

CHAPTER 11: ACTIVE TRANSPORTATION

GOAL 6: ACTIVE TRANSPORTATION

Promote a safe, convenient, and efficient active transportation system for all users.

Bicycle and pedestrian travel are the two primary modes of active transportation in El Dorado County. Many of the facilities designed for those two modes are readily usable by other non-motorized and active transportation forms such as equestrians, wheelchair users, in-line skaters, scooters, and skateboarders. Bicycling and walking make up a relatively small portion of commuting activity in El Dorado County, but those active travel modes play important roles within many of California's local transportation systems. Infrastructure that supports bicycling and walking expands transportation options and may complement other forms of transportation by supplementing segments of trips.

The El Dorado County Transportation Commission's active transportation objectives (Goal 6, Objective A) is to "Plan and develop a continuous, safe, and easily accessible pedestrian and bikeway network throughout the region connecting urban, suburban, and rural communities." This includes the coordination of bike paths and lanes with transit stops and the implementation of bikeway and pedestrian projects in concert with transportation improvement projects and development of business and industry. Daily active transportation trips to and from transit and to and from automobiles are often overlooked. However, they are often the most challenging trips for elderly, youth, and mobility challenged travelers. These trips, whether long or short, are often the only significant physical activity people may get in their daily lives, tying active transportation trips directly to public health and wellbeing. The projected growth for this region necessitates the development of safe and efficient active transportation facilities to support and encourage current and future increases in the use of those transportation modes. The development of safe and efficient active transportation facilities should specifically consider the needs of the most vulnerable pedestrians and bicyclists: children, seniors, and people with disabilities. Additionally, by providing active transportation facilities which support effective connectivity to not only goods and services but to transit and automobile trips, increased opportunities are offered to improve one's health, wellbeing, quality of life, and increase the independence of elderly, youth, and the disabled.

ACTIVE TRANSPORTATION AND HEALTH

Walking and bicycling are simple ways for individuals to increase their daily physical activity, which has been shown to lead to positive health outcomes. A growing body of literature links parks, trails, and other infrastructure that encourages physical activity to lowered risk of chronic diseases, greater weight management, increased mental fitness, the reversal of Type II diabetes, and decreased healthcare costs. Designing a transportation network so that residents can reach destinations without relying on a motor vehicle can increase the probability of an individual choosing to walk or bicycle. Projects that address public health are more competitive in grant applications such as the Caltrans Active Transportation Program (ATP). The most recent ATP application requirements focused on projects that address the health vulnerabilities of the project's targeted users and have the potential to promote healthy communities. The application form asked applicants to describe the health status of the targeted users of the proposed project, how health benefits were considered when developing the proposed project, and how the proposed project will promote a health community.

BICYCLING

In El Dorado County, bicyclists enjoy a variety of terrain and climates. Neighborhood suburbs dotted with parks, schools, and shopping centers characterize the less-rural western portion of the County, including the communities of El Dorado Hills and Cameron Park. The relatively compact layout of the City of Placerville provides bicyclists the opportunity to ride short distances to numerous destination points. The rural hills of the South County area are lined with wineries and are a popular destination for recreational road cyclists. In addition to being popular with local road cyclists, the rural areas of Rescue, Cool, Georgetown, and Coloma are also frequent destinations for recreational road riders. Coloma is both a historic state park and a recreation center for those seeking to spend time on the South Fork of the American River. The western portion of the County provides cyclists with mild winters and ideal weather conditions during the spring and fall months. Mid-day summer heat in the western portion of the County could discourage even the most avid cyclist from riding during the warmest times day. The Census American Community Survey (one-year estimates) indicated that in 2015, 1.2% of adult workers over age 16 rode a bicycle as a primary means of transportation to work in El Dorado County.

WALKING

Virtually all travel trips at one point or another include a pedestrian element. The trip could be a walk from the front door to the car in the driveway or from the parking place to the office or shopping center. For others, it could be a long walk or jog from home to the office. For most, it is errands to a nearby business at lunch or after work, or a recreational walk, a walk to shopping near home, or a walk to and from transit. A person's willingness to walk varies greatly depending on age, health, time availability, quality of surroundings, safety, climate, and many other factors. It is generally accepted that most people are willing to walk for five to ten minutes, or approximately ¼- to ½-mile to a transit stop or other destination. The Census American Community Survey (one-year estimates) indicated that in 2015, 2.6% of adult workers over age 16 walked as a primary means of transportation to work in El Dorado County.

PEDESTRIAN FACILITIES

The pedestrian network in El Dorado County includes Class I Shared Use Paths and sidewalks. Sidewalks and pathways are an essential element of a pedestrian network. They not only provide a comfortable walking space separate from the roadway but are also a foundational element of Americans with Disabilities Act (ADA) compliance.

A majority of the new commercial developments in communities within El Dorado County have existing sidewalks on the roads fronting shopping centers. Many of the newer residential developments also have sidewalks on at least one side of the road. Some adopted specific plans have policies regarding to sidewalks, and equestrian, biking, and pedestrian hiking trails and pathways within the developments.

There are many streets in El Dorado County with sidewalks or pathways, but the network is often inconsistent. Not every street without a sidewalk or pathway is recommended for improvement due to the rural nature of the county, limited connectivity to activity centers, and available public right of way. The county's sidewalk and pathway improvement recommendations are focused on those corridors that are most likely to serve large numbers of pedestrians or address a priority community concern, such as walking routes to and from destinations like schools, civic buildings, and shopping centers or employment centers.



Pedestrian improvements should be consistent with the most currently accepted engineering standards and consider connections to public transit, activity, employment, education, and residential centers. Sidewalks and pathways should provide a smooth surface free of obstructions. In some areas, where high pedestrian activity is expected, sidewalks wider than five feet may be desirable. Sidewalks and pathways can either be adjacent to the curb or separated by a planted landscaping strip.

In 2020, EDCTC Prepared the El Dorado County and City of Placerville Active Transportation Plans. The plans include proposed sidewalk and pathway improvement recommendations in the City of Placerville and Communities on the western slope of El Dorado County.

BICYCLE FACILITIES

The Western Slope of El Dorado County is a primarily rural region with varying topography and distances between places in which people live and work, go to school, or access other daily needs and services. Consequently, automobile transportation is the primary means of transportation. However, growing interest in livable-walkable communities and active lifestyle choice opportunities has increased awareness of and demand for bicycle transportation connectivity. As such El Dorado County has started to include bicycle facilities with new roadway construction and in conjunction with new residential and commercial development. Where appropriate, bicycle facilities have been developed throughout El Dorado County to provide alternatives to the typical automobile trip. While those facilities have been focused in more populated areas of the County and City, additional effort has been made to construct bicycle facilities which connect to the rural communities and recreation and tourism destinations. El Dorado County has planned and adopted the US 50 Bike Route, which aims to provide a regional bicycle corridor for recreation and commute purposes, extending from the western El Dorado County line to the Lake Tahoe Basin (Figure 11-1).

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FIGURE 11-1: US 50 BIKE ROUTE

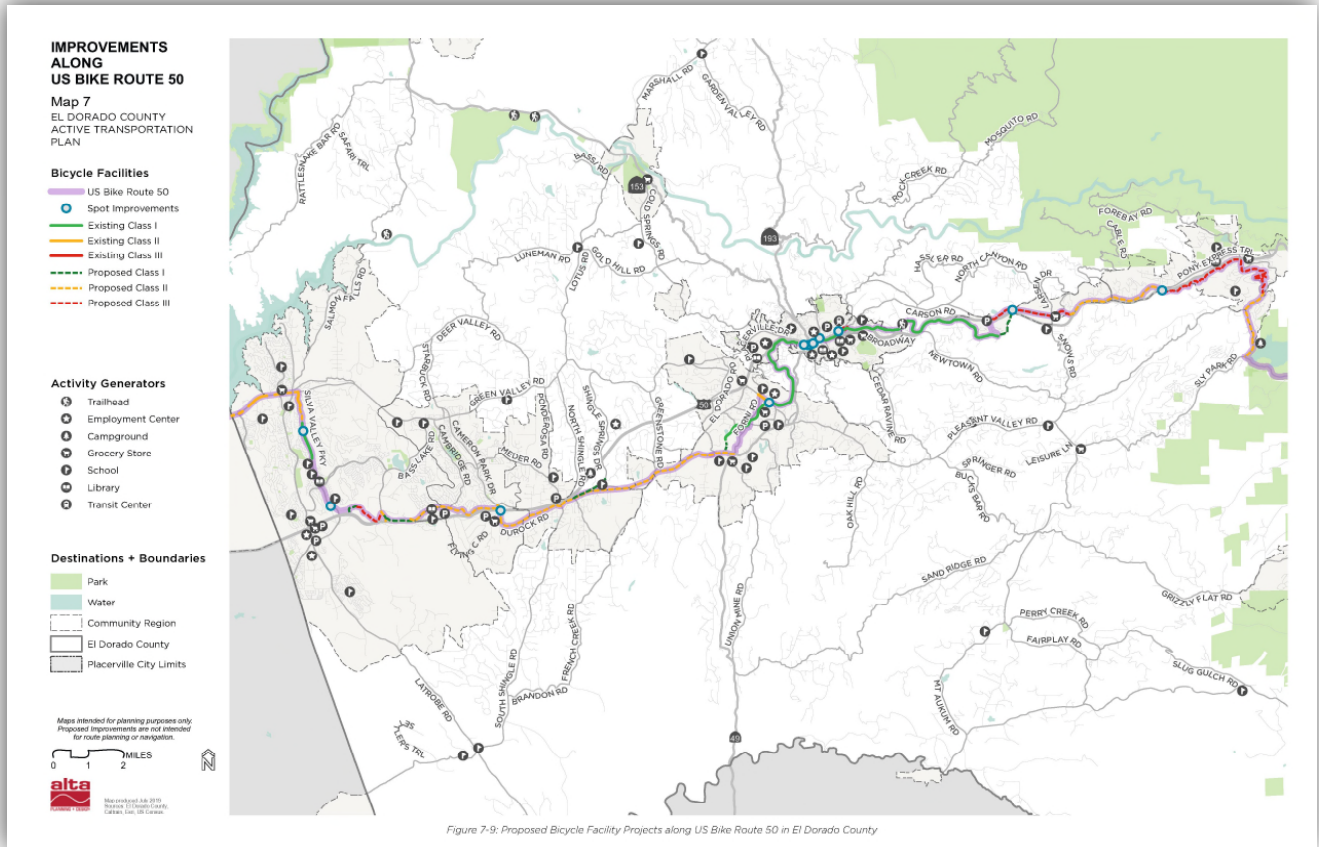


Figure 7-9: Proposed Bicycle Facility Projects along US Bike Route 50 in El Dorado County

As with any transportation facility the most current design standards must be used. To date these standards are contained in the Caltrans Highway Design Manual (HDM), Chapter 1000 – Bikeway Planning and Design, Sixth Edition, last updated July 2, 2018. The HDM, Chapter 1000 emphasizes that the designation of bikeways as Class I, II, III and IV should not be construed as a hierarchy of bikeways; that one is better than the other. Each class of bikeway has its appropriate application. Additionally, there are many considerations to be made about the design of a facility and its appropriate application, especially given the rural nature and complexities of constructing facilities in El Dorado County. Appendix A of the 2020 El Dorado County and City of Placerville Active Transportation Plans, Pedestrian and Bicycle Design Guidelines, contains a compilation of treatments and tools for creating a bicycle-friendly, safe, accessible community. The design guidance refers to the most current National and California statewide guidance for active transportation facilities including the California Manual on Uniform Traffic Control Devices (2014) and the 2018 AASHTO Guide. Brief descriptions of the most common bikeway facilities are provided below:

Shared Roadway (No Bikeway Designation) – Many bicycle trips in the State now occur on streets and highways without bikeway designations. Additionally, many rural highways are used by bicyclists for touring, intercity travel, and recreation. However, the development and maintenance of four-foot paved roadway shoulders with a standard four-inch edge line can significantly improve the safety and convenience for bicyclists and motorists along such routes.



Class I Shared Use Paths are paved trails completely separated from the street or highway. They allow two-way travel for people bicycling and walking and are often considered the most comfortable facilities for children and inexperienced bicyclists because there are few potential conflicts between people bicycling and people driving. Several examples of Class I paths exist in El Dorado County today.

Class II Bikeway (Bike Lane) are striped preferential lanes on the roadway for one-way bicycle travel that include pavement stencils and signs. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars, where people may open car doors into the bicycle lane. Variations of the Class II Bicycle Lane are the **Uphill Climbing Lane**, where due to narrow roadway width, a Class II facility is installed in the uphill traveling direction to give bicyclists additional protection, and the **Buffered Bike Lane**, where painted buffers increase the distance between bicyclists and drivers. Some segments of bicycle lanes exist on roadway segments in El Dorado County near Placerville, Cameron Park, Shingle Springs, Coloma, and in El Dorado Hills.



Class III Bikeway (Bike Route) signed routes where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are best suited for low-speed streets with relatively low traffic volumes or on higher-speed roadways that include a wide outside lane or shoulder to accommodate safe passing. Class III bicycle routes include shared lane markings or “sharrows” that encourage proper bicyclist positioning in the travel lane and alert drivers that bicyclists may be present. **Advisory Shoulders** are signed roadways where bicyclists are to travel in the shoulder when they are not being used for parking. Class III bike routes have been designated in some areas of El Dorado County.

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 routes. 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. Bike routes are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes).

Class IV Separated Bikeways are on street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier such as a curb, bollards, or parking aisle. They can allow for one- or two-way bicycle travel on one or both sides of the roadway. No Class IV bikeways currently exist in El Dorado County.

In addition to these formally designated bikeways, bicyclists often use wide shoulders on state highways or county roads to travel between communities in El Dorado County. In some cases, sufficiently wide shoulders may create opportunities for low-cost implementation of Class II Bicycle Lanes.

ACTIVE TRANSPORTATION NEEDS ASSESSMENT

For the purposes of the needs assessment discussion on active transportation facilities, both bicycle and pedestrian are discussed together as they are both widely used for recreation, leisure, and transportation. With an increase in active lifestyle choices, increased awareness of the harmful effects

of Greenhouse Gases, and a desire to live within livable walkable communities, the demand for these facility types is growing. While still not a primary mode of transportation, many studies document the potential of increases in walking or bicycling as a transportation mode. The American Community Survey (ACS) is one of the only sources of data regarding existing levels of walking and bicycling within El Dorado County. Table 11-1 provides data and estimates on travel by walking, biking, and transit in El Dorado County. The commuter travel estimates are survey data from the American Community Survey. The data indicates that mode shares have remained relatively stable since 2010, although bicycling and walking has increased notably while carpooling drive-alone has declined. The other notable change is that working at home has increased.

TABLE 11-1: 2018 PERSON TRIP MODE OF TRAVEL FOR EL DORADO COUNTY

Mode of Travel	2010	2012	2016	2018
Commuter Travel				
Total Workers	76,915	80,849	79,778	87,964
Drive-Along Commuters	60,721	61,240	59,600	62,998
Carpool Commuters	7,392	8,716	7,420	6,509
Public Transit Commuters	1,580	819	1,434	743
Bicycle Commuters	250	896	368	796
Walk Commuters	1,422	1,738	1,452	1,926
Combine Bicycle and Walk Commuters	1,672	2,634	1,820	2,722
Worked at Home	4,787	6,492	5,755	6,351
Mode Shares				
Drive-Along	Drive-Along	Drive-Along	Drive-Along	Drive-Along
Carpool	Carpool	Carpool	Carpool	Carpool
Public Transit	Public Transit	Public Transit	Public Transit	Public Transit
Bicycle	Bicycle	Bicycle	Bicycle	Bicycle
Walk	Walk	Walk	Walk	Walk
Combine Bicycle and Walk	Combine Bicycle and Walk	Combine Bicycle and Walk	Combine Bicycle and Walk	Combine Bicycle and Walk
Worked at Home	Worked at Home	Worked at Home	Worked at Home	Worked at Home

Source: Based on data from the American Community Survey data for 2010, 2012, 2016, and 2018 Data includes Tahoe Basin.

Many factors and personal choice influence the decision to ride a bicycle or walk, and studies show that the primary factor discouraging people is lack of safe, appropriate, and effective facilities which serve the needs of the potential users of each respective community. In order for active transportation to be a viable transportation option, it must be safe, attractive, and easy to use while providing for the efficient connectivity to daily goods and services as well as connections from home, transit stops, or other modes to employment, education, and other activity centers. Generally, this includes use of facility design and planning which promotes safety and improves awareness of and access to active transportation, and placement in sufficient locations and numbers to connect with important activity centers such as schools, parks, shopping centers, and residential areas. For example, a non-motorized facility within an urbanized area of the region such as Cameron Park or El Dorado Hills may

look very different and serve different needs than a facility spanning a greater distance within a more rural community. Ultimately, the full list of facility options, whether a bike path, sidewalk, or signage on a roadway, need to be an integral component of land use and transportation planning decisions and implementation.

A recent study in the Cameron Park Community revealed nearly 19 percent of Cameron Park community households have annual incomes less than \$35,000. These people may find their budgets constrain their transportation choices, which in turn limit employment, education, and recreation opportunities. About 4 percent of Cameron Park households do not own a car. Having better access to less expensive modes of transportation such as transit, walking, biking, and ridesharing could

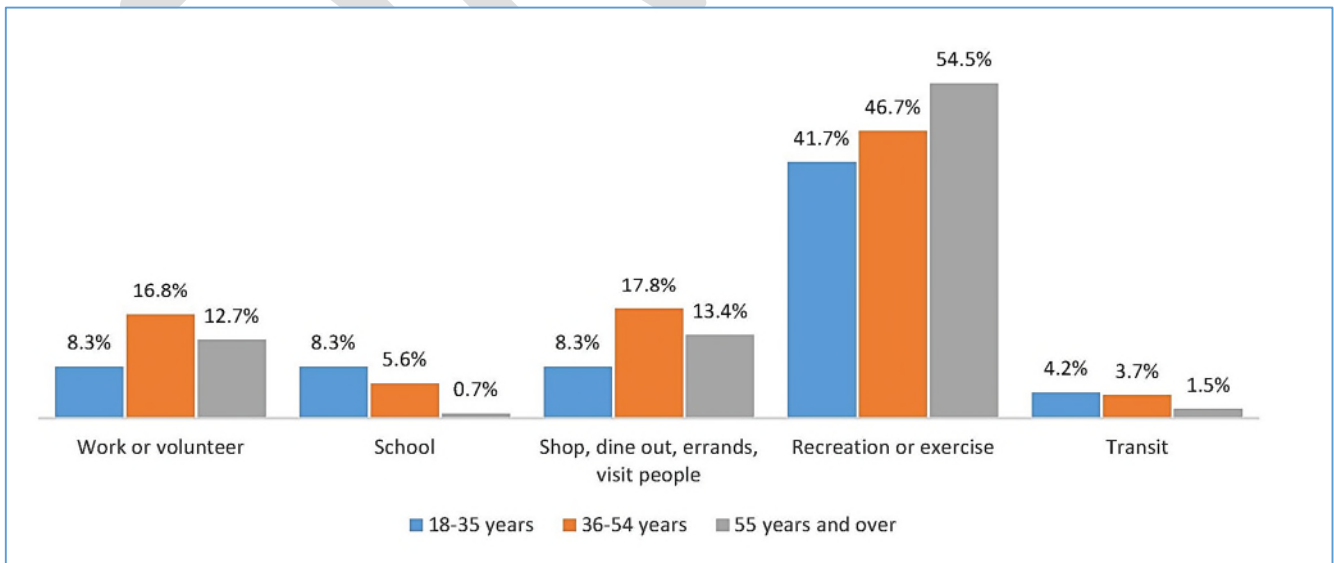
improve the standard of living for all residents and free up a portion of their car-related transportation expenses for other uses.

In 2016, EDCTC administered an online survey targeted at El Dorado County residents to better understand existing walking and bicycling travel behavior and preferences. The survey received 365 responses between August 2, 2016 and November 29, 2016. The survey was developed to inform the EDCTC Active Transportation Connections Study which was prepared to help prioritize planned pedestrian and bicycle infrastructure projects in the County’s western slope and enhance competitiveness in grant funding applications. The high-level findings from the survey are shown below. The complete survey is available on the EDCTC web page here: <https://www.edctc.org/-activetransportation>

WALKING

Overall, the majority of respondents indicated they do not walk to work, volunteering, school, shopping and other leisure activities, or to access transit on a regular basis. However, about half of the respondents reported that they walk for recreation or exercise on multiple days per week and for greater than five miles at a time. Broken down by individual age groups, adults 55 years and over are more likely than other age groups to walk for recreation or exercise on a regular basis (multiple days per week), adults age 36 to 54 years old are more likely than other age groups to walk for work, volunteering, or shopping and other leisure activities, and adults 18 to 35 years old are more likely than other age groups to walk to school or to transit. Figure 11-2 shows the percentage of respondents in each age group who walk multiple days per week for each trip purpose.

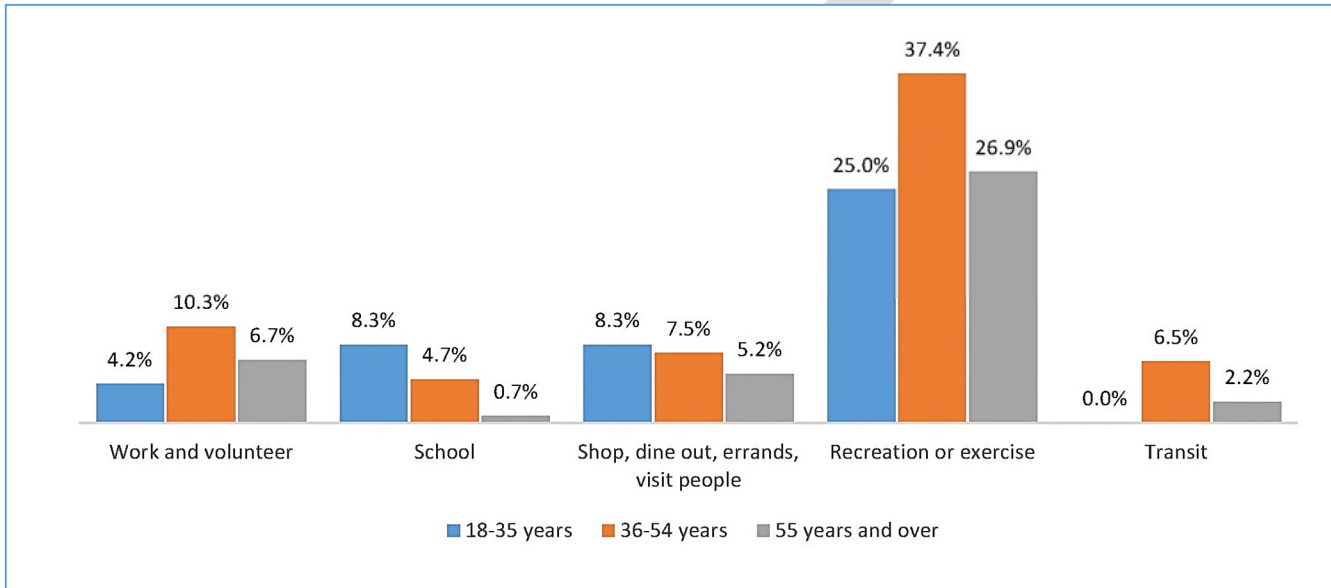
FIGURE 11-2: TRIP PURPOSE FOR WALKING MULTIPLE DAYS PER WEEK



BICYCLING

Overall, the majority of respondents indicated they do not bicycle to work, volunteering, school, shopping and other leisure activities, or to access transit on a regular basis. About 10 percent of respondents do not own a bicycle. Similar to walking, respondents are more likely to bicycle for recreation or exercise than for other purposes. Broken down by individual age groups, adults age 36 to 54 years old are more likely than other age groups to bike on a regular basis for work, recreation and exercise, and to transit, while adults 18 to 35 years old are more likely to bike to school, shopping, and other leisure activities. Figure 11-3 shows the percentage of respondents in each age group who bicycle multiple days per week for each trip purpose.

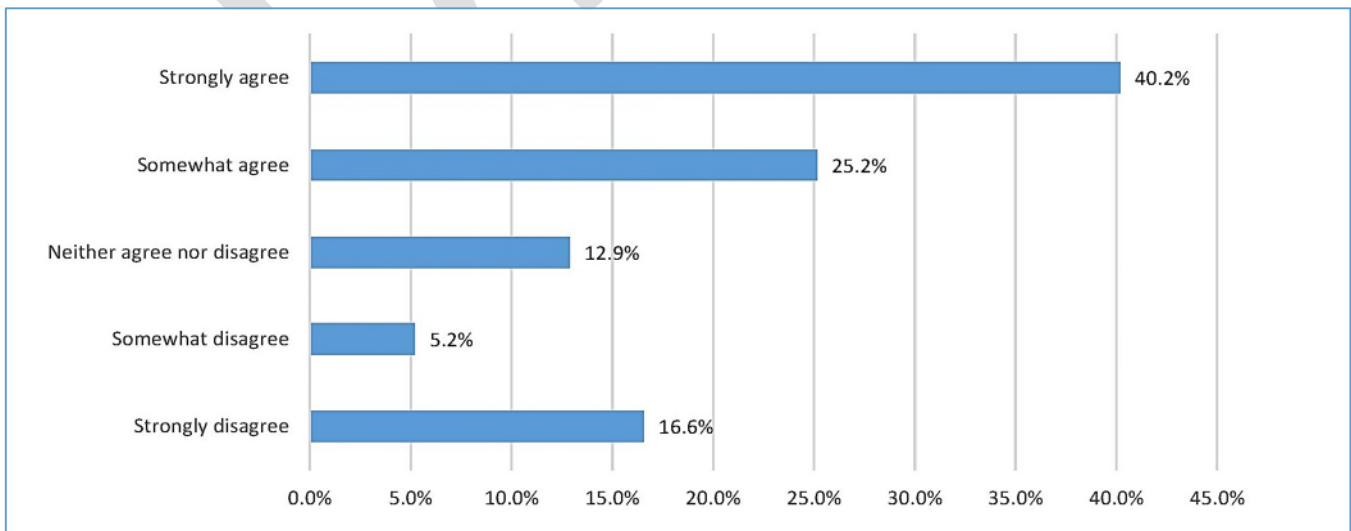
FIGURE 11-3: TRIP PURPOSE FOR BICYCLING MULTIPLE DAYS PER WEEK



WALKING AND BICYCLING

Overall, respondents showed a desire to walk and bicycle more than they currently do. Figure 11-4 shows that 65.4 percent of respondents strongly agree or somewhat agree that they would like to travel by bicycle or foot for their daily commute, errands, and other activities more than they do now.

FIGURE 11-4: DESIRE TO WALK/BIKE MORE FOR DAILY TRIPS



ACTIVE TRANSPORTATION ACTION PLAN

The Action Element of the RTP consists of short-term and long-term projects and activities that address regional transportation issues and needs. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identify the short-term horizon as a period up to 10 years in the future and the long-term horizon as projects or activities 20 years and beyond. The Action Element implements the Policy Element and must be consistent with the financial constraints identified in the Financial Element and must conform to the air quality State Implementation Plan.

The Active Transportation Action Plan implements Goal 6 of the Policy Element of this RTP.

The Action Plan for active transportation includes projects derived from the 2020 El Dorado County and City of Placerville Active Transportation Plans. Below is a list of ongoing and shelf-ready priority projects that El Dorado County and the City of Placerville are currently pursuing for full funding.

Tables 11-2 through 11-12 include priority Active Transportation projects from the El Dorado County and City of Placerville Active Transportation Plans. There are many proposed Active Transportation Projects, additional projects for both the short and long range are included in Appendix C of this RTP. All proposed Active Transportation Projects listed below and within Appendix C are Fiscally Constrained.

TABLE 11-2: COUNTYWIDE ACTIVE TRANSPORTATION PLAN NETWORK AND COSTS

Bicycle Facility Planning Level Cost Estimates*	Cost
Class I Shared Use Paths	\$850,000/Mile
Class II Bicycle Lanes	\$240,000/Mile
Class II Uphill Climbing Lanes	\$120,000/Mile
Class III Bike Routes	\$25,000/Mile
Class IV Separated Bikeways	\$250,000/Mile
Pedestrian Facility Planning Level Cost Estimates	\$20/Square Foot

**Average Planning Level Cost Estimate from 2020 Active Transportation Plan*

TABLE 11-3: EL DORADO COUNTY WESTERN SLOPE PROPOSED BICYCLE NETWORK

Bicycle Facility Type	Existing	Proposed	Existing & Proposed Total	Estimated Cost
Class I Shared Use Paths	29.6	32.2	61.8	\$27,370,000
Class II Bicycle Lanes	31.2	100.7	131.9	\$24,168,000
Class II Uphill Climbing Lanes	0	1.6	1.6	\$192,000
Class III Bike Routes	14	46	60	\$1,150,000
Class IV Separated Bikeways	0	1	1	\$500,000

TABLE 11-4: EL DORADO COUNTY WESTERN SLOPE PROPOSED SIDEWALK IMPROVEMENTS

Pedestrian Facilities	Proposed New Mileage	Estimated Cost
Sidewalk Gap Closures in High Demand Areas	37.7	\$17,915,040*
Spot Improvements Including Crosswalks, etc.	N/A	Varies by Facility Type

**Estimated cost assumes a five-foot wide sidewalk at \$18/square foot*

CITY OF PLACERVILLE ACTIVE TRANSPORTATION PLAN NETWORK AND COSTS

TABLE 11-5: CITY OF PLACERVILLE PROPOSED BICYCLE NETWORK

Bicycle Facility Type	Existing	Proposed	Existing and Proposed Total	Estimated Cost
Class I Shared Use Paths	4.1	.8	4.9	\$680,000
Class II Bicycle Lanes	4.8	6.7	11.5	\$1,608,000
Class II Uphill Climbing Lanes	1.2	.4	1.6	\$48,000
Class III Bike Routes	1.1	8.2	9.3	\$205,000
Class III Discretionary Shoulders	0	1.9	1.9	\$47,500

TABLE 11-6: CITY OF PLACERVILLE PROPOSED SIDEWALK IMPROVEMENTS

Pedestrian Facilities	Proposed New Mileage	Estimated Cost
Sidewalk Gap Closures in High Demand Areas	7.6	\$3,611,520*
Spot Improvements Including Crosswalks, etc.	N/A	Varies by Facility Type

*Estimated cost assumes a five-foot wide sidewalk at \$18/square foot

ACTIVE TRANSPORTATION PROJECT PRIORITIES

TABLE 11-7: TOP SUPERVISORIAL DISTRICT 1 PROJECT PRIORITIES

Top District 1 Bicycle Projects				
Rank	Project	Begin	End	Type
1	Class I Path along El Dorado Hills Blvd	Serrano Pkwy	Park Dr	Class I
2	Elmores Way/Suffolk Way/Brittany Way/Brittany Pl	Sophia Pkwy	El Dorado Hills Blvd	Class II
3	Town Center/Village Center US 50 overcrossing	Raley's	Nugget markets	Class I
4	Brittany Way	Brittany Place	Suffolk Way	Class III
5	Post St	White Rock Rd	Mercedes Ln	Class II
Top District 1 Pedestrian Projects				
Rank	Project	Begin	End	Type
1	Silva Valley Pkwy	New York Creek Trail	Appian Way	Spot Improvement
2	Windfield Way	Windplay Drive	El Dorado Hills Blvd	Spot Improvement
3	Silva Valley Pkwy	Oak Meadow Elementary Driveway	Old Silva Valley Pkwy	Sidewalk
4	Francisco Drive	Kensington Drive	Suffolk Way	Spot Improvement
5	Green Valley Rd	Shadowfax Ln	Sofia Pkwy	Sidewalk

TABLE 11-8: TOP SUPERVISORIAL DISTRICT 2 PROJECT PRIORITIES

Top District 2 Bicycle Projects				
Rank	Project	Begin	End	Type
1	Cambridge Rd	Oxford Rd	Green Valley Rd	Class II
2	Castana Dr	Country Club Dr	End of Street	Class III
3	Country Club Dr	Cameron Park Dr	Placitas Dr	Class III
4	Cameron Park Dr	Palmer Dr	Durock Rd	Class II
5	Coach Ln	Rodeo Rd	End of Street	Class II
Top District 2 Pedestrian Projects				
Rank	Project	Begin	End	Type
1	Country Club Dr	500 Feet east of Placitas Dr	Archwood Rd	Sidewalk
2	Winterhaven Dr	Green Valley Rd	Chesapeake Bay Cir	Sidewalk
3	Cameron Park Dr	500 feet south of Robin Ln	Durock Rd	Sidewalk
4	Cameron Park Dr	150 feet North of Robin Ln	Robin Ln	Sidewalk
5	Chesapeake Bay Cir	Chesapeake Bay Ct	Winterhaven Dr	Sidewalk

TABLE 11-9: TOP SUPERVISORIAL DISTRICT 3 PROJECT PRIORITIES

Top District 3 Bicycle Projects				
Rank	Project	Begin	End	Type
1	Missouri Flat Overcrossing – El Dorado Trail	Parking lot east side	El Dorado Trail, west of Missouri Flat	Class I
2	El Dorado Trail	Greenstone Rd	Oriental St	Class I
3	Ridgeway Dr	Pony Express Trail	Ridgeway Ct	Class II
4	Motherlode Dr	Ponderosa Rd	Pleasant Valley Rd	Class II
5	SR 49	Pleasant Valley Rd	Union Mine Rd	Class II
Top District 3 Pedestrian Projects				
Rank	Project	Begin	End	Type
1	Missouri Flat Rd	Perks Court	Plaza Drive	Spot Improvement
2	SR 49	Koki Ln	Oro Lane	Spot Improvement
3	Union Mine Rd	Koki Ln	Truscot Lane	Spot Improvement
4	SR 49	South Street	SR 49	Sidewalk
5	Farm Rd	Mother Lode Dr	Pleasant Valley Rd	Sidewalk

TABLE 11-10: TOP SUPERVISORIAL DISTRICT 4 PROJECT PRIORITIES

Top District 4 Projects				
Rank	Project	Begin	End	Type
1	Cameron Park Dr	Oxford Rd	Palmer Dr	Class II
2	Palmer Drive – Wild Chaparral Dr	Loma Dr	Wild Chaparral Dr	Class I
3	Cameron Park Dr	Palmer Dr	Durock Rd	Class II
4	Palmer Dr	Cameron Park Dr	Loma Dr	Class II
5	El Dorado Trail	Shingle Springs Dr	Greenstone Rd	Class I
Top District 4 Pedestrian Projects				
Rank	Project	Begin	End	Type
1	Winterhaven Dr	Green Valley Rd	Chesapeake Bay Cir	Sidewalk
2	Cameron Park Dr	Green Valley Rd	Winterhaven Dr	Sidewalk
3	Palmer Dr	Palmero Cir	Loma Dr	Sidewalk
4	Ponderosa Road	175 feet south of Deelane Rd	North Shingle Rd	Sidewalk
5	Camerado Dr	Cameron Park Dr	Virada Rd	Sidewalk

TABLE 11-11: TOP SUPERVISORIAL DISTRICT 5 PROJECT PRIORITIES

Top District 5 Bicycle Projects				
Rank	Project	Begin	End	Type
1	Sly Park Rd	Ridgeway Dr	Pony Express Trail	Class II
2	Sly Park Rd	Ridgeway Dr	Gold Ridge Trail	Spot Improvement
3	Pine St	Laurel Dr	Laurel Dr	Spot Improvement
4	Pony Express Trail	Hub St	Forebay Rd	Sidewalk
5	Onyx Trail	Gold Ridge Trail	Sly Park Rd	Class III
Top District 5 Pedestrian Projects				
Rank	Project	Begin	End	Type
1	Sly Park Rd	Ridgeway Dr	Gold Ridge Trail	Spot Improvement
2	Pine St	Laurel Dr	Laurel Dr	Spot Improvement
3	Pony Express Trail	Hub St	Forebay Rd	Sidewalk
4	Sly Park Rd	Pony Express Trail	US 50	Sidewalk

TABLE 11-12: TOP PROJECTS IN THE CITY OF PLACERVILLE

Rank	Project	Begin	End	Type
1	Placerville Dr	US 50 Undercrossing	Forni Road	Class II/IV
2	Cold Springs Rd	Placerville Dr	Hidden Springs Cir	Class II
3	Green Valley Rd	Mallard Ln	Placerville Dr	Class II
4	Bedford Ave	Gold Bug Ln	Spring St	Class III
5	Schnell School Rd	Broadway	Carson Rd	Spot Improvement
City of Placerville Pedestrian Projects				
Rank	Project	Begin	End	Type
1	Carson Rd	US 50	Broadway	Spot Improvement
2	Fair Ln	Placerville Dr	Placerville Dr	Spot Improvement
3	Placerville Dr	US 50 Undercrossing	Gap Closures to Armory Drive	Sidewalk
4	Fair Ln	Fair Lane Ct	Fair Lane Ct	Spot Improvement
5	Pierroz Rd	Cold Springs Rd	Placerville Dr	Sidewalk

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