aside funding. EDCTC refers to the funding as *TDA Article 3 Pedestrian and Bicycle Funding* and the adopted Rules and Regulations for use of the funds are listed below, in priority order.

1. Projects shall be:
   - Included in an adopted Bicycle Transportation Plan, Non-Motorized Transportation Plan, Transit Plan, or Pedestrian Plan, as applicable
   - Endorsed by a Council or Board, as applicable
2. The primary use of this fund source shall be as matching funds for projects that are either grant funded or have a significant contribution by a local agency, i.e. Bicycle Transportation Account Funding, or other fund source.
3. The funding may be used to augment ongoing construction projects, i.e. a road rehabilitation or construction project that requires additional funding for bicycle, pedestrian facilities, or signage.
4. The funding may be used to for minor bicycle and pedestrian projects as follows:
   - For installation of bicycle racks or lockers
   - For installation of bicycle and pedestrian signage for bicycle routes, school zones and park and ride lots
   - For crosswalk striping, pedestrian refuges, minor bicycle lane striping
   - For maintenance of existing bicycle or pedestrian facilities
5. The funding may be used to supplement moneys from other sources to fund bicycle safety education programs.

AB 2766 – Motor vehicle registration surcharge fees are available for bicycle and pedestrian projects that can improve air quality. The El Dorado County Air Pollution Control District allocates these funds for El Dorado County.

Environmental Enhancement and Mitigation Program (EEM) – Bicycle projects can qualify for EEM funds if they meet the program's requirements. Any non-profit organization can sponsor projects, which are submitted to the State Resources Agency for evaluation in June/July of each year.

Flexible Congestion Relief Program (FCR) – Bicycle projects are eligible to compete for FCR funds. Projects must provide congestion relief and they must be included in an approved Regional Transportation Improvement Program. Local agencies must submit projects for FCR funding to EDCTC.

6.4.3 Local Sources

A variety of local sources are available for funding bikeway facilities, however, their use is often dependent on political support.

New Construction – Future road widening and construction projects are one means of developing on-street and separated bikeways. To ensure that roadway construction projects provide these facilities when needed, roadway design standards need to include minimum cross-sections that have sufficient pavement for on-street bikeways and the review process for new development should include input pertaining to consistency with the proposed bikeway system. Future development in El Dorado County will contribute to the implementation of new bikeway facilities if discretionary development projects are conditioned and roadway project designs are specifically required to include bikeway facilities.

Traffic Impact Mitigation Fees – Another potential local source of funding is developer impact fees, which are typically tied to trip generation rates and traffic impacts produced by the proposed development. Road right-of-way amenities that are bicycle friendly can be constructed incidental to other road improvements done to accommodate increased vehicle traffic. Additionally, a developer may reduce the number of trips (and hence impacts and cost) by paying for on and off-street bikeway improvements which will encourage residents to bicycle rather than drive.

Assessment Districts – Different types of assessment districts can be used to fund the construction and maintenance of bikeway facilities. Examples include Mello-Roos Community Facility Districts, Infrastructure Financing Districts (SB 308), Open Space Districts, or Lighting and Landscaping Districts. These types of districts have specific requirements relating to their establishment and use of funds.

Other Sources – Local sales taxes, developer or public agency land dedications, private donations, and fund-raising events are other local options to generate funding for bikeway projects. Creation of these potential sources usually requires substantial local support.

6.5 Maintenance of Bikeways

Maintenance of bikeways is an important element of an effective bicycle transportation system. Roadway debris, including gravel and glass, is typically 'swept' by passing cars onto the roadway shoulder or bike lane making them almost unusable by bicyclists. Without routine sweeping and maintenance, bicyclists are often forced to ride closer to the travel lane to avoid accidents and flat tires.

Class I at El Dorado Hills Boulevard – in need of maintenance

Under Article 3 of the Transportation Development Act (TDA), up to two percent of the LTF allocation to cities and counties can be used for bicycle and pedestrian projects, and this funding source can be used to maintain bikeways. Unfortunately, there are few other regional, state, and federal grants available for maintenance. Even if a grant could be used to buy capital equipment like a sweeper, many cities and counties lack the funds to perform the service.

Class I segments of trail should be maintained using standard pick-up trucks on the pathway itself. Class I bike path maintenance includes cleaning, resurfacing and re-striping the asphalt path, repairs to crossings, cleaning drainage systems, trash removal and landscaping. Underbrush and weed abatement should be performed once in the late spring and again in mid-summer.

Recommendation: ***Develop a bikeway maintenance reporting system, including a telephone number and/or email address listed on available maps and other documents that assures that reported maintenance problems are responded to within 48 hours.***

Recommendation: ***Street sweeper operators should ensure that bike lanes and shoulder areas of roadways are swept as part of routine street sweeping operations.***

Maintenance of bike lanes and roadway shoulders during construction periods has been identified as a particular concern of El Dorado County bicyclists. Roadway shoulders are often cluttered with dirt and gravel, and right of way on the shoulder is frequently obstructed by pylons and vehicular warning signage associated with construction projects. Shoulders and bike lanes need to be both maintained as a through right-of-way and kept clean from debris. The following recommendation is provided for maintaining roadway shoulders and bike lanes during construction periods:

Recommendation: ***Ensure that all construction projects adjacent to a roadway maintain both a clean swept shoulder and a through right-of-way for bicycles.***

Recommendation: ***Require all new construction projects to pay for street sweeping in the immediate vicinity as needed to keep streets and shoulders free of debris.***

6.6 Bikeway Design Standards

The most commonly used bikeway design standards are contained in the Caltrans Highway Design Manual, Chapter 1000 – Bikeway Planning and Design, dated September 1, 2006. The Caltrans standards are based largely on standards developed by the American Association of State Highway and Transportation Officials (AASHTO). The Manual of Uniform Traffic Control Devices, Federal Highway Administration, 2009, contains standards for bikeway signing. Detailed descriptions of the four types of bikeways identified in the Caltrans design standards are listed below, followed by a typical cross section of the three primary bikeways.

Recommendation: ***All bicycle facilities should conform to Caltrans Highway Design Manual Chapter 1000, and the Manual of Uniform Traffic Control Devices for Streets and Highways published by the Federal Highway Administration.***

All Class II Bike Lanes should generally conform to the design recommendations in Chapter 1000 of the Caltrans Highway Design Manual. Caltrans provides recommended intersection treatments in Chapter 1000 including bike lane turn 'pockets' and signal loop detectors. The El Dorado County Department of Transportation should develop a protocol for application of these recommendations, so that improvements can be funded and made as part of regular improvement projects (see figures in appendix a).

Recommendation: ***Signal loop detectors should be considered for all arterial/arterial/collectors, and collector/collector intersections. The location of the detectors should be identified by a stencil of a bicycle and the words 'Bicycle Detector'.***

Recommendation: ***Bike lane pockets (min. 4' wide) between right-turn lanes and through lanes should be provided wherever available width allows, and right turn volumes exceed 150 motor vehicles/hour.***

The following is the description of the four classifications of bikeways as included in the Caltrans Highway Design Manual:

Shared Roadway (No Bikeway Designation)
Most bicycle travel in the State now occurs on streets and highways without bikeway designations. This probably will be true in the future as well. In some instances, entire street systems may be fully adequate for safe and efficient bicycle travel and signing and striping for bicycle use may be unnecessary. In other cases, routes may be unsuitable for bicycle travel, and it would be inappropriate to encourage additional bicycle travel by designating the routes as bikeways. Finally, routes may not be along high bicycle demand corridors, and it would be inappropriate to designate bikeways regardless of roadway conditions (e.g., on minor residential streets).

Many rural highways are used by touring bicyclists for intercity and recreational travel. In most cases, it would be inappropriate to designate the highways as bikeways because of the limited use and the lack of continuity with other bike routes. However, the development and maintenance of four-foot paved roadway shoulders with a standard four-inch edge stripe can significantly improve the safety and convenience for bicyclists and motorists along such routes.

Class I Bikeway (Bike Path)
Generally, bike paths should be used to serve corridors not served by streets and highways or where wide right of way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity or, in some instances, serve as direct high-speed commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications are along rivers, ocean fronts, canals, utility right of way, abandoned railroad right of way, within college campuses, or within and between parks. There may also be situations where such facilities can be provided as part of planned developments. Another common application of Class I facilities is to close gaps to bicycle travel caused by construction of freeways or because of the existence of natural barriers (rivers, mountains, etc.).

Class II Bikeway (Bike Lane)
Bike lanes are established along streets in corridors where there is significant bicycle demand and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists in the corridors. Bike lanes are intended to delineate the right of way assigned to bicyclists and motorists and to provide for more predictable movements by each. An even more important reason for constructing bike lanes is to better accommodate bicyclists through corridors where insufficient room exists for safe bicycling on existing streets. This can be accomplished by widening the pavement to provide the minimum 4-foot shoulders

or by reducing the number of roadway lanes where possible or prohibiting parking on given streets where feasible in order to delineate bike lanes. In addition, other things can be done on bike lane streets to improve the situation for bicyclists that might not be possible on all streets (e.g., improvements to the surface, augmented sweeping programs, special signal facilities, etc.). Generally, striping alone will not measurably enhance bicycling.

Class III Bikeway (Bike Route)

Bike routes are shared facilities which serve either to:

(a) Provide continuity to other bicycle facilities (usually Class II bikeways); or
(b) Designate preferred routes through high demand corridors.

As with bike lanes, designation of bike routes should indicate to bicyclists that there are particular advantages to using these routes as compared with alternative route alignments. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. Normally, bike routes are shared with motor vehicles. The use of sidewalks as Class III bikeways is strongly discouraged.

Selection of Bicycle Facilities

It is emphasized that the designation of bikeways as Class I, II, and III should not be construed as a hierarchy of bikeways or that one is better than the other. Each class of bikeway has its appropriate application. In selecting the proper facility, an overriding concern is to assure that the proposed facility will not encourage or require bicyclists or motorists to operate in a manner that is inconsistent with the rules of the road.

An important consideration in selecting the type of facility is continuity. Alternating segments of Class I and Class II (or Class III) bikeways along a route are generally incompatible, as street crossings by bicyclists are required when the route changes character. Also, wrong-way bicycle travel will occur on the street beyond the ends of bike paths because of the inconvenience of having to cross the street.

Appendix A includes design diagrams from the *Caltrans Highway Design Manual, Chapter 1000, Bikeway Planning and Design* and the *Manual of Uniform Traffic Control Devices (MUTCD), Part 9, Traffic Controls for Bicycle Facilities.* Both of these documents are available online, the Highway Design Manual at http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm and the MUTCD at http://mutcd.fhwa.dot.gov/.

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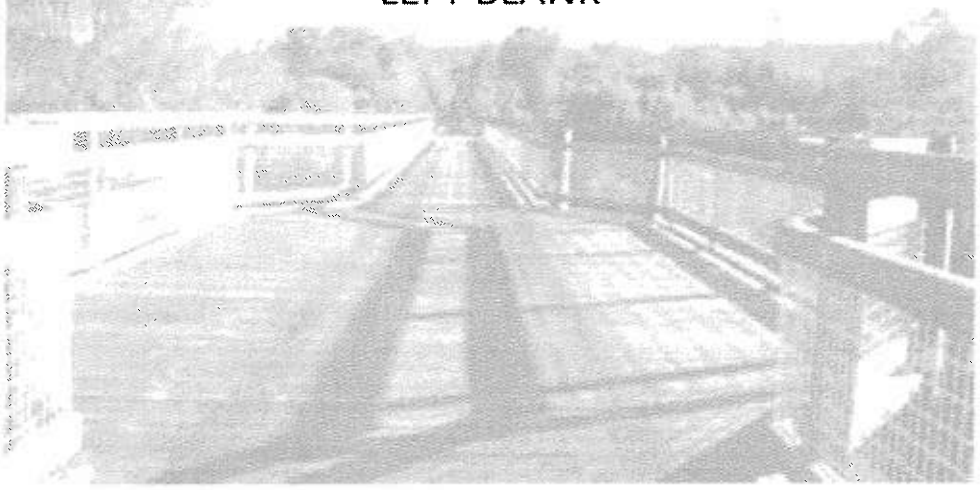
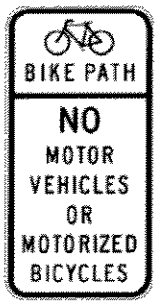


APPENDIX

A. Bikeway Facility Design Diagrams

Figure 9B-2. Regulatory Signs for Bicycle Facilities

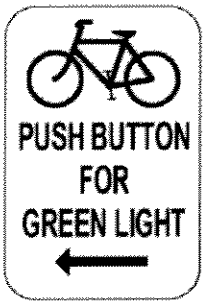
Figure 9B-2 (CA). California Regulatory Signs for Bicycle Facilities



R44A (CA)

R44B (CA)

R44C (CA)



R62C (CA)

R81 (CA)

R81A (CA)

R81B (CA)

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Figure 9B-3. Warning Signs for Bicycle Facilities *(Sheet 2 of 2)*

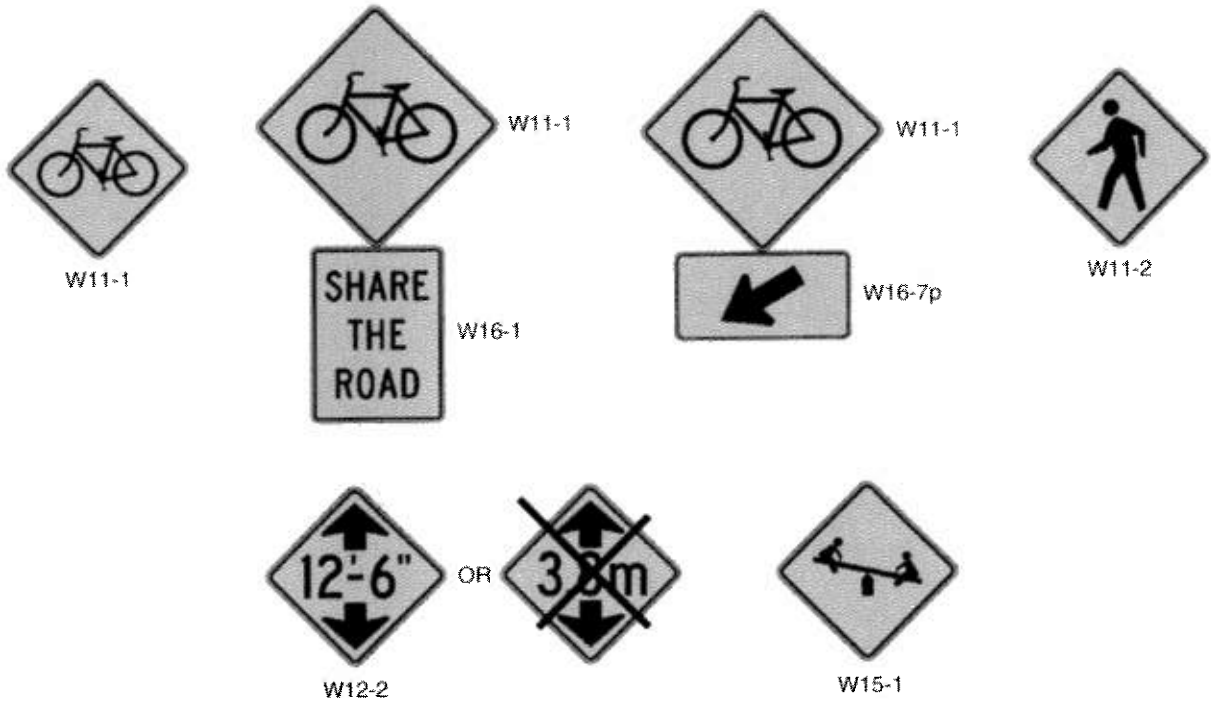

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Figure 9B-4. Guide Signs for Bicycle Facilities

Figure 9B-4 (CA). California Guide Signs for Bicycle Facilities

Figure 9B-5. Example of Signing for the Beginning and End of a Designated Bicycle Route on a Shared-Use Path

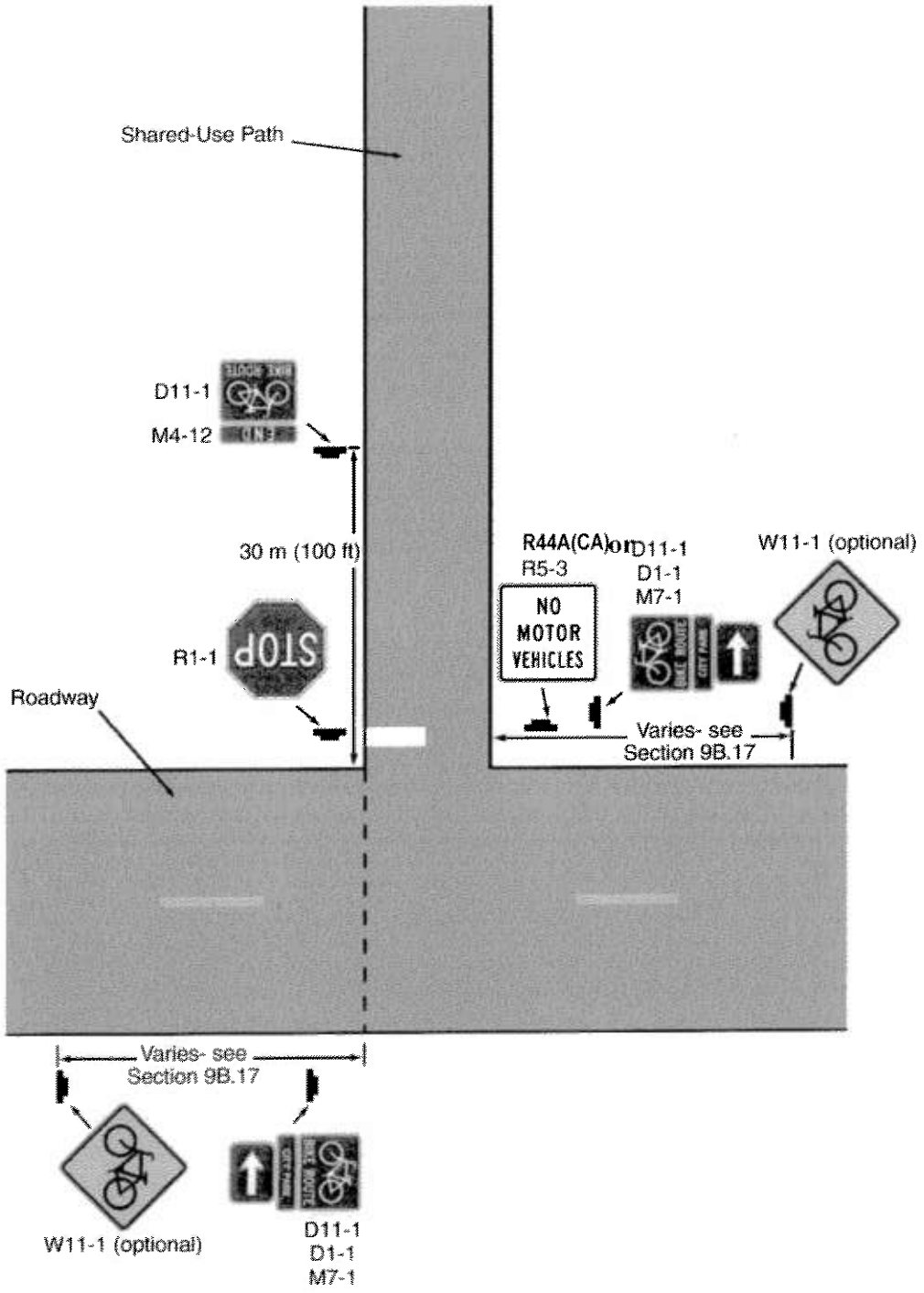

Figure 9B-6. Example of Signing for an On-Roadway Bicycle Route

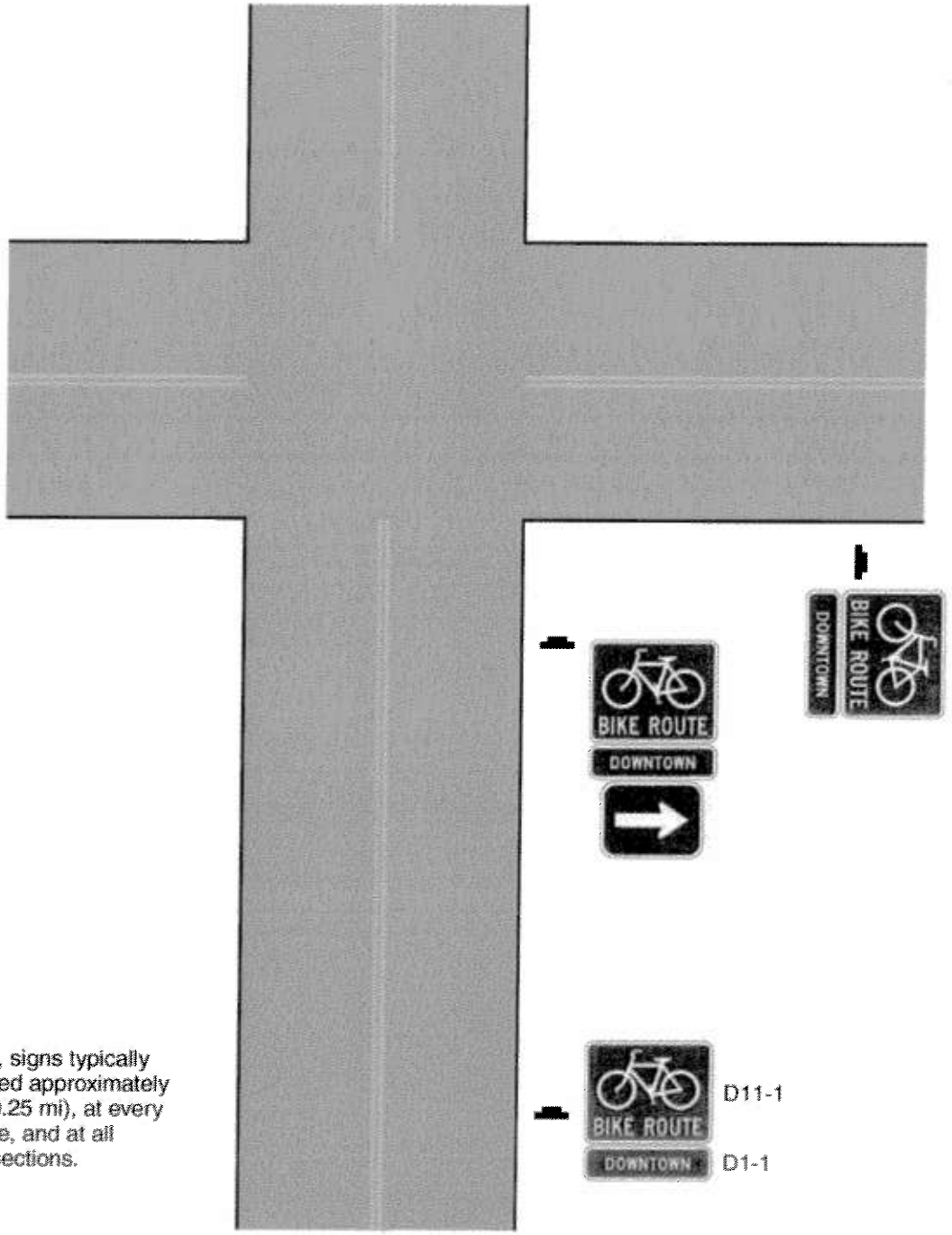

Figure 9B-7. Examples of Signing and Markings for Shared-Use Paths

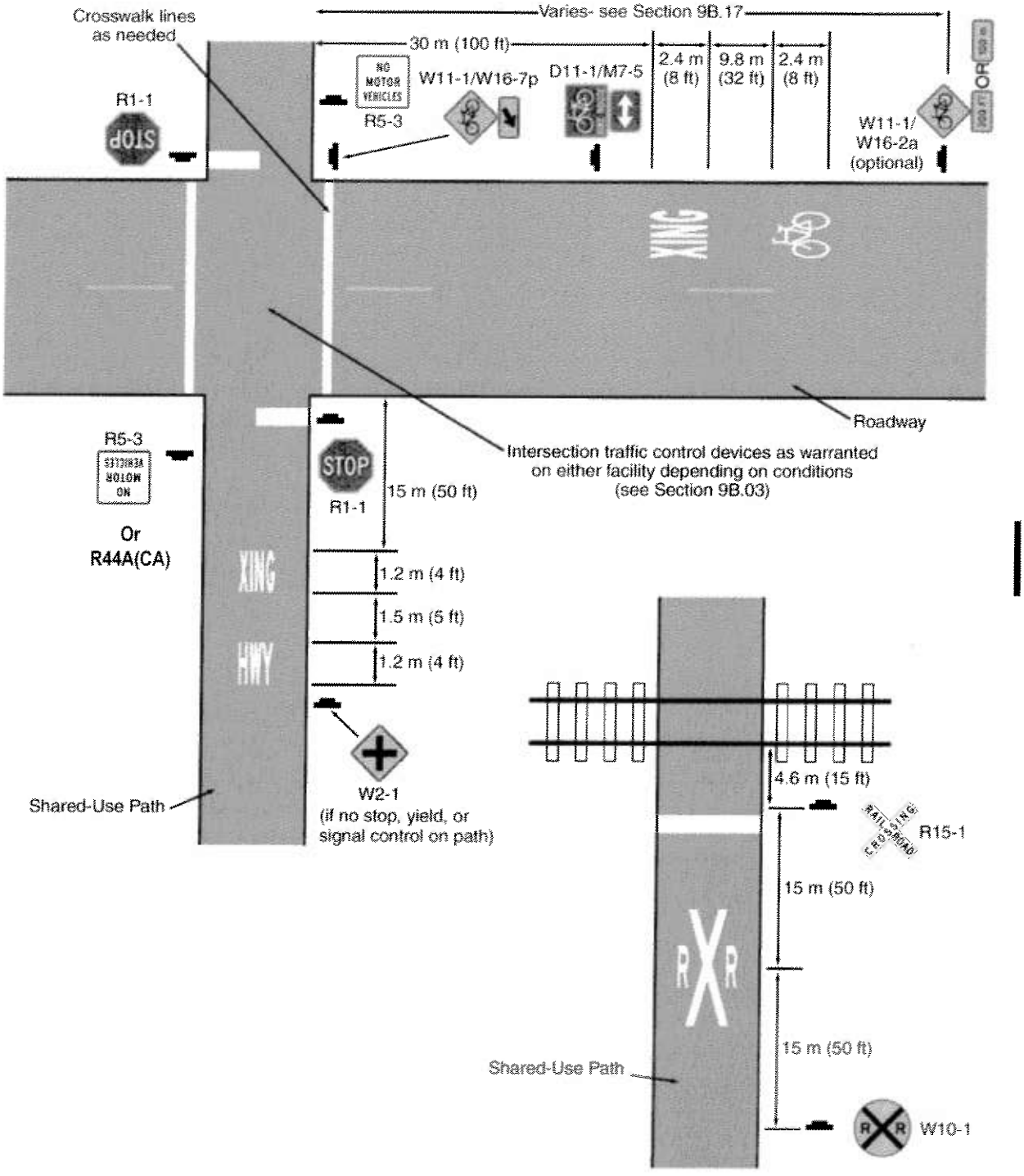

Figure 9C-1. Example of Intersection Pavement Markings—Designated Bicycle Lane with Left-Turn Area, Heavy Turn Volumes, Parking, One-Way Traffic, or Divided Highway

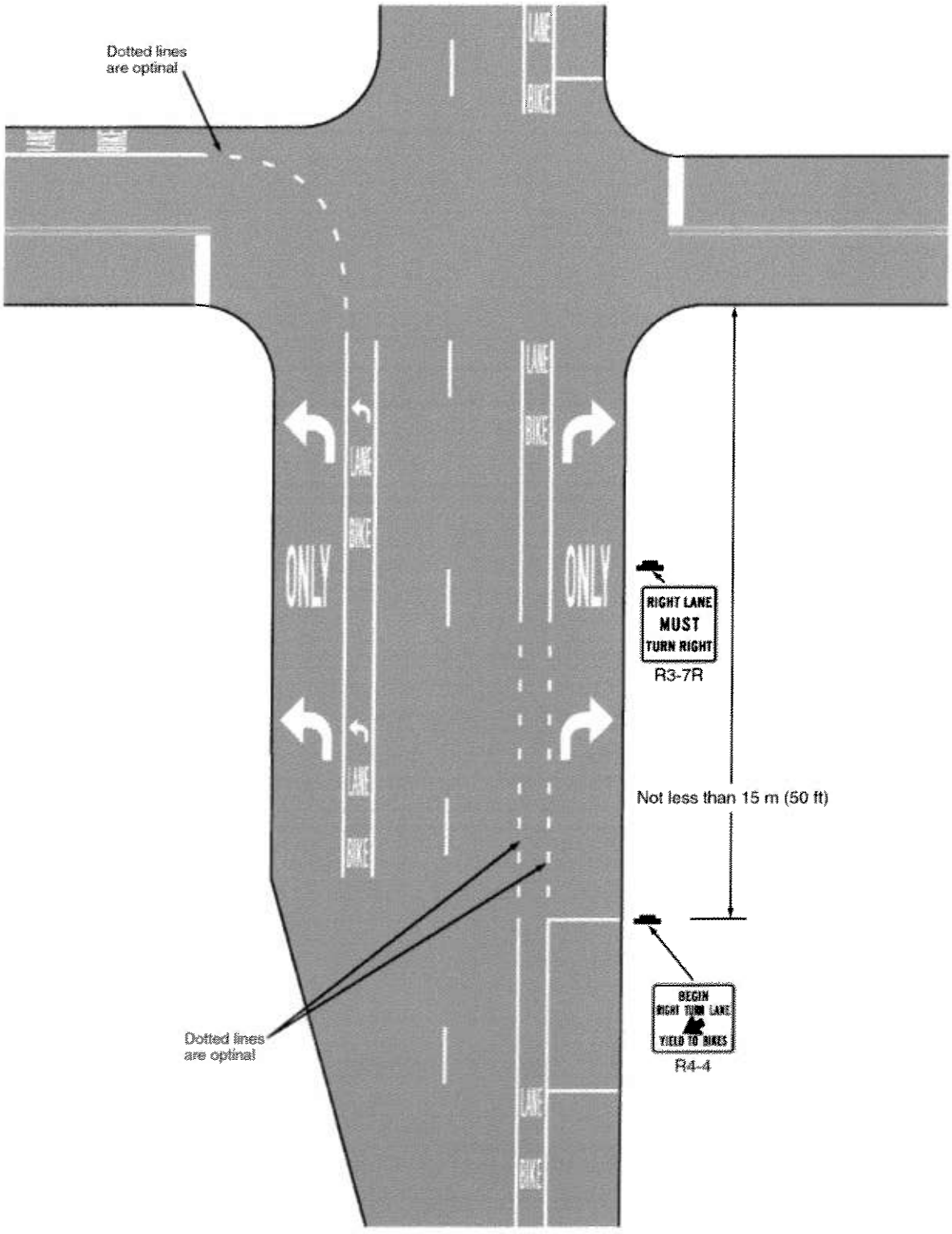

Figure 9C-3. Example of Bicycle Lane Treatment at a Right Turn Only Lane

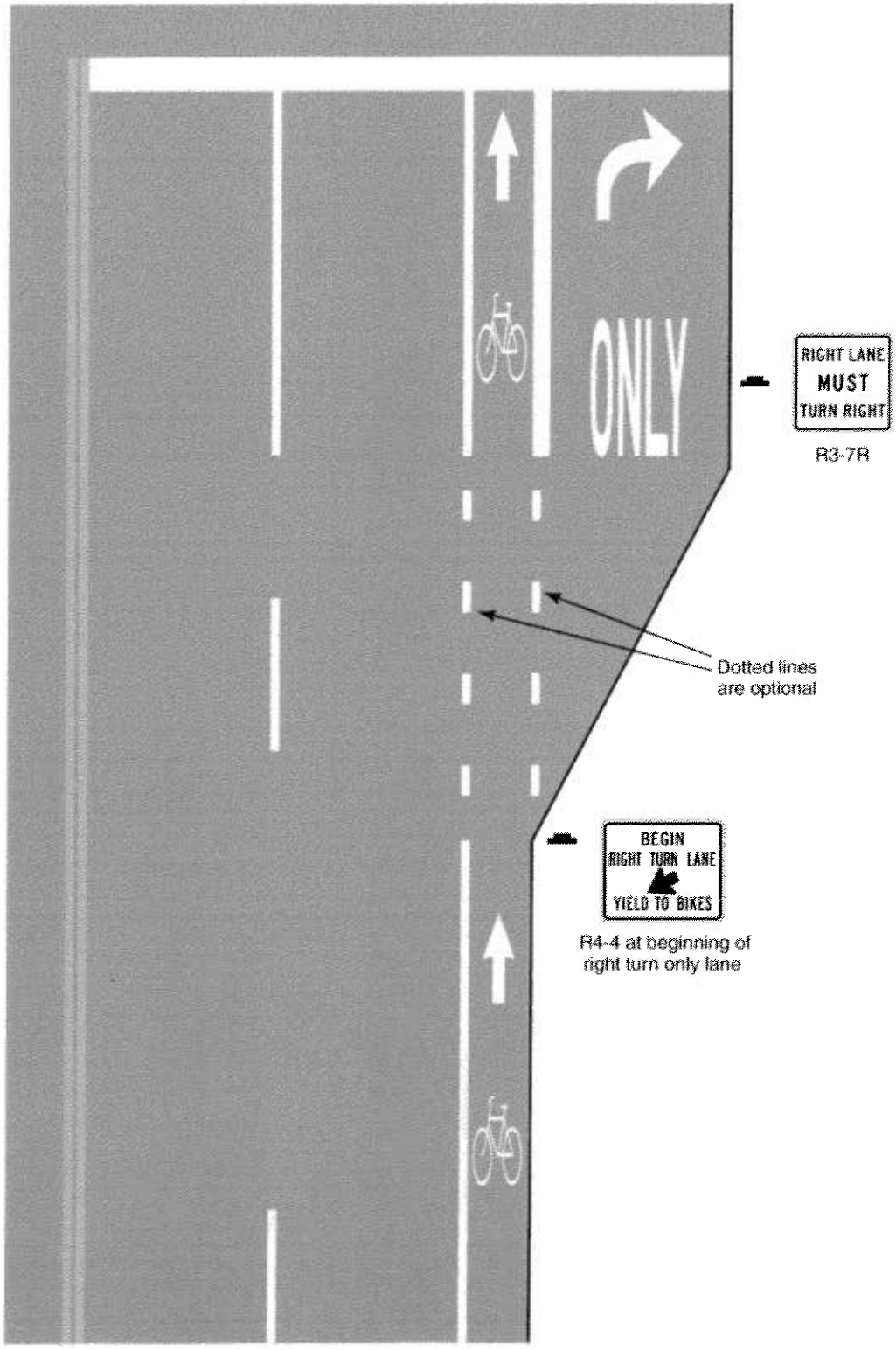

Figure 9C-3 (CA). Examples of Bicycle Lane Treatments at Right Turn Only Lanes

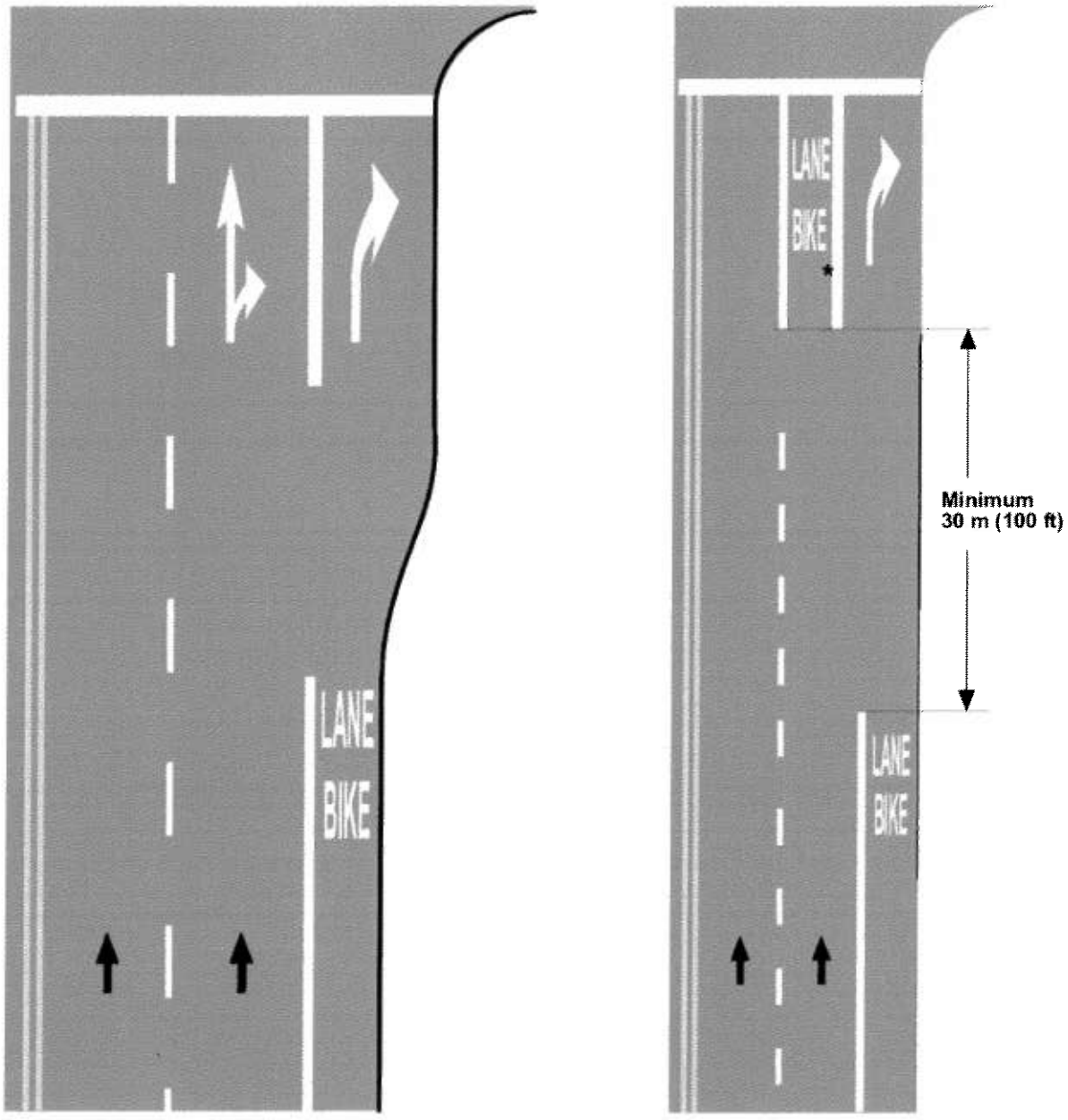

Figure 9C-4. Example of Bicycle Lane Treatment at Parking Lane into a Right Turn Only Lane

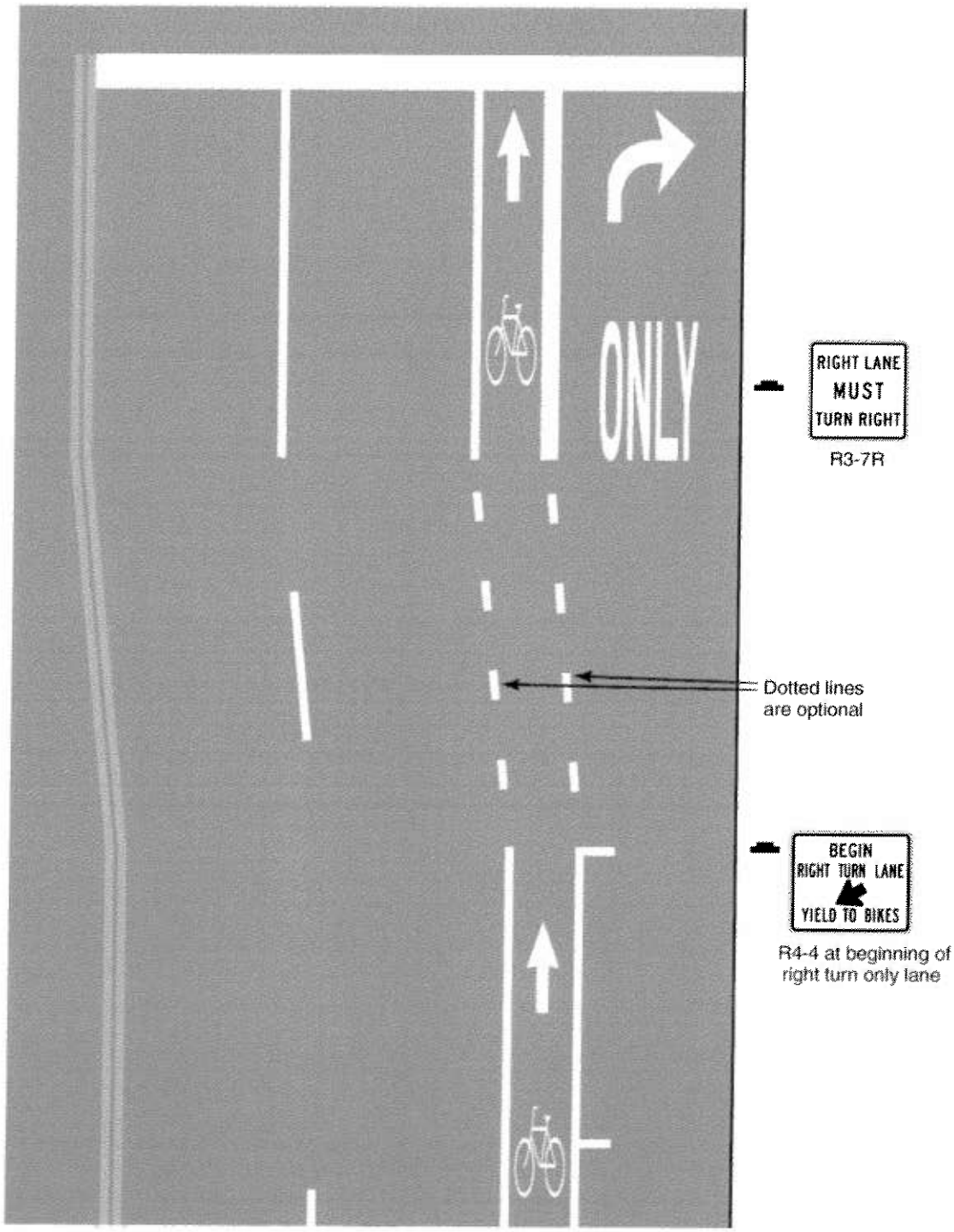

Figure 9C-5. Example of Pavement Markings for Bicycle Lanes on a Two-Way Street

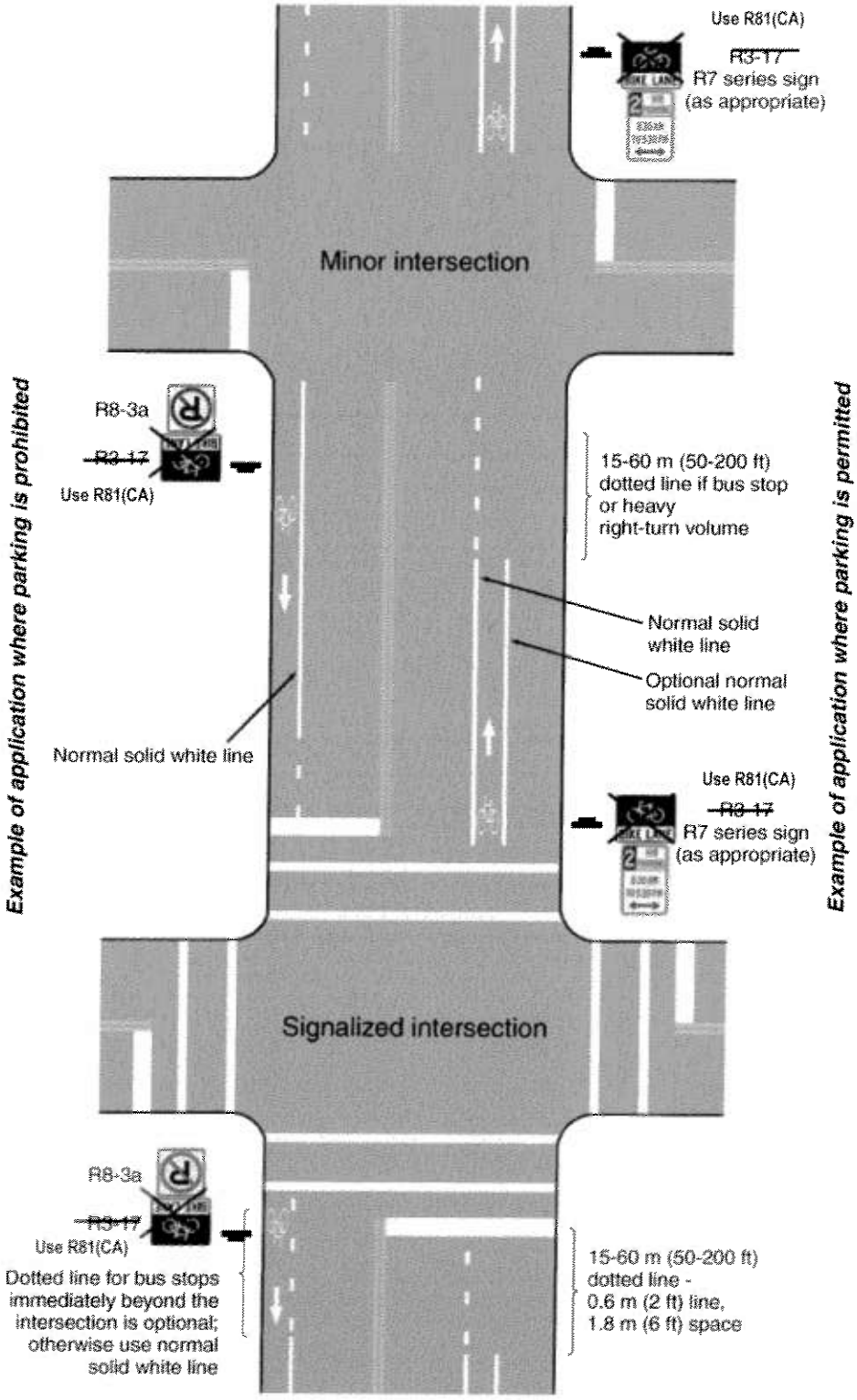

Figure 9C-6. Example of Optional Word and Symbol Pavement Markings for Bicycle Lanes

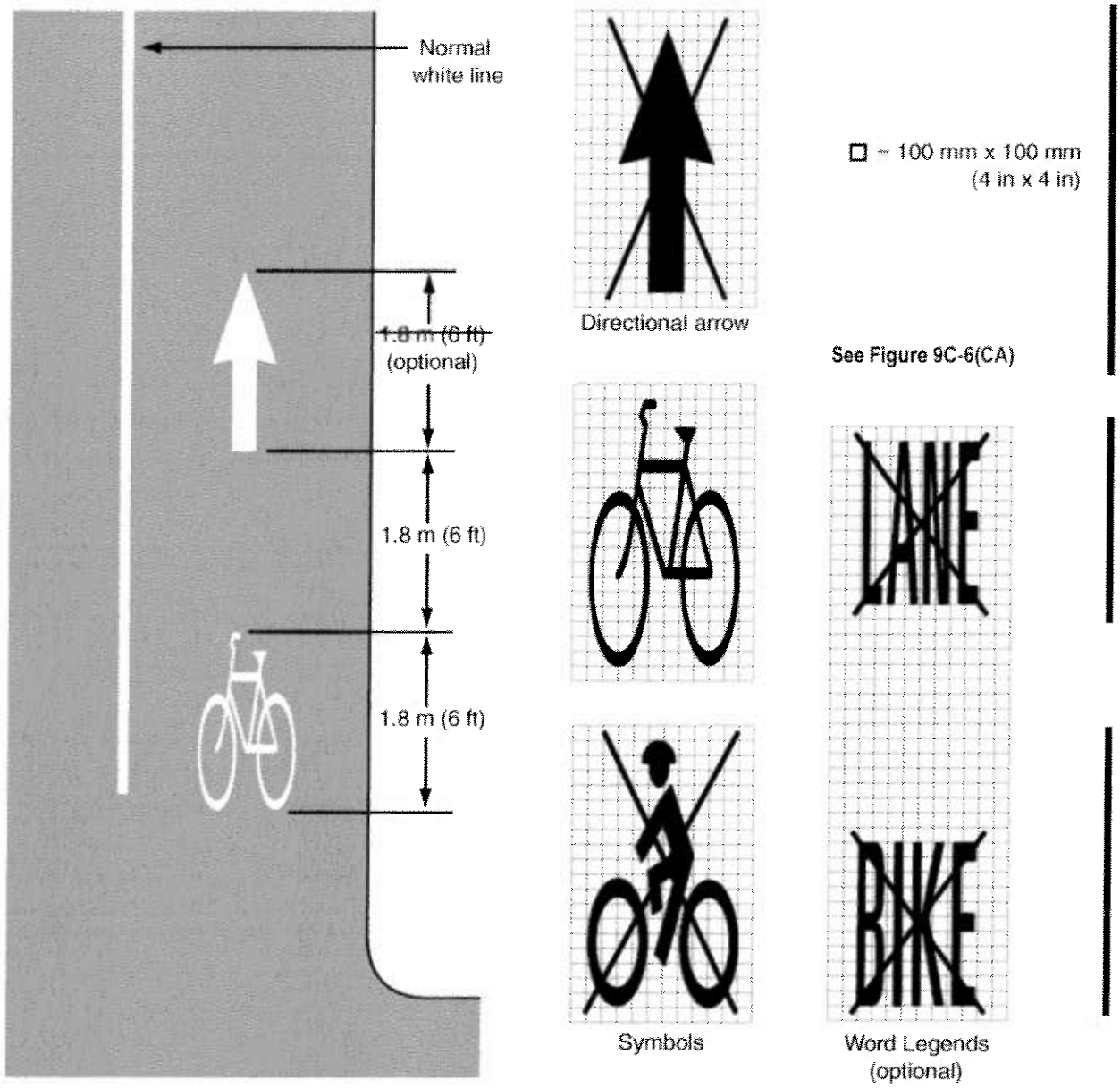

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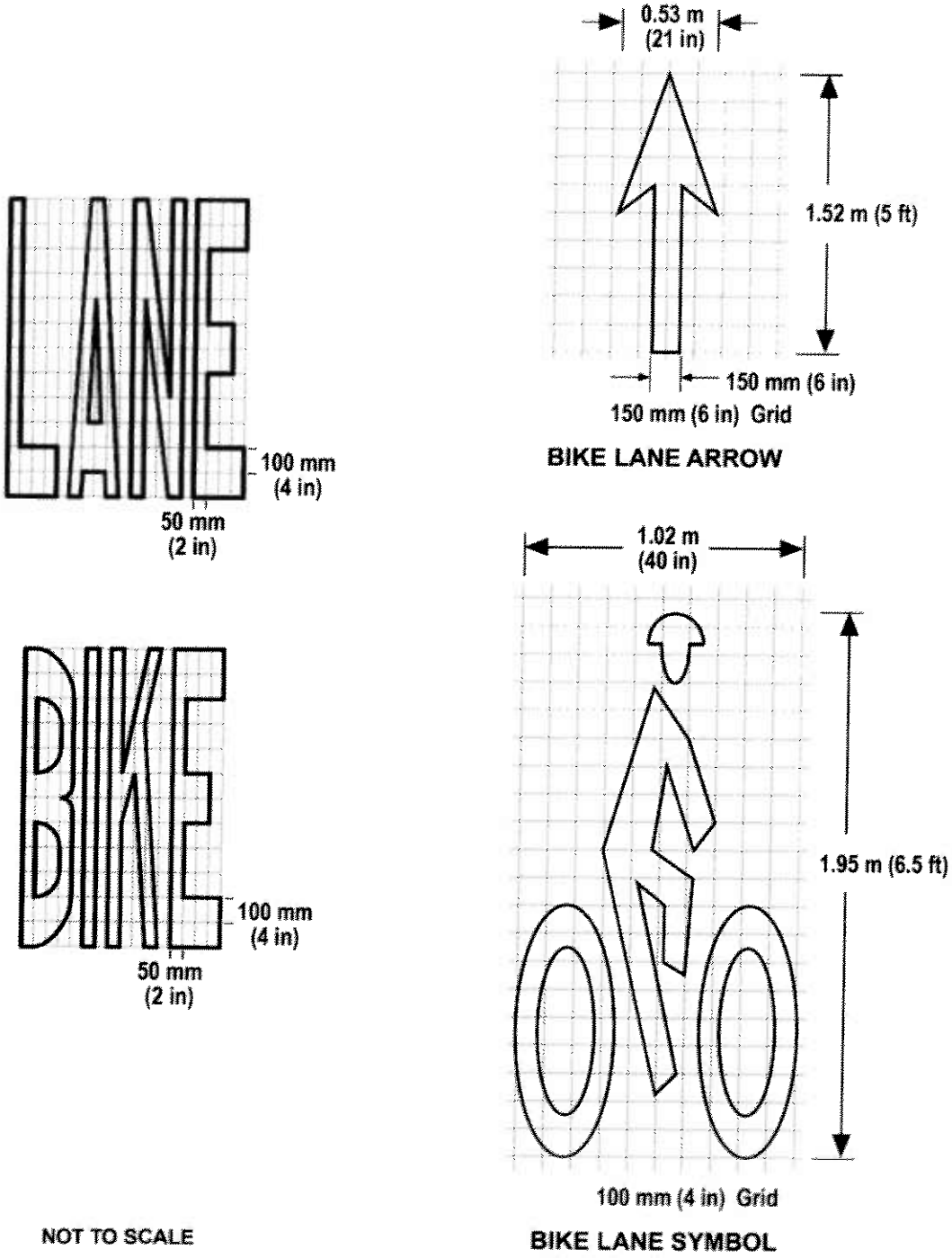
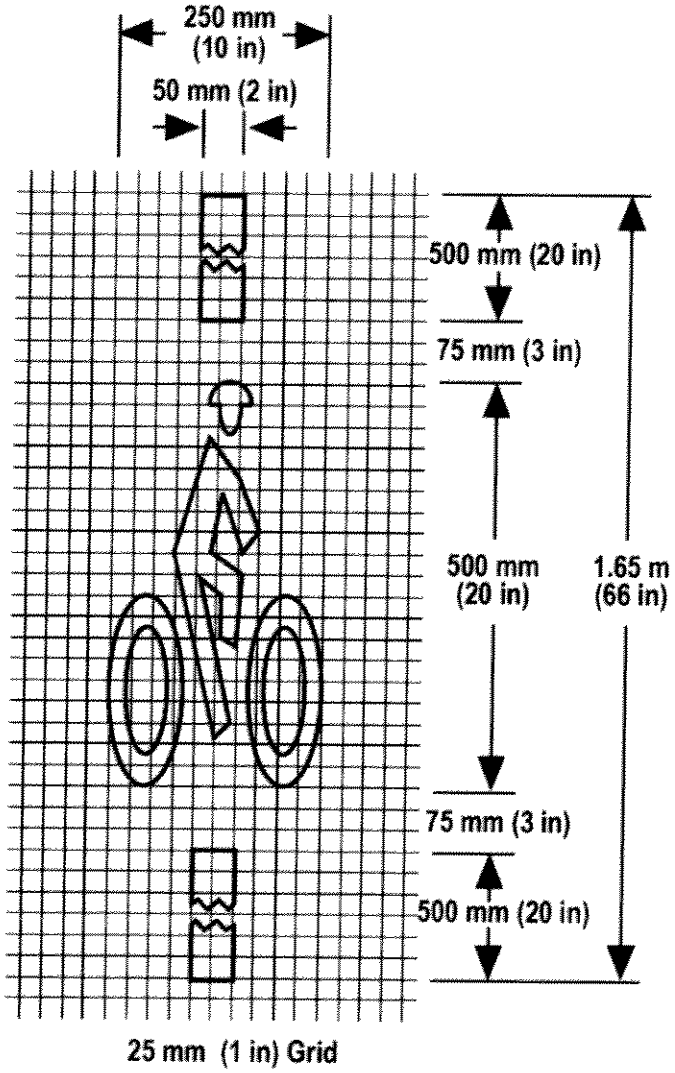
Figure 9C-6 (CA). Example of Optional Word and Symbol Pavement Markings for Bicycle Lanes



NOTE: The design details for various arrows and symbols are also shown in the Standard Plans published by the Department of Transportation.

Figure 9C-7 (CA). Example of Bicycle Detector Pavement Marking

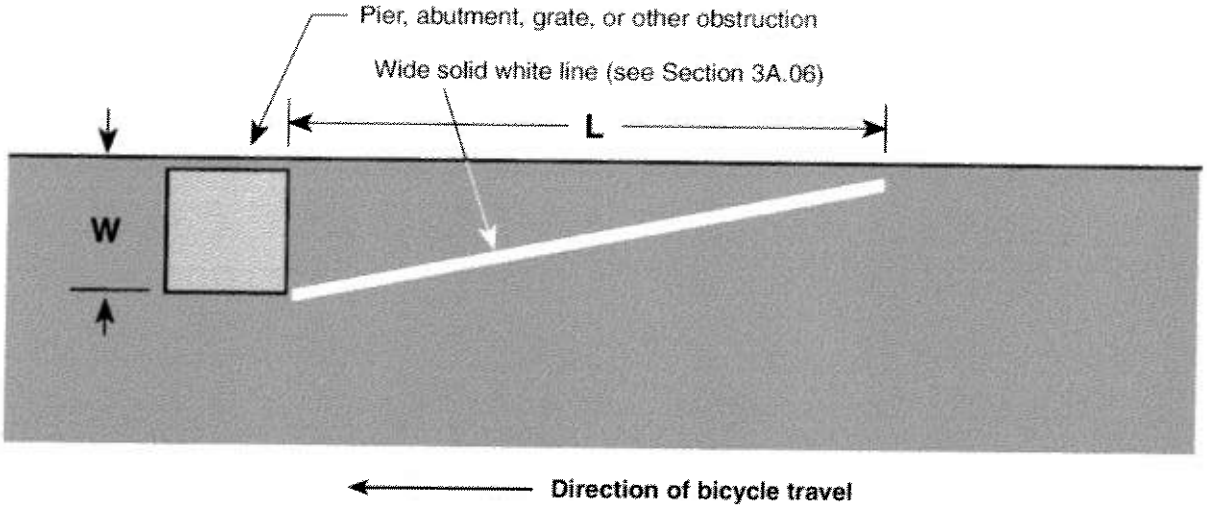


BICYCLE
DETECTOR SYMBOL

NOT TO SCALE

NOTE: The design details for various arrows and symbols are also shown in the Standard Plans published by the Department of Transportation.

Figure 9C-8. Example of Obstruction Pavement Marking



For metric units:
L = 0.6 WS , where S is bicycle approach speed in kilometers per hour

For English units:
L = WS , where S is bicycle approach speed in miles per hour

Figure 9C-101 (CA). Marking Details for Bicycle Lanes

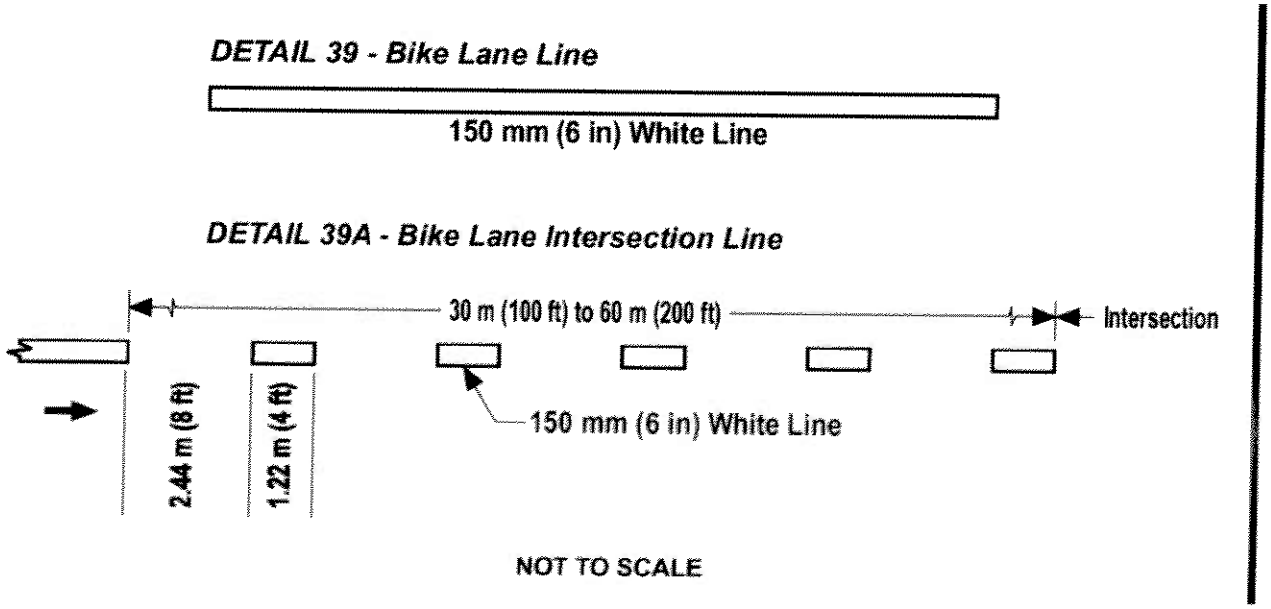


Figure 9C-102 (CA). Examples of Bicycle Lane Treatment Where Vehicle Parking is Prohibited/Permitted

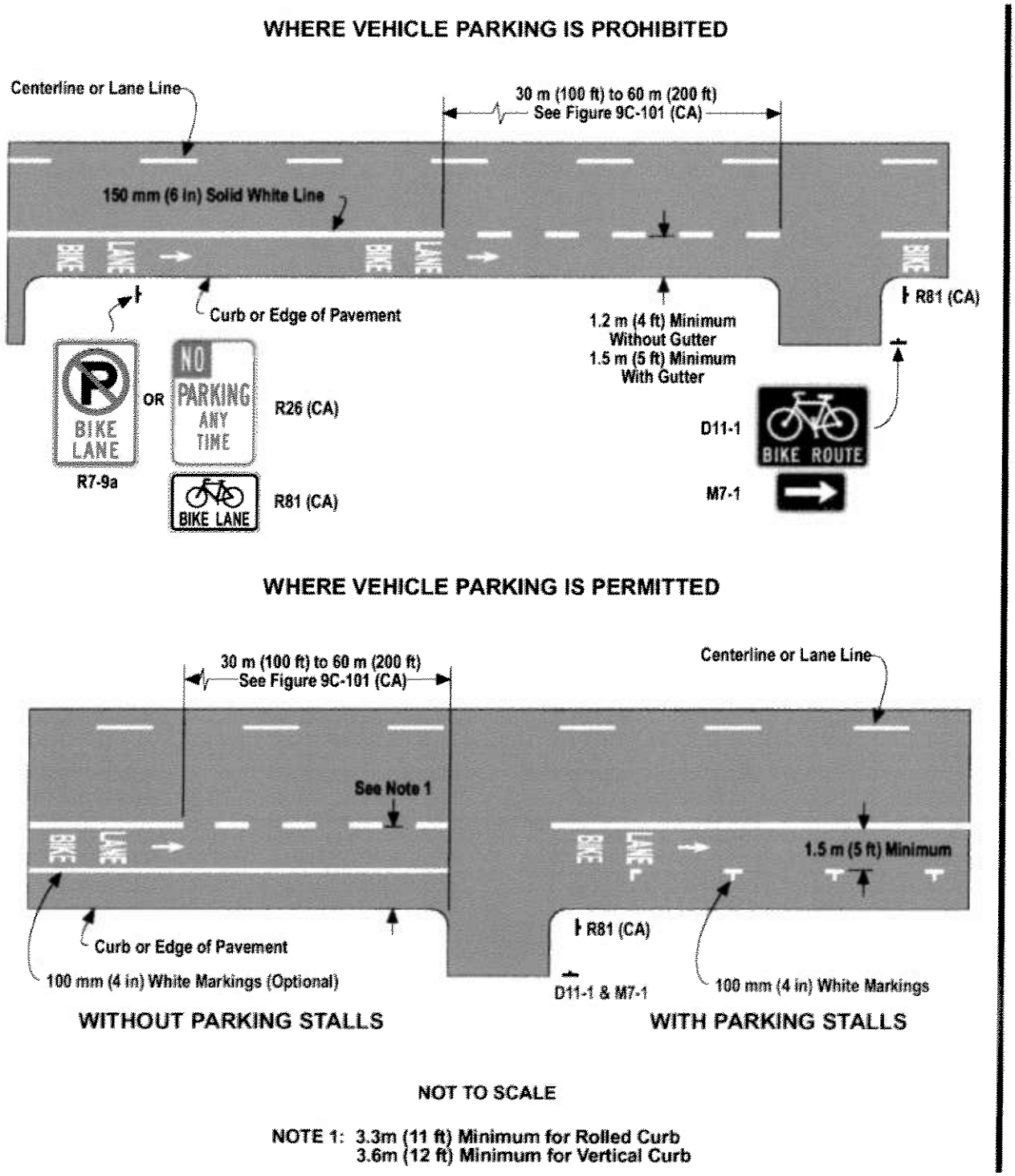


Figure 9C-103 (CA). Example of Bicycle Lane Treatment Through an Interchange

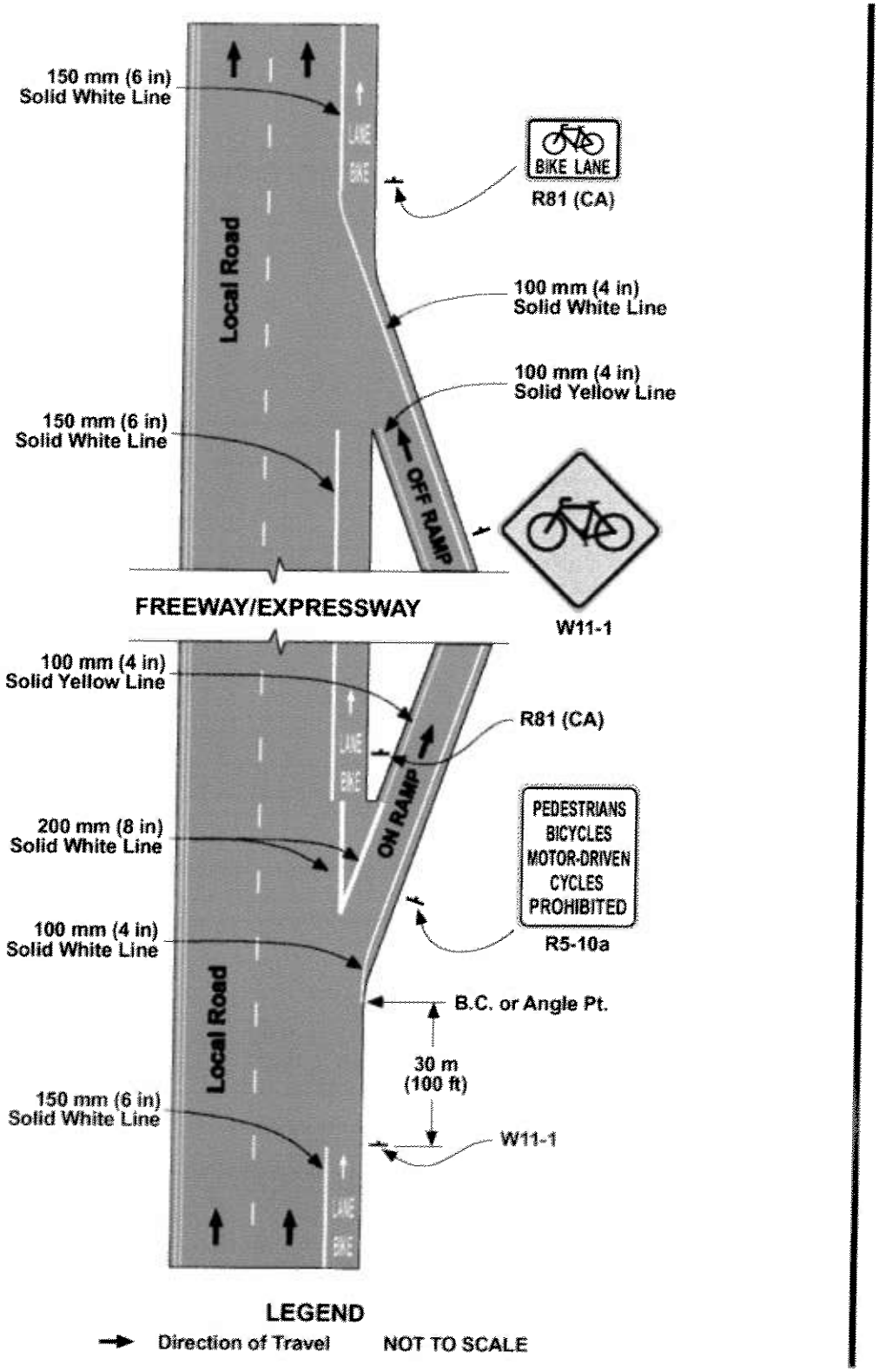


Figure 9C-104 (CA). Shared Roadway Bicycle Marking

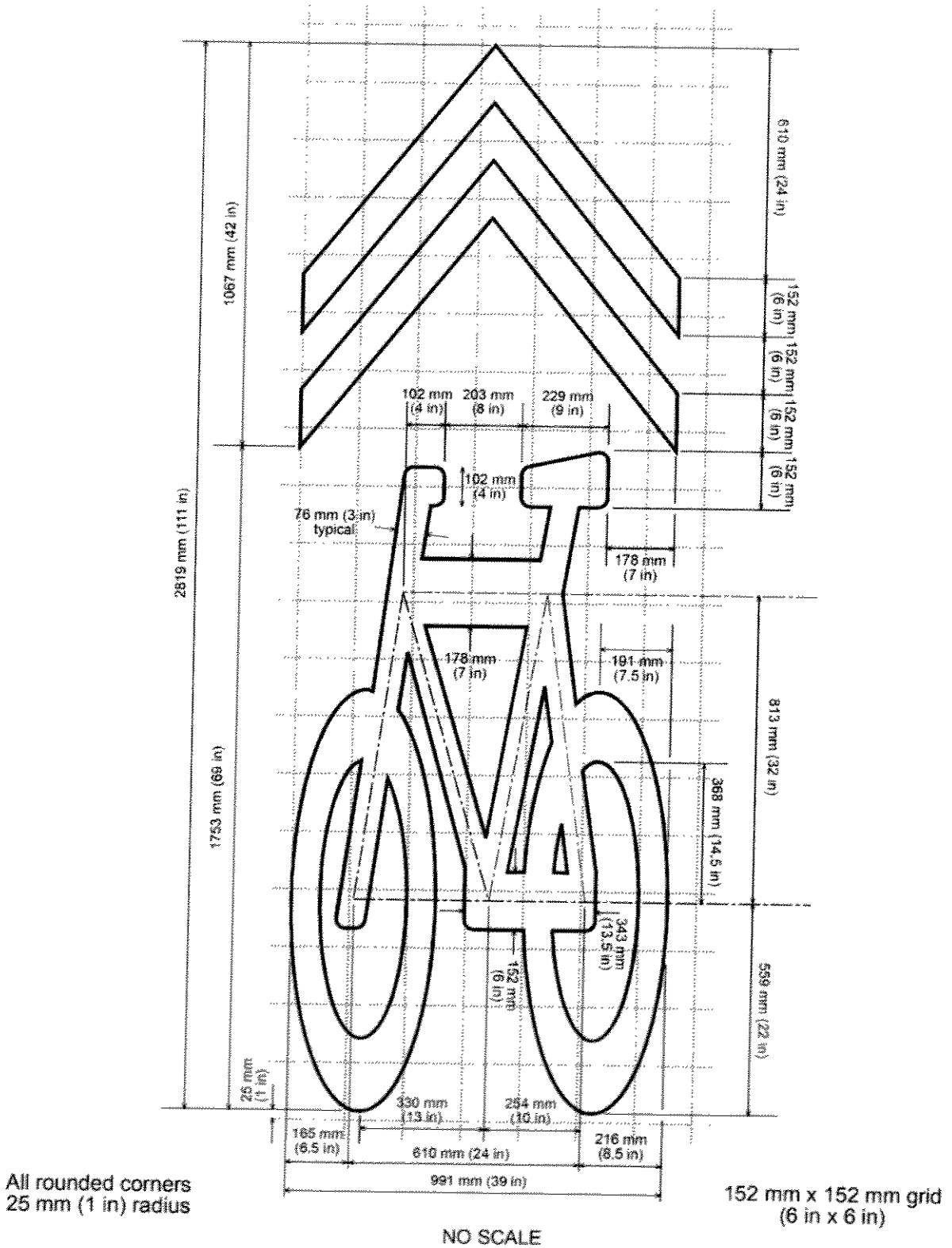
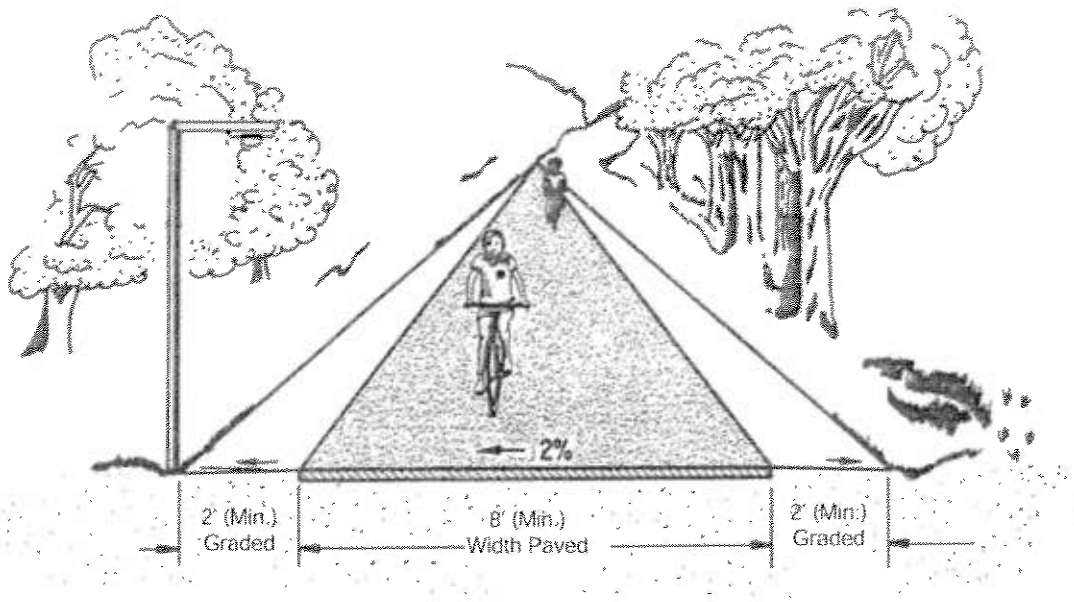


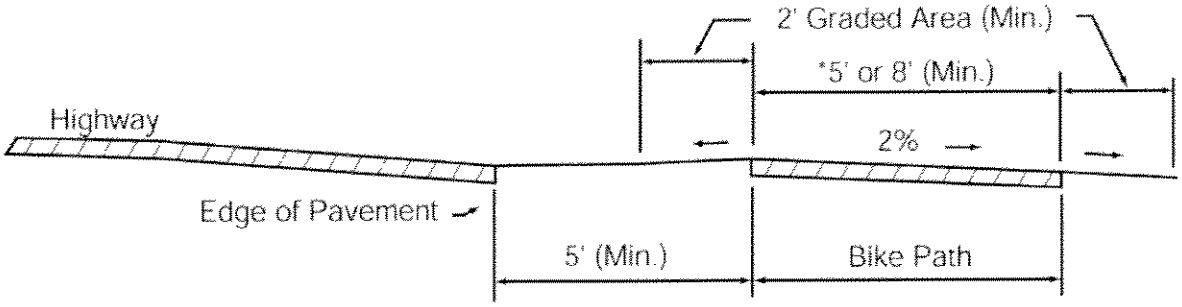
Figure 1003.1A

Two-Way Bike Path on Separate Right of Way



Note: For sign clearances, see MUTCD, Figure 9B-1.

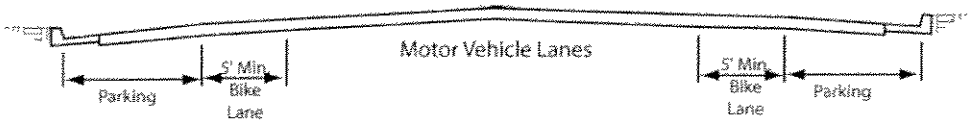
Figure 1003.1B
Typical Cross Section of Bike Path Along Highway



NOTE: See Index 1003.1(5)

*One - Way: 5' Minimum Width
Two - Way: 8' Minimum Width

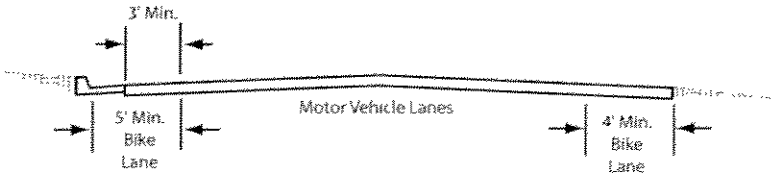
Figure 1003.2A
Typical Bike Lane Cross Sections
(On 2-lane or Multilane Highways)



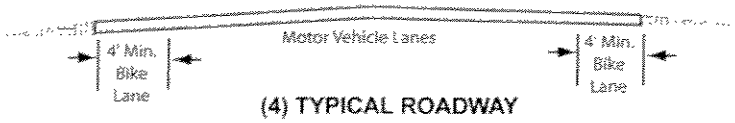
(1) MARKED PARKING

* 13' is recommended where there is substantial parking or turnover of parked cars is high (e.g. commerical areas).

(2) PARKING PERMITTED WITHOUT MARKED PARKING OR STALL



(With Gutter) **(3) PARKING PROHIBITED** (Without Gutter)



(4) TYPICAL ROADWAY IN OUTLYING AREAS PARKING RESTRICTED

Note: For pavement marking guidance, see the California MUTCD, Section 9C.04

Figure 1003.2B

Typical Bicycle/Auto Movements at Intersections of Multilane Streets

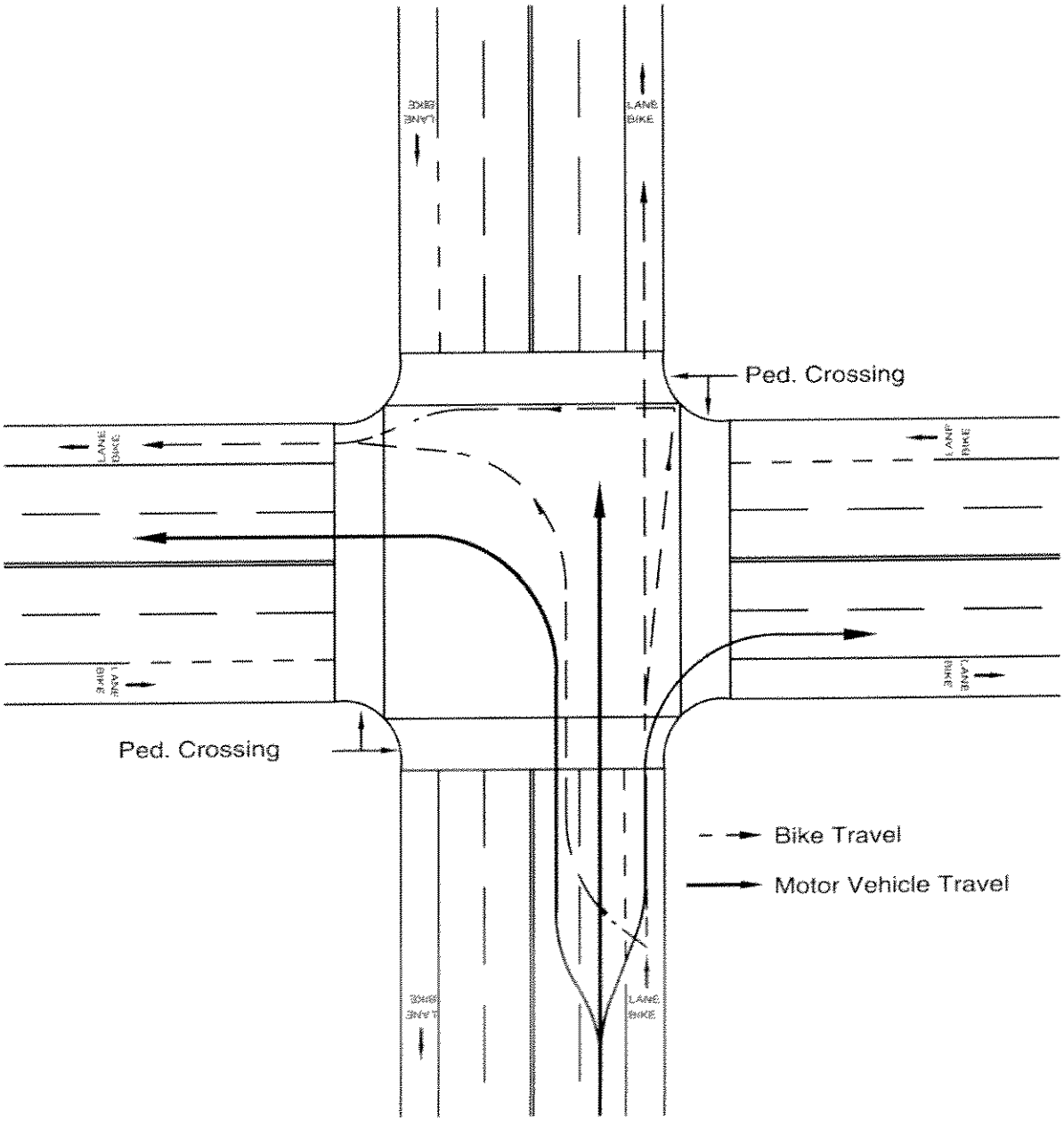
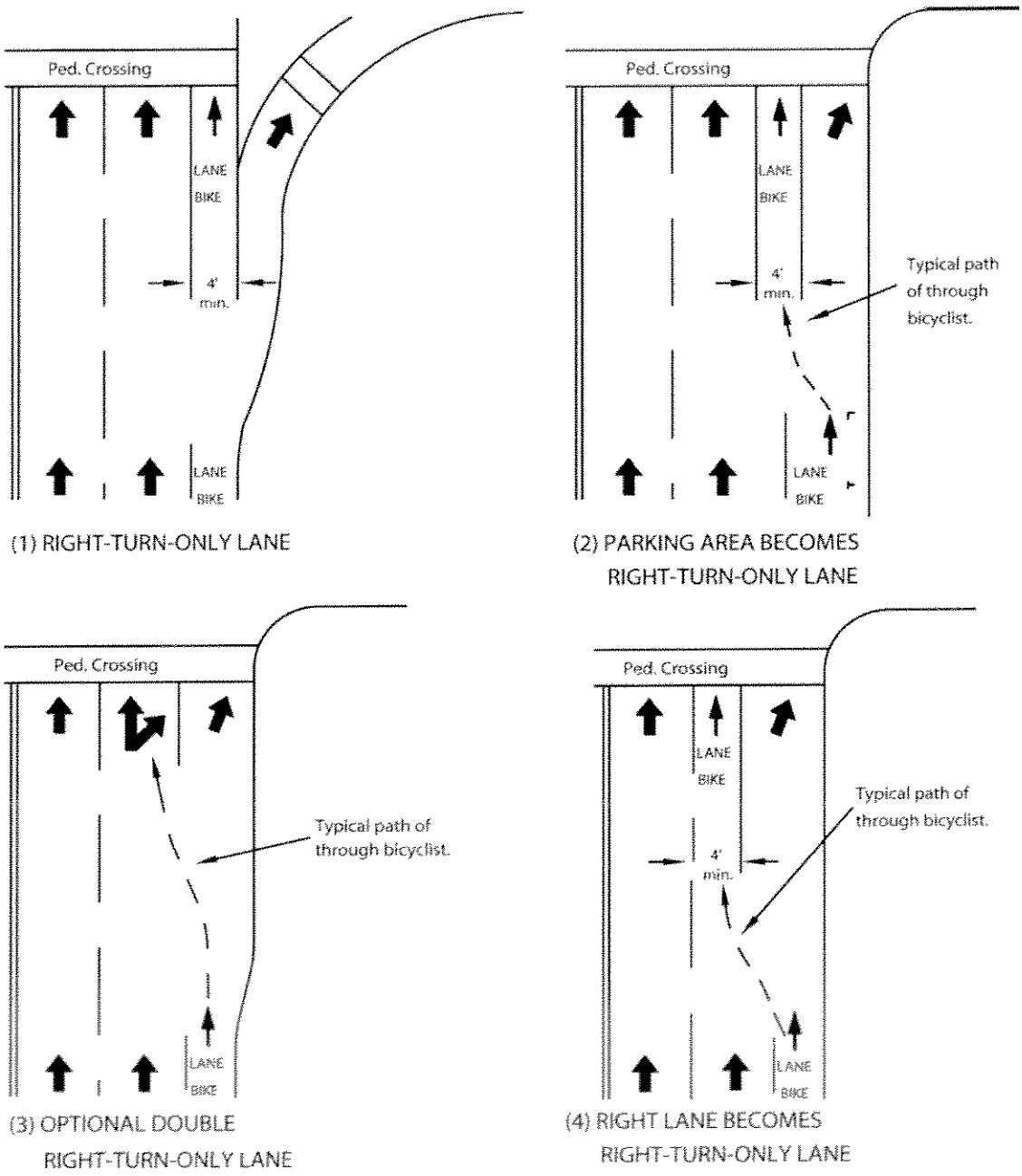
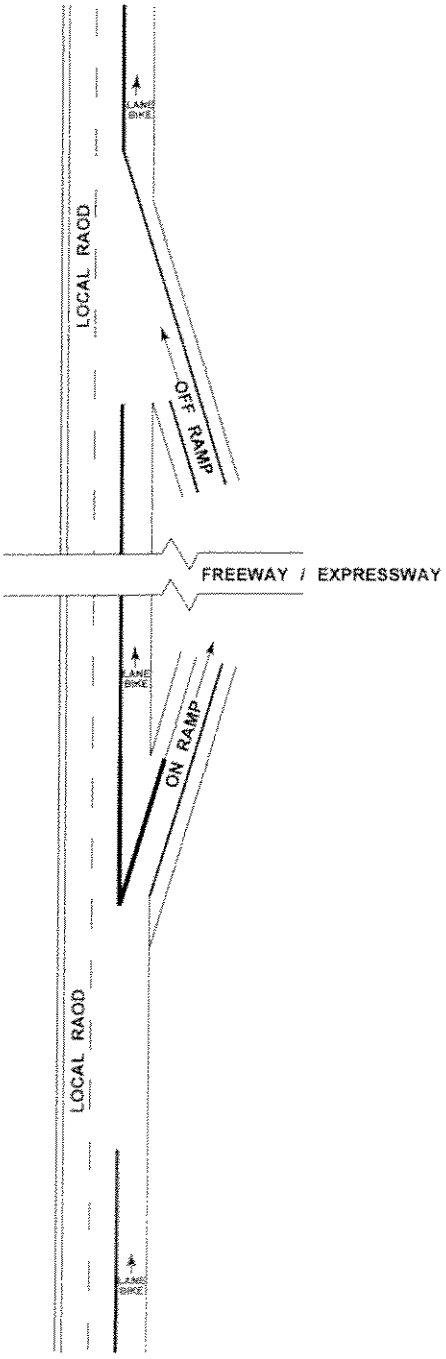


Figure 1003.2C
Bike Lanes Approaching Motorist
Right-turn-only Lane



Note: For bicycle lane markings, see the California MUTCD, Section 9C.04.

Figure 1003.2D
Bike Lanes Through Interchanges



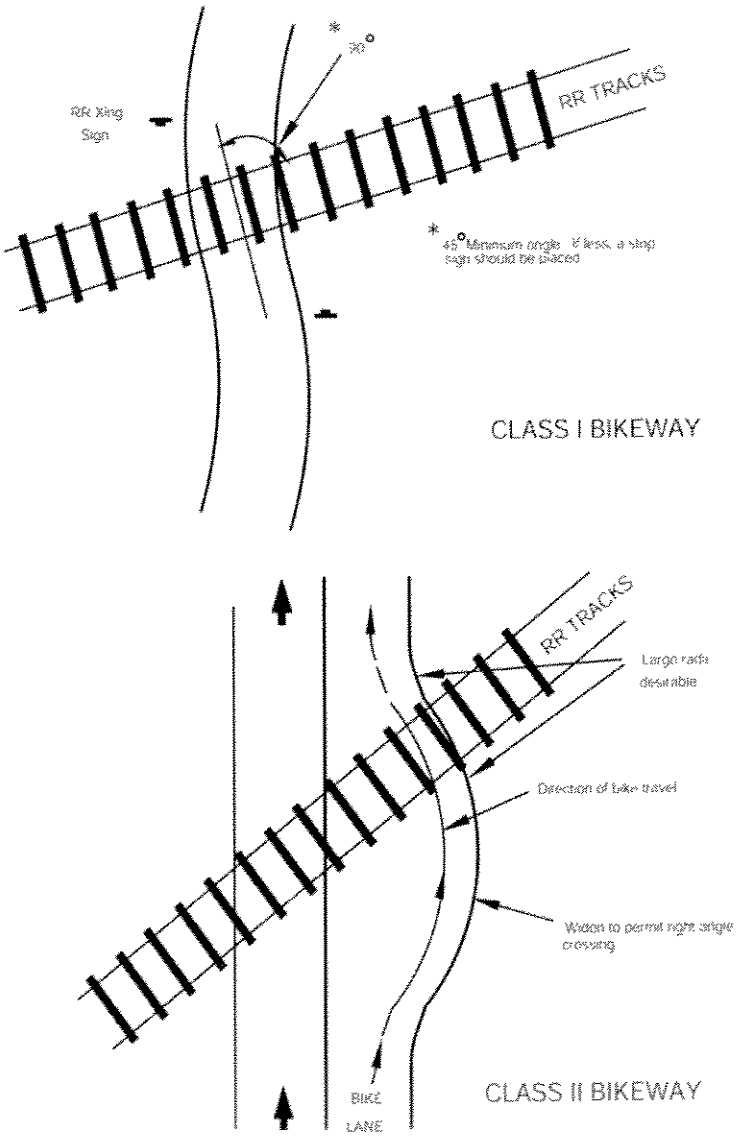
Notes:

1.) See Index 1003.2(4) for additional information.

2.) The shoulder width shall not be reduced through the interchange area. The minimum shoulder width shall match the approach roadway shoulder width, but not less than 4 feet or 5 feet if a gutter exists. If the shoulder width is not available, the designated bike lane shall end at the previous local raod intersection.

3.) See Index 1003.3(4) for information on Bike Routes Through Interchanges.

Figure 1003.6A
Railroad Crossings



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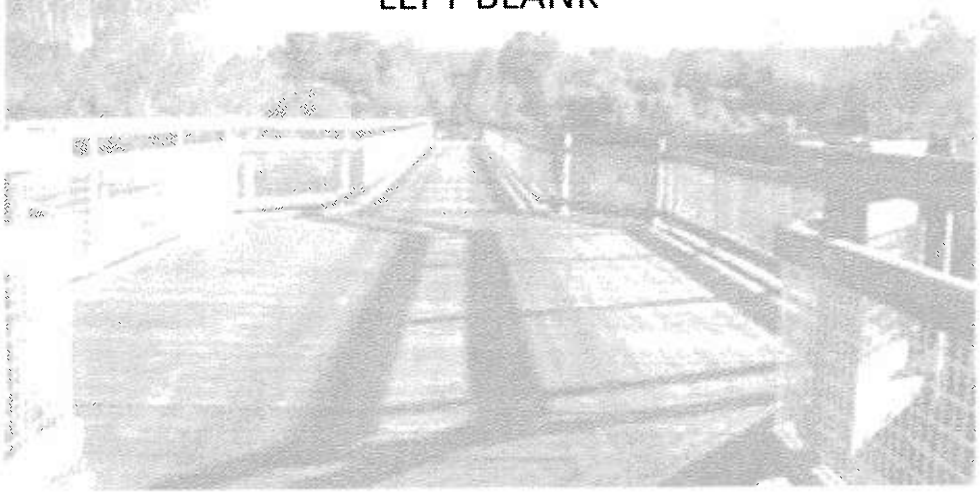

B. Streets and Highways Code, Bicycle Transportation Act

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STREETS AND HIGHWAYS CODE
CALIFORNIA BICYCLE TRANSPORTATION ACT
SECTION 890-894.2

890. It is the intent of the Legislature, in enacting this article, to establish a bicycle transportation system. It is the further intent of the Legislature that this transportation system shall be designed and developed to achieve the functional commuting needs of the employee, student, business person, and shopper as the foremost consideration in route selection, to have the physical safety of the bicyclist and bicyclist's property as a major planning component, and to have the capacity to accommodate bicyclists of all ages and skills.

890.2. As used in this chapter, "bicycle" means a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having either two or three wheels in a tandem or tricycle arrangement.

890.3. As used in this article, "bicycle commuter" means a person making a trip by bicycle primarily for transportation purposes, including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity, and does not include a trip by bicycle primarily for physical exercise or recreation without such a destination.

890.4. As used in this article, "bikeway" means all facilities that provide primarily for bicycle travel. For purposes of this article, bikeways shall be categorized as follows:

(a) Class I bikeways, such as a "bike path," which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

(b) Class II bikeways, such as a "bike lane," which provide a restricted right-of-way designated for the exclusive or semiexclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Class III bikeways, such as an onstreet or offstreet "bike route," which provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

890.6. The department, in cooperation with county and city governments, shall establish minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. The criteria shall include, but not be limited to, the design speed of the facility, minimum widths and clearances, grade, radius of curvature, pavement surface, actuation of automatic

traffic control devices, drainage, and general safety. The criteria shall be updated biennially, or more often, as needed.

890.8. The department shall establish uniform specifications and symbols for signs, markers, and traffic control devices to designate bikeways, regulate traffic, improve safety and convenience for bicyclists, and alert pedestrians and motorists of the presence of bicyclists on bikeways and on roadways where bicycle travel is permitted.

891. All city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted shall utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to Sections 890.6 and 890.8.

891.2. A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

(c) A map and description of existing and proposed bikeways.

(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.

(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

891.4. (a) A city or county that has prepared a bicycle transportation plan pursuant to Section 891.2 may submit the plan to the county transportation commission or transportation planning agency for approval. The city or county may submit an approved plan to the department in connection with an application for funds for bikeways and related facilities which will implement the plan. If the bicycle transportation plan is prepared, and the facilities are proposed to be constructed, by a local agency other than a city or county, the city or county may submit the plan for approval and apply for funds on behalf of that local agency.

(b) The department may grant funds applied for pursuant to subdivision (a) on a matching basis which provides for the applicant's furnishing of funding for 10 percent of the total cost of constructing the proposed bikeways and related facilities. The funds may be used, where feasible, to apply for and match federal grants or loans.

891.5. The Sacramento Area Council of Governments, pursuant to subdivision (d) of Section 2551, may purchase, operate, and maintain callboxes on class 1 bikeways.

891.8. The governing body of a city, county, or local agency may do all of the following:

(a) Establish bikeways.

(b) Acquire, by gift, purchase, or condemnation, land, real property, easements, or rights-of-way to establish bikeways.

(c) Establish bikeways pursuant to Section 21207 of the Vehicle Code.

892. (a) Rights-of-way established for other purposes by cities, counties, or local agencies shall not be abandoned unless the governing body determines that the rights-of-way or parts thereof are not useful as a nonmotorized transportation facility.

(b) No state highway right-of-way shall be abandoned until the department first consults with the local agencies having jurisdiction over the areas concerned to determine whether the right-of-way or part thereof could be developed as a nonmotorized transportation facility. If an affirmative determination is made, before abandoning the right-of-way, the department shall first make the property

available to local agencies for development as nonmotorized transportation facilities in accordance with Sections 104.15 and 887.6 of this code and Section 14012 of the Government Code.

892.2. (a) The Bicycle Transportation Account is continued in existence in the State Transportation Fund, and, notwithstanding Section 13340 of the Government Code, the money in the account is continuously appropriated to the department for expenditure for the purposes specified in Section 892.4. Unexpended moneys shall be retained in the account for use in subsequent fiscal years.

(b) Any reference in law or regulation to the Bicycle Lane Account is a reference to the Bicycle Transportation Account.

892.4. The department shall allocate and disburse moneys from the Bicycle Transportation Account according to the following priorities:

(a) To the department, the amounts necessary to administer this article, not to exceed 1 percent of the funds expended per year.

(b) To counties and cities, for bikeways and related facilities, planning, safety and education, in accordance with Section 891.4.

892.5. The Bikeway Account, created in the State Transportation Fund by Chapter 1235 of the Statutes of 1975, is continued in effect, and, notwithstanding Section 13340 of the Government Code, money in the account is hereby continuously appropriated to the department for expenditure for the purposes specified in this chapter. Unexpended money shall be retained in the account for use in subsequent fiscal years.

892.6. The Legislature finds and declares that the construction of bikeways pursuant to this article constitutes a highway purpose under Article XIX of the California Constitution and justifies the expenditure of highway funds therefor.

893. The department shall disburse the money from the Bicycle Transportation Account pursuant to Section 891.4 for projects that improve the safety and convenience of bicycle commuters, including, but not limited to, any of the following:

(a) New bikeways serving major transportation corridors.

(b) New bikeways removing travel barriers to potential bicycle commuters.

(c) Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings.

(d) Bicycle-carrying facilities on public transit vehicles.

(e) Installation of traffic control devices to improve the safety and efficiency of bicycle travel.

(f) Elimination of hazardous conditions on existing bikeways.

(g) Planning.

(h) Improvement and maintenance of bikeways.

In recommending projects to be funded, due consideration shall be given to the relative cost effectiveness of proposed projects.

893.2. The department shall not finance projects with the money in accounts continued in existence pursuant to this article which could be financed appropriately pursuant to Article 2 (commencing with Section 887), or fully financed with federal financial assistance.

893.4. If available funds are insufficient to finance completely any project whose eligibility is established pursuant to Section 893, the project shall retain its priority for allocations in subsequent fiscal years.

893.6. The department shall make a reasonable effort to disburse funds in general proportion to population. However, no applicant shall receive more than 25 percent of the total amounts transferred to the Bicycle Transportation Account in a single fiscal year.

894. The department may enter into an agreement with any city or county concerning the handling and accounting of the money disbursed pursuant to this article, including, but not limited to, procedures to permit prompt payment for the work accomplished.

894.2. The department, in cooperation with county and city governments, shall adopt the necessary guidelines for implementing this article.

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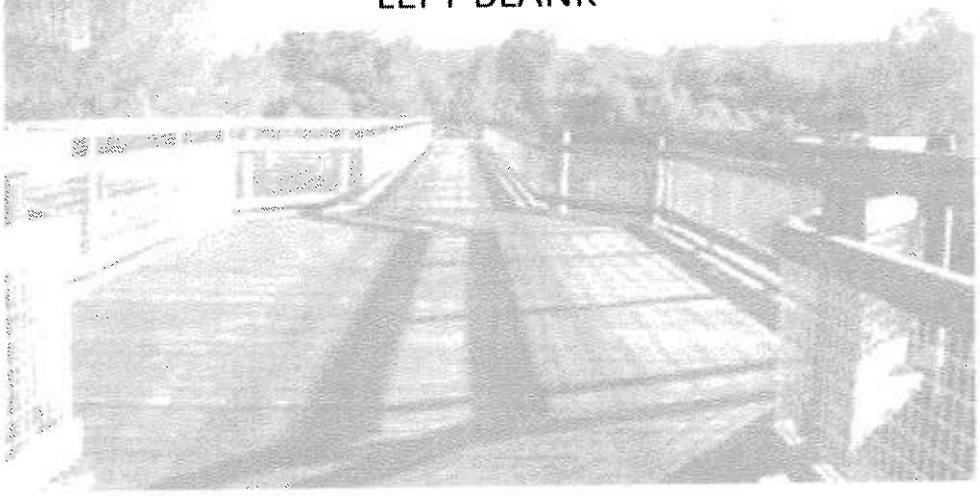

APPENDIX

C. Caltrans Deputy Directive 64 (DD-64), Accommodating Non-Motorized Travel

United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

Deputy Directive

Number: DD-64-R1

Refer to Director's Policy:
DP-22
Context Sensitive Solutions
DP-05
Multimodal Alternatives
DP-06
Caltrans Partnerships
DP-23-R1
Energy Efficiency, Conservation and Climate Change

Effective Date: October 2008

Supersedes: DD-64 (03-26-01)

TITLE Complete Streets - Integrating the Transportation System

POLICY

The California Department of Transportation (Department) provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of "complete streets" requires collaboration among all Department functional units and stakeholders to establish effective partnerships.

DEFINITIONS/BACKGROUND

Complete Street -- A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.

The intent of this directive is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of "complete streets."

State and federal laws require the Department and local agencies to promote and facilitate increased bicycling and walking. California Vehicle Code (CVC) (Sections 21200-21212), and Streets and Highways Code (Sections 890 – 894.2) identify the rights of bicyclists and pedestrians, and establish legislative intent that people of all ages using all types of mobility devices are able to travel on roads. Bicyclists, pedestrians, and nonmotorized traffic are permitted on all State facilities, unless prohibited (CVC, section 21960). Therefore, the Department and local agencies have the duty to provide for the safety and mobility needs of all who have legal access to the transportation system.

Department manuals and guidance outline statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel, which includes connectivity to public transit for bicyclists and pedestrians. In many instances, roads designed to Department standards provide basic access for bicycling and walking. This directive does not supersede existing laws. To ensure successful implementation of "complete streets," manuals, guidance, and training will be updated and developed.

RESPONSIBILITIES

Chief Deputy Director:

- Establishes policy consistent with the Department's objectives to develop a safe and efficient multimodal transportation system for all users.
- Ensures management staff is trained to provide for the needs of bicyclists, pedestrians, and transit users.

Deputy Directors, Planning and Modal Programs and Project Delivery:

- Include bicycle, pedestrian, and transit modes in statewide strategies for safety and mobility, and in system performance measures.
- Provide tools and establish processes to identify and address the needs of bicyclists, pedestrians, and transit users early and continuously throughout planning and project development activities.
- Ensure districts document decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.
- Ensure Department manuals, guidance, standards, and procedures reflect this directive, and identify and explain the Department's objectives for multimodal travel.
- Ensure an Implementation Plan for this directive is developed.

Deputy Director, Maintenance and Operations:

- Provides tools and establishes processes that ensure regular maintenance and operations activities meet the safety and mobility needs of bicyclists, pedestrians, and transit users in construction and maintenance work zones, encroachment permit work, and system operations.
- Ensures Department manuals, guidance, standards, and procedures reflect this directive and identifies and explains the Department's objectives for multimodal travel.

District Directors:

- Promote partnerships with local, regional, and State agencies to plan and fund facilities for integrated multimodal travel and to meet the needs of all travelers.
- Identify bicycle and pedestrian coordinator(s) to serve as advisor(s) and external liaison(s) on issues that involve the district, local agencies, and stakeholders.
- Ensure bicycle, pedestrian, and transit needs are identified in district system planning products; addressed during project initiation; and that projects are designed, constructed, operated, and maintained using current standards.
- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Provide documentation to support decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.

Deputy District Directors, Planning, Design, Construction, Maintenance, and Operations:

- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Collaborate with local and regional partners to plan, develop, and maintain effective bicycle, pedestrian, and transit networks.
- Consult locally adopted bicycle, pedestrian, and transit plans to ensure that State highway system plans are compatible.
- Ensure projects are planned, designed, constructed, operated, and maintained consistent with project type and funding program to provide for the safety and mobility needs of all users with legal access to a transportation facility.
- Implement current design standards that meet the needs of bicyclists, pedestrians, and transit users in design, construction and maintenance work zones, encroachment permit work, and in system operations.
- Provide information to staff, local agencies, and stakeholders on available funding programs addressing bicycle, pedestrian, and transit travel needs.

Chiefs, Divisions of Aeronautics, Local Assistance, Mass Transportation, Rail, Transportation Planning, Transportation System Information, Research and Innovation, and Transportation Programming:

- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Support interdisciplinary participation within and between districts in the project development process to provide for the needs of all users.
- Encourage local agencies to include bicycle, pedestrian, and transit elements in regional and local planning documents, including general plans, transportation plans, and circulation elements.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Advocate, partner, and collaborate with stakeholders to address the needs of bicycle, pedestrian, and transit travelers in all program areas.
- Support the development of new technology to improve safety, mobility, and access for bicyclists, pedestrians, and transit users of all ages and abilities.
- Research, develop, and implement multimodal performance measures.
- Provide information to staff, local agencies, and stakeholders on available funding programs to address the needs of bicycle, pedestrian, and transit travelers.

Chiefs, Divisions of Traffic Operations, Maintenance, Environmental Analysis, Design, Construction, and Project Management:

- Provide guidance on project design, operation, and maintenance of work zones to safely accommodate bicyclists, pedestrians, and transit users.
- Ensure the transportation system and facilities are planned, constructed, operated, and maintained consistent with project type and funding program to maximize safety and mobility for all users with legal access.
- Promote and incorporate, on an ongoing basis, guidance, procedures, and product reviews that maximize bicycle, pedestrian, and transit safety and mobility.
- Support multidisciplinary district participation in the project development process to provide for the needs of all users.

Employees:

- Follow and recommend improvements to manuals, guidance, and procedures that maximize safety and mobility for all users in all transportation products and activities.
- Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.
- Maximize bicycle, pedestrian, and transit safety and mobility through each project's life cycle.

APPLICABILITY

All departmental employees.

Randell H. Iwasaki
RANDELL H. IWASAKI
Chief Deputy Director

October 2, 2008
Date Signed

UNITED STATES
DEPARTMENT OF TRANSPORTATION

United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

Signed on March 11, 2010 and announced March 15, 2010

Purpose

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department's support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Authority

This policy is based on various sections in the United States Code (U.S.C.) and the Code of Federal Regulations (CFR) in Title 23—Highways, Title 49—Transportation, and Title 42—The Public Health and Welfare. These sections, provided in the Appendix, describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on nonmotorized transportation facilities.

Recommended Actions

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.
- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.
- Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an

older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.
- Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.
- Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.
- Removing snow from sidewalks and shared-use paths: Current maintenance provisions require pedestrian facilities built with Federal funds to be maintained in the same manner as other roadway assets. State Agencies have generally established levels of service on various routes especially as related to snow and ice events.
- Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.

Conclusion

Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities. Walking and bicycling provide low-cost mobility options that place fewer demands on local roads and highways. DOT recognizes that safe and convenient walking and bicycling facilities may look different depending on the context — appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems. While DOT leads the effort to provide safe and convenient accommodations for pedestrians and bicyclists, success will ultimately depend on transportation agencies across the country embracing and implementing this policy.

Ray LaHood, United States Secretary of Transportation

APPENDIX

Key Statutes and Regulations Regarding Walking and Bicycling

Planning Requirements

The State and Metropolitan Planning Organization (MPO) planning regulations describe how walking and bicycling are to be accommodated throughout the planning process (e.g., see 23 CFR 450.200, 23 CFR 450.300, 23 U.S.C. 134(h), and 135(d)). Nonmotorists must be allowed to participate in the planning process and transportation agencies are required to integrate walking and bicycling facilities and programs in their transportation plans to ensure the operability of an intermodal transportation system. Key sections from the U.S.C. and CFR include, with italics added for emphasis:

- The scope of the metropolitan planning process "will address the following factors...(2) Increase the safety for motorized and *non-motorized users*; (3) Increase the security of the transportation system for motorized and *non-motorized users*; (4) Protect and enhance the environment, promote energy conservation, improve the quality of life..." 23 CFR 450.306(a). See 23 CFR 450.206 for similar State requirements.
- Metropolitan transportation plans "...shall, at a minimum, include...existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, *pedestrian walkways and bicycle facilities*, and intermodal connectors that should function as an integrated metropolitan transportation system..." 23 CFR 450.322(f). See 23 CFR 450.216(g) for similar State requirements.
- The plans and transportation improvement programs (TIPs) of all metropolitan areas "shall provide for the development and integrated management and operation of transportation systems and facilities (including *accessible pedestrian walkways and bicycle transportation facilities*)." 23 U.S.C. 134(c)(2) and 49 U.S.C. 5303(c)(2). 23 CFR 450.324(c) states that the TIP "shall include ...trails projects, pedestrian walkways; and bicycle facilities..."
- 23 CFR 450.316(a) states that "The MPOs shall develop and use a documented participation plan that defines a process for providing...representatives of users of *pedestrian walkways and bicycle transportation facilities, and representatives of the disabled*, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process." 23 CFR 450.210(a) contains similar language for States. See also 23 U.S.C. 134(i)(5), 135(f)(3), 49 U.S.C. 5303(i)(5), and 5304(f)(3) for additional information about participation by interested parties.

Prohibition of Route Severance

The Secretary has the authority to withhold approval for projects that would negatively impact pedestrians and bicyclists under certain circumstances. Key references in the CFR and U.S.C. include:

- "The Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists." 23 U.S.C. 109(m).

"In any case where a highway bridge deck being replaced or rehabilitated with Federal financial participation is located on a highway on which bicycles are permitted to operate at each end of such bridge, and the Secretary determines that the safe accommodation of bicycles can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations." 23 U.S.C. 217(e). Although this statutory requirement only mentions bicycles, DOT encourages States and local governments to apply this same policy to pedestrian facilities as well.
- 23 CFR 652 provides "procedures relating to the provision of pedestrian and bicycle accommodations on Federal-aid projects, and Federal participation in the cost of these accommodations and projects."

Project Documentation

- "In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in *pedestrian walkways and bicycle transportation facilities*) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year." 23 CFR 332(a).

Accessibility for All Pedestrians

- Public rights-of-way and facilities are required to be accessible to persons with disabilities through the following statutes: Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. §§ 12131-12164).
- The DOT Section 504 regulation requires the Federal Highway Administration (FHWA) to monitor the compliance of the self-evaluation and transition plans of Federal-aid recipients (49 CFR §27.11). The FHWA Division offices review pedestrian access compliance with the ADA and Section 504 as part of their routine oversight activities as defined in their stewardship plans.
- FHWA posted its **Clarification of FHWA's Oversight Role in Accessibility** to explain how to accommodate accessibility in policy, planning, and projects.

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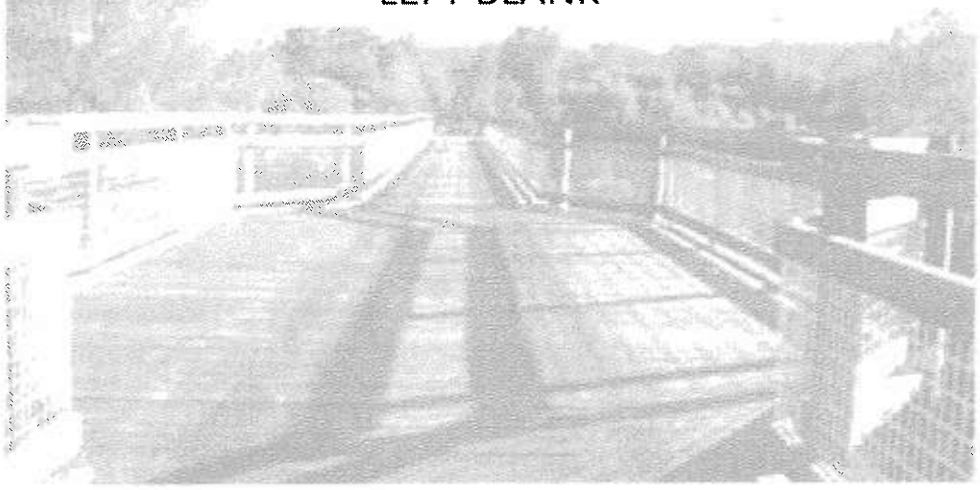

D. Existing Conditions Checklist

el dorado county edctc TRANSPORTATION COMMISSION

550 Main Street Suite C | Placerville CA 95667 | tel: 530.642.5260 | fax: 530.642.5266 | www.edctc.org

Existing Conditions Checklist

Date of Survey: _____ **By:** _____

Area Surveyed (Street; from - to): _____

Type of Street: ☐Major collector ☐Minor Collector ☐Side

Type of Bikeway: ☐Class I (Bike Path) ☐Class II (Bike Lane)

☐Class III (Bike Route) ☐Class IV (Shared Access)

If Shared Access, how much shoulder width exists?

☐0-2 Foot ☐2-4 Foot

☐4 Feet or greater

Signage: ☐Bike Path ☐Bike Lane ☐Bike Route ☐None

Sidewalks present: ☐Yes, both sides ☐Yes, one side only (if so which side, N/S/E/W?)
☐No Sidewalk

Curb cuts at corners: ☐Yes ☐No

On-Street Parking: ☐daytime ☐overnight ☐both ☐don't know

Leads to activity center: ☐Yes ☐No ☐Larger collector street

Which one(s): ☐School ☐Park ☐Shopping Center
☐ Employment Center

Bicycle Facilities at activity centers: _____

Terminus Points: _____

Secret Connections: _____

Crosswalks: ☐Yes ☐No **Where:** _____

Traffic Controls at crosswalks/corners? Yes No

Special Opportunities or Challenges: _____
_____
_____

APPENDIX

E. Definitions

DEFINITIONS:

Class I bikeway – *"Bike Path"* - Eight-foot (8') wide minimum with two foot (2') graded shoulder and striped down the middle, provide a completely separated right-ofway designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized. *NOTE: (does not always have the 2 ft graded shoulder)*

Class II bikeways – *"Bike Lane"* - Four (4) to five (5) feet wide shoulder on the roadway with "Bike Lane" signage and striping that provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorist permitted.

Class III bikeways – "Bike Route" – Roadway shoulder, signed as "Bike Route" and can be on-street or off-street, which provides a right-of-way designated by signs or permanent marking and shared with pedestrians or motorists.

Class IV bikeways – *"Shared Use Roadway"* – no signs, no additional right-ofway.

Sidewalk – paved surface, no striping or signage, no minimum width.

Trail – not a paved surface, could be a multi-use trail, single track or fire road.

Curb cuts – reduction of curb height to match the roadway to accommodate wheeled access

Rolled curbs – sidewalks that are at road height with a rolled drainage gutter that is between the edge of road and edge of sidewalk.

Crosswalks – striped markings across roadways, usually at intersections, to accommodate pedestrian/bicycle cross-traffic.

Activity Center – End of trip destination such as schools, shopping centers, public buildings, parks, employment centers

Connection Points – Bicycle transport and parking facilities that connect with and use other transportation modes including, but not limited to, park & ride lots, bus stops, rail and transit terminals.

Bicycle Facilities – for changing and storing clothes and equipment that can include, but are not limited to, locker, restroom, shower facilities, racks, air pumps, drinking fountains.

APPENDIX

F. Agency and Public Comments and Responses

COMMENT:

Aaron Cabaccang
Caltrans
Associate Transportation Planner
District 3 Marysville

1. **Executive Summary:** First paragraph and throughout the document there are references to the "Caltrans" Streets and Highways Code. It should read "California" Streets and Highways Code
2. **Chapter 3 – Page 5:** Land Use Development: Within these policies mention of complying and encouraging complete streets, and implementation of Senate Bill 375 (SB 375) should be added where appropriate
3. **Chapter 5 – Maps:** Designate and list all proposed projects within Caltrans right of way, or on state highway system in both maps and corresponding tables
4. **Chapter 6 – Page 8:** BIKEWAY IMPLEMENTATION STRATEGY: Under "Recommendations" and the following paragraph, shoulder widths are expressed in both English and Metric units. Units should be consistent
5. **Chapter 6 – Page 9:** BIKEWAY IMPLEMENTATION STRATEGY: Under "Class II Bikeway (Bike lane) Reducing the number of lanes." SR 49 in moist locations does not have standard shoulders. Class II bike lanes on SR 49 will require widening of the pavement to provide the minimum 4-foot shoulders

---

RESPONSE:

1. Based on your comment all references to "Caltrans" Streets and Highways Code were changed to "California" Streets and Highways Code.
2.Based on your comment, Policy 7H was added to Chapter 3 to encourage "complete streets" (Chapter 3, page 5). Senate Bill 375 (SB 375) requires metropolitan planning organizations (MPOs) to implement SB 375. EDCTC, as a Regional Transportation Planning Agency (RTPA), is not required to implement SB 375.
3.All projects within Caltrans right of way or on the state highway system are listed and designated in both maps and corresponding tables.
4. Based on your comment the unit of measurement throughout the BTP is expressed in English units.
5. Comment noted.

COMMENT:

Bob Smart

1. Bike to work month data could be used more to show trends, etc
2. Bike lockers at new transit facilities should be shown in Section 4.2
3. In Table 4-6, under comments on Salmon Falls Road, add that it is a popular recreation route with ties to geotourism and wineries
4. Pleasant Valley Road from Big Cut Road to the Y has become a commuter route and will be seeing more – ties to new bridge across Weber Creek
5. In Section 5.2 describe the area as Diamond Springs-El Dorado. The Diamond Springs-El Dorado Community Region extends to the College
6. Section 5.7, think the priority needs to be from Mother Lode to Shingle Springs
7.Put in Highway 50 bike ped facility on Weber Cr. Bridge

8. Chapter 6 cost estimates may be low
9. Designate a Class I route north of Missouri Flat Road from US 50 to Forni Road / Herbert Green
10. Enterprise and Commerce Class II
11. Clean up thinking on Wild Chaparral
12. Table 5-4a - Zandonella could be featured as a climbing lane for Pleasant Valley Road

---

RESPONSE:

1. El Dorado County participation in the annual "May is Bike Month" campaign was broken down to show trends in number of participating residents, total commute miles logged, and total miles logged between 2006 and 2010 (Chapter 2, page 7).
2.Bike lockers at new transit facilities were included in Section 4.2.2, Chapter 4, page 4.
3.The connection of Salmon Falls Road to geotourism and wineries was noted in "Miscellaneous" comments section in Table 4-6, Chapter 4, page12.
4. Comment noted.
5. Based on your comment the "Major Activity Centers" list in Chapter 5, page3, Section 5.2, was revised to read "Diamond Springs / El Dorado.
6. Based on your comment, the "Mother Lode Drive in El Dorado to Mother Lode Drive in Shingle Springs" segment was made the second highest priority segment of the El Dorado Trail as shown in Chapter 5, page 8.
7. Based on your comment the bicycle and pedestrian facility on the eastbound US 50 Weber Creek Bridge with connecting bike path between Missouri Flat Road and Placerville Drive was added to the completed projects list in the Executive Summary.
8. The "Bikeway Cost Estimates" in Chapter 6, page 1, are planning-level estimates and are based on the most recently completed El Dorado County Department of Transportation Projects and consultation with Caltrans.
9. Based on your comment a Class I bike path parallel to the north side of Missouri Flat Road from Perks Court and Forni Road was added to the proposed projects list (Chapter 5, page 15).
10. Based on your comment, Commerce Drive and Enterprise Way were changed to Class II from Class III (Chapter 5, page 15).
11. The area between Wild Chaparral and Palmer Drive is controlled by BLM. The language for 5.12.1(Chapter 5, page 14) was drafted with input from BLM and El Dorado County.
12. Based on your comment Zandonella Road was suggested as a potential climbing lane in lieu of cyclists using Pleasant Valley Road in Table 5-4c.

COMMENT:

Mike Bean

Dan,

Not sure if I gave you my suggestions after the last meeting but here they are:

1. Designate Prospector road as Class III bike route
2. Add .5 mile Class II bike lanes on Marshall Rd from Highway 49 to Prospector Rd
3. Add Class II bike lanes on Lotus Road from Highway 49 to Mountain View or Bassi Road
4. Add Class II bike lanes on Lotus Road from Mountain View or Bassi Road to bottom of Lotus Grade where shoulder become defacto bike lanes
5. Work with MGD State park on Class I, II, and III solution to get riders through park along Highway 49 from intersection of Cold Springs Road and intersection of Lotus Road

---

RESPONSE:

1. Based on your comment Prospector Road was proposed as a Class III bike route (Chapter 5, page 17)
2.Based on your comment Class II bike lanes on Marshall Road between SR 49 and Prospector Road was proposed as a Tier 2 improvement (Chapter 5, page 18).
3.Phase 1 of the Lotus Road Bike Lanes includes Class II bike lanes on Lotus Road from Gold Hill Road to SR 49 (with emphasis on SR 49 to Bassi Road).
4. Phase 1 of the Lotus Road Bike Lanes includes Class II bike lanes on Lotus Road from Gold Hill Road to SR 49, which includes Lotus Road from Bassi Road to the bottom of Lotus Grade.
5. EDCTC continues to work in partnership with Marshall Gold Discovery Historic State Park and El Dorado County to identify opportunities to increase bicycle and pedestrian opportunities in the SR 49 corridor through the park.

COMMENT:
Dave Cassel

Thanks for the information Dan, you are bringing me up to speed on many bicycle related projects in the county over the last few years and I appreciate it…

At the working meeting with Jerry and Bob Smart, I thought Jerry mentioned the POC at Bedford Ave was first constructed in 2002? Then I just read a document mentioning it was torn down and rebuilt in 2008? This may be significant to making the class I connection to Folsom from Saratoga Blvd, as it is an example of spending additional funds to tear out and reconstruct a bicycle facility already in place. For instance, due to the economy if we anticipate the developer not developing the property for 10 – 15 years that would connect to Saratoga, then it might be feasible for the County to fund and build the class I even though we know it may be updated in the future. Not the most ideal situation I admit, yet it would be a disaster to wait 10-15 years for the developer to install the class I…

Can you show me on a map tomorrow night the bike/ped facilities for the Missouri Flat Phase 1B project? I think a picture will show me what is happening with that project… I also wonder if additional resources from the County were spent on the El Dorado Hill Blvd POC over the last few years would have made a difference for the project to be "shovel ready" and able to take advantage of the ARRA funds as other bicycle related projects have recently…

Thanks and I will see you tomorrow,
Dave

RESPONSE:

1. The Bedford Avenue pedestrian overcrossing was planned in 1954 and was constructed in 1955 as part of the expressway through the City of Placerville. The fifty-three year old facility was torn down and rebuilt in 2008-2009 as part of the US 50 Operational Improvements Project. Class II bike lanes are proposed as a Tier 2 project as part of the extension of Saratoga Drive to Iron Point Road. A temporary Class I facility would need to be considered in future bicycle transportation planning or as a recreational trail project through El Dorado County Department of Transportation.

2. The El Dorado Hills Pedestrian Overcrossing (POC) project is an integral component of the larger El Dorado Hills Boulevard Interchange project. The POC project development schedule is tied to the El Dorado Hills Boulevard Interchange project schedule, which itself is dependent upon completion of the$47.9 million US 50 HOV Lanes Phase 1 Project, which is scheduled to be completed in June 2011. Delivery of the US 50 HOV Lanes Phase 1 Project was made possible by the award of a $20 million grant in 2007. Unless El Dorado County was able to fully fund the US 50 HOV Lanes Phase 1 Project several years prior to 2007, the POC could not have been "shovel ready" according to American Reinvestment and Recovery Act (ARRA) timelines. As it does with roadway projects, EDCTC continues to aggressively pursue funding for bikeway facility projects, including the El Dorado Hills POC.

COMMENT:
Dave Cassel

Dan, thanks for your updated estimate of $650K if the County were to try and build the Saratoga Way Class II without waiting for developers to develop the site. The priority for the project makes a lot more sense now. You bring up an interesting challenge--how to make apples-to-apples comparisons for bike projects and priorities throughout the County. I am wondering if all of the bike projects in the County—(priority projects, priority projects—El Dorado Trail, US 50 Corridor—slides 14-23 and in the updated County Bicycle Transportation Plan) could be put into one simple spreadsheet in priority order. I believe another member mentioned this at the meeting at the June 30th meeting at the Cameron Park Library. I am also hoping a couple of new columns could be added to the spreadsheet for clarity. For instance using the Saratoga Way connection as an example:

Priority	Segment	Distance	Cost	Years to begin project	Cost if project started now without restrictions	Discussion
9	Class II bike lanes--extension of Saratoga Way connection with Iron Pt. Road	.5 miles	$150k**	10+	$650k***	Project connects El Dorado Hills to Folsom along Saratoga Way and Iron Pt. Road. **Project costs provide Class II striping after developer installs roadway. Estimated 10+ years before developer ready to implement project. ***Project costs increase to $650k with right-of-way purchases and street paving plus Class II striping.

Having all of the projects listed on one spreadsheet in priority order with the additional information adds clarity and transparency for all of the projects. It would have been helpful to me in understanding the challenges to installing the Saratoga Way bike lanes, and might be helpful to the County Supervisors when prioritizing projects, etc. I understand it may be too late to update the County Bicycle Transportation Plan, yet it might be an important tool as a supplemental document or a working document for the Supervisors to help prioritize the projects in the coming years... Just a thought, and feel free to add additional information, or provide added comments...it just makes a better end product...

Thanks everyone, and I am looking forward to working with everyone in hopes of having the Hwy 50 Overcrossing built in the next few years... Talk to you soon,

Dave

RESPONSE:

Projects are currently prioritized as Tier 1, 2 or 3 projects in each general area of the County. The Bicycle Transportation Plan (BTP) does not attempt to prioritize the total number of bikeway facility projects on an overall County-wide basis. However, Chapter 6 of the BTP provides a list of 8 priority projects within the County that represent the highest priority Tier 1 projects for implementation. The cost estimates in the Bicycle Transportation Plan (BTP) are planning level, conceptual cost estimates for the construction of bikeway facilities in El Dorado County. The cost estimates are intended to be used to develop generalized construction cost estimates and project prioritization. More detailed cost estimates are developed after preliminary engineering. Until preliminary engineering and environmental documentation have been completed it is not possible to know whether or not a project can move forward with or without "restrictions".

COMMENT:

Lindell Price

General comments--

- Bicycle commute facilities should be planned and designed for pre-dawn, after-dark, all-weather use. Bicycle commuting is not be limited to fair weather and day-time hours. We need more Class III routes.
- Designate lower speed, lower volume roads as Class III bicycling routes. Begin implementing bicycle boulevards. Evaluate sight lines at intersections to insure that bicyclists can see, and be seen.
- Provide bicycle racks in addition to lockers at more transit stops.

Comments referring to specific pages. Please note, my comments are in *italics*; suggested changes in regular print, bold or red; suggested deletions in strike through.

1. *p. 2-7 Suggested deletion:* Many motorists do not understand the concept of 'sharing the road' with bicyclists, or why a bicyclist may need to ride in the travel lane if there is no shoulder. *Delete "if there is no shoulder". There are many other circumstances when a bicyclist may need to ride in the travel lane, for example when pedestrians are walking on the shoulder because there is no sidewalk.*

2. *p. 3-2 Suggest addition--* Policy 1J Apply principles of CPTED (Crime Prevention Through Environmental Design) to select bicycling routes and build bicycling facilities that invite routine use for transportation including pre-dawn and after-dark commuting. Consult with law enforcement regarding security, patrol and response for Class I bicycle facilities comparable to other transportation routes.

3. *p. 3-2 Suggested addition--*

Policy 2C: Develop a countywide bike map, bicycling safety publications, and campaigns to encourage safe cycling, prevent wrong way riding, and educate local law enforcement about enforcing proper cycling **and driving on roads shared with cyclists.**

4. **Policy 5A:** Work with the El Dorado County Transit Authority to install bike lockers **and bike racks** where appropriate and to maintain and install bike racks on buses.

5. *p. 3-5 Suggest adding--*

Policy 7I: Make bicycling an inviting transportation mode with complete streets that complete bicycle friendly connections between origins and destinations, using complete street designs, traffic calming, bicycle boulevards and low-speed, low-volume local service roads.

6. **Park and Ride Lot Location Number of Lockers, Number in use May 2010**

Cameron Park – Cambridge Drive/Highway 50 **2 bike lockers, 2 in use.** El Dorado Transit maintains bike lockers at four locations in El Dorado County

7. p. 4-4 *Suggested addition to 4.3*

Narrower motor-vehicle travel lanes can help reduce motorist's speeds, while providing additional room for bicyclists. Without sidewalks, pedestrians often use the same part of the road as cyclists; so adding sidewalks can improve bicycling conditions.

8. *p. 4-7 Comment Table 4-1*

Sliva Valley -- Needs bicycle lanes and sidewalks where it crosses Highway 50 extending at least between Oak Meadow School and continuing on White Rock Road to Valley View Parkway.

9. *p. 4-8 Table 4-2 Please add*

Cameron Park Drive at Highway 50. Difficult to see cyclists in shade under overcrossing. Cyclists need to position themselves in the middle of the lane, where they can be seen. Northbound cyclists are in danger from motorists entering the freeway on-ramp, so cyclists may need to use no. 1 lane. Also northbound cyclists are likely to want to want to turn left onto Country Club, in which case cyclists will need to use the no. 1 lane. Sharrows and "BIKES USE FULL LANE" sign are needed for both northbound and southbound Cameron Park Drive at Highway 50. See: http://home.swbell.net/mpion/bikesusefulllane.html

10. *p. 5-1 Correction*

while eliminating major safety concerns, such as narrow roadways. *Narrowing roadways is used as a technique to improve safety by slowing traffic. Narrow roadways is not a good example, since narrow roadways sometimes provide good bicycling conditions.*

11. *p. 5-2 Suggestion.*

Consider bicycle boulevards as the preferred on-street bikeway facility for some locations.

12. p. 5-3 Suggested addition

These rural roads are predominantly used for recreational cycling. **Just as driving to a ski area is transportation, riding to or from a recreational cycling trip is transportation, and bicycle connections to amenities such as food and lodging should be included as part of our transportation system.**

13. *p. 5-3 Please delete; explanation above for p. 5-1* Motorist education on the rights of bicyclists is virtually non-existent. Many motorists mistakenly believe that bicyclists do not have the right to ride in travel lanes and that they should be riding on sidewalks. Many motorists do

not understand the concept of "sharing the road" with bicyclists, or why a bicyclist may need to ride in the travel lane if there is no shoulder.
14. *p. 5-3 Suggested addition*
Folsom Lake College **El Dorado Center**
15. *p. 5-4 Correction*
Update Existing Multi-modal Centers Coach Lane is no longer a Commuter Bus Stop. Update with correct current information for Ponderosa and Cambridge stops.
16. *p. 5-5 Section 5.6 Intersections and barrier crossings need to be more fully addressed, and will require improvements in order to provide good bicycle routes.* The US 50 Corridor Bike Route – Camino to Folsom *crossing of Highway 50 and crossing of Bass Lake Road are examples of crossings that need to be addressed*
17. *p. 5-6*
Re-consider the order of the priorities to provide needed local connections in the phasing of the The US 50 Corridor Bike Route.
18. *5.8 Include bicycling directions, and bicycle parking information in directions to public facilities including: schools, libraries, city and county offices, courts (include in jury summons).*
19. *Beginning on p. 5-10 add* **Bike racks at government facilities and courts regularly visited by the public** *for the various regions.*
20. p. 5-10 Please clarify- Table 5.1a: Tier 1 Tong Road – EDH to **Old** Bass Lake Connection
21. *p. 5-12 Update*
We road from El Dorado Hills to Cameron Park on Tong Road and Old Bass Lake Road recently, and encountered no gates. Should this be moved to completed projects?
22. p. 5-12 *Please clarify*
Over-crossing or under-crossing? Which?
23.
5-13 *For Country Club Drive consider reversing or revising Phase 1 and Phase 2. There is more immediate need for bicycle access to shopping and business areas near Cameron Park Drive and Country Club than for bicycle access west of Merrychase. Extending Class II bicycle lanes far enough west to provide access to the schools, library and community center would be good, but fewer people will use the segment west of Merrychase immediately. Can we wait for Country Club to be realigned, or do Class II lanes need to be marked in the interim? The plan to provide Class II bike lanes on Country Club to a Class I bike path to Old Bass Lake Road to Tong Road is wonderful, but will get less immediate use than other parts of Country Club.*
Cambridge Drive Country Club Drive to Merrychase Drive .5 Class II Bike Lanes -- *Class II bike lanes need to continue across Highway 50 to Crazy Horse Road. Sidewalks are also needed in this segment. This should be a Tier I project*

RESPONSE:
1. Based on your comment Chapter 2, page 7 was revised to read: " ... such as the absence of a shoulder or when pedestrians or vehicles occupy a bike lane."
2.There are specific guidelines in the Highway Design Manual, Chapter 1000, Bikeway Planning and Design, which discuss safety and design. Policy 3.1.2 includes the objective of improving "bicycle education and enforcement and promote bicycle safety and awareness programs."
3.Based on your comments Policy 2C was changed to read: "....educate local law enforcement about enforcing proper cycling and educate motorists about sharing roads with cyclists.
4. Based on your comments Policy 5A was amended to include "and bike racks."
5. Policy 7H, Chapter 3, page 5, addresses complete streets and complying with Caltrans Deputy Directive 64-R1, Complete Streets – Integrating the Transportation System.

6. Park and Ride Lot information, including the number of lockers at each location and the number rented was confirmed with El Dorado Transit Authority staff.
7. Comment noted.
8. Class II bike lanes are proposed on the entire length of Silva Valley Parkway and Class II bike lanes are existing on White Rock Road from Joerger Cut-Off Road to Carson Crossing Road.
9. Comment noted.
10. Comment noted.
11. Comment noted.
12. Comment noted.
13. Commented noted.
14. Based on your comment "El Dorado Center" was added after "Folsom Lake College" in Chapter 5, page 3.
15. Based on your comment the information on existing multi-modal centers was updated.
16. Comment noted. The crossing of US 50 at the Ponderosa Road Interchange will be addressed during the Ponderosa Road Interchange Improvements project and the crossing of Bass Lake Road will be addressed in the Country Club Drive Extension project.
17. Comment noted.
18. Comment noted.
19. Comment noted.
20. Based on your comment Table 5-1a, Chapter 5, page 10, was changed to read "Old" Bass Lake Road.
21. While the gates are currently down, it is not yet known if this is a permanent situation. The project will remain in the BTP as there are improvements to Old Bass Lake Road that can be made to improve its condition as a bikeway facility.
22. The final design of the El Dorado Hills Pedestrian Overcrossing has not yet been completed so the option remains for it to be either an overcrossing or an undercrossing.
23.Based on your comment the Class II bike lanes on Country Club Drive from Cambridge Road to Cameron Park Drive is now Phase 1 and is a Tier 1 Proposed Improvement. The Class II bike lanes project on Country Club Drive from Bass Lake Road to Cambridge Road is now a Class I facility due to the proposed realignment of Country Club Drive. The project is Phase 2 and is a Tier 2 Proposed Improvement.

COMMENT:
Manny De Aquino

Hello Dan,

Hope you are enjoying the cool summer weather--wow. I just wanted to get back to you on the draft Bike Plan. Just a few brief comments. First of all, the product looks good. On the County Plan, Ch. 5, p. 2: the recommendation is right on target. It provides a firm position on the need to include bike lanes with road improvements. Ch. 5, p. 6: the table sets out great priorities. They are well chosen.

Martha and I recently road bikes in Toronto, Canada. The city has a bike map which includes Type 1, 2, and 3 routes. The routes are numbered on the bike map and signed on the roadway, e.g., "Bike Route 35". It made it relatively easy for us to get around a city with which we are not familiar. Both a system bike map and road signage that corresponds with the map would be an asset to the plan.

Regards and see you around,
Manny

RESPONSE:
5.8, Marketing Strategy, Chapter 5, page 9 ,recommends developing a Countywide bicycle map. When developed, the map could incorporate your comments based on the bicycle map from Toronto, Canada, and the corresponding roadway signage.

COMMENT:
Stanley Price

1. Use sharrows where the shoulder or lanes narrows requiring motorists and bicyclists to share a lane, for example on northbound Cambridge approaching Green Valley Road, where the curb reduces the width of the shoulder with no prior notice (to preserve a very large oak tree). Place sharrows in the middle of vehicle lanes, never in bike lanes.
2. Change road standards; Caltrans does not build local roads; using Caltrans state highway standards results in over-sized local roads. Mark narrower vehicle lane widths to slow traffic. Educate road painters to mark narrower lanes. Provide input on all restriping projects for the succeeding projects (three years for example).
3. Add libraries and churches to the destinations. Bicycle and pedestrian access to destinations should appear to be like the spokes of a wheel, coming from every direction to the destinations.
4. Mark more Class III lanes on the map; existing Class III routes need to be identified. Mark as Class III:
    Ponderosa Road
    Hastings, Green Valley to Starbuck
    Knollwood, Cambridge Road to Cambridge Road
    Castana or Placitas to Country Club
    Malcomb Dixon Road
5. Cambridge should be Class II from Crazy Horse Road to Green Valley
6. Bicycle friendly signal timing and detection is needed. Examples include:
    Cambridge and Green Valley
    Merry Chase and Cambridge
7. Recreation must not be ruled out of "transportation". Bicycle tourism is a viable attraction of El Dorado County to visitors. I've said, "There is no easy riding in El Dorado County". The challenging *topography is attractive to recreational bicyclists looking for challenging, scenic rides.* Help make El Dorado County a cyclists destination. Mark Class III routes. *Provide route information for visiting cyclists; mark and map more Class III routes.* Bring recreational cyclists the last mile to local restaurants, lodging, and local attractions.

RESPONSE:
1. Comment noted.
2. El Dorado County roads are designed according to standards contained in the El Dorado County Highway Design Manual. The American Association of State Highway and Transportation Officials (AASHTO) and the State of California Department of Transportation (Caltrans) have published policies, procedures, and standards on highway design that are used in conjunction with the County's manual.

3. Comment noted.
4. Ponderosa Road is already proposed as a Class III route. Malcom Dixon Road runs parallel to Green Valley Road, which is proposed to have Class II bike lanes as a Tier 1 Proposed Improvement. Therefore, designating Malcom Dixon as a Class 3 bike route would provide a duplicative, parallel facility.
5. Comment noted.
6. Policy 1E, Chapter 3, page 1, addresses the need to retrofit substandard bikeways to conform to the most recent standards.
7. While the focus on the BTP is on transportation, it does recognize the value of recreational cycling and the connection of improved bikeway facilities to improved recreational cycling opportunities. The Executive Summary states: "Improvements to the bicycle transportation system will also provide benefits to recreational cyclists and help El Dorado County promote geotourism and agritourism by making areas such as El Dorado's wineries, Apple Hill, and the South Fork of the American River in Coloma more accessible to tourists who chose to visit these areas by bicycle."

COMMENT:
Dan,

I was reviewing the draft plan online with regard to projects I am planning and had a couple of questions. It appears from the maps and proposed improvements list that the proposed bike trails will follow existing Bass Lake Road in the area that the road is being relocated. As I understand it, the new alignment of Bass Lake Road will connect to Green Valley at the middle school. I'm confused as to why the bike trail would not follow that alignment instead of the soon to be "old road". My second question has to do with the Bass Lake Specific Plan area. The approved specific plan identifies a class 1 bike trail running East/West in the plan area, following a previously approved alignment which includes meandering along the creek atop the old Clarksville Toll Road. The alignment is identified in the specific plan docs, and I believe it was completely analyzed in the EIR (have to double check that, but I'm pretty sure). According to the proposed master plan, that trail is shown as class III, following along the existing alignment of the old Lincoln Highway. Shouldn't the master plan be including the already approved alignment of a class 1 trail in that area? Those were a couple of things I noticed at first glance.
I haven't been tracking this plan's progress, so I'm not really in the loop per se. Is this a currently open public comment period, or has the doc already gone through that process?
Any info would be appreciated, sorry I haven't been more on top of it early on if I'm chiming in late in the process.

Brian M. Allen, P.E.

RESPONSE:
The new Silver Springs Parkway that will extend from Bass Lake Road near the proposed Bass Lake Park to Green Valley Road at Pleasant Grove Middle School is expected to include Class II bike lanes. On page 12, Chapter 5, the BTP discusses the Tong Road / Old Bass Lake Road Route. As part of that discussion the BTP references utilizing the proposed alignment along or near the creek by stating: "The old Clarkville Wagon Road alignment near the creek could also be used as the location for a Class I bike path between Silva Valley Parkway and Bass Lake Road."

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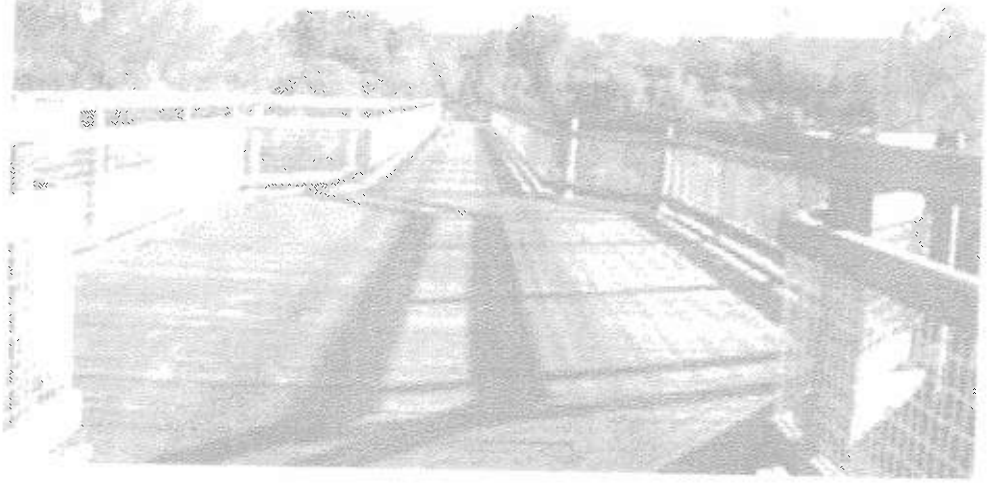

G. El Dorado County Board of Supervisors Resolution Number XXX-2010

INSERT BOARD OF SUPERVISORS RESOLUTION

H. El Dorado County Transportation Commission Resolution Number 10/11.XX

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