

# The El Dorado Trail

## The Class 1

The highest and best use for the most people  
200,000 – 250,00 uses per year

- EDC portion of the SPTC was purchased with grant funding intended to provide non-motorized transportation on the SPTC
- Direct Quotes from the Grant Application:
  - Bikeways/Trails: The purchase of the R-O-W will enable the creation of a regional trail system from Sacramento to Placerville. To this end, the project will acquire a scenic trail easement from Historic Placerville to Hazel Avenue accessing the Old Town of Folsom. This trail will provide spectacular views of the snow-capped Sierras, and will connect with the scenic American River Bikeway. The trail system will then transition through the densely populated areas of Folsom, Rancho Cordova, and Suburban Sacramento, as a commute facility.
  - The improved bike trail and connections will help meet local, state, and national goals for transportation enhancement and transportation alternatives. By interconnecting multi-modal transportation facilities that serve commuter bicyclists as well as encouraging mass transportation use, this project serves to meet the letter and intent of the federal ISTEA CMAQ program.

## History of funding to purchase SPTC

Old  
Barn  
or  
Barnage

85/24/5272



On October 19th, 1917..A. Budd and Gene Hepting broke the bicycle record to Lake Tahoe by 11 minutes, riding the distance in 17 hours and 29 minutes... "In those days" it was dirt road all the way from White Rock, near Folsom and sand from Riverton to Lake Tahoe... "Slippery Ford" above Strawberry was sand and we walked nearly all the distance..We stopped overnight at Tallac and the following day left the Lake about 7Am and reported for the meeting at the Capital City Motorcycle Club that same night...

**Bicycle History in El Dorado County - 1917 – records set on the El Dorado Trail!**





# Bicycle Infrastructure – 1896

THE SAN FRANCISCO CALL, SUNDAY, OCTOBER 30, 1898.

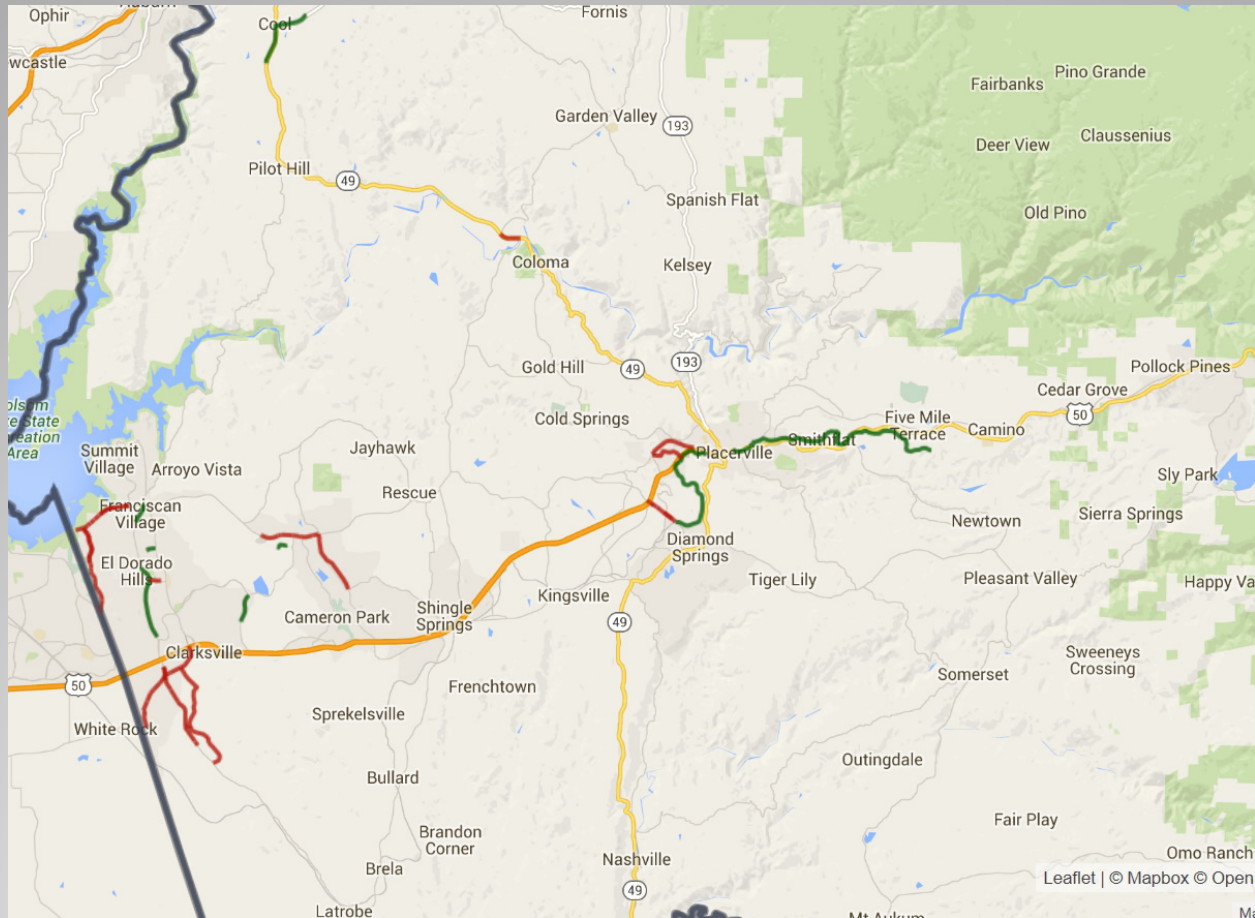
# HOSTS PARADE TO CELEBRATE REPAVING OF MARKET STREET

Wheelmen and Horsemen Unite on Common Croud in a Great Demonstration Over the Success of the Long Continued Agitation for the Betterment of the City's Pavements.



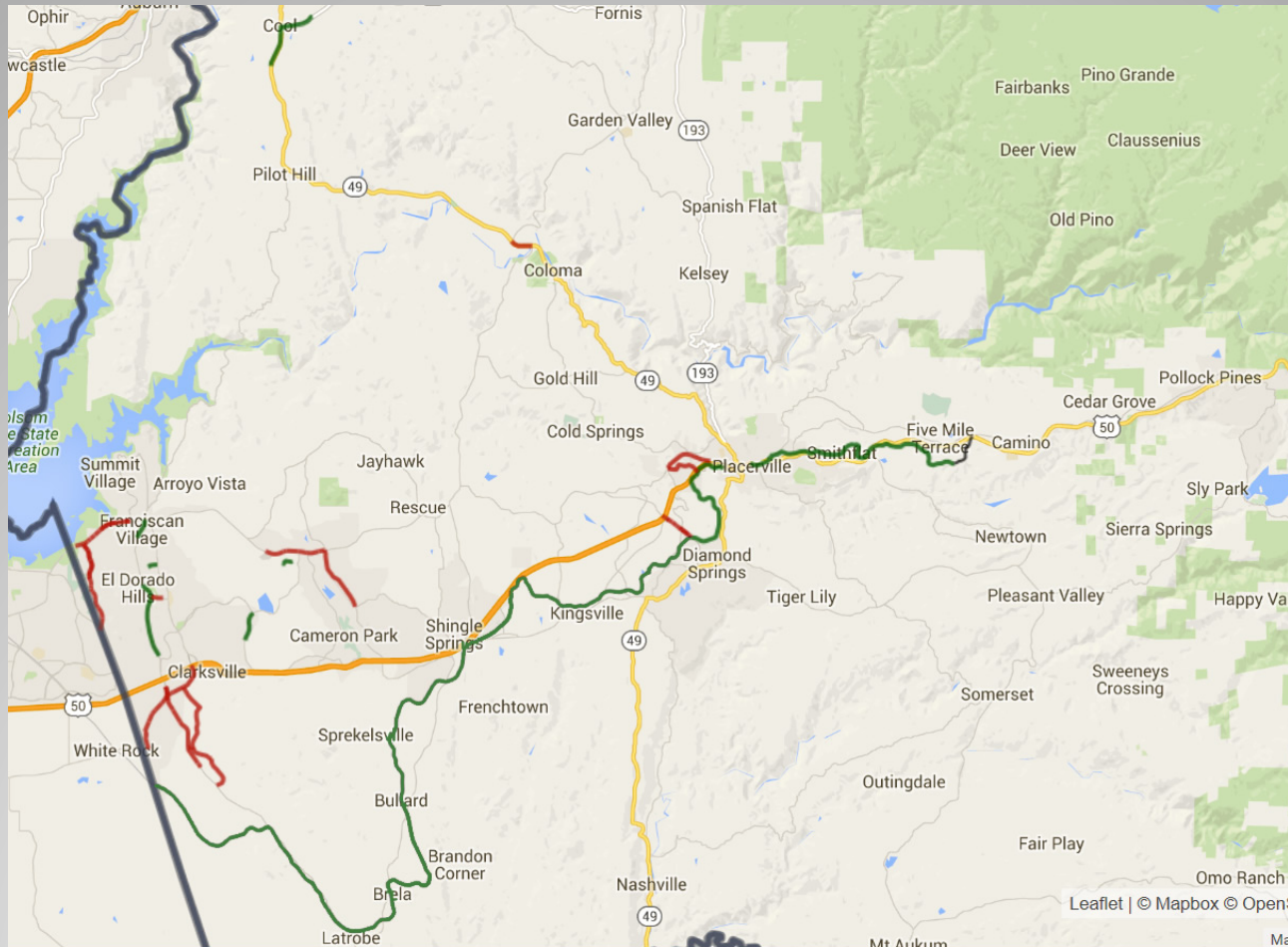
**Pavement for better transportation**





Green lines=class 1 trail Red lines=bike lanes

# Bicycle Infrastructure - 2016



Green lines=class 1 trail Red lines=bike lanes

**Bicycle Infrastructure with EDT complete**

- Health
- Historical Preservation/Community Identity
- Transportation/Livability/Connectivity
  - One of a kind opportunity for West Slope
- Economic Benefits

Recent Surveys indicate  
70-83% of residents  
want more trails!



**Benefits**

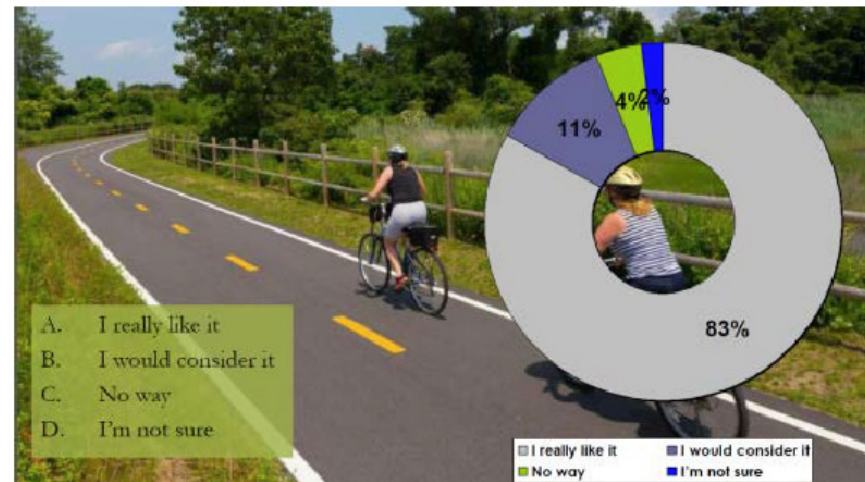


- Marshall Hospital: A study released this spring estimates that 50 percent of El Dorado County adults, including one out of every three young people ages 18-39, have undiagnosed diabetes or prediabetes.
- Some people call the trail recreation, we call it doctor's orders!
- Schools use it as a extended facility
- Cal-Fire uses it
- It's a community resource & asset for all!

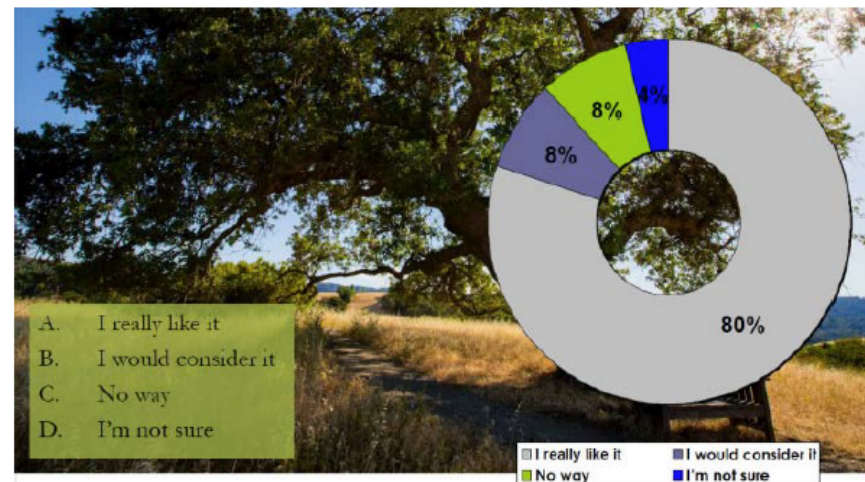


**Health**

**Figure 5: Community preferences for paved multi-use trails**



**Figure 6: Community preferences for unpaved trails**



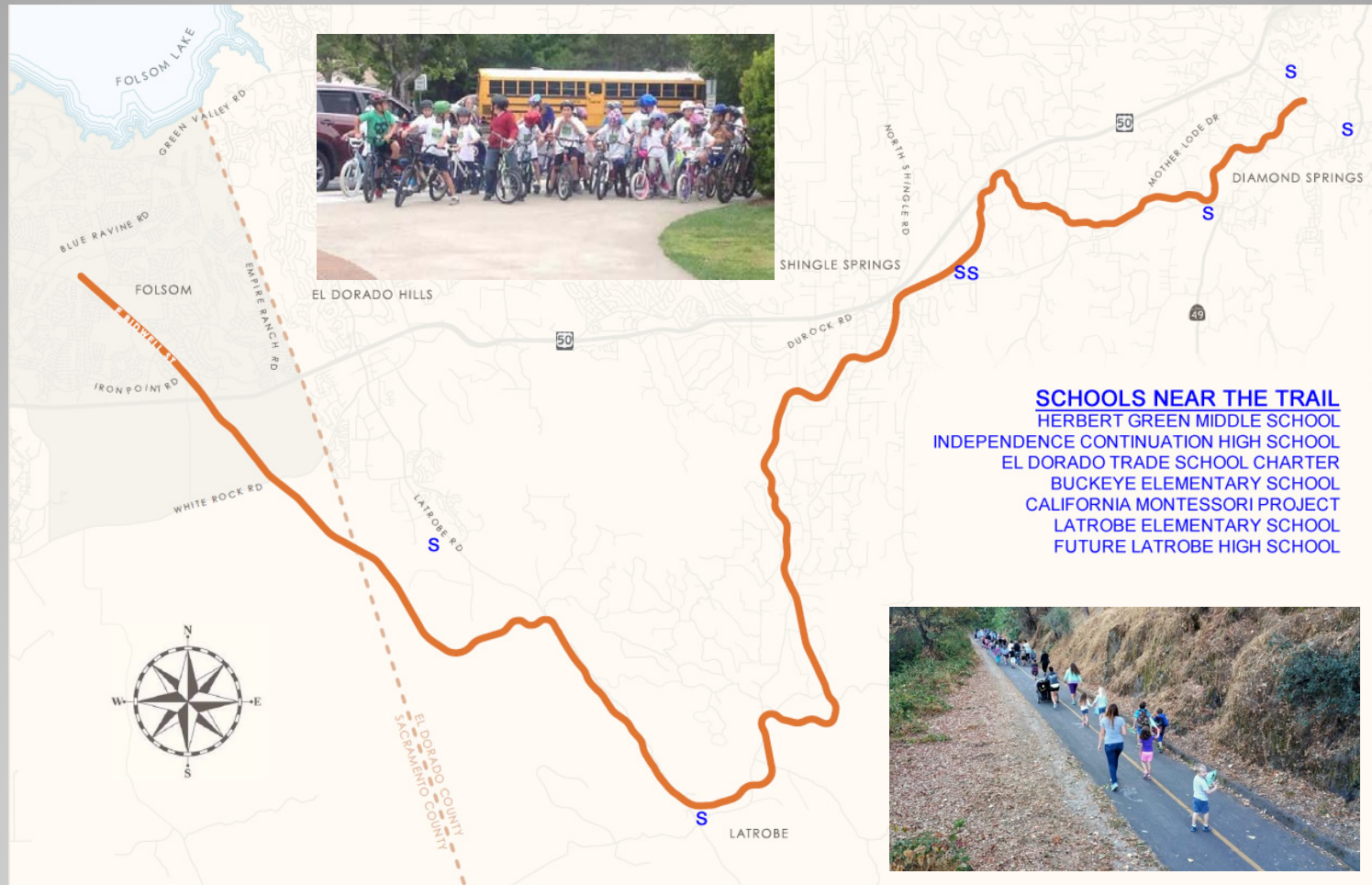
Source: Community Workshop and Online Survey, September 2015

- The tunnel and the bridge preservation project help preserve history and define the community identity
- Interpretive signs would enhance the trail experience, and share our rich history with everyone.

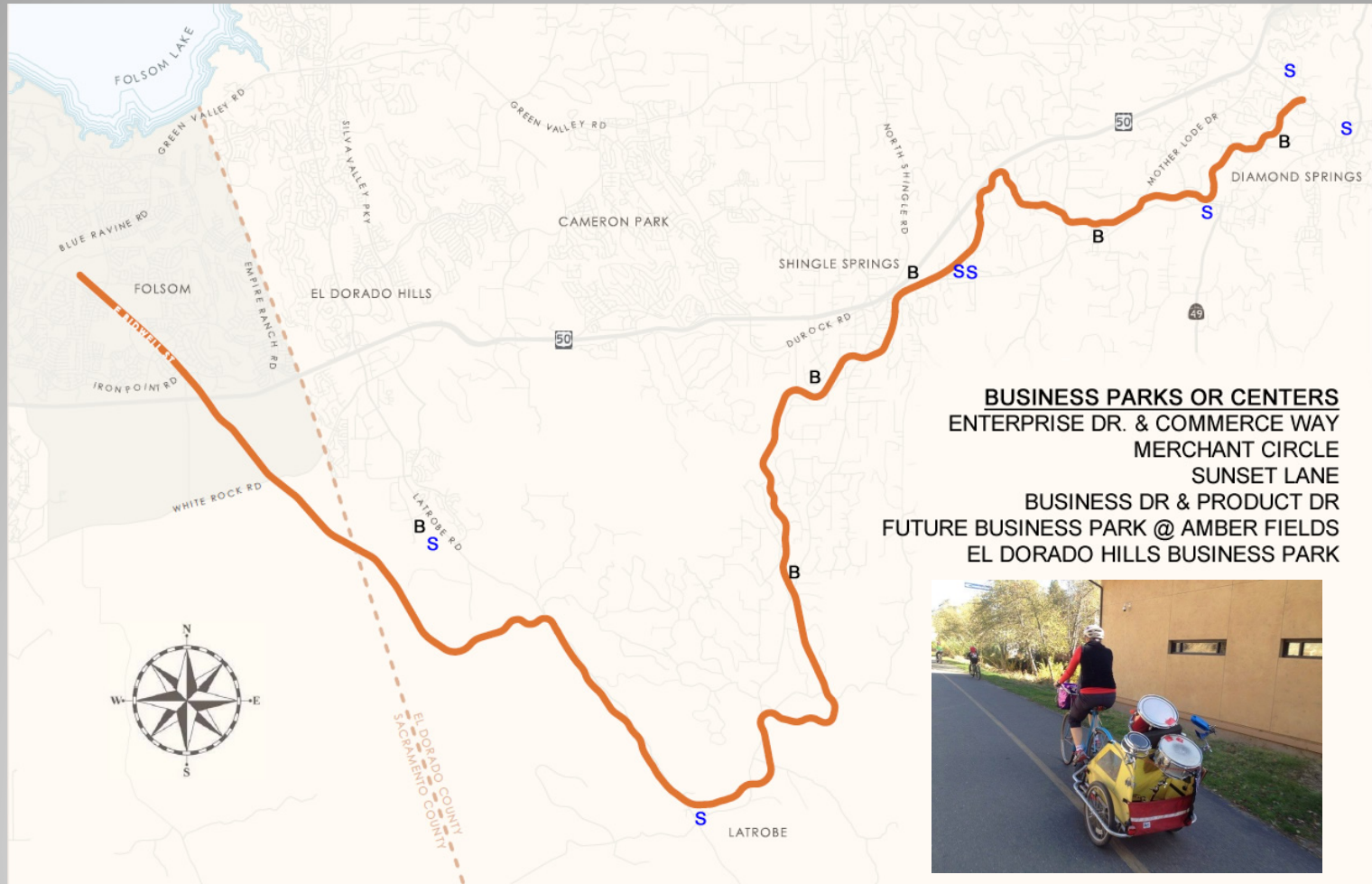


## Historic Preservation/Community Identity

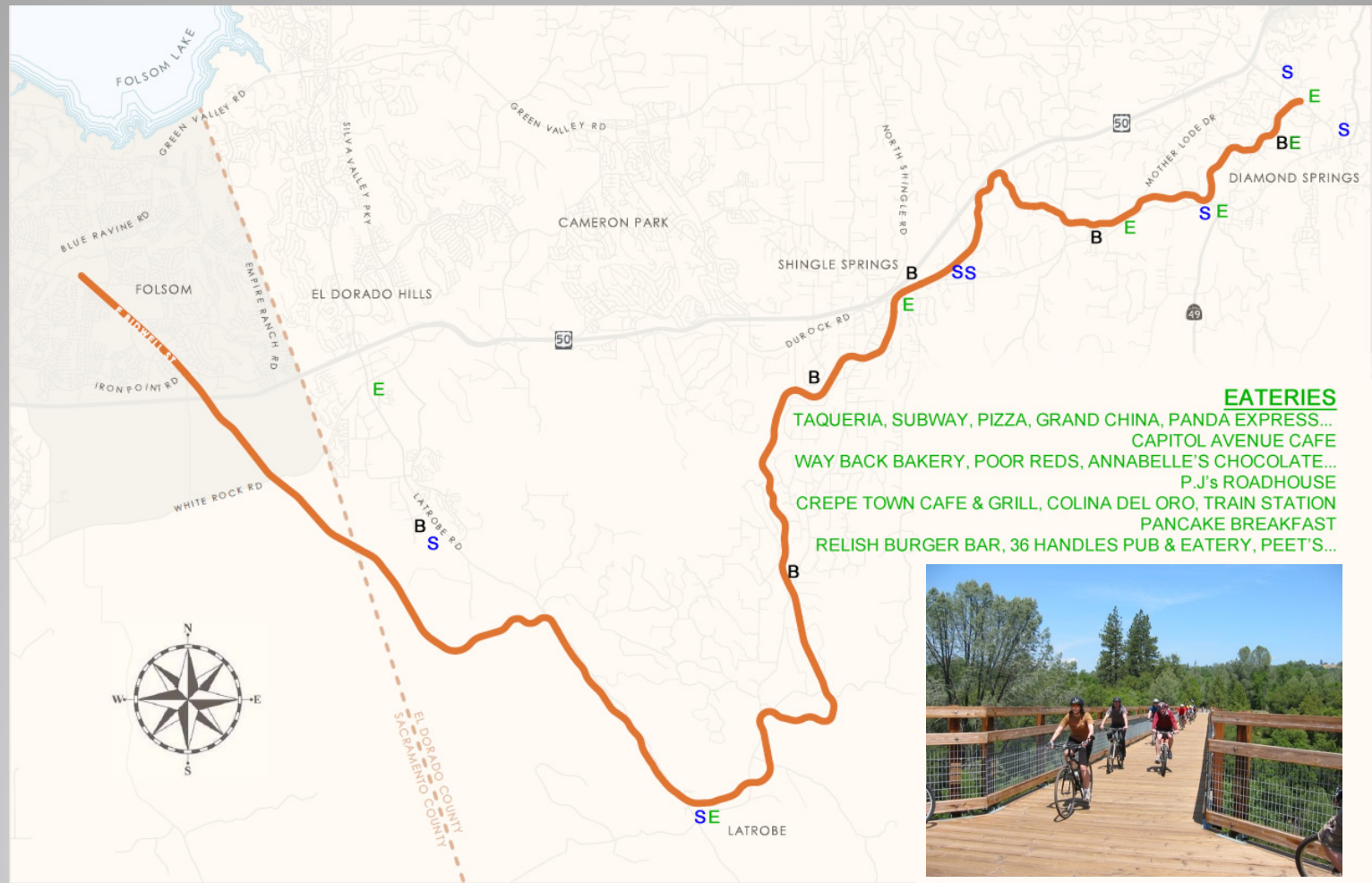




**Transportation/livability/connectivity**



# Business centers along the trail



**Eateries - \$\$\$\$\$ - Bicycle Tourism**



- The nation's 60 million annual recreational bicyclists spend \$46.9 billion on meals, transportation, lodging, gifts and entertainment. These mean head of household jobs for the small businesses that would open along our trail.
- Many old mining towns are being revived by bicycle tourism
- \$11.9 million in economic benefits – every year along the trail for EDC (SPTC Study)
- The trail would bring the Western Express route from SF to CO back to EDC. Last year it moved to Amador County, due to complaints about Green Valley Rd.
- The trail would make EDC an attractive place to locate a high tech company, bringing higher paying jobs to EDC. This would also help retain working age people in EDC.

## **Economic Benefits & Bigger Picture**

- After current projects are finished, the next section of the class 1 El Dorado trail to be built is from the county line to Latrobe according to EDC bicycle master plan.
- The City of Folsom is connecting:
  - 03/08/2016 RESOLUTION NO. 9727 - A RESOLUTION ACCEPTING THE GRANT AWARD FROM THE REGIONAL ACTIVE TRANSPORTATION FUNDING PROGRAM FOR THE FOLSOM PLACERVILLE RAIL TRAIL GAP CLOSURE PROJECT AND APPROPRIATION OF FUNDS

**What's next?**

- 1989 El Dorado County Hiking and Equestrian Trails Master Plan
- 2003 SPTC Master Plan
- 2003 California Cross State Bicycle Route Study
- 2004 El Dorado County General Plan
- 2007 City of Folsom Bikeway Master Plan (as the Folsom Placerville Rail Trail)
- 2010 El Dorado County Bicycle Transportation Plan
- 2010 City of Placerville Non-Motorized Transportation Plan
- 2010 Broadway Village Corridor Multi-Modal Implementation Plan
- 2011 Sacramento County Bicycle Master Plan (as the Placerville Trail)
- 2011 SACOG Regional Bicycle, Pedestrian, and Trails Master Plan
- 2012 El Dorado County Parks and Trails Master Plan
- 2014 Diamond Springs and El Dorado Area Mobility and Livable Community Plan
- 2015 SPTC Alternatives Analysis
- 2015-2035 El Dorado County Regional Transportation Plan
- 2015 Cameron Park Community Mobility Action Plan
- 2016 El Dorado County Bicycle Travel Opportunities Map

**Planning Documents including EDT  
- a lot of thought, surveys, public  
input and planning.**



- A 200+ year plan to build the trail, not including obstacles or difficulties identified in SPTC study. Sad residents.



**What happens if the BOS does not take additional actions to implement the planning documents?**

- The two largest funding sources for bicycle and pedestrian facilities is the Federal TIGER Grant Program and the State Active Transportation Program (ATP). Both programs have awarded large sums of funding - \$10 million to \$20 million – to individual bicycle and pedestrian projects across the Country and provide an opportunity to secure the funding necessary to complete the El Dorado Trail Class I bike path between Missouri Flat Road and the American River Parkway. The following are examples of Active Transportation projects that have been awarded significant TIGER and ATP funding:
- TIGER Grant Program Awards:
- 2015: Los Angeles Active Transportation Corridor Connector Project was awarded \$15 million to construct Class I bike path to close gaps in the active transportation corridor
- 2013: Lee County, Florida received \$13 million to complete three sections of the regional trail network
- 2012: Anacostia Bicycle and Pedestrian Project was awarded \$10 million to close the gap between the Kenilworth Gardens Trail and the hundred-plus miles of existing trail between Maryland and Washington, D.C. (Similar to closing the gap between the El Dorado Trail and the American River Parkway)
- 2011: Oakland/Alameda East Bay Bicycle and Pedestrian Network Project was awarded \$10.2 million for construction of Class I Bike Path and pedestrian facilities
- 2010: Indianapolis Bicycle and Pedestrian Network Project was awarded \$20.5 million to construct bicycle and pedestrian facilities
- State Active Transportation Program (ATP):
- 2014: The 50 mile CV Link Trail connects eight Coachella Valley cities and was awarded \$10.9 million in ATP grant funds. An ATP grant application to connect the existing El Dorado Trail Class I Bike Path at Missouri Flat Road with the American River Parkway would be a very competitive ATP grant application, similar in scope to the CV Link Trail.

**OPPORTUNITIES for a better plan!**  
**Think more than a mile at a time!**

- Direct DOT staff to test the Cherry Bridge idea as an alternative in the environmental analysis on the current project from Mo Flat to El Dorado. Let's get facts to plan for the future!
- Direct the EDCTC to devise a plan to go after larger grants and complete the trail.
- Require a Comprehensive Plan for competing interests on the SPTC – cost estimates, funding sources identified, with accountability. What are the expectations???
- Strategize and Negotiate for the paved trail – the SPTC-JPA & City of Folsom
  - In 2012 the JPA said: JPA and member agencies reserve the right to use the ROW for public projects, including trails, and to relocate the tracks as needed.
- Insure better public process & involvement for all plans on the SPTC

**What can the BOS do today to help the trail?**