
Sacramento Placerville Transportation Corridor Alternatives Analysis

EL DORADO COUNTY TRANSPORTATION COMMISSION



Goal of the Project

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

Transportation Modes

Reinstating Freight Rail

Light Rail

Excursion Train

Road Cycling

Mountain Biking

Equestrian

Hiking

Walking / Jogging

Project Partners

El Dorado County

Sacramento County

City of Folsom

City of Placerville

Sacramento Placerville
Transportation Corridor – Joint
Powers Authority (JPA)

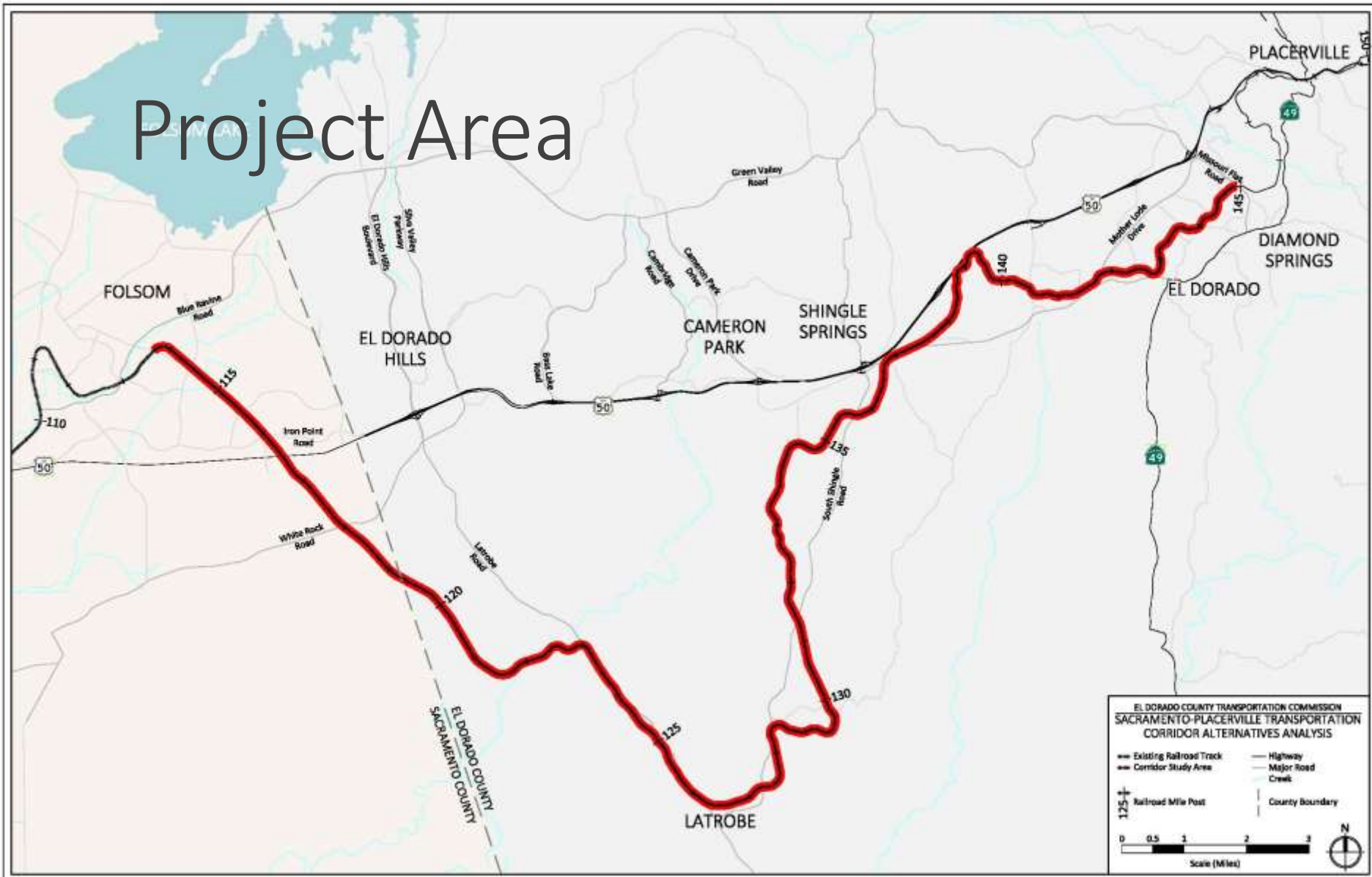
Sacramento Regional Transit (RT)

El Dorado Transit Authority

Caltrans

Sacramento Area Council of
Governments (SACOG)

Project Area





What do we agree on?



The history of the corridor is important

Photo: El Dorado County Historical Museum



The views from the corridor are spectacular



The SPTC can be part of a regional connection



The corridor is greater if it accommodates a variety of uses and users



The corridor can enhance our local businesses and regional economics



Numerous active volunteers are working to improve the corridor



The corridor can enhance our community
as a great place to live



Economics of Rails-and-Trails

Socioeconomic Context

Jurisdiction	2010	2014	Annual Growth
Placerville	10,389	10,527	0.3%
El Dorado County	181,058	182,404	0.2%
Citrus Heights	83,301	84,544	0.4%
Folsom	72,203	74,014	0.6%
Rancho Cordova	64,776	67,839	1.2%
Sacramento	466,488	475,122	0.5%
Sacramento County	1,418,788	1,454,406	0.6%
Sacramento MSA¹	2,149,127	2,209,306	0.7%

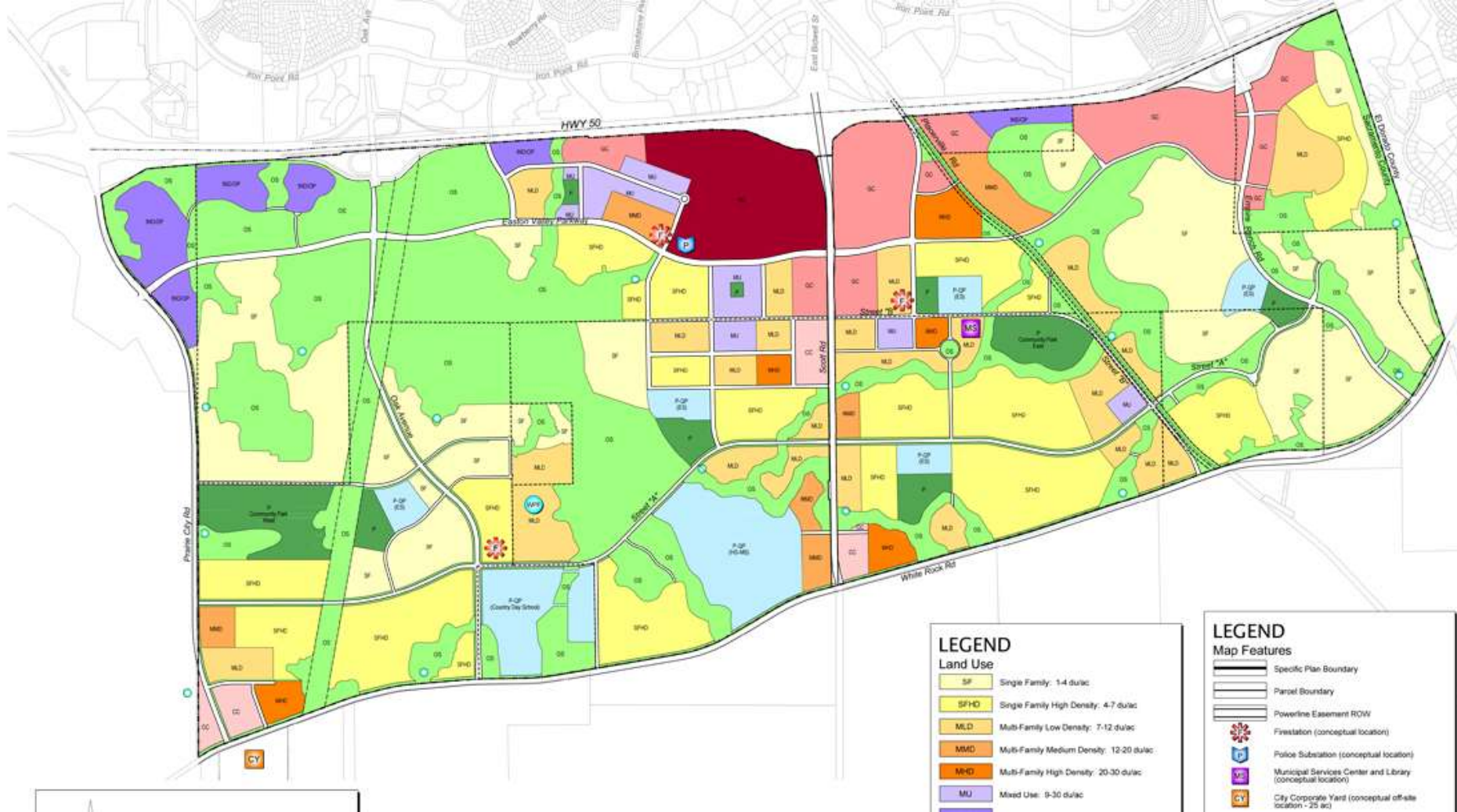
¹ Sacramento-Roseville-Arden Arcade MSA includes the counties of El Dorado, Placer, Sacramento, and Yolo.

Sources: Department of Finance, 2015; BAE, 2015.

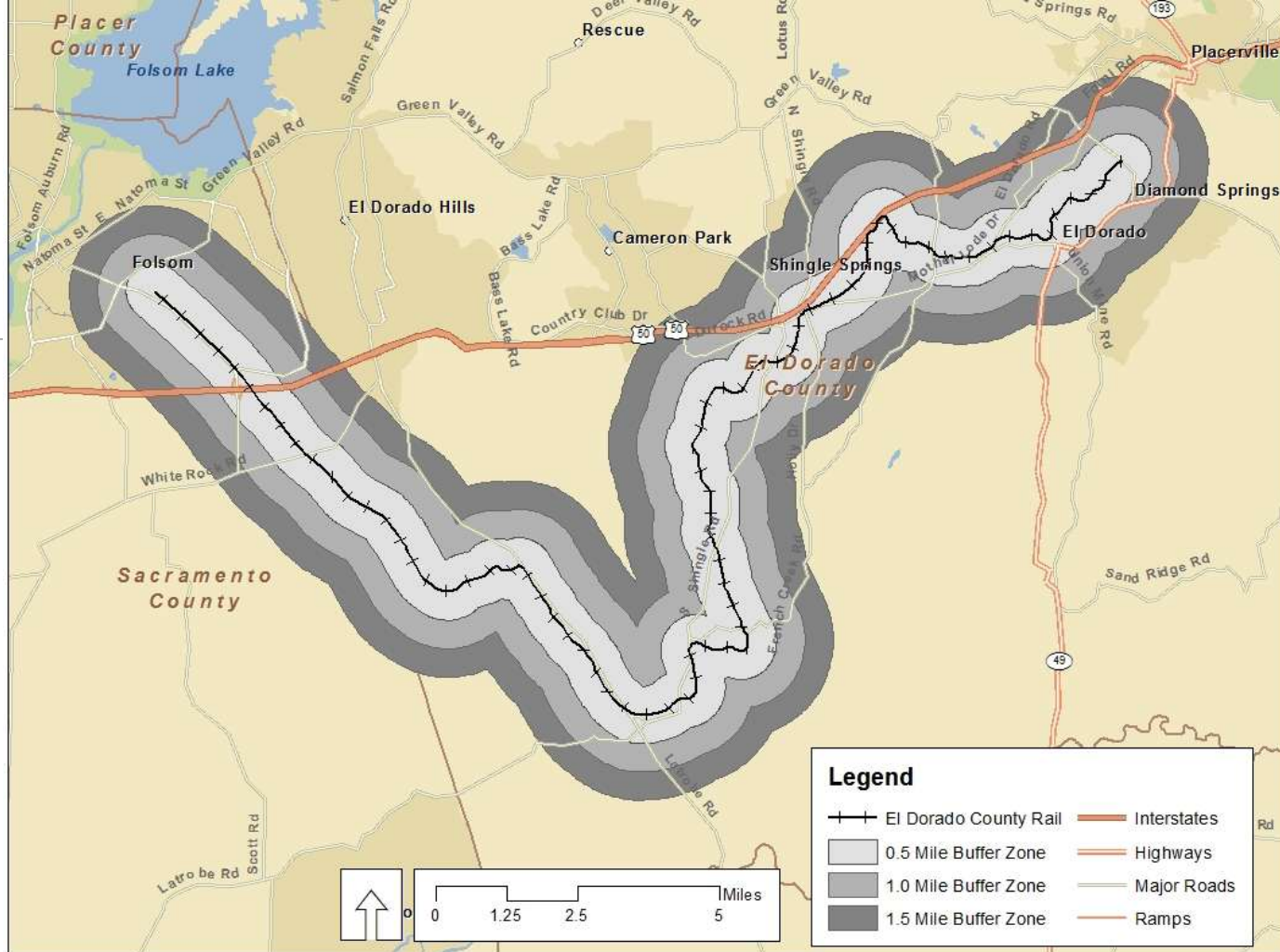
Planned Growth and Development

Folsom Plan Area Specific Plan

- South of Hwy 50 and North of White Rock Road
- 3,500 acres
- 10,210 housing units
- 5.2 million sq. ft. office and commercial



Planned Growth and Development



Characteristics of the SPTC

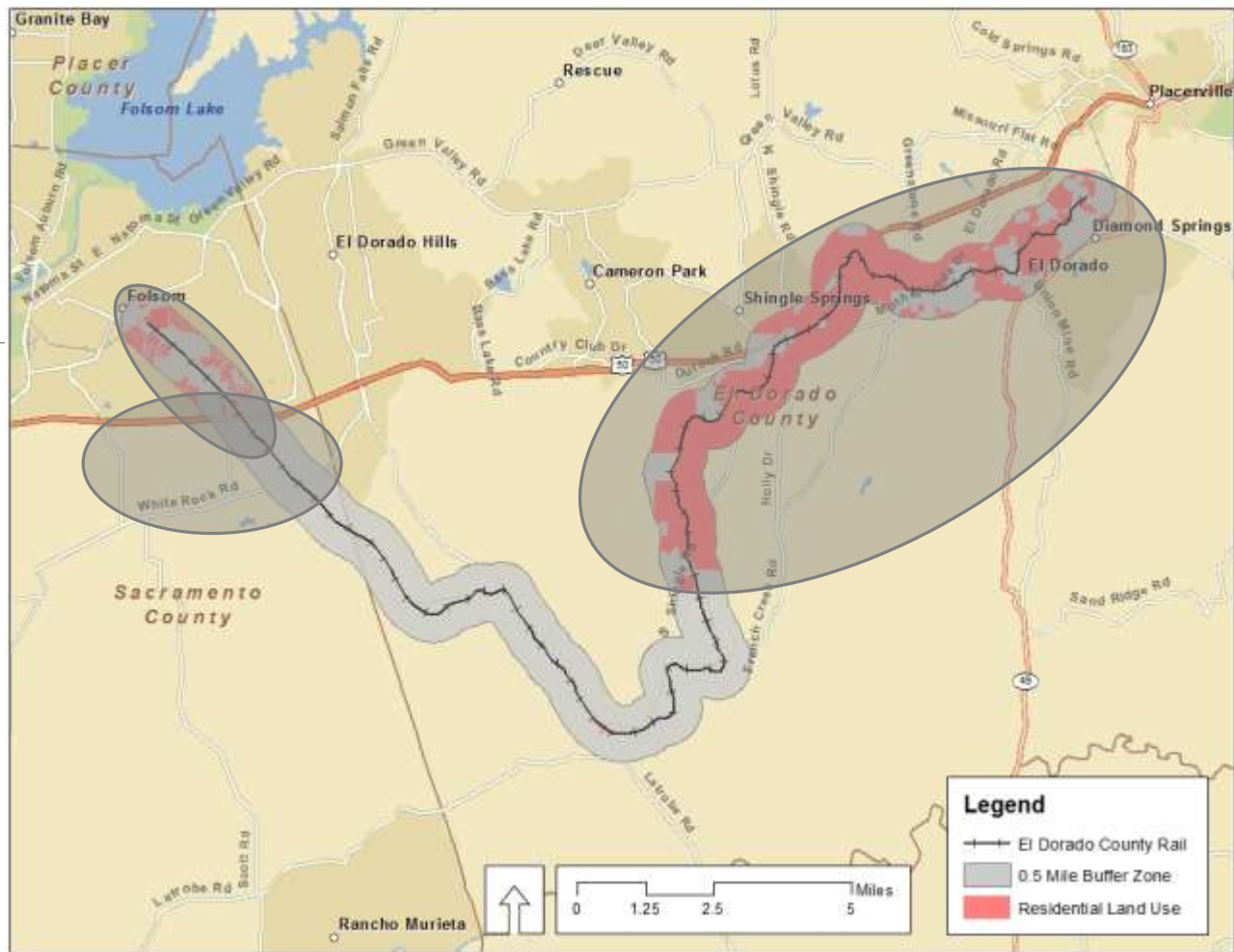
Sources: County of El Dorado, 2015; County of Sacramento, 2015; BAE, 2015.

Characteristics of the SPTC

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

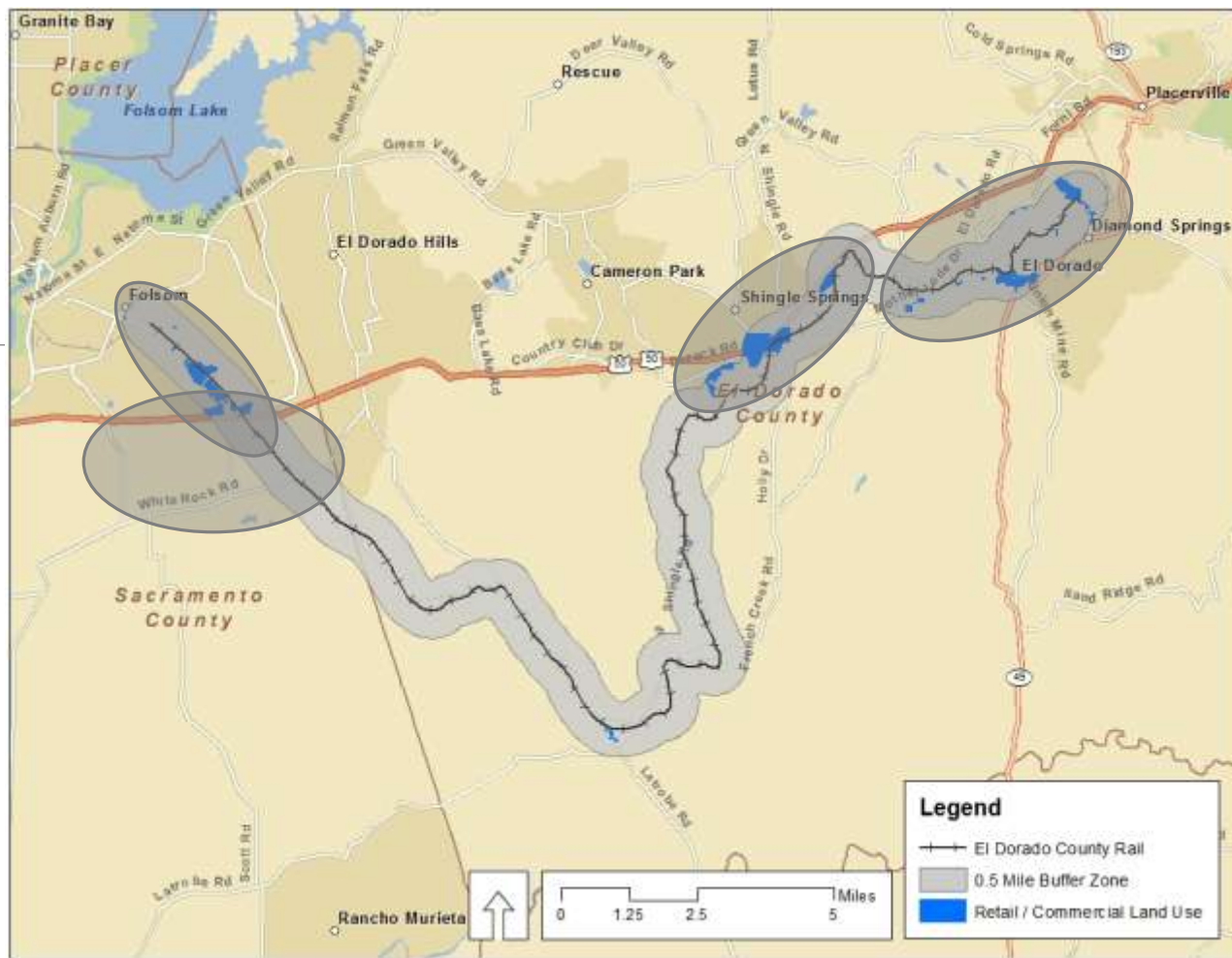
Jobs				
Buffer Area		2010		2035
0.5 Miles		11,600		20,400
1.0 Miles		9,900		17,400
1.5 Miles		8,700		12,500
Total, Cumulative		30,200		50,300

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



Residential Uses - 0.5 Mile Buffer

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

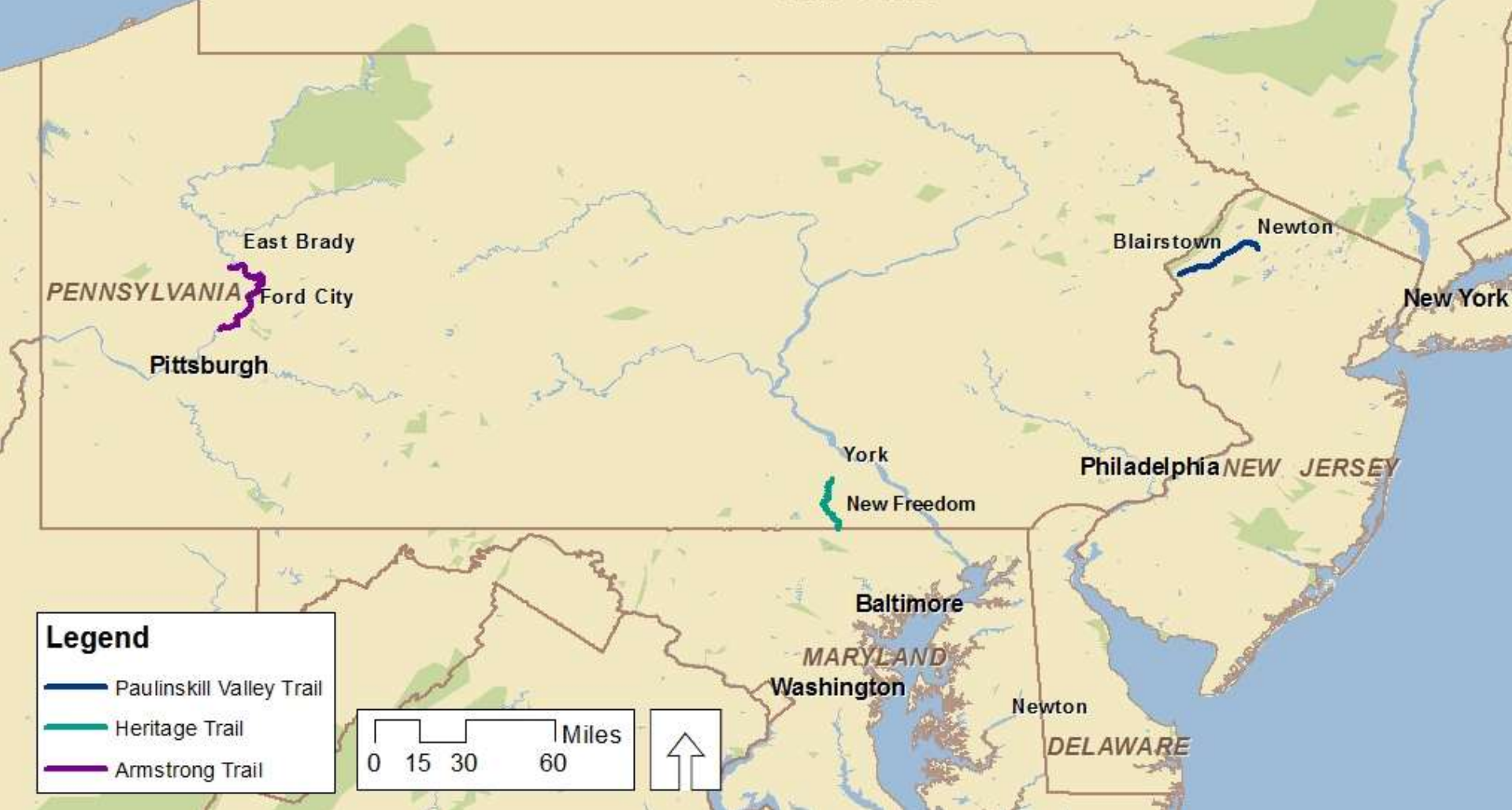


Commercial Uses - 0.5 Mile Buffer

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



Case Study Findings



Overview of Case Study Trails

Paulinskill Valley Trail

Warren County &
Sussex County,
New Jersey

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

Length: 27.5 miles

Surface: Crushed Stone and Dirt

Amenities:

Paulinskill River
Woodlands

Trail Usage:

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

Proximity:

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



2011 Survey Results

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

Paulinskill Valley Trail *(Continued)*

- Two-thirds of users come from bi-county area
- Unpaved surface promotes multiple activities
- Trail benefits nearby residential real estate
- Helps to activate walkable commercial nodes
- Can be an amenity for cultural/sports events
- Requires marketing and coordination efforts



Paulinskill Valley Trail *(Continued)*

Armstrong Trail

Ford City,
Pennsylvania

User Visits: 80,638 per year

Length: 34.8 miles

Surface: Paved

Amenities:

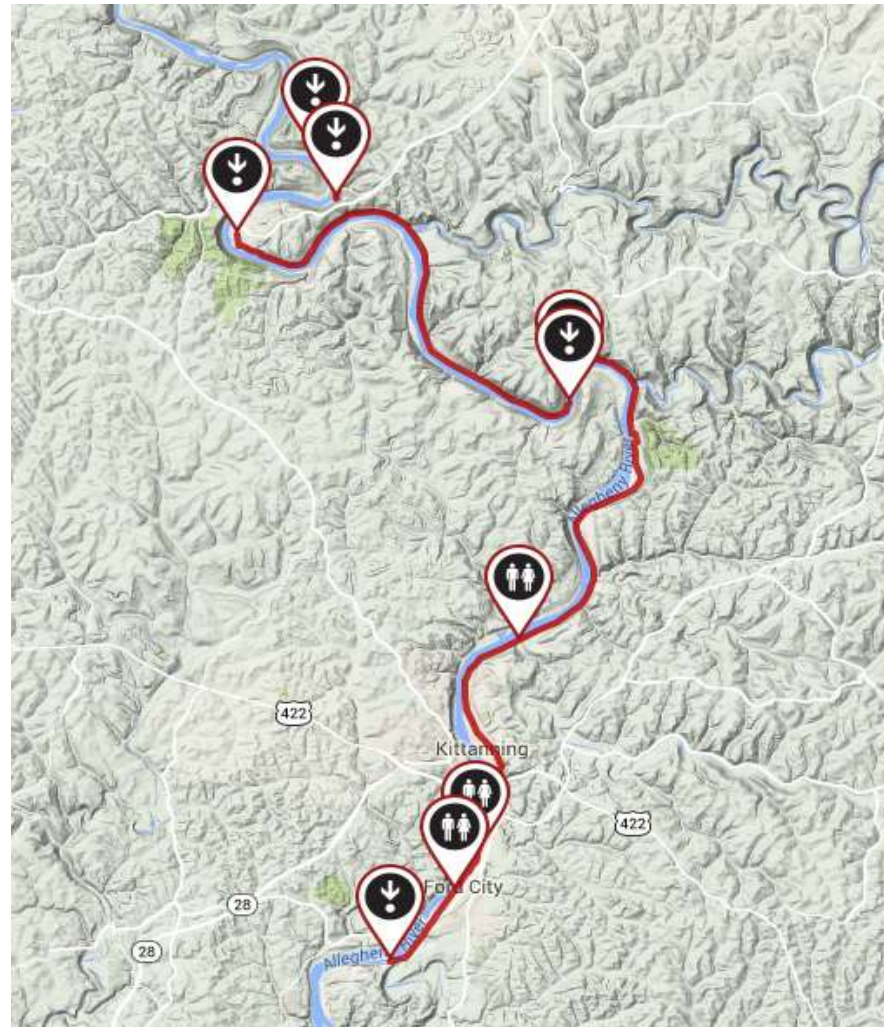
Allegheny River
Benches, Tables, Toilets

Trail Usage:

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

Proximity:

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



2011 Survey Results

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

Armstrong Trail *(Continued)*

- Trail catalyzed increase in tourist visitation
- Businesses adapted practices
 - Auto parts store selling bikes & accessories
 - Trail users were vital to survival of local restaurant
- Trail benefits nearby residential real estate
- More pavement (i.e. longer trail) = more users



Armstrong Trail *(Continued)*

Heritage Rail Trail

York County, Pennsylvania

User Visits: 281,145 per year

Length: 21.5 miles

Surface: Crushed Stone and Asphalt

Amenities:

Codorus Creek
Hanover Junction & New
Freedom Train Stations

Trail Usage:

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

Proximity:

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



2012 Survey Results

Spending Type	Percent of Respondents	Average Dollars Speng
Hard Goods	89%	\$356.59 (Annually)
Soft Goods	70%	\$13.28 (Person/Trip)
Lodging	6%	\$92.67 (Per Night)
Total Spending		\$7,720,760 (Annually)

Heritage Rail Trail *(Continued)*

- Trail users are a key market for Businesses
 - Multiple bike shops opened in New Freedom
 - Ice cream parlor and casual restaurants
 - Locations up to 3-4 blocks of the trailhead
- Normally too small to support this diversity
- Excursion train drew 30,000 in 6 months



Heritage Rail Trail *(Continued)*



Heritage Rail Trail *(Continued)*

Historic Downtown YORK

YORK COUNTY PARKS



The Heritage Rail Trail County Park has become the centerpiece for a vision to link our communities through a system of trails and greenways. This trail is one of eight parks, comprising 4000+ acres, within the York County Department of Parks and Recreation.



Welcome to Heritage Rail Trail County Park

You Are Here



Trails & Greenways
Map

Heritage Rail Trail *(Continued)*

Sierra Dinner Train Oakdale, CA

Length: 51 miles

Round Trip: 3 hours

Themed Trips:

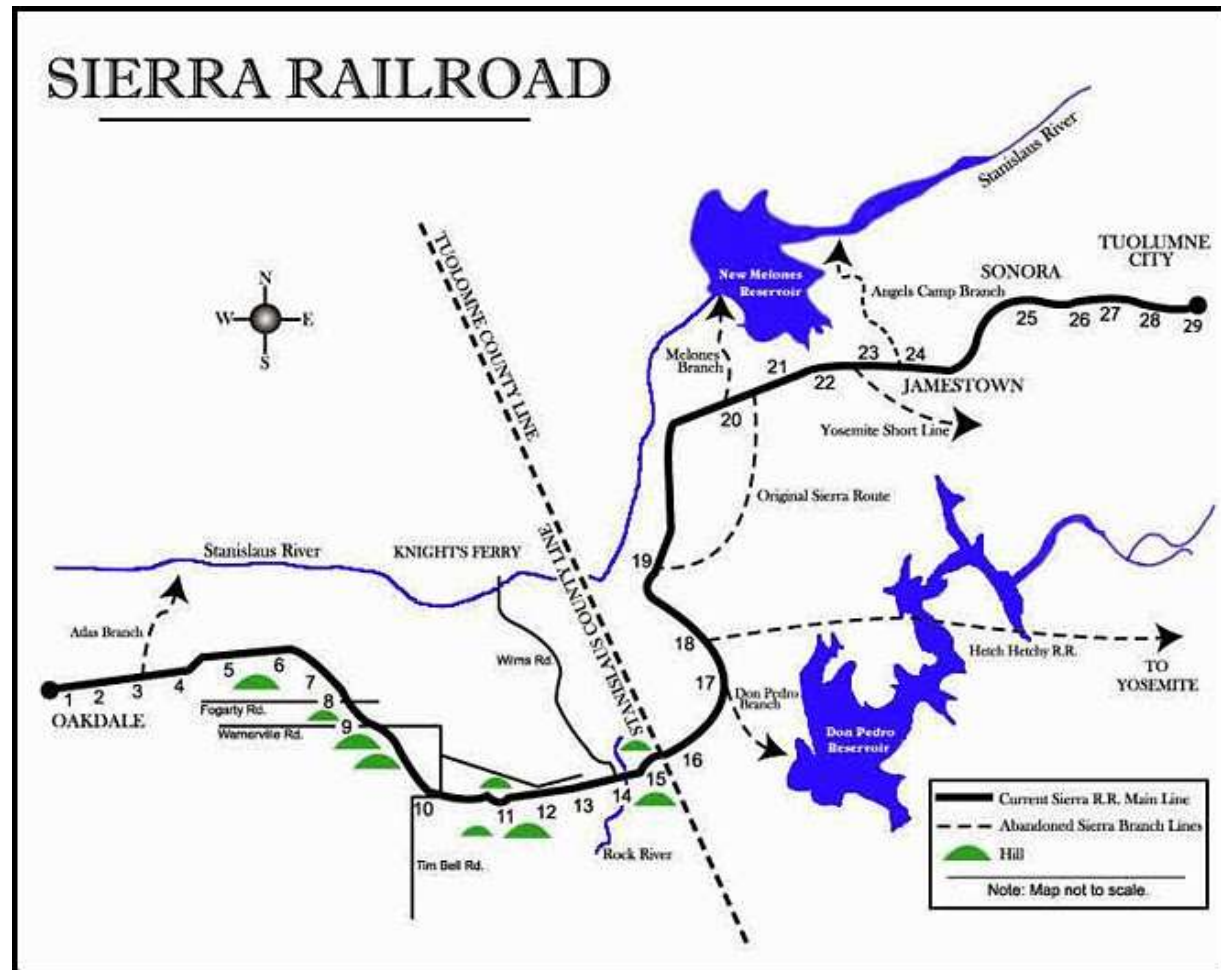
Saturday night dinner
Champagne brunch
Zombie train
Beer train
Christmas train, etc.

Proximity:

Oakdale (0.0 miles)
Modesto (17 miles)

Cost:

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



Sierra Dinner Train *(Continued)*

- Owned by the Sierra Industrial Group
 - Commercial freight; passenger rail; excursion rail
 - Skunk Train in Willets and Sacramento River Train
- Draws visitors primarily from Modesto area
 - Suggests SPTC would draw from Sacramento region
 - Will not likely generate large numbers of hotel stays

Sierra Dinner Train *(Continued)*

- Generates between \$13,500-\$26,700 per trip
- Highly degree of sensitivity to economic shocks
- Likely to require subsidy or outside support
 - Track maintenance provided by freight rail co.
- Demand sufficient to support another train
- Creative programing is key to success



Sierra Dinner Train *(Continued)*



Sierra Dinner Train *(Continued)*



Sacramento Placerville Transportation Corridor

Base Assumptions for Preliminary Cost Estimates

- Analyzed the entire length for each type of facility from the Humbug Trail (MP 114) to Missouri Flat (MP 145)
- All modes will need to cross the SE Connector Expressway
- Speeder Car and Skagit Excursion Trains are operating until P&SVRR or EDW get approval for FRA Class 1 level of operations
- The Single Track Natural Trail is being used and improved along the entire corridor
- Current SPTC JPA policy is to not remove the rail and ties



34 Roadway Crossings



What will it cost?

- Excursion Rail (FRA Class 1)
- Paved Path next to the rail
- Paved Path on the rail bed
- Gravel Path next the rail
- Gravel Path on the rail bed



Excursion Rail (FRA Class 1)

Excursion Rail (FRA 1)

	Excursion Rail (FRA 1)
Repair and Upgrade Rails & Ties	\$1,000,000
Upgrade At-Grade Roadway Crossings	\$7,150,000
Upgrade Bridges	\$75,000
Total =	\$8,225,000

Rail cost assumptions from 2008 SPTC JPA Inventory



Paved Path

Paved Path

	Paved Path Next to Rail	Paved Path On Rail Bed
Paved Path	\$42,450,000	\$17,150,000
Roadway Crossings	\$930,000	\$930,000
Modify or New Bridges	\$1,870,000	\$310,000
Total =	\$45,250,000	\$18,390,000

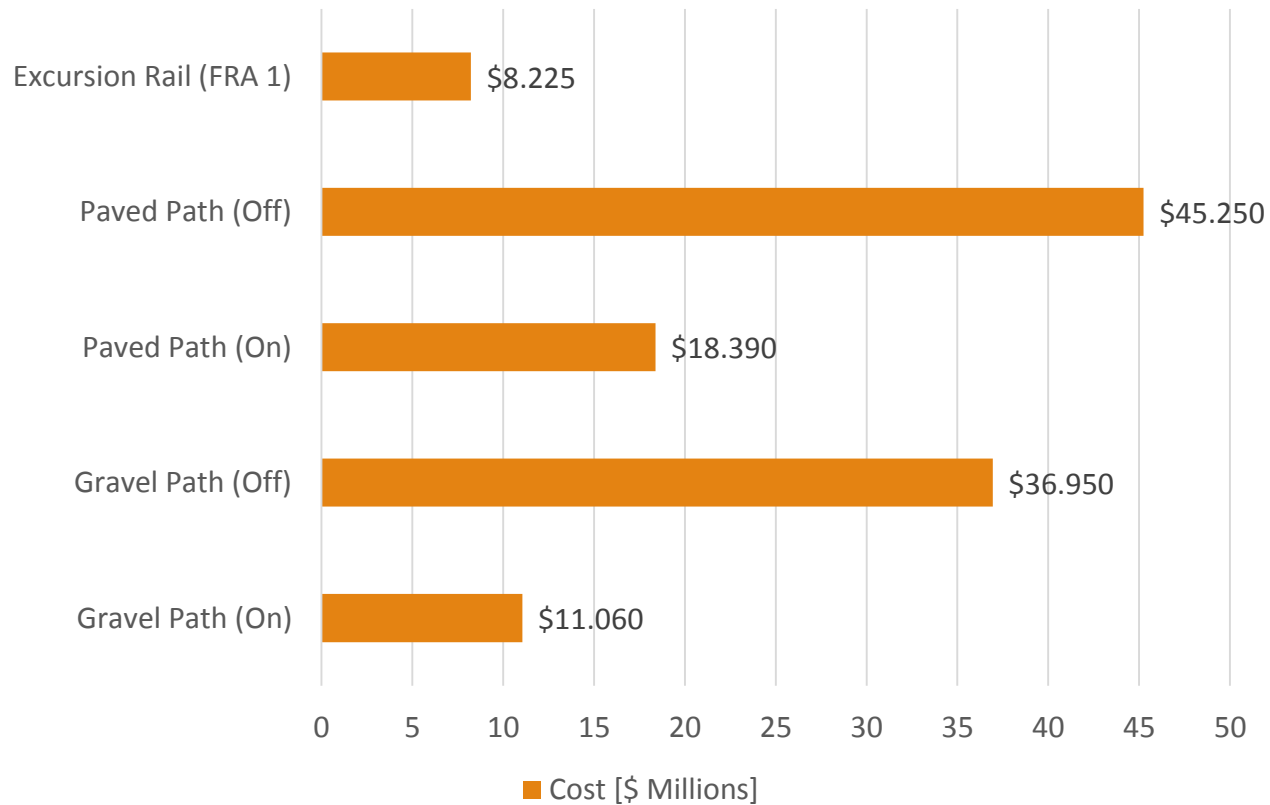


Gravel Path

Gravel Path

	Gravel Path Next to Rail	Gravel Path On Rail Bed
Paved Path	\$34,150,000	\$9,820,000
Roadway Crossings	\$930,000	\$930,000
Modify or New Bridges	\$1,870,000	\$310,000
Total =	\$36,950,000	\$11,060,000

Comparative Costs





Unresolved issues

Outstanding Issues

What are the probable funding opportunities for each mode?

Anticipated economic benefit of improvements to the corridor.

Can there be an exception with CPUC regarding key pinch points at Carson Creek, Deer Creek and Tunnel Cut, etc.?

Are there regional detours or bikeway alignments away from the SPTC?

Are there additional costs for the Single Track Natural Trail related to bridges and roadways when FRA 1 services start?



Where are we headed?

Purpose of the Study

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

It will not propose a preferred alternative or specific segmentation options.

Next Steps

Commission and Board Meetings (May 2015)

- EDCTC – May 7th
- SPTC JPA – May 11th
- El Dorado County Board of Supervisors – May 12th
- Placerville City Council – May 12th
- Sacramento County Board of Supervisors – May 19th
- Folsom City Council – May 26th

Draft Document June 2015

Back to Commission and Boards (August and September)



Questions