

EL DORADO COUNTY TRANSPORTATION COMMISSION

Active Transportation Connections Study

AUGUST 2017



Purpose

Active transportation projects, such as new walkways and bikeways, are often funded by grants. The scoring rubric for these grants tend to emphasize - directly or indirectly - projects located near large population centers with dramatic safety issues and equity concerns, making it **difficult for rural areas with dispersed populations, such as the western slope of El Dorado County, to be competitive.**

El Dorado County residents identified a desire to improve conditions for walking and bicycling as one of the County’s overarching transportation goals,¹ but **completing grant applications can be time and data intensive.** Selecting projects that have the greatest probability of receiving funding helps maximize limited County resources.

El Dorado County Transportation Commission’s (EDCTC) Active Transportation Connections Study outlines a **process for identifying which adopted active transportation projects may be the most competitive under various grant application criteria** and provides a preliminary prioritization of already adopted active transportation projects.

The Active Transportation Connections Study was funded by a State Highway Account - Sustainable Communities Transportation Planning Grant awarded by the California Department of Transportation.

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1 | EDCTC Active Transportation Connections Study



Process

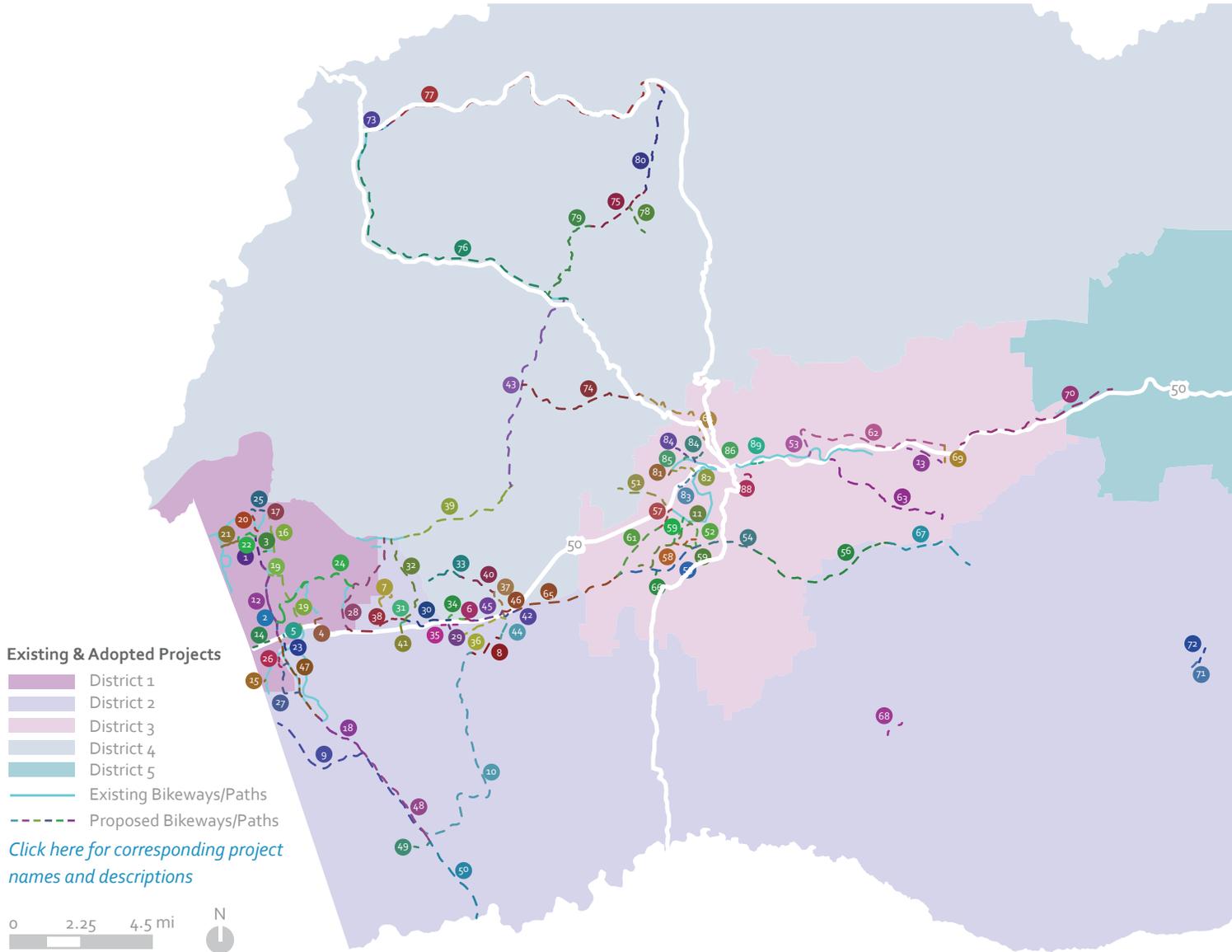
To identify which proposed projects in El Dorado County's western slope would be the most competitive under various regional, state, and federal grant application criteria, **EDCTC reviewed the scoring rubrics of the following transportation grants:**



CMAQ

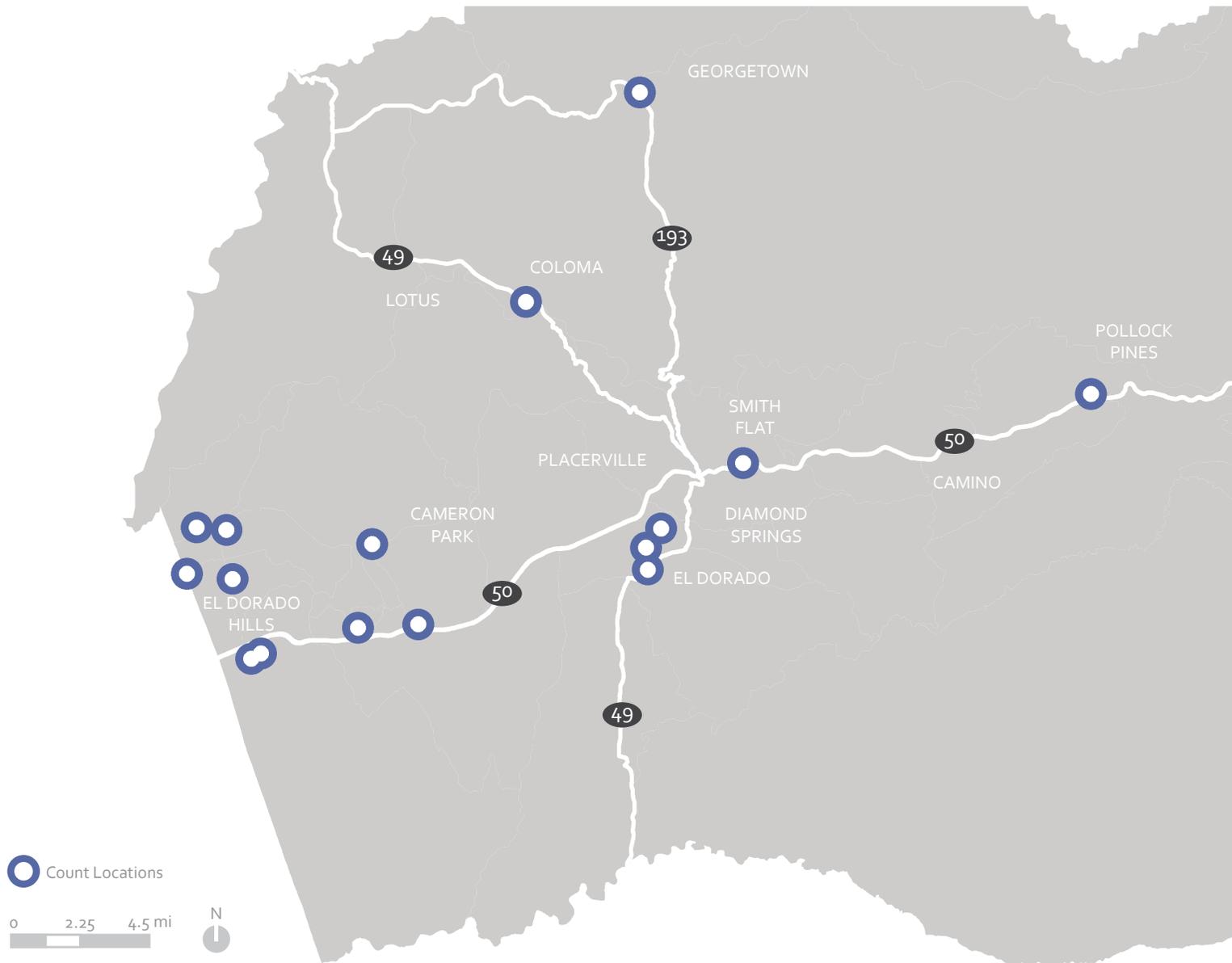
While the scoring varied among Caltrans' Active Transportation Program (ATP), Caltrans' Highway Safety Improvement Program (HSIP), and the federal Congestion Mitigation and Air Quality Improvement Program (CMAQ), each shared common evaluation areas: **health, environment, demand, connectivity, safety, equity, and costs.**

These seven common evaluation areas form the foundation for this study. **EDCTC worked with its advisory committee to select one preferred evaluation criteria that represented each evaluation area.** In the event that no locations in the county would perform well under a common grant criteria, EDCTC identified an evaluation criteria that provided insight into a project's ability to address local concerns. For example, proposed projects in El Dorado County typically perform poorly in grant applications that define equity by identifying locations with low-income households or schools with a large percentage of students that are eligible for free and reduced lunches. In lieu of including an equity evaluation criterion that would align well with grant applications but show few eligible projects in El Dorado County, EDCTC and its advisory committee elected to select an equity evaluation criterion that would help with internal prioritization: the number of youths and seniors living near a proposed project. This approach allows EDCTC to identify projects that would have strong equity implications within the county even though they may not perform well under some grant application criteria.



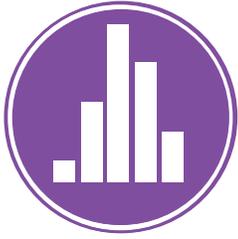
PROJECTS

The active transportation projects evaluated in this initial study were pulled from plans adopted by El Dorado County or other jurisdictions within the western slope of El Dorado County. These plans include the [El Dorado County Bicycle Transportation Plan](#) (2010) and the [City of Placerville Non-Motorized Transportation Plan](#) (2010). Because these plans focused on bicycle infrastructure, the projects evaluated were limited to on-street bikeways and multi-use paths, as shown in the map above. However, the **selected evaluation criteria allow for additional active transportation projects, including pedestrian-focused projects, to be added to the study once they are officially adopted** by the County or local jurisdiction. Any future update to this study should include a review of recently adopted or updated plans and their lists of proposed projects. [Click here for the full list of projects evaluated in this initial study.](#)



COUNTS

To understand existing demand for active transportation facilities and to help forecast demand at proposed locations, pedestrian and bicycle counts were collected at 16 locations. The count locations were selected based on five criteria: (1) mix of existing and proposed facilities, (2) mix of facility types, (3) coverage of all 5 districts, (4) range of expected volumes, and (5) mix of trip purposes, such as commuting, school, and recreation trips. In addition, the Friends of El Dorado Trail provided count data for three more locations. These counts inform the environmental analysis on page 7 and the demand analysis on page 8. As more count data becomes available over time, these analyses can be refined and the margin of error reduced. [Click here for more information on the count locations and extrapolated methods.](#)



Criteria

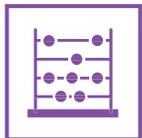
For five of the seven evaluation areas, EDCTC and its advisory committee considered multiple potential evaluation criteria based on variations in common grant application requirements and local needs. The lone exceptions, demand and cost-effectiveness, were consistent across all common grant application requirements, so there was no need to consider alternatives. A discussion on the trade-offs among the potential criteria for each evaluation area and methodology are documented in separate memorandums linked below. The following section summarizes each evaluation area and the preferred evaluation criteria.



HEALTH



ENVIRONMENT



DEMAND



CONNECTIVITY



SAFETY



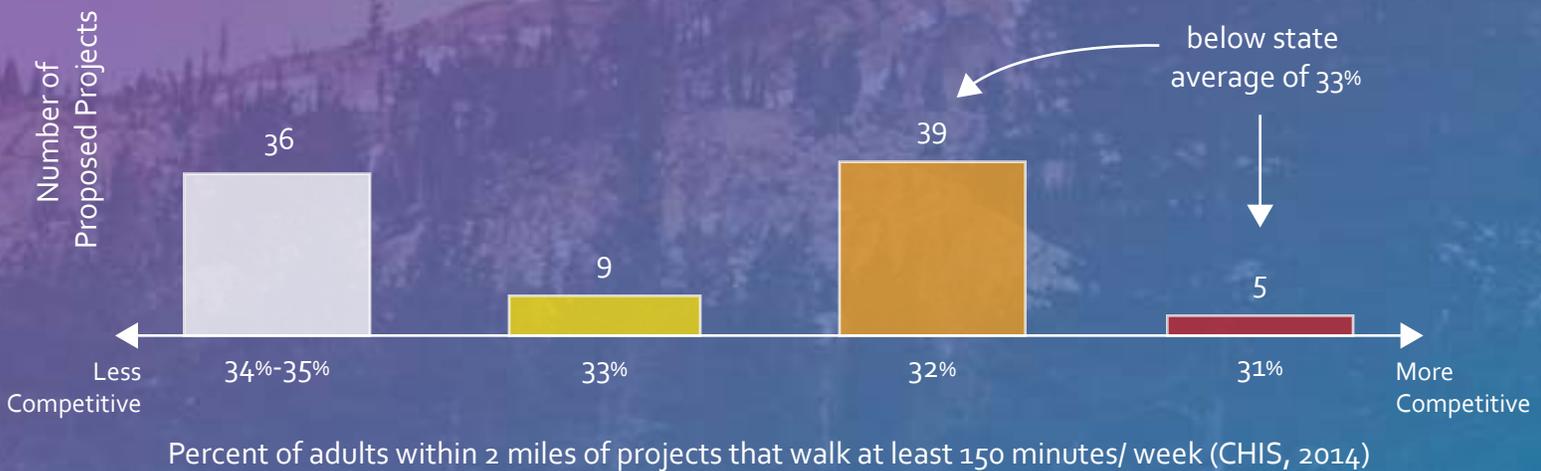
EQUITY



COSTS

HEALTH

Evaluation Criterion: Physical Activity



Why Health?

Understanding the importance of transportation investments on health outcomes is a featured component in El Dorado County's *Regional Transportation Plan*. It notes that if the design of new and/or rehabilitated facilities considers the needs of pedestrians and bicyclists, the transportation network can contribute to improved public health. Specifically, Guiding Principle B states, "EDCTC plans and programs will enhance the quality of life in the region by supporting transportation improvements that increase opportunities for a strong jobs-housing balance, environment, economy, education, **healthful communities**, recreation, and civic involvement."²

Projects that address public health are also more competitive in grant applications. The most recent cycle of Caltrans' Active Transportation Program (ATP) focused on projects that address the health vulnerabilities of a proposed project's targeted users and the potential of a proposed project to promote healthy communities.³

Preferred Criterion

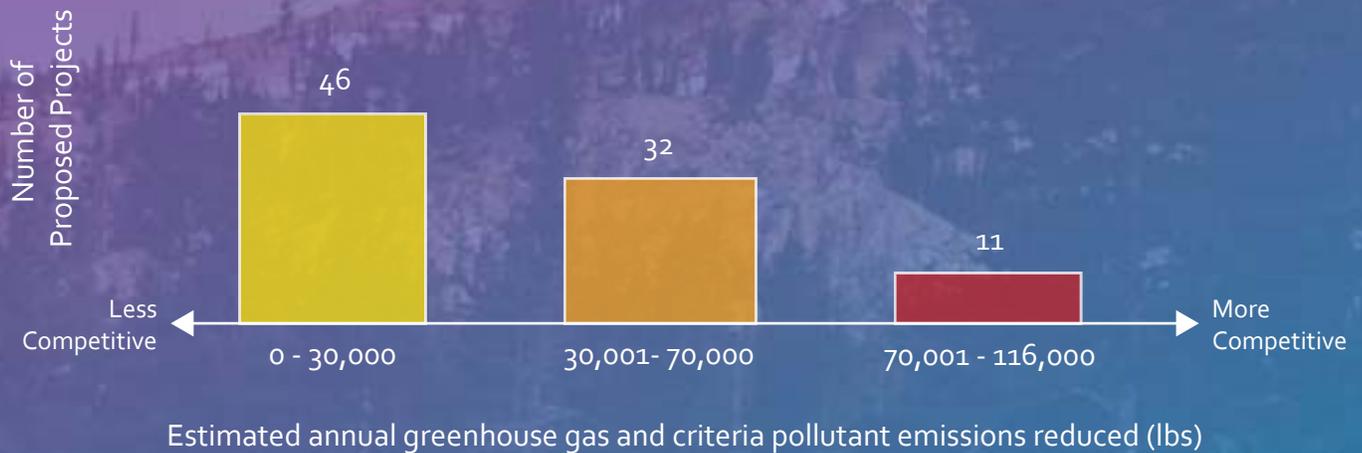
The preferred health evaluation criterion is the percent of adults within 2 miles of a proposed project that walked at least 150 minutes for transportation or leisure in the past week - the minimum level of physical activity recommended by the Centers for Disease Control and Prevention. Physical activity serves as a proxy for a variety of health concerns such as obesity, diabetes, heart disease, mental health, and other chronic diseases. When applied to the list of adopted projects, the average physical activity level of residents near 44 of the 89 proposed projects fell below the state average of 33%, while the remaining 45 proposed projects outperformed the state average. [Click here to see the other health criteria considered.](#)

Data Source

The California Health Interview Survey (CHIS) is a statewide survey covering a variety of health behaviors and outcomes. Data is collected through a random-dial telephone survey and is conducted on a continuous basis, providing one-year estimates at the state, county, and zip code levels.⁴

ENVIRONMENT

Evaluation Criterion: Emissions Reductions



Why Environment?

Transportation systems that support walking and bicycling reduce reliance on motor vehicles, especially for short trips, resulting in reduced emissions of greenhouse gases and other criteria pollutants. This not only improves air quality, but also reduces the potential for pollutants in stormwater runoff to reach groundwater sources and local waterways. Replacing driving trips with active transportation trips supports Guiding Principle B of El Dorado County's *Regional Transportation Plan* and the State of California's climate action goals.^{5,6}

Projects that encourage sustainable transportation are also more competitive in grant applications such as the US DOT Transportation Investment Generating Economic Recovery (TIGER) discretionary grant,⁷ California's Urban Greening Grant program,⁸ and Caltrans' Sustainable Transportation Planning Grant program.⁹ These grant programs include application elements focused on estimated reduction in greenhouse gases or environmental sustainability.

Preferred Criterion

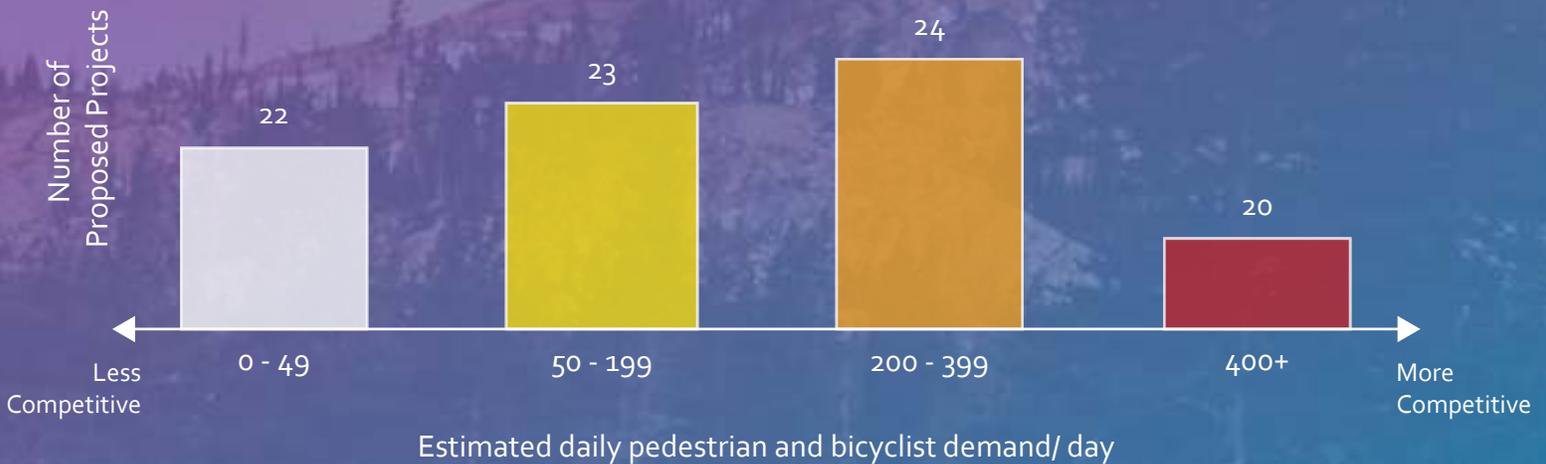
The preferred environmental evaluation criterion is the estimated pounds of greenhouse gases and other criteria pollutants that would be removed from the atmosphere each year if the proposed projects were built. This criterion matches common grant application requirements, and, when applied to the adopted project list, it provides a clear distinction between projects. Among the 89 proposed projects, 11 would reduce greenhouse gas and criteria pollutant emissions over 70,000 pounds per year - that's the equivalent savings of at least 3,500 gallons of gasoline consumed.¹⁰ [Click here to see the other environmental criteria considered.](#)

Data Source

Estimated reductions in greenhouse gas and criteria pollutant emissions are derived from vehicle-miles traveled reduction estimates. The method relies on demand analysis, national trip replacement, and national trip distance factors to understand how many new active transportation trips might replace motor vehicle trips and the average emissions produced by those vehicles.¹¹

DEMAND

Evaluation Criterion: Pedestrian/Bicycle Demand



Why Demand?

Forecasting demand helps identify projects that are more likely to be well used by local residents and visitors to El Dorado County. Projects that can demonstrate high future demand from pedestrians and/or bicyclists tend to be more competitive in grant applications, including the Caltrans' Active Transportation Program (ATP), Caltrans' Highway Safety Improvement Program (HSIP), and US DOT's TIGER grants. The most recent ATP application requirements assigned up to 35 out of 100 total points to projects that clearly and convincingly demonstrated a meaningful increase in the number of people walking and bicycling in the project area as a result of implementation.¹²

Funding and building projects with high anticipated user demand is also consistent with the goals of EDCTC's *Regional Transportation Plan*, which calls for the development of an integrated multi-modal transportation system that supports the needs of its users and enhances the overall quality of life for the region. Specifically, Objective C under Highways, Streets, and Regional/ Inter-Regional Roadways emphasizes cost effectiveness, demand, and prioritization for all travel modes and users.³³

Data Source

Forecasted demand estimates were based on [counts of people walking or bicycling](#) on paths or other travelways similar to the proposed project and on demographic and socioeconomic data about the people and surrounding environment where the facility is located. EDCTC collected pedestrian and bicycle count data at 19 locations and performed a regression analysis to forecast demand near the proposed project locations.

Demand Models

The pedestrian demand model for El Dorado County showed moderate to strong relationships between the number of people walking and 11 factors, including street density, lack of access to a motor vehicle, proximity to schools, and population 18-34 years old living near the proposed projects. The bicycle demand model showed moderate to strong relationships with 8 factors, including the number of activity centers, travel time to work, and mode share near the proposed projects. [Click here to see how the models were developed and other factors considered.](#)

CONNECTIVITY

Evaluation Criterion: Origins & Destinations



Why Connectivity?

Connectivity is a commonly featured criterion in active transportation grant requirements, as it identifies projects that will have the greatest impact on increasing residents' ability to walk and bicycle to destinations like work, grocery stores, community centers, schools, and shops. Pedestrians and bicyclists are more sensitive to disconnected travelways and long trip distances than motorists, making connectivity an important factor in the decision to walk or bicycle for a given trip.

Although connectivity is not often a quantitative component of common grant applications, some grants do look for qualitative descriptions about improved accessibility and the elimination of gaps in the pedestrian and bicycle network. For example, the last cycle of Caltrans' Active Transportation Program (ATP) required a description of how a project improves connectivity for non-motorized transportation users.¹⁴

In addition, improving connectivity is also a major theme in EDCTC's *Regional Transportation Plan*, which seeks to "promote a safe, convenient, and efficient non-motorized transportation system which is part of a balanced overall transportation system for all users."¹⁵

Preferred Criterion

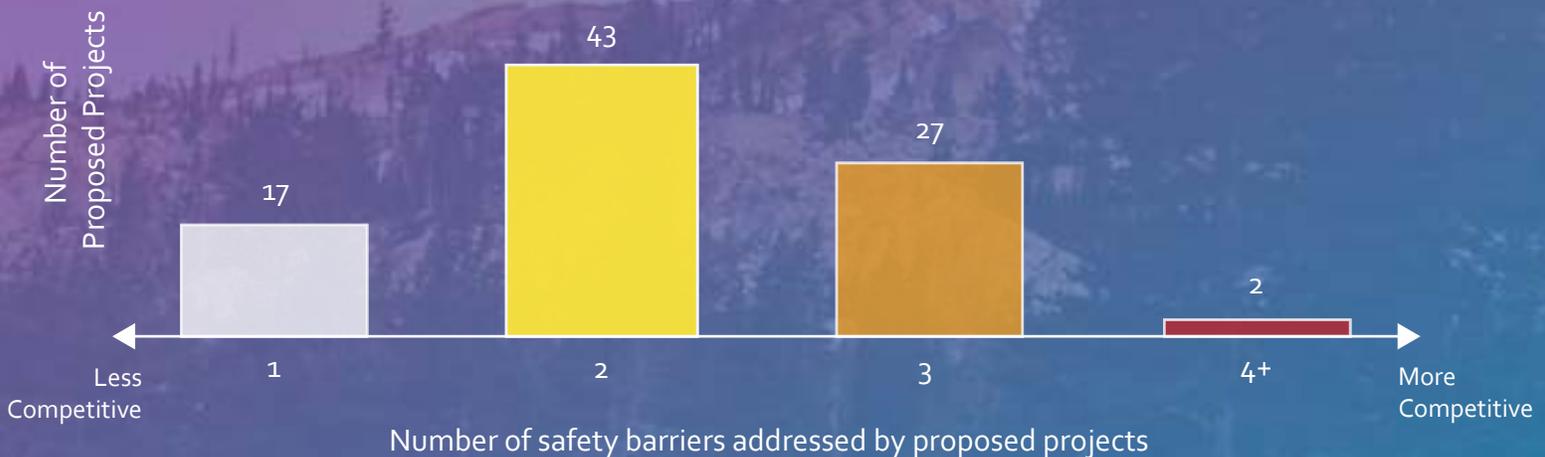
The preferred connectivity evaluation criterion is the annual existing number of trips that begin or end near the proposed project. This criterion serves as a proxy for how many people are likely to visit a project area by any mode of travel. When applied to the adopted list of projects, the estimated number of trips ranged between 0 and 1.233 million total trips per year by all modes. [Click here to see the other connectivity criteria considered.](#)

Data Source

Estimates of the number of trips that begin or end near a given project were provided by El Dorado County's travel demand model.¹⁶ The model divides the county into non-overlapping zones called Transportation Analysis Zones (TAZs). Using survey, land use, and demographic data, the model estimates the total number of trips that begin or end within each TAZ. For this evaluation criterion, proposed projects were assigned all of the estimated trips of the TAZs in which their alignment intersected.

SAFETY

Evaluation Criterion: Safety Barriers



Why Safety?

Safety and perceptions of safety have a significant influence on transportation choices, comfort level, and travel behavior. Pedestrians and bicyclists face unique safety concerns resulting from roadway designs that often favor motor vehicle travel, and are relatively more vulnerable compared to people traveling inside a motor vehicle. This is especially true for those with physical disabilities. Improving safety conditions can make the transportation network more accessible and attractive to people of all ages and abilities, enabling more people to walk or bicycle.

Safety criteria are commonly featured in grant applications, and are often heavily weighted compared to other scoring categories. Applications for Caltrans' Active Transportation Program (ATP) and its Highway Safety Improvement Program (HSIP) required projects to demonstrate how they will improve safety and reduce crashes and injuries.^{17,18} Additionally, safety is emphasized in El Dorado County's *Regional Transportation Plan* under Guiding Principle F which states, "EDCTC will plan for transportation investments which improve and/or maintain the safety and security of the transportation system and its users."¹⁹

Preferred Criterion

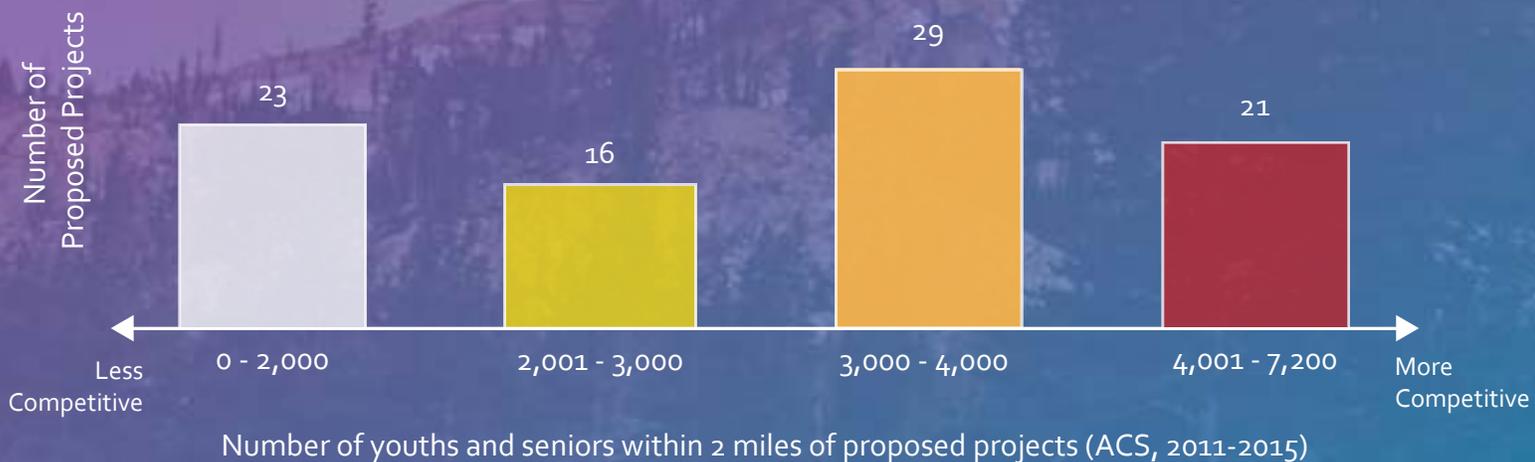
The preferred safety evaluation criterion is the number of safety barriers that would be removed if a project was implemented. Unlike an evaluation criterion based solely on crash data at a location, this measure accounts for locations where barriers to safety may exist but no walking or bicycling activity is present. It is particularly suited to analyzing safety barriers in rural areas and helps offset the need to wait for a collision to happen to take action. [Click here to see the other safety criteria considered.](#)

Data Source

This performance measure relies on expert analysis to identify challenges presented by the existing design of a travelway and potential opportunities presented by the proposed project. It allows for a more nuanced view of safety in a rural area like El Dorado County, where low recorded numbers of walking or bicycling related collisions may not accurately represent challenges or capture how these challenges limit walking and bicycling.

EQUITY

Evaluation Criterion: Youths & Seniors



Why Equity?

Without access to multiple transportation options, some people may have difficulty getting to work, accessing healthy food, going to school, or engaging in social activities. Ensuring equitable access to walking and bicycling facilities for transportation is particularly important for communities that have historically been disadvantaged, do not have access to a motor vehicle, rely heavily on walking and bicycling for their daily transportation needs, or are otherwise disconnected from active transportation opportunities.

Caltrans' Active Transportation Program (ATP) awarded points for projects that close a gap, provide a new connection, or otherwise address a deficiency in the active transportation network within a disadvantaged area.²⁰ El Dorado County's *Regional Transportation Plan* also promotes equity in Guiding Principle E: Diversity, which states, "EDCTC plans and programs will recognize the multitude of needs and the variety of perspectives and backgrounds of the people that live, work, and visit the region by promoting a range of equitable transportation choices that are designed with sensitivity to the desired context while preserving the unique character of each community or sub region."²¹

Preferred Criterion

The preferred equity evaluation criterion is the number of youths (18 years and under) and seniors (64 years and over) within 2 miles of a proposed project. Providing transportation options for these two demographic groups is a growing concern for the County as the overall population has seen a spike in the number of youths and seniors over the past 10 years.²² In addition to youths and seniors, providing transportation options for people with disabilities is a growing concern for the County. Because it is not a common grant criteria, it was not selected as the preferred equity evaluation criterion, but it must be considered in the design of funded facilities. [Click here to see the other equity criteria considered.](#)

Data Source

The US Census Bureau provides demographic data, including age, for a wide variety of geographies from statewide down to individual Census block groups. This data is easily accessible, collected consistently across multiple years, and available at a scale that allows comparison of specific project locations.²³

COST-EFFECTIVENESS

Evaluation Criterion: Estimated Capital Costs



Why Costs?

Health, environment, demand, connectivity, safety, and equity benefits come at a price. Being able to weigh the benefits of a proposed project against its costs helps place projects on an even playing field for evaluation. While a large project may show considerable benefits, its costs may be prohibitive to pursuing outside funding. Likewise, a small project may not show as many benefits as other projects, but its relatively low cost may make it a more cost-effective choice for implementation. Further, a combination of low-cost projects may have as large an impact as one project with a hefty price tag.

El Dorado County's *Regional Transportation Plan* promotes the concept of Complete Streets because integrating sidewalks, bike lanes, and other multi-modal infrastructure is more cost-effective to design into a project from the start than to add after construction. Objective C of the plan calls for a focus on cost-effectiveness when maintaining the County's transportation system. Similarly, a common grant application requirement is to show a measure of cost-effectiveness, ranging from a quantitative cost-benefit ratio for HSIP grants to a more qualitative description in ATP grants.

Preferred Criterion

The preferred cost-effectiveness evaluation criterion is estimated capital costs of the proposed projects. This measure helps balance the benefits captured by the other evaluation criteria with the amount of funding needed to construct a given project. The estimated capital costs of the proposed project list ranged roughly \$10,000 to \$1.9 million. [Click here to see the other cost-effectiveness criteria considered.](#)

Data Source

For this analysis, the capital cost of Class I multi-use paths was assumed to be \$480,000 per mile, and the capital cost of Class II on-street bicycle lanes was assumed to be \$133,000 based on an [analysis of pedestrian and bicycle costs](#) conducted by the Pedestrian and Bicycle Information Center, Robert Wood Johnson Foundation, and Federal Highway Administration. These general estimates should be replaced with specific project estimates as they become available.



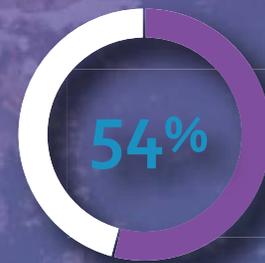
Feedback

El Dorado County residents guided this study through three different means:

- Online Survey
- Advisory Committee
- Public Workshop

The **online survey** received 365 responses between August 2, 2016 and November 29, 2016 and was advertised through a project-specific webpage, the County’s website, and email blasts to groups or stakeholder connected with the diverse members of the advisory committee. The purpose of the survey was to capture background information on existing walking and bicycling behavior and preferences to inform the selection of evaluation criteria or to support future active transportation grant applications. The findings showed that the majority of respondents’ walking and bicycling trips were for recreation or exercise, emphasizing respondents’ **focus on health**. The findings also showed that the majority of respondents were not willing to walk more than a mile to their destination, emphasizing the **need to measure the connectivity** between active transportation infrastructure and major activity centers. Respondents also expressed a large range of safety concerns from the speed and volume of nearby traffic to street crossing conditions and the presence of bicycle-specific facilities. This range of safety concerns and the relative lack of existing non-recreational walking and bicycling trips suggested that **residents perceived a greater safety threat than was captured in the number of reported collisions**. However, the majority of respondents expressed a desire to walk or bicycle more for daily trips such as going to the grocery store, work, school, or to connect to transit. Taken together, this suggests that El Dorado County residents may make more walking and bicycling trips if infrastructure is built that provides the amenities of a recreational route, connections to multiple destinations, and decreases safety concerns. [Click here to read more about the survey results.](#)

An **advisory committee** comprised of residents and staff from various public agencies in El Dorado County provided input in the development of the online survey, the data collection effort, and the selection of evaluation criteria. The committee met in person or by conference call six times to ensure each component of the study reflected resident concerns, included the most up-to-date and relevant data, and isolated the criteria most imitative of grant application requirements for which the County might be eligible. [Click here to read the advisory committee meeting notes.](#)



Trip Purpose

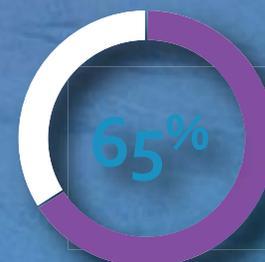
The majority of respondents who walk multiple days per week, walk for recreation or exercise



Trip Distance

The majority of respondents who walk, travel less than one mile to their destination for non-recreational trips

“Very Important” Bike Safety Factors



Demand

The majority of respondents strongly agreed or somewhat agreed that they would like to walk or bike more for daily trips

PUBLIC WORKSHOP



To collect feedback on the preferred evaluation criteria and their relative importance to El Dorado County residents, EDCTC hosted a **public workshop** at the Placerville Earth Day Festival on April 22, 2017. Attendees were asked to complete a prioritization exercise in which they **indicated their preference for each of the evaluation criteria through head-to-head match-ups**. For example, in a head-to-head match-up between health and demand, attendees indicated on a sliding scale that health was 'much more important', 'slightly more important', 'slightly', 'slightly less important', or 'much less important' than demand as a measure for deciding which active transportation projects should be prioritized for funding. This process, known as pairwise comparisons, allowed EDCTC to understand the weight that residents place on various components of pedestrian and bicycle projects and to contrast those weights with common grant application weighting schemes. [Click here to read more about the public engagement process for this study.](#)



Priorities

El Dorado County residents guided this study through three different means:

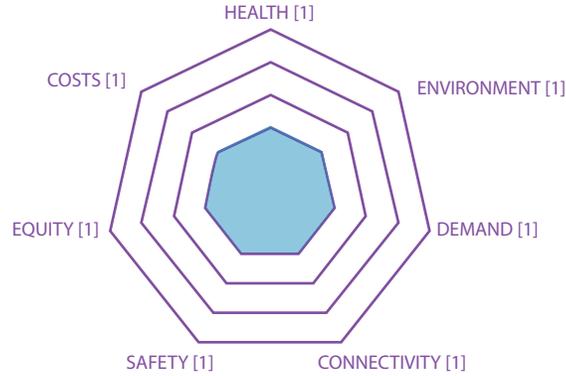
- Online Survey
- Advisory Committee
- Public Workshop

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OVERALL

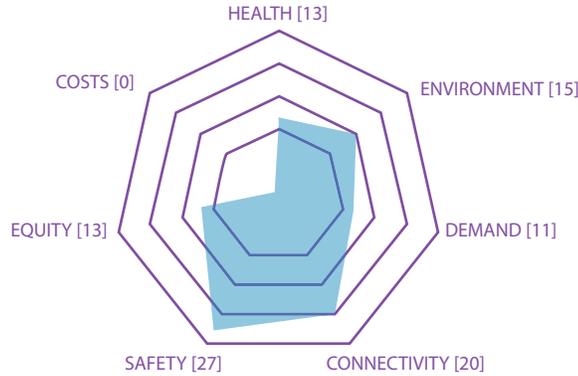
Assumed Equal Weighting



OVERALL	PROJECT	BEGIN	END	ID	CLASS
1	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
2	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
3	Country Club Drive (Phase 1)	Cambridge Rd	Cameron Park Dr	30	II
4	Durock Rd	Cameron Park Dr	South Shingle Rd	36	II
5	Serrano Pkwy	El Dorado Hills Blvd	Bass Lake Rd	24	II
DISTRICT 1	PROJECT	BEGIN	END	ID	CLASS
1	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
2	Serrano Pkwy	El Dorado Hills Blvd	Bass Lake Rd	24	II
3	Country Club Dr (Phase 2)	Bass Lake Rd	Cambridge Rd	38	II
4	El Dorado Hills Blvd	Saratoga Way	Governor Dr/ St Andrews Dr	13	II
5	El Dorado Hills Blvd (Phase 2)	Governor Dr/ St Andrews Dr	Green Valley Rd	17	II
DISTRICT 2	PROJECT	BEGIN	END	ID	CLASS
1	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
2	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
3	Country Club Drive (Phase 1)	Cambridge Rd	Cameron Park Dr	30	II
4	Durock Rd	Cameron Park Dr	South Shingle Rd	36	II
5	Country Club Dr (Phase 2)	Bass Lake Rd	Cambridge Rd	38	II
DISTRICT 3	PROJECT	BEGIN	END	ID	CLASS
1	Placerville Dr	Green Valley Rd/ Ray Lawyer Dr	State Route 50	82	II
2	Mother Lode Dr (Phase 3)	French Creek Rd	Pleasant Valley Rd	65	II
3	Forni Rd	Ray Lawyer Dr	State Route 50/ Placerville Dr	83	II
4	Cold Springs Rd	Placerville City Limit (Near Caswell Rd)	Placerville Dr	84	II
5	Pierroz Rd	Placerville Dr	Cold Springs Rd	85	II
DISTRICT 4	PROJECT	BEGIN	END	ID	CLASS
1	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
2	Country Club Drive (Phase 1)	Cambridge Rd	Cameron Park Dr	30	II
3	Cameron Park Dr	Durock Rd	State Route 50	29	II
4	Meder Rd (Phase 1)	Cameron Park Dr	Paloran Ct	33	II
5	Green Valley Rd	Cameron Park Dr	Lotus Rd	39	II
DISTRICT 5	PROJECT	BEGIN	END	ID	CLASS
1	Pony Express Trail	Carson Rd	Sly Park Rd	70	II

PUBLIC WORKSHOP

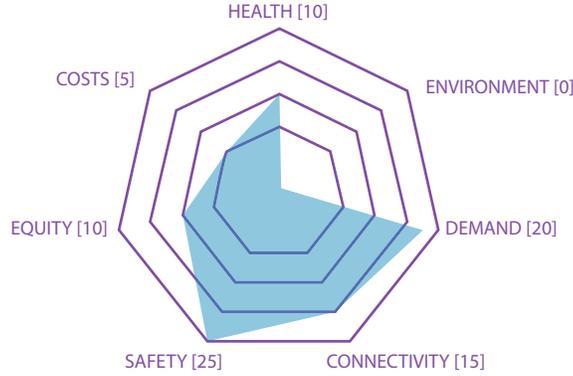
Focused on Safety & Connectivity



OVERALL	PROJECT	BEGIN	END	ID	CLASS
1	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
2	Durock Rd	Cameron Park Dr	South Shingle Rd	36	II
3	Green Valley Rd	Cameron Park Dr	Lotus Rd	39	II
4	Latrobe Rd	Investment Blvd	SPTC - El Dorado Trail	47	II
5	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
DISTRICT 1	PROJECT	BEGIN	END	ID	CLASS
1	Latrobe Rd	Investment Blvd	SPTC - El Dorado Trail	47	II
2	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
3	State Route 50 Crossing	El Dorado Hills Village Shopping Center	El Dorado Hills Town Center	5	I
4	Serrano Pkwy	El Dorado Hills Blvd	Bass Lake Rd	24	II
5	El Dorado Hills Blvd (Phase 2)	Governor Dr/ St Andrews Dr	Green Valley Rd	17	II
DISTRICT 2	PROJECT	BEGIN	END	ID	CLASS
1	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
2	Durock Rd	Cameron Park Dr	South Shingle Rd	36	II
3	Latrobe Rd	Investment Blvd	SPTC - El Dorado Trail	47	II
4	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
5	Country Club Drive (Phase 1)	Cambridge Rd	Cameron Park Dr	30	II
DISTRICT 3	PROJECT	BEGIN	END	ID	CLASS
1	Mother Lode Dr (Phase 3)	French Creek Rd	Pleasant Valley Rd	65	II
2	Mother Lode Dr (Phase 2)	Pleasant Valley Rd	Lindberg Ave	61	II
3	Placerville Dr	Green Valley Rd/ Ray Lawyer Dr	State Route 50	82	II
4	SPTC - El Dorado Trail (Phase 1)	El Dorado Rd	Missouri Flat Rd	11	I
5	Missouri Flat Rd (Phase 2)	Golden Center Dr	Pleasant Valley Rd/ State Route 49	52	II
DISTRICT 4	PROJECT	BEGIN	END	ID	CLASS
1	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
2	Green Valley Rd	Cameron Park Dr	Lotus Rd	39	II
3	Country Club Drive (Phase 1)	Cambridge Rd	Cameron Park Dr	30	II
4	Lotus Rd	Green Valley Rd	State Route 49	43	II
5	Mother Lode Dr (Phase 3)	French Creek Rd	Pleasant Valley Rd	65	II
DISTRICT 5	PROJECT	BEGIN	END	ID	CLASS
1	Pony Express Trail	Carson Rd	Sly Park Rd	70	II

ATP

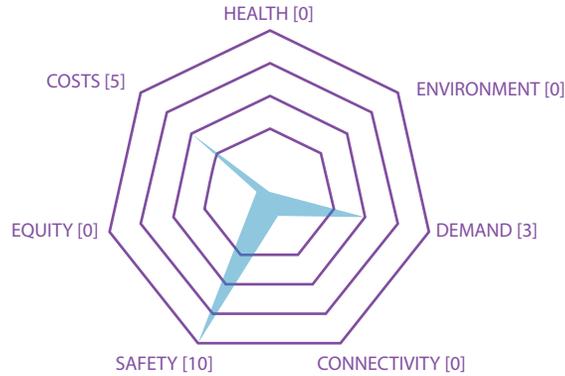
Focused on Demand & Safety



OVERALL	PROJECT	BEGIN	END	ID	CLASS
1	Durock Rd	Cameron Park Dr	South Shingle Rd	36	II
2	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
3	Green Valley Rd	Cameron Park Dr	Lotus Rd	39	II
4	El Dorado Hills Blvd (Phase 2)	Governor Dr/ St Andrews Dr	Green Valley Rd	17	II
5	Mother Lode Dr (Phase 3)	French Creek Rd	Pleasant Valley Rd	65	II
DISTRICT 1	PROJECT	BEGIN	END	ID	CLASS
1	El Dorado Hills Blvd (Phase 2)	Governor Dr/ St Andrews Dr	Green Valley Rd	17	II
2	Latrobe Rd	Investment Blvd	SPTC - El Dorado Trail	47	II
3	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
4	Golden Foothill Pkwy	Latrobe Rd (North)	Latrobe Rd (South)	27	II
5	Serrano Pkwy	El Dorado Hills Blvd	Bass Lake Rd	24	II
DISTRICT 2	PROJECT	BEGIN	END	ID	CLASS
1	Durock Rd	Cameron Park Dr	South Shingle Rd	36	II
2	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
3	Mother Lode Dr (Phase 3)	French Creek Rd	Pleasant Valley Rd	65	II
4	Latrobe Rd	Investment Blvd	SPTC - El Dorado Trail	47	II
5	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
DISTRICT 3	PROJECT	BEGIN	END	ID	CLASS
1	Mother Lode Dr (Phase 3)	French Creek Rd	Pleasant Valley Rd	65	II
2	Mother Lode Dr (Phase 2)	Pleasant Valley Rd	Lindberg Ave	61	II
3	Placerville Dr	Green Valley Rd/ Ray Lawyer Dr	State Route 50	82	II
4	SPTC - El Dorado Trail (Phase 1)	El Dorado Rd	Missouri Flat Rd	11	I
5	Cold Springs Rd	Placerville City Limit (Near Caswell Rd)	Placerville Dr	84	II
DISTRICT 4	PROJECT	BEGIN	END	ID	CLASS
1	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
2	Green Valley Rd	Cameron Park Dr	Lotus Rd	39	II
3	Mother Lode Dr (Phase 3)	French Creek Rd	Pleasant Valley Rd	65	II
4	Country Club Drive (Phase 1)	Cambridge Rd	Cameron Park Dr	30	II
5	Meder Rd (Phase 1)	Cameron Park Dr	Paloran Ct	33	II
DISTRICT 5	PROJECT	BEGIN	END	ID	CLASS
1	Pony Express Trail	Carson Rd	Sly Park Rd	70	II

HSIP

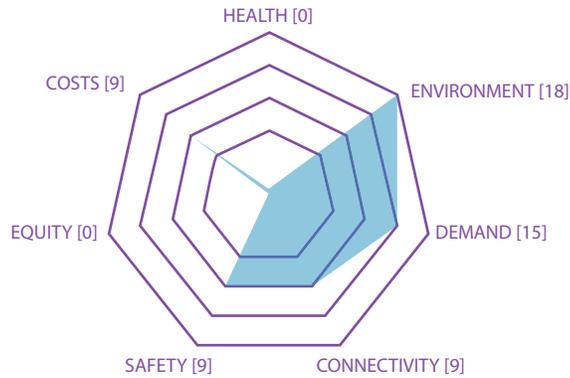
Focused on Safety & Costs



OVERALL	PROJECT	BEGIN	END	ID	CLASS
1	Placerville Dr	Green Valley Rd/ Ray Lawyer Dr	State Route 50	82	II
2	White Rock Rd	County Boundary (West)	Carson Crossing Rd	15	II
3	Mother Lode Dr	South Shingle Rd	French Creek Rd	42	II
4	North Shingle Rd	Ponderosa Rd	Sports Club Dr	46	II
5	Cold Springs Rd	Placerville City Limit (Near Caswell Rd)	Placerville Dr	84	II
DISTRICT 1	PROJECT	BEGIN	END	ID	CLASS
1	White Rock Rd	County Boundary (West)	Carson Crossing Rd	15	II
2	El Dorado Hills Blvd (Phase 2)	Governor Dr/ St Andrews Dr	Green Valley Rd	17	II
3	Old Bass Lake Rd (Phase 1)	El Dorado Hills	Bass Lake Connection	4	I
4	Golden Foothill Pkwy	Latrobe Rd (North)	Latrobe Rd (South)	27	II
5	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
DISTRICT 2	PROJECT	BEGIN	END	ID	CLASS
1	Mother Lode Dr	South Shingle Rd	French Creek Rd	42	II
2	Durock Rd	Cameron Park Dr	South Shingle Rd	36	II
3	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
4	Golden Foothill Pkwy	Latrobe Rd (North)	Latrobe Rd (South)	27	II
5	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
DISTRICT 3	PROJECT	BEGIN	END	ID	CLASS
1	Placerville Dr	Green Valley Rd/ Ray Lawyer Dr	State Route 50	82	II
2	Cold Springs Rd	Placerville City Limit (Near Caswell Rd)	Placerville Dr	84	II
3	State Route 49	Placerville City Limit (Near Coloma Ct)	Green St	86	II
4	Mother Lode Dr (Phase 1)	Lindberg Ave	Missouri Flat Rd	57	II
5	Mother Lode Dr (Phase 3)	French Creek Rd	Pleasant Valley Rd	65	II
DISTRICT 4	PROJECT	BEGIN	END	ID	CLASS
1	Mother Lode Dr	South Shingle Rd	French Creek Rd	42	II
2	North Shingle Rd	Ponderosa Rd	Sports Club Dr	46	II
3	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
4	Country Club Drive (Phase 1)	Cambridge Rd	Cameron Park Dr	30	II
5	Cameron Park Dr	Durock Rd	State Route 50	29	II
DISTRICT 5	PROJECT	BEGIN	END	ID	CLASS
1	Pony Express Trail	Carson Rd	Sly Park Rd	70	II

CMAQ

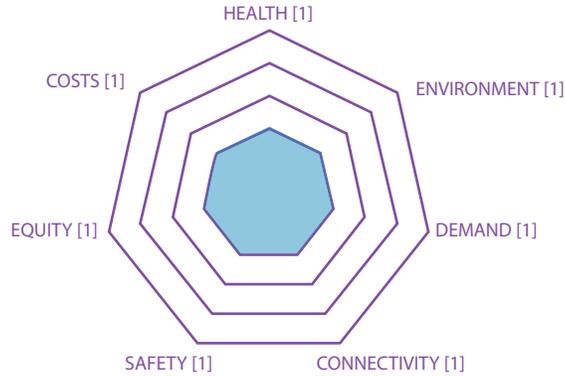
Focused on Environment & Demand



OVERALL	PROJECT	BEGIN	END	ID	CLASS
1	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
2	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
3	Country Club Drive (Phase 1)	Cambridge Rd	Cameron Park Dr	30	II
4	Cameron Park Dr	Durock Rd	State Route 50	29	II
5	Serrano Pkwy	El Dorado Hills Blvd	Bass Lake Rd	24	II
DISTRICT 1	PROJECT	BEGIN	END	ID	CLASS
1	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
2	Serrano Pkwy	El Dorado Hills Blvd	Bass Lake Rd	24	II
3	Country Club Dr (Phase 2)	Bass Lake Rd	Cambridge Rd	38	II
4	El Dorado Hills Blvd	Saratoga Way	Governor Dr/ St Andrews Dr	13	II
5	State Route 50 Crossing	El Dorado Hills Village Shopping Center	El Dorado Hills Town Center	5	I
DISTRICT 2	PROJECT	BEGIN	END	ID	CLASS
1	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
2	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
3	Country Club Drive (Phase 1)	Cambridge Rd	Cameron Park Dr	30	II
4	Country Club Dr (Phase 2)	Bass Lake Rd	Cambridge Rd	38	II
5	Durock Rd	Cameron Park Dr	South Shingle Rd	36	II
DISTRICT 3	PROJECT	BEGIN	END	ID	CLASS
1	Placerville Dr	Green Valley Rd/ Ray Lawyer Dr	State Route 50	82	II
2	Cold Springs Rd	Placerville City Limit (Near Caswell Rd)	Placerville Dr	84	II
3	State Route 49	Placerville City Limit (Near Coloma Ct)	Green St	86	II
4	Forni Rd	Ray Lawyer Dr	State Route 50/ Placerville Dr	83	II
5	Pierroz Rd	Placerville Dr	Cold Springs Rd	85	II
DISTRICT 4	PROJECT	BEGIN	END	ID	CLASS
1	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
2	Country Club Drive (Phase 1)	Cambridge Rd	Cameron Park Dr	30	II
3	Cameron Park Dr	Durock Rd	State Route 50	29	II
4	Meder Rd (Phase 1)	Cameron Park Dr	Paloran Ct	33	II
5	Green Valley Rd	Cameron Park Dr	Lotus Rd	39	II
DISTRICT 5	PROJECT	BEGIN	END	ID	CLASS
1	Pony Express Trail	Carson Rd	Sly Park Rd	70	II

NEAR SCHOOLS

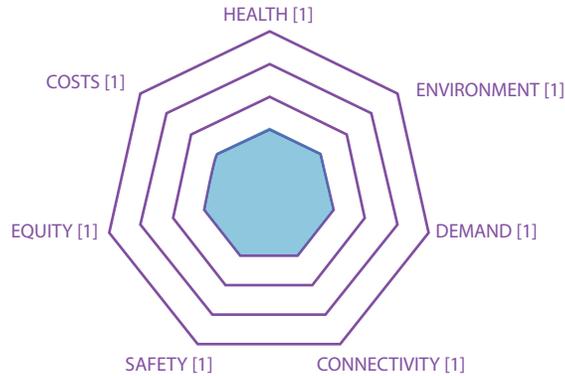
Assumed Equal Weighting



OVERALL	PROJECT	BEGIN	END	ID	CLASS
1	Serrano Pkwy	El Dorado Hills Blvd	Bass Lake Rd	24	II
2	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
3	Latrobe Rd	Investment Blvd	SPTC - El Dorado Trail	47	II
4	El Dorado Hills Blvd	Saratoga Way	Governor Dr/ St Andrews Dr	13	II
5	Country Club Dr (Phase 2)	Bass Lake Rd	Cambridge Rd	38	II
DISTRICT 1	PROJECT	BEGIN	END	ID	CLASS
1	Serrano Pkwy	El Dorado Hills Blvd	Bass Lake Rd	24	II
2	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
3	Latrobe Rd	Investment Blvd	SPTC - El Dorado Trail	47	II
4	El Dorado Hills Blvd	Saratoga Way	Governor Dr/ St Andrews Dr	13	II
5	Country Club Dr (Phase 2)	Bass Lake Rd	Cambridge Rd	38	II
DISTRICT 2	PROJECT	BEGIN	END	ID	CLASS
1	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
2	Latrobe Rd	Investment Blvd	SPTC - El Dorado Trail	47	II
3	Country Club Dr (Phase 2)	Bass Lake Rd	Cambridge Rd	38	II
4	Mother Lode Dr (Phase 3)	French Creek Rd	Pleasant Valley Rd	65	II
5	Golden Foothill Pkwy	Latrobe Rd (North)	Latrobe Rd (South)	27	II
DISTRICT 3	PROJECT	BEGIN	END	ID	CLASS
1	Mother Lode Dr (Phase 2)	Pleasant Valley Rd	Lindberg Ave	61	II
2	Mother Lode Dr (Phase 3)	French Creek Rd	Pleasant Valley Rd	65	II
3	State Route 49	Placerville City Limit (Near Coloma Ct)	Green St	86	II
4	SPTC - El Dorado Trail (Phase 1)	El Dorado Rd	Missouri Flat Rd	11	I
5	SPTC - El Dorado Trail (Phase 5)	Halcon Rd	Snows Rd	12	I
DISTRICT 4	PROJECT	BEGIN	END	ID	CLASS
1	Green Valley Rd	Cameron Park Dr	Lotus Rd	39	II
2	Lotus Rd	Green Valley Rd	State Route 49	43	II
3	Meder Rd (Phase 2)	Paloran Ct	Ponderosa Rd	40	II
4	Mother Lode Dr (Phase 3)	French Creek Rd	Pleasant Valley Rd	65	II
5	Ponderosa Rd	State Route 50	Meder Rd	37	II

NEAR TRANSIT

Assumed Equal Weighting



OVERALL	PROJECT	BEGIN	END	ID	CLASS
1	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
2	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
3	Country Club Drive (Phase 1)	Cambridge Rd	Cameron Park Dr	30	II
4	Durock Rd	Cameron Park Dr	South Shingle Rd	36	II
5	Latrobe Rd	Investment Blvd	SPTC - El Dorado Trail	47	II
DISTRICT 1	PROJECT	BEGIN	END	ID	CLASS
1	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
2	Latrobe Rd	Investment Blvd	SPTC - El Dorado Trail	47	II
3	Country Club Dr (Phase 2)	Bass Lake Rd	Cambridge Rd	38	II
4	State Route 50 Crossing	El Dorado Hills Village Shopping Center	El Dorado Hills Town Center	5	I
5	Bass Lake Bike Path Connection	Covello Circle (East)	Summer Dr	7	I
DISTRICT 2	PROJECT	BEGIN	END	ID	CLASS
1	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
2	Bass Lake Rd	Country Club Dr	Green Valley Rd	28	II
3	Country Club Drive (Phase 1)	Cambridge Rd	Cameron Park Dr	30	II
4	Durock Rd	Cameron Park Dr	South Shingle Rd	36	II
5	Latrobe Rd	Investment Blvd	SPTC - El Dorado Trail	47	II
DISTRICT 3	PROJECT	BEGIN	END	ID	CLASS
1	Mother Lode Dr (Phase 2)	Pleasant Valley Rd	Lindberg Ave	61	II
2	Placerville Dr	Green Valley Rd/ Ray Lawyer Dr	State Route 50	82	II
3	Cold Springs Rd	Placerville City Limit (Near Caswell Rd)	Placerville Dr	84	II
4	Pierroz Rd	Placerville Dr	Cold Springs Rd	85	II
5	State Route 49	Placerville City Limit (Near Coloma Ct)	Green St	86	II
DISTRICT 4	PROJECT	BEGIN	END	ID	CLASS
1	Cambridge Rd	Country Club Dr	Green Valley Rd	32	II
2	Country Club Drive (Phase 1)	Cambridge Rd	Cameron Park Dr	30	II
3	Green Valley Rd	Cameron Park Dr	Lotus Rd	39	II
4	Cameron Park Dr	Durock Rd	State Route 50	29	II
5	Meder Rd (Phase 1)	Cameron Park Dr	Paloran Ct	33	II
DISTRICT 5	PROJECT	BEGIN	END	ID	CLASS
1	Pony Express Trail	Carson Rd	Sly Park Rd	70	II

NOTES

- 1 - "Promote a safe, convenient, and efficient non-motorized transportation system which part of a balanced overall transportation system for all users." Final El Dorado County Regional Transportation Plan: 2015-2035. EDCTC. p. 41. <<http://www.edctc.org/L/RTP%20FINAL-2015-2035.pdf>>
- 2 - Final El Dorado County Regional Transportation Plan: 2015-2035. EDCTC. p. 39. <<http://www.edctc.org/L/RTP%20FINAL-2015-2035.pdf>>
- 3 - 2017 Active Transportation Program: Scoring Rubric. Caltrans. p. 21. <http://www.catc.ca.gov/programs/ATP/2017/2017_ATP_Scoring_Rubrics_for_Q1_Q7.pdf>
- 4 - California Health Interview Survey. <<http://healthpolicy.ucla.edu/chis/data/Pages/overview.aspx>>
- 5 - Final El Dorado County Regional Transportation Plan: 2015-2035. EDCTC. p. 39. <<http://www.edctc.org/L/RTP%20FINAL-2015-2035.pdf>>
- 6 - AB 32: California Global Warming Solutions Act of 2006. California Environmental Protection Agency. <<https://www.arb.ca.gov/cc/ab32/ab32.htm>>
- 7 - Tiger Grant Application Resources. US Department of Transportation. <<https://www.transportation.gov/tiger/application-resources>>
- 8 - Urban Greening Grant Program. California Natural Resources Agency. <<http://resources.ca.gov/grants/urban-greening/>>
- 9 - Sustainable Transportation Planning Grant Program. Caltrans. <<http://www.dot.ca.gov/hq/tpp/grants.html>>
- 10 - Greenhouse Gas Equivalencies Calculator. Environmental Protection Agency. <<https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>>
- 11 - National Household Travel Survey. FHWA (2009). <<http://nhts.ornl.gov/>>
- 12 - 2017 Active Transportation Program: Scoring Rubric. Caltrans. p. 7. <http://www.catc.ca.gov/programs/ATP/2017/2017_ATP_Scoring_Rubrics_for_Q1_Q7.pdf>
- 13 - Final El Dorado County Regional Transportation Plan: 2015-2035. EDCTC. p. 41. <<http://www.edctc.org/L/RTP%20FINAL-2015-2035.pdf>>
- 14 - 2017 Active Transportation Program: Scoring Rubric. Caltrans. p. 3. <http://www.catc.ca.gov/programs/ATP/2017/2017_ATP_Scoring_Rubrics_for_Q1_Q7.pdf>
- 15 - Final El Dorado County Regional Transportation Plan: 2015-2035. EDCTC. p. 40. <<http://www.edctc.org/L/RTP%20FINAL-2015-2035.pdf>>
- 16 - Travel Demand Model. County of El Dorado. <https://www.edcgov.us/Government/Planning/Travel_Demand_Model.aspx>
- 17 - 2017 Active Transportation Program: Scoring Rubric. Caltrans. p. 11. <http://www.catc.ca.gov/programs/ATP/2017/2017_ATP_Scoring_Rubrics_for_Q1_Q7.pdf>
- 18 - Chapter 9 Highway Safety Improvement Program (HSIP) Guidelines. Caltrans. <<http://www.dot.ca.gov/hq/LocalPrograms/HSIP/2016/HSIP-Guidelines.pdf>>
- 19 - Final El Dorado County Regional Transportation Plan: 2015-2035. EDCTC. p. 40. <<http://www.edctc.org/L/RTP%20FINAL-2015-2035.pdf>>
- 20 - 2017 Active Transportation Program: Scoring Rubric. Caltrans. p. 3. <http://www.catc.ca.gov/programs/ATP/2017/2017_ATP_Scoring_Rubrics_for_Q1_Q7.pdf>
- 21 - Final El Dorado County Regional Transportation Plan: 2015-2035. EDCTC. p. 40. <<http://www.edctc.org/L/RTP%20FINAL-2015-2035.pdf>>
- 22 - The percent of the total El Dorado County population that was under 19 years old or over 64 years old increased from 37 percent in 2005 to 42 percent in 2015, according to one-year estimates from the American Community Survey.
- 23 - American FactFinder. US Census Bureau. <<https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>>

Last Updated: August 11, 2017

Appendices

- A: Survey Results
- B: Count Results
- C: Health Analysis
- D: Environmental Analysis
- E: Demand Analysis
- F: Connectivity Analysis
- G: Safety Analysis
- H: Equity Analysis
- I: Cost-Effectiveness Analysis
- J: Proposed Projects
- K: Public Engagement
- L: Meeting Notes & Presentations
- M: Study Comment Log
- N: Staff Report