



El Dorado County
Transportation Commission

Cameron Park

Community Mobility Action Plan



FINAL REPORT

November 2015



In association with:



acknowledgements

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CAMERON PARK COMMUNITY TRANSPORTATION PLAN BASELINE TRANSPORTATION
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executive summary

This Cameron Park Mobility Action Plan (CPMAP) is intended as a guide to help develop a safe and fully functional transportation system for the Cameron Park community while also enhancing a sense of community and place. Input to the CPMAP was garnered through many avenues, including; a Project Development Team (PDT) comprised of representatives from local agencies, a Stakeholders Advisory Committee (SAC) with members from local community groups, schools, businesses, and special interest groups. Input from the broader community was obtained through two community workshops. Representatives from Caltrans, El Dorado Transit and El Dorado County Community Development Agency (CDA) Long Range Planning and Transportation Divisions also played a significant role.

The CPMAP is a dynamic planning document that provides both a short and long-range transportation plan for the Cameron Park community with an emphasis on improving multi modal transportation options while making enhancements to the community. Many of the existing roads are two-lane rural facilities that provide travel primarily for cars, trucks and buses. The improvements include facilities for bicyclists, pedestrians, transit users, and vehicles. These improvements will complement the existing road and highway system to create a well-connected vibrant network that offers a variety of transportation modes. The plan will also provide a foundation to support Cameron

Park's enVision Statement that includes a walkable downtown area. To this end, the improvements include streetscape design concepts that will help create a cohesive sense of place that is unique to Cameron Park, including vibrant central core downtown and commercial areas.

Improvements within the plan include non-motorized projects such as bike facilities, sidewalks, trails, streetscape improvements, and wayfinding signage, along with various vehicular improvements. The projects have been scored and prioritized into a four tier system. Tier 1 priority projects are those that will be the focus of grant and other funding opportunities over the next 5 years. Each project has been provided with a unique ID number. These ID numbers do not designate the order in which projects will be pursued, but are simply unique project identifiers. All Tier 1 projects are considered high priority and will be pursued based upon potential funding sources and related development activities. These high priority projects include key pedestrian, bicycle, and streetscape improvements that provide important connections, improved access to popular destinations, and ultimately; economic benefits to the community. Table ES1 provides a list and description of the Tier 1 projects. The location of each project is illustrated in Figure ES1.

Tier 2 projects are those that are expected be pursued in the 6 to 10-year timeframe, while Tier

3 projects will be pursued in the 11 to 20 year time frame. Tier 4 projects are considered "future projects" beyond the 20-year time frame. These projects are typically very large and complex projects that require major funding allocations and advanced engineering design for implementation. These projects are included in the plan to help provide a comprehensive view of the community's long-range transportation needs.

The CPMAP addresses existing land use designations within the Cameron Park Community Plan Area as identified in the El Dorado County General Plan. Figure 1, Project Study Area illustrates the Cameron Park Community Plan area. Currently there are several large specific plan development projects proposed for the areas just south and adjacent to the CPMAP planning area. Before these proposed projects can be considered by the County, they must first prepare an

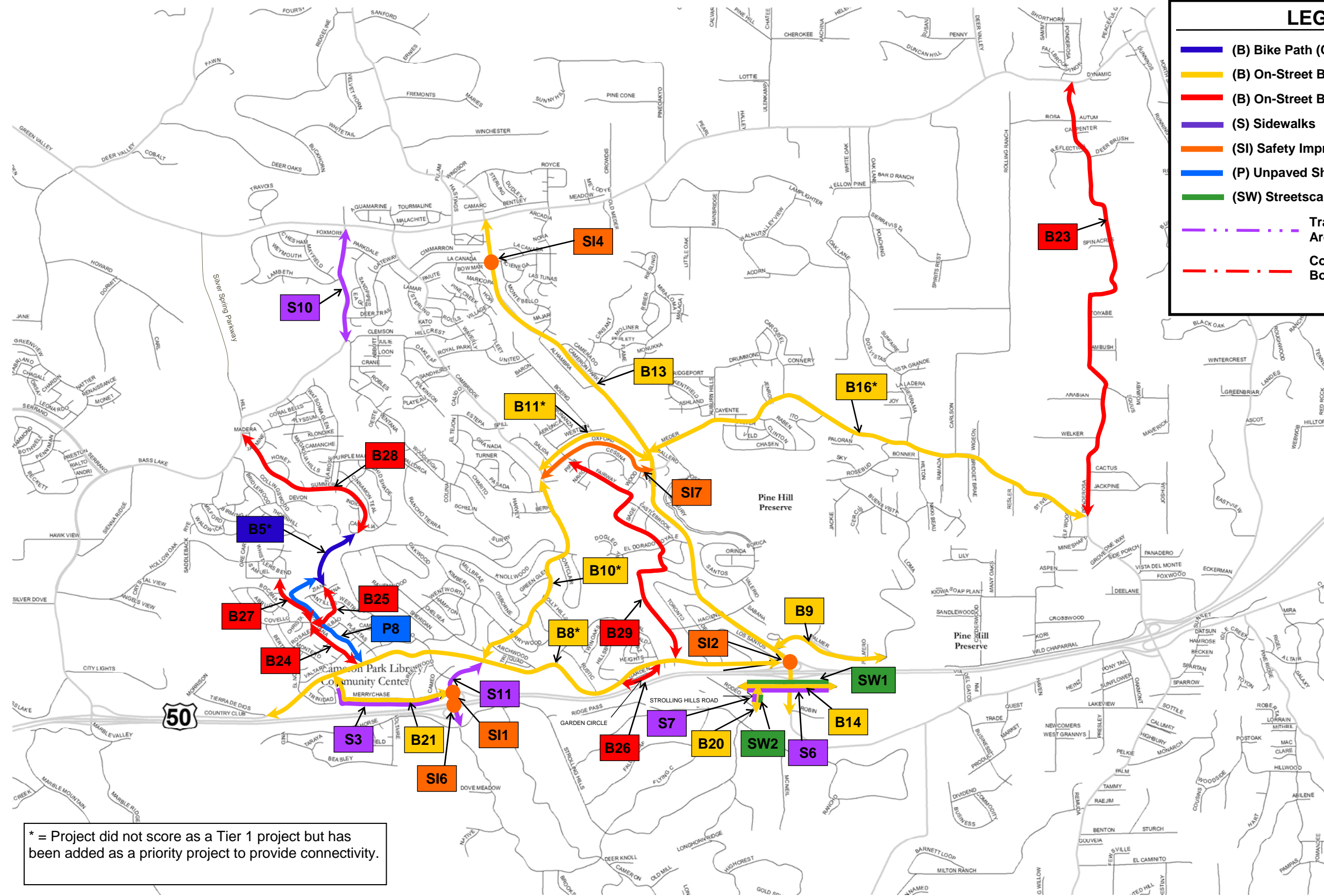
Environmental Impact Report (EIR). The EIR will analyze project-specific impacts on Cameron Park resources including transportation, parks, natural resources, public safety, and air quality. The planning process for these proposed development projects requiring a General Plan amendment is ongoing, as such these projects are still considered speculative.

The CPMAP will serve to inform this planning process by providing a detailed multi-modal transportation plan for Cameron Park and the surrounding areas. The plan has been developed based upon the approved County General Plan land uses and the corresponding existing and projected peak hour traffic volume levels. The projects included in the final adopted CPMAP are based upon fully approved County land use plans and include enhancements brought forward during this planning process by participating members of the Cameron Park community.

TABLE ES1
TIER 1 MULTI-MODAL IMPROVEMENT PROJECTS

Project ID	Project Description	Tier	Cost Estimate	New Project
Bike Path (Class 1)				
B5*	From Summer Drive to east end of Covello Circle through Knollwood Park	2	\$1,030,000	No
On-Street Bike Lanes (Class 2)				
B9	On Palmer Drive from Cameron Park Drive to end of the pavement	1	\$10,000	No
B13	Fill in gaps on Cameron Park Drive from Green Valley Road to Durock Road	1	\$90,000	No
B14	On Coach Lane (entire)	1	\$10,000	No
B20	On Strolling Hills Road	1	\$10,000	Yes
B21	Merrychase Drive from Country Club Drive to Cambridge Road	1	\$15,000	No
B8*	On Country Club Road from Cameron Park Drive to proposed Class 1 bike path at Tierra de Dios	2	\$5,790,000	Yes
B10*	On Cambridge Road from Oxford Road to Country Club Drive (partial project)	2	\$500,000	No
B16*	Meder Road from Cameron Park Drive to Ponderosa Road	3	\$10,890,000	No
On-Street Bike Routes (Class 3)				
B23	Ponderosa Road from Green Valley Road to Meder Road	1	\$10,000	No
B24	Castana Drive from Country Club Drive to Covello Circle	1	\$10,000	No
B25	Covello Circle from Castana Drive to east end of Covello Drive	1	\$10,000	No
B26	Garden Circle (entire)	1	\$5,000	No
B27	Castana Drive from Covelo Circle to Whistler's Bend Way	1	\$10,000	No
B28	Summer Drive from Bass Lake Road to end	1	\$10,000	No
B29	Fairway Drive from Country Club Drive to Oxford Road	1	\$30,000	Yes
Sidewalks				
S3	Fill in gaps on Merrychase Drive from Cambridge Road to Country Club Drive	1	\$880,000	Yes
S6	Fill in gaps on Coach Lane	1	(Refer to SW1)	Yes
S7	Fill in gaps on Strolling Hills Road on west side of street	1	(Refer to SW2)	Yes
S10	Fill in gaps on Bass Lake Road from Green Valley Road to Woodleigh Lane	1	\$2,780,000	Yes
S11	Fill in gaps on Cambridge Road from Country Club Drive to Flying "C" Road	1	\$880,000	Yes
Safety Improvements				
S11	Cambridge Road / US 50 WB Ramp / Merrychase Drive - Provide pedestrian sidewalk and wheelchair ramp in northwest quadrant.	1	\$50,000	Yes
S12	Cameron Park Drive / US 50 WB Ramps / Country Club Drive - Add warning signs on WB Off-Ramp in advance of northeast curb return to warn motorist of pedestrians crossing on crosswalk located on north leg of intersection.	1	\$10,000	Yes
S14	Cameron Park Drive and La Canada Drive. Add fourth leg to crosswalk for bicyclist and pedestrian use. Coordinate timing to allow adequate crossing time.	1	\$10,000	Yes
S15	All signalized intersections with pedestrian and bicycle controlled crossings. Add bicycle detection and coordinate timing for bicycle and pedestrian crossing.	1	\$100,000	Yes
S16	Replace existing railing on US 50 / Cambridge Road interchange to improve safety.	1	\$100,000	Yes
S17	Traffic calming devices on Oxford Road	1	\$50,000	Yes
Unpaved Shared Use Paths				
P1	Pine Hill Preserve Feasibility Study	1	\$70,000	Yes
P8	From end of planned Class 1 Bike Path at northeast end of Covello Circle to Country Club Drive via stormwater drainage corridor parallel to and east of Castana Drive (0.7 miles)	1	\$420,000	Yes
Streetscape and Wayfinding				
SW1	Coach Lane	1	\$1,056,653	Yes
SW2	Strolling Hills Road	1	\$358,067	Yes
Total Cost			\$25,194,720	

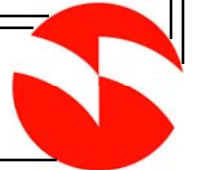
* = Project did not score as a Tier I project but has been added as a priority project to provide connectivity.



Cameron Park Community Transportation Plan

Figure ES1

High Priority Tier 1 Projects



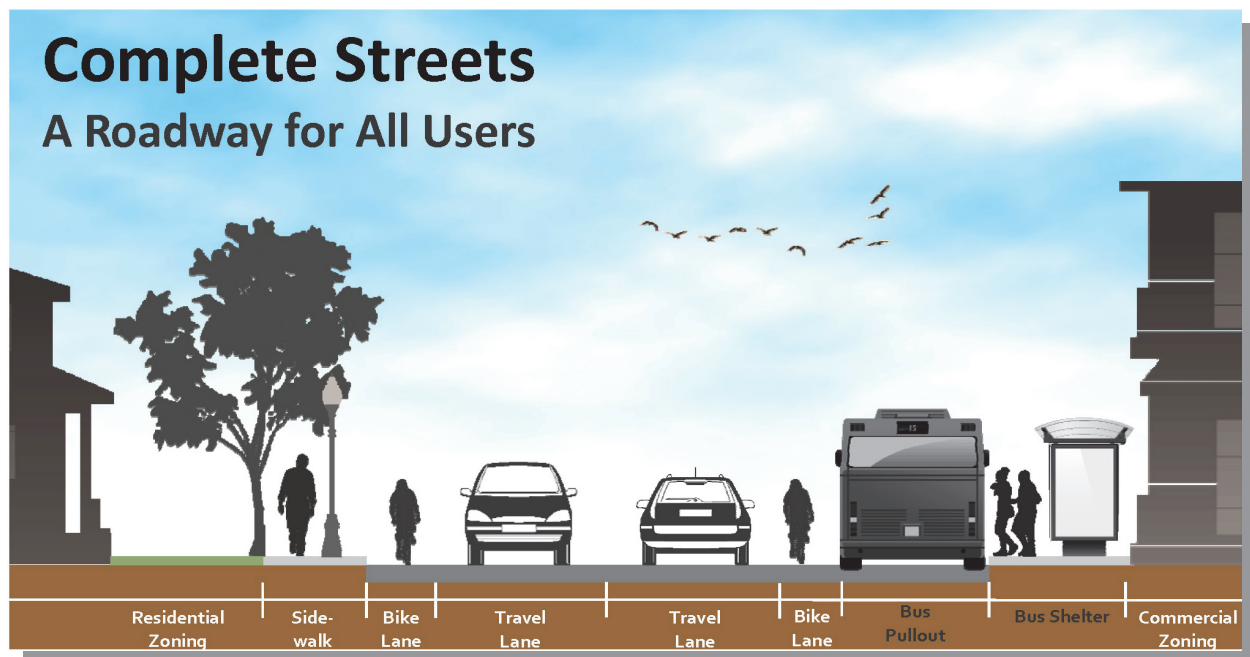
introduction

The Cameron Park Mobility Action Plan (CPMAP) is a guide for developing a vibrant, multi-modal transportation system within the Cameron Park Community. It is a planning tool that will facilitate optimized planning decisions regarding development of a safe and efficient transportation system for use by community residents and visitors. The vision embodied in this plan is a walkable, bike-safe, transit friendly transportation system that encourages all modes of travel and connects the community, its residents, and visitors. This vision encompasses the desire of community residents to maintain the neighborhood feel of Cameron Park while providing a circulation system that serves all members of the community.

This plan is divided into the following chapters:

- I. Introduction
- II. Vision and Approach
- III. Community Character
- IV. Community Participation
- V. Transportation System
- VI. Design Guidance
- VII. Mobility Plan
- VIII. Walkable Downtown Plan
- IX. Action Plan
- X. Funding

Each of these chapters builds upon the prior one to ultimately create a comprehensive CPMAP. Chapter II-Vision and Approach identifies the guiding principals and concepts behind the plan.



It also identifies the many stakeholder interests who participated in development of the CPMAP, and the planning context for the project.

Chapter III-Community Character describes the existing development in Cameron Park, previous efforts of the community to establish a sense of place, and community demographics as they relate to transportation needs.

Chapter IV-Existing Transportation System chapter provides a brief summary of the existing and already planned future transportation projects within the community. These are projects that have been approved in previously developed plans, but are awaiting implementation due to funding or other constraints. More detailed information regarding both the existing conditions and these future Cameron Park community transportation projects is contained in a separate document attached as Appendix D and entitled *Cameron Park Community Transportation Plan Baseline Transportation Conditions Report*.

Chapter V-Community Participation is a critical component of this plan and the input received from various outreach activities is summarized within the Community Participation chapter. Public input along with input from various community organizations and State and County departments has provided valuable information for this plan.

Chapter VI-Design Guidance provides a general overview of various transportation-related improvements that are applicable to the needs of the Cameron Park community. They were selected based on input from Cameron Park residents and analysis of existing transportation issues and limitations.

The chapter illustrates how these improvements respond to community needs and a description of their benefits.

Chapter VII-Mobility Plan chapter presents specific projects for each mode of travel (vehicle, bicycle, pedestrian, and transit). The chapter includes a detailed description and graphics to help illustrate each project type.

Chapter VIII-Walkable Downtown Plan provides streetscape and wayfinding suggestions for important core commercial downtown areas within Cameron Park. It also suggests land use actions to guide future commercial and residential development in Cameron Park in a manner that will be consistent with the multi-modal vision for the community.

Chapter IX-Action Plan identifies the implementation priority for all the proposed projects. It includes strategies for collaboration between local agencies, jurisdictions, and businesses to facilitate. Estimated costs for each project and the factors used to establish priorities are also discussed.

Finally, Chapter X addresses Funding, and contains descriptions of various funding sources that may be available to support the planning and construction of the CPMAP transportation improvements.

vision and approach

The residents of Cameron Park along with the Cameron Park enVision Committee have developed a Vision Statement for how they would like to community to improve by the year 2030. The visions includes a transportation system that unifies Cameron Park, is bike and pedestrian friendly, and supports opportunities to increase transit use. This vision statement is as follows:

"Cameron Park, located in the foothills on the western slope of the Sierra Nevada, above the fog and below the snowline, was the 1950's vision of Ruth and Larry Cameron, who purchased the 5,000 acre ranch. Cameron Park is a community committed to sustainable growth, while providing access to local and regional education, recreation, healthcare, and economic opportunities.

Preservation of our social, cultural and natural resources is the key element for development, planning and stewardship.

Future development decisions should contribute toward:

- ◆ *A transportation design that unifies Cameron Park and its bike / pedestrian friendly transit opportunities;*
- ◆ *An interconnecting regional park and trail system which supports a healthy and mobile life style;*
- ◆ *An architecturally cohesive walkable downtown that promotes economic vitality to the region;*

- ◆ *The sustainable integration of our environmentally sensitive natural resources; and*
- ◆ *The enhancement of a safe and secure community.*

Our vision, in partnership with local officials and the vibrant citizenry, will secure Cameron Park's place in El Dorado County as "A Special Place to Live."

Development of the Cameron Park Mobility Action Plan (CPMAP) is one important step towards realizing this vision since transportation options available to Cameron Park residents are strongly tied to their opportunities for employment, recreation, social interaction, and education.

PROJECT PARTNERS

The El Dorado County Transportation Commission (EDCTC) has included regional partners in this planning process, including; Caltrans, El Dorado County Community Development Agency (CDA), Long Range Planning and Development Services, Sacramento Area Council of Governments (SACOG), and El





Dorado Transit. A Stakeholders Advisory Committee (SAC) was formed through an extensive outreach process with community stakeholders (Table 1). The list of SAC members invited to participate in the process was reviewed by the EDCTC Board for additional recommendations and then ratified.

In addition, a Project Development Team (PDT) was formed to help guide the process, and consisted of representatives from:

- ◆ Cameron Park Community Services District
- ◆ El Dorado County Transportation Commission
- ◆ El Dorado County Long Range Planning Division
- ◆ El Dorado Transit
- ◆ Caltrans

PLANNING PROCESS

The CPMAP planning process began with an in-depth look at how the existing transportation system and land patterns influence life for Cameron Park residents. Along with extensive community input, this analysis revealed the need for strategic multi-modal transportation projects to improve walking and biking safety, encourage transit use, maintain acceptable traffic congestion levels, and create a sense of a downtown commercial core.

Transportation projects for Cameron Park that are already part of approved plans were examined, and additional projects were suggested to better meet the community's needs. Residents and stakeholders were asked to provide feedback on the new projects and help establish priorities. Estimated costs for the projects were then developed, with suggestions for funding sources and implementation strategies.

PROJECT AREA

The project planning area includes the Cameron Park Community Region (as defined in the El Dorado County General Plan) and the surrounding Transportation Planning Influence Area illustrated in Figure 1. Rural areas outside of the Community Region were included in the analysis to recognize that they include destinations (such as Ponderosa High School) and are the source for people coming into Cameron Park for school, recreation, professional services, and shopping.

OVERALL PLANNING CONTEXT

The CPMAP is built upon the foundation of previously adopted El Dorado County planning documents including the following:

- ◆ El Dorado County General Plan Transportation and Circulation Element (2004)
- ◆ El Dorado County General Plan Roadway Standards (not yet adopted)
- ◆ El Dorado County Bicycle Transportation Plan (2010)
- ◆ Regional Transportation Plan (2015-2035)
- ◆ El Dorado County Parks and Trails Master Plan (2012)

- ◆ Cameron Park CSD Parks and Recreation Master Plan (2014)
- ◆ Sacramento-Placerville Transportation Corridor Master Plan (2014)
- ◆ El Dorado County Long Range and Short Range Transit Plans (2014)
- ◆ Traffic Impact Mitigation Fee Program (2012)

These plans address various aspects of growth, public facilities, and land development that are relevant for transportation planning in the

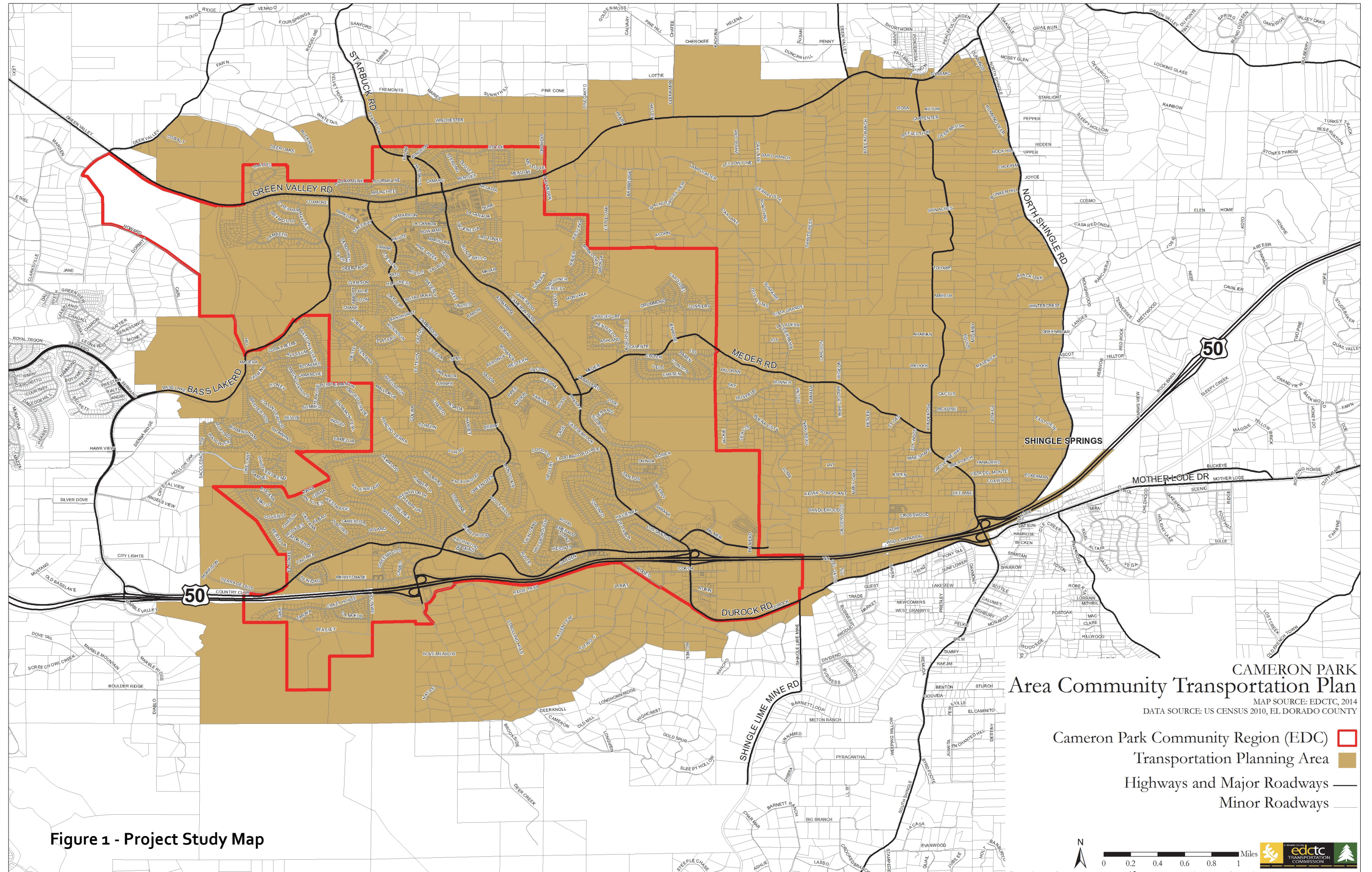
Cameron Park community. They provide information on specific approved transportation projects, road standards, and the planning framework for new improvements that may be recommended in the future.

COMPLETE STREETS

In addition to the planning documents listed above, State and Federal Complete Street Policies also have a direct relevance to the CPMAP. Complete Streets is a planning principle

**TABLE 1
Invited Stakeholder Advisory Committee (SAC) Members**

<p>Bike / Pedestrian / Trails: American River Conservancy, Walk Sacramento, El Dorado Hills Trails, Friends of the El Dorado Trail</p>
<p>Low Income: Habitat for Humanity, EDC Food Bank</p>
<p>Disadvantaged Youth: Big Brothers-Big Sisters, Foster Awareness, Choices for Children</p>
<p>Public Resources: Library, Cameron Park CSD, Cameron Park Fire Department, El Dorado County Sheriff, CHP, BLM - Mother Lode Field Office, El Dorado Irrigation District</p>
<p>Education: EDC Office of Education, Buckeye Union School District, Rescue Union School District, El Dorado County youth Commission</p>
<p>Business: Cameron Park / Shingle Springs Chamber of Commerce, EDC Chamber, EDC Business Services, EDC Economic Development Advisory Committee</p>
<p>Community Character: Arts Council, EDC Historical Society, Cameron Park Design Review Board, Cameron Park Community Foundation</p>
<p>Seniors: Friends of EDC Seniors, Eskaton, Area Agency on Aging, Ponte Palmero</p>
<p>Churches: Cameron Park Area Churches (9)</p>
<p>Civic / Professional Groups: Rotary, Soroptimist International, Lions Club, Elks, S.A.G.E., Sierra Club - Maidu Group, Taxpayers Association of El Dorado County</p>



**CAMERON PARK
Area Community Transportation Plan**

MAP SOURCE: EDCTC, 2014
DATA SOURCE: US CENSUS 2010, EL DORADO COUNTY

- Cameron Park Community Region (EDC)
- Transportation Planning Area
- Highways and Major Roadways
- Minor Roadways

Figure 1 - Project Study Map

N
 0 0.2 0.4 0.6 0.8 1 Miles

that requires all transportation facilities to be planned, designed, operated, and maintained to provide safe mobility for all users. These users include bicyclists, pedestrians, transit vehicles, freight vehicles, and motorists. Complete Street concepts apply to rural, suburban, and urban areas, and must be appropriate to the function and context of the transportation facility.

Benefits of Complete Streets for Cameron Park

Providing Complete Streets within the Cameron Park community would increase travel mode options, which in turn reduces congestion and enables more environmentally sustainable alternatives to single driver automotive trips. Other benefits for the Cameron Park community potentially include:

- ◆ Enhanced mobility and accessibility by improving the quality and availability of the transportation connections between various land uses including; residences, schools, parks, public transportation, offices, and retail destinations. This connected network encourages the development of what is commonly referred to as "livable" or "walkable" communities.
- ◆ Commercial area revitalization based upon increased private investment leading to improved property values and promotion of tourism.
- ◆ Improved overall quality of life by creating an environment where people are encouraged to interact and develop a sense of community.
- ◆ Improved safety by providing pedestrians, bicyclists, and drivers with adequate facilities and reduced travel speeds.
- ◆ Bicyclists benefit from slower traffic speeds and the provision of bicycle-

friendly facilities such as bicycle lanes, trails, and pavement marking such as sharrows, and bike racks.

- ◆ Promotes active transport for all users including children, the elderly, and the disabled leading to improved physical health.
- ◆ Lowers transportation costs by providing individuals and families with options other than driving.

TRAIL PLANNING BACKGROUND

Input from Cameron Park residents during development of this plan indicated a high demand for off-street walking and bicycling opportunities to provide transportation, recreation, social, and wellness benefits. This input is consistent with identical sentiments voiced by the community during development of the *Cameron Park CSD Parks and Recreation Master Plan* in 2014. The following goal and implementing policies from the *Parks and Recreation Master Plan* specifically address trails.

- ◆ *Goal G.1.3.* A comprehensive pedestrian and bicycle trail system through open space and along the major streets provides CPCSD residents with recreation and alternative transportation options.
- ◆ *Policy P.1.12.* A comprehensive system of trails to link residential areas with parks, schools and open space areas will be developed by the CPCSD.
- ◆ *Policy P.1.1.15.* Provisions for trail development shall be required as appropriate at the time that subdivisions are planned and approved. Trail rights-of-way or land dedication shall not be credited to the portion of the development impact fee that derives from the Quimby park dedication requirements for active parklands.

- ◆ *Policy P.1.1.16.* CPCSD will ensure that compatible land uses and facilities are developed along designated trails. This will help guarantee that sufficient right-of-way for the trails will be provided, and that adjacent new development does not detract from the scenic qualities of designated trail corridors.
- ◆ *Policy P.1.1.17.* The design, construction, and maintenance of trails will be carefully executed in order to reduce environmental disturbance.

In addition, the Cameron Park enVision Statement developed in 2010 as part of the Community Identity enVision 2030 process calls for an interconnecting regional park and trail system, and bike / pedestrian friendly transit opportunities as priorities for the community.

The *El Dorado County General Plan* adopted in 2004 includes direction for trail development. The Parks and Recreation Element (Chapter 9) addresses the provision and maintenance of trails to serve El Dorado County. Goal 9.1 with its supporting objectives and policies directs the County to provide adequate recreation opportunities and facilities, including trails, for the health and welfare of El Dorado County residents and visitors. Under Objective 9.1.2, the County aims to provide a County-wide non-motorized, multi-purpose trail system with linkages to other proposed and existing local, state, and federal trail systems, including connections to parks, schools, and other destinations. The El Dorado Trail, Pony Express Trail, and trails connecting regional parks are identified as the County's primary responsibility for establishment and maintenance. Other priority trails are those with historical associations or those that provide essential



linkages. Objective 9.1.3 calls for the incorporation of trails in both urban and rural areas in recognition of their social, scenic, recreation, and economic importance.

The Transportation and Circulation Element (Chapter 3) identifies regional trails for hiking and equestrian use along with bicycle facilities and pathways for pedestrians as components of the County's non-motorized transportation system. Class I bikeways (facilities physically separated from a roadway and primarily designated for the use of bicycles) are recognized to provide both recreation and transportation benefits.

Goal TC-4 of the Transportation and Circulation Element is to provide a safe, continuous, and easily accessible non-motorized transportation system that facilitates the use of viable alternative transportation modes. Policy TC-4a specifically calls for bikeways to be developed that provide connections to recreational areas

and parks of regional significance as well as along recreational routes. Policy TC-4h directs that public corridors such as utility easements and railroad rights-of-way should be put to multiple uses for trails, where possible. Policy TC-4i requires new development in communities to include bicycle / pedestrian connections to parks.

The *El Dorado County Parks and Trails Master Plan* includes trail standards that address parking, trailheads, signage, proximity to developed areas, protection of sensitive resources, erosion control, proximity to hazardous area, and trail design. These standards are included by reference in the CPCSD Parks and Recreation Master Plan.

POTENTIAL DEVELOPMENT PROJECTS UNDER CUMULATIVE CONDITIONS

The County recently released a Final EIR (FEIR) analyzing the impacts from the proposed Targeted General Plan Amendment and Zoning Ordinance Update (TGPA-ZOU). The FEIR contains a cumulative analysis that included all reasonably foreseeable development projects proposing General Plan Amendments. However, the County is under no obligation to approve any of these development projects, particularly if it finds they result in unmitigated LOS F conditions on US 50.

Based upon the analysis in the FEIR, the proposed developments that are requiring a General Plan amendment are projected to: "... Cause a cumulatively significant impact on several segments of US 50 between its Ponderosa Road interchange and the Sacramento County line, and other roads within the county. In addition, traffic volumes are projected to be cumulatively

significant on segments of Cameron Park Drive, El Dorado Hills Boulevard, Green Valley Road, Missouri Flat Road, Pleasant Valley Road, and South Shingle Road."

The CPMAP addresses existing land uses within the Cameron Park Community Plan Area as identified in the El Dorado County General Plan. Figure 1, Project Study Area illustrates the Cameron Park Community Plan area. Currently there are several large specific plan development projects proposed for the areas just south and adjacent to the CPMAP planning area. Before these proposed projects can be considered by the County, they must first prepare an Environmental Impact Report (EIR). The EIR will analyze project-specific impacts on Cameron Park resources including transportation, parks, natural resources, public safety, and air quality. The planning process for these proposed development projects requiring a General Plan amendment is ongoing, as such these projects are still considered speculative.

The CPMAP will serve to inform this planning process by providing a detailed multi-modal transportation plan for Cameron Park and the surrounding areas. The plan has been developed based upon the approved County General Plan land use designations and the corresponding existing and projected peak hour traffic volume levels. The projects included in the final adopted CPMAP are based upon fully approved County plans and ordinances, and include enhancements brought forward during this planning process by participating members of the Cameron Park community.

community character

Cameron Park is primarily a residential community, dominated by single family homes with areas of multi-family housing, and several senior group living quarters. Multi-family housing is dispersed throughout the community, with concentrations along Green Valley Road and Country Club Drive. The senior housing at Ponte Palmero and Eskaton are located on Palmer Drive, and there are several smaller, privately operated senior care homes in the community. The existing development patterns in Cameron Park are such that no single location currently provides the sense of community “core” identified in the Vision Statement. Cameron Park Lake, the Cameron Park Airpark, and a private

golf course occupy the geographic center of the community. Commercial development is dispersed throughout the community with some along Green Valley Road, between Cambridge Road and Cameron Park Drive, and additional commercial areas located near the intersections of Cameron Park Drive and Cambridge Road with US 50 (Figure 2). The Community Center complex and the Library on Country Club Drive are important social and recreational destinations, but they are not connected to major commercial areas at this time since many of the commercially zoned parcels at the Cambridge Road / US 50 interchange area are not yet developed.



The swimming beach and Gazebo make Cameron Park Lake a popular destination for families hosting special events or children looking for a way to cool off in the summer.

A key opportunity of this transportation planning effort is to identify and connect locations within Cameron Park that are community centers and provide a local sense of place for residents, consistent with the *Cameron Park enVision 2030 Plan*. There is also currently no visually distinctive landmark or "design vocabulary" that alerts visitors to their arrival in Cameron Park when they exit US 50, and there is no design consistency between the various commercial districts. A consistent theme is needed to help cultivate a sense of community identity among local residents and visitors and to provide economic benefits related to marketing and commerce.

Possible elements that could contribute to the unified design vocabulary were identified in the enVision 2030 process. These included a limited set of architectural styles for new or remodeled public or commercial buildings. The Western Redbud (*Cercis occidentalis*) was also recognized as an iconic native plant for the community. Every spring, its showy magenta blooms create striking swaths of color along US 50 and in the hills around Cameron Park.



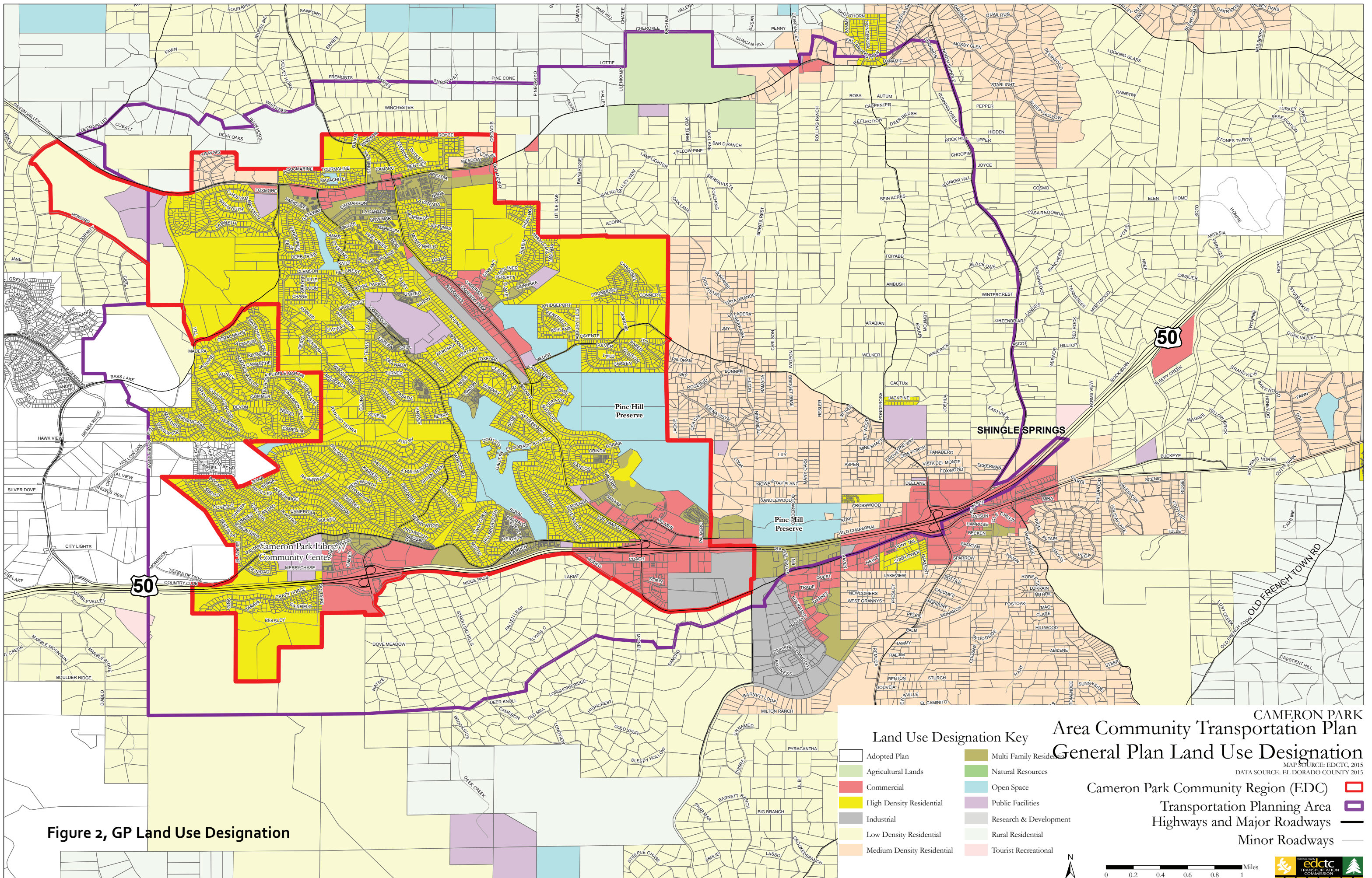
Many native plant species are protected at the Pine Hill Preserve.



Western Redbud in spring bloom in El Dorado County

Another potential community identity element is the Pine Hill Preserve (PHP), which occupies about 402 acres or 7 percent of the Community Region east of Cameron Park Drive. The PHP is home to a collection of eight rare plant species that grow on the unusual Gabbro soils found in a small area of western El Dorado County. Several of these plants grow nowhere else in the world. The PHP also provides habitat for a diverse mix of over 700 other California native plants, or about 10 percent of the native plant species known in California. This makes the PHP a nationally significant site for species diversity, and a destination for native plant enthusiasts.

Other little-known potential community identity elements are the Pony Express National Historic Trail and the California National Historic Trail. While the community of Cameron Park was



established long after the end of the Pony Express as a mail service, one of the routes used by the riders passed through the community area roughly following the contemporary alignment of Country Club Drive. The California National Historic Trail, used in the 1840's and 1850's to bring people to the gold fields and farmlands of California follows the same route.

The National Park Service encourages communities to erect distinctive signs along the route to remind residents of their local history and to help visitors follow the historic trail. The *El Dorado County Parks and Trails Master Plan* recommends development of a historic trail signage program for both the Pony Express and the California National Historic Trail in El Dorado County.



A National Historic Trail site identification sign

DEMOGRAPHICS

As of 2010, there were 19,946 people residing in the Cameron Park Community Region. This does not include the additional people living in the surrounding rural areas, who are using Cameron Park streets to access shopping, schools, and recreation opportunities within Cameron Park. Projected growth estimates in the Cameron Park Community Region calls for an approximately

10 percent increase by 2020.

Cameron Park is both a family-oriented community and a place where older adults are choosing to age in place. This means the transportation system needs to provide suitable options for children, teens, adults, and seniors to get to the various destinations that provide services, recreation, employment, and shopping.

Nearly 44 percent of Cameron Park residents are employed. About 7 percent of these people work from their homes. About 22 percent of the people who work outside of their homes travel to a workplace less than 15 minutes away. These people are probably working in the greater Cameron Park, Shingle Springs, and Rescue area and relying on local streets and connectors to get to their jobs. The remaining 71 percent travel 15 minutes or more to get to their jobs. These people are probably using local streets and connectors to access US 50 or possibly traveling on Green Valley Road to work places outside of the community.

The vast majority of workers get to their jobs in a car, and travel alone (Table 2). About 10 percent of workers carpool, while 4 percent walk, bike, or ride a motorcycle. Only 1 percent use transit, and the balance work out of their homes.

Access to affordable, appropriate, and convenient transportation options is an especially important quality of life consideration for certain Cameron Park residents. About 10 percent of the households with children under 18 years of age are headed by a single parent. This can present significant challenges for getting children to and from school and limits participation in after school programs or community events.

There are also over 600 households dispersed throughout the community comprised of people who are 65 years of age or older and live alone. Transportation options are essential for these people to maintain their independence and social well-being.

Full demographic details of the Cameron Park community are contained in the *Baseline Transportation Conditions Report* (under separate cover).



The Cameron Park CSD offers many social programs and activities for older adults at the Community Center on Country Club Drive.

TABLE 2
Travel Mode to Work

Mode	Number of People	% of Employed Population
Drive alone	6,901	78
Carpool	902	10
Walk	133	2
Bike, motorcycle, or taxi	166	2
Transit	74	1
Work at home	582	7

existing transportation system

The existing roads within Cameron Park are classified to indicate the functions they provide in the overall transportation system of the community. The following classifications generally provide a description of the purpose and function of each roadway type.

Freeway

Freeways allow for the greatest speed over the longest uninterrupted distance. Freeways within the CPMAP area are posted at 65 mph. High Occupancy Vehicle (HOV) lanes exist on US 50 at Cameron Park Drive in both directions to the Sacramento County line. HOV lanes serve as effective options for transit and ride sharing.

Arterial

Minor arterial roads supplement and connect with the freeway system. They provide direct links between the more densely developed residential, commercial and industrial centers within Cameron Park. Posted speed limits on arterials usually range between 45 and 55 mi / h.

Collector

The collector roadways system is designed to connect local roads and streets with arterials. Collectors provide lower speeds over shorter distances than arterials. They balance mobility with land access, and typically have a posted speed limit between 35 and 55 mi / h.

Local Road

Connecting to the collector system are the local

roads that provide the primary access to residential areas, smaller business areas, and other more local areas of Cameron Park. Local roads typically have posted speed limits usually between 20 and 45 mi / h.

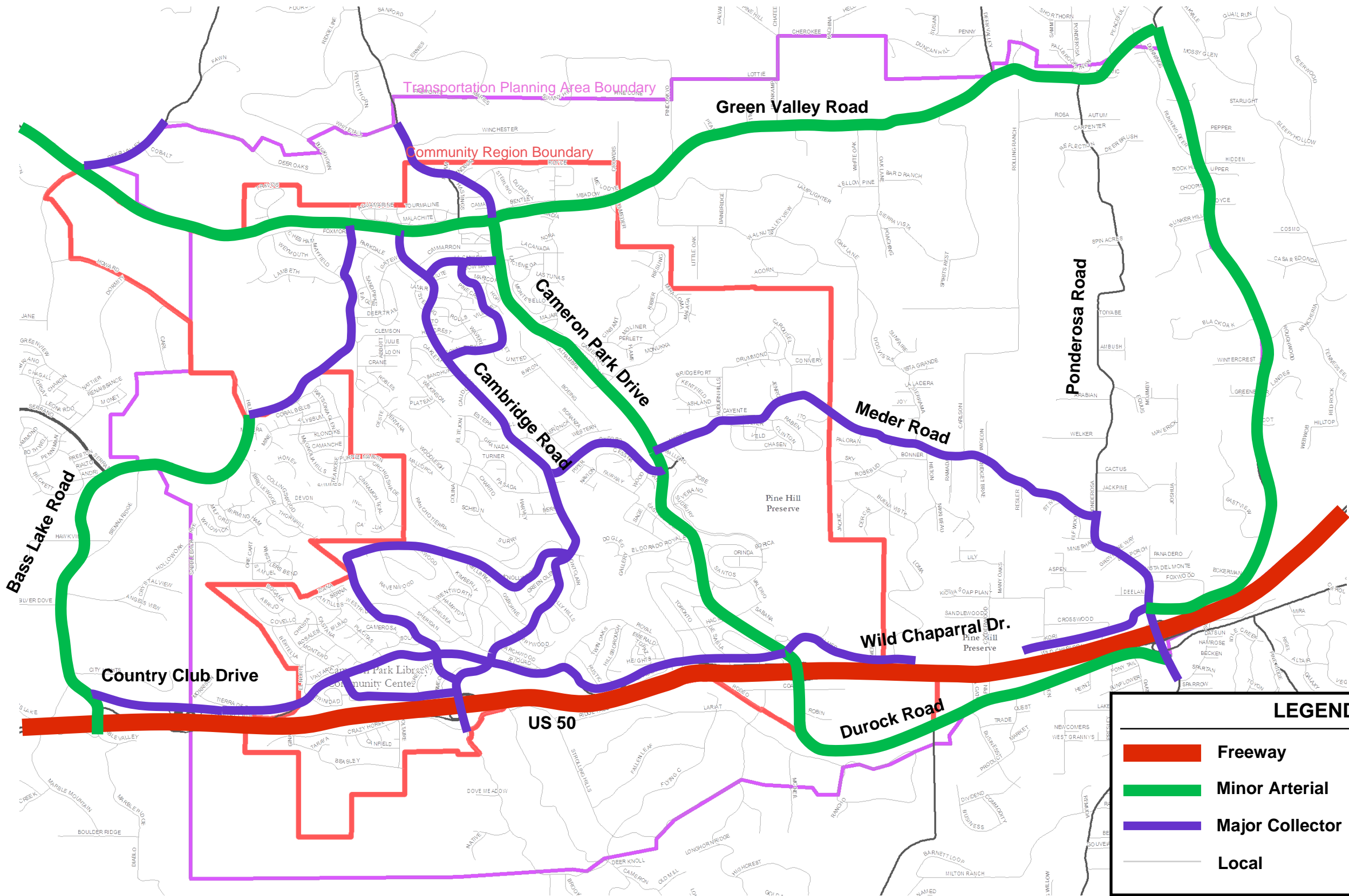
Local roads primarily provide service to adjacent developments. The access requirements for local roads must provide for the safety of the public by proper location of access points. Access points must be developed in accordance with the County Department of Transportation's encroachment permit policies and regulations.

A map showing the functional classification designation of all major roadways in the CPMAP area is illustrated on Figure 3.

Based upon this classification system, the El Dorado County General Plan provides additional design parameters that guide the construction of new roadways. Basic two-lane and four-lane roadway cross sections are illustrated in Figure 4.



Typical Cameron Park Residential Area

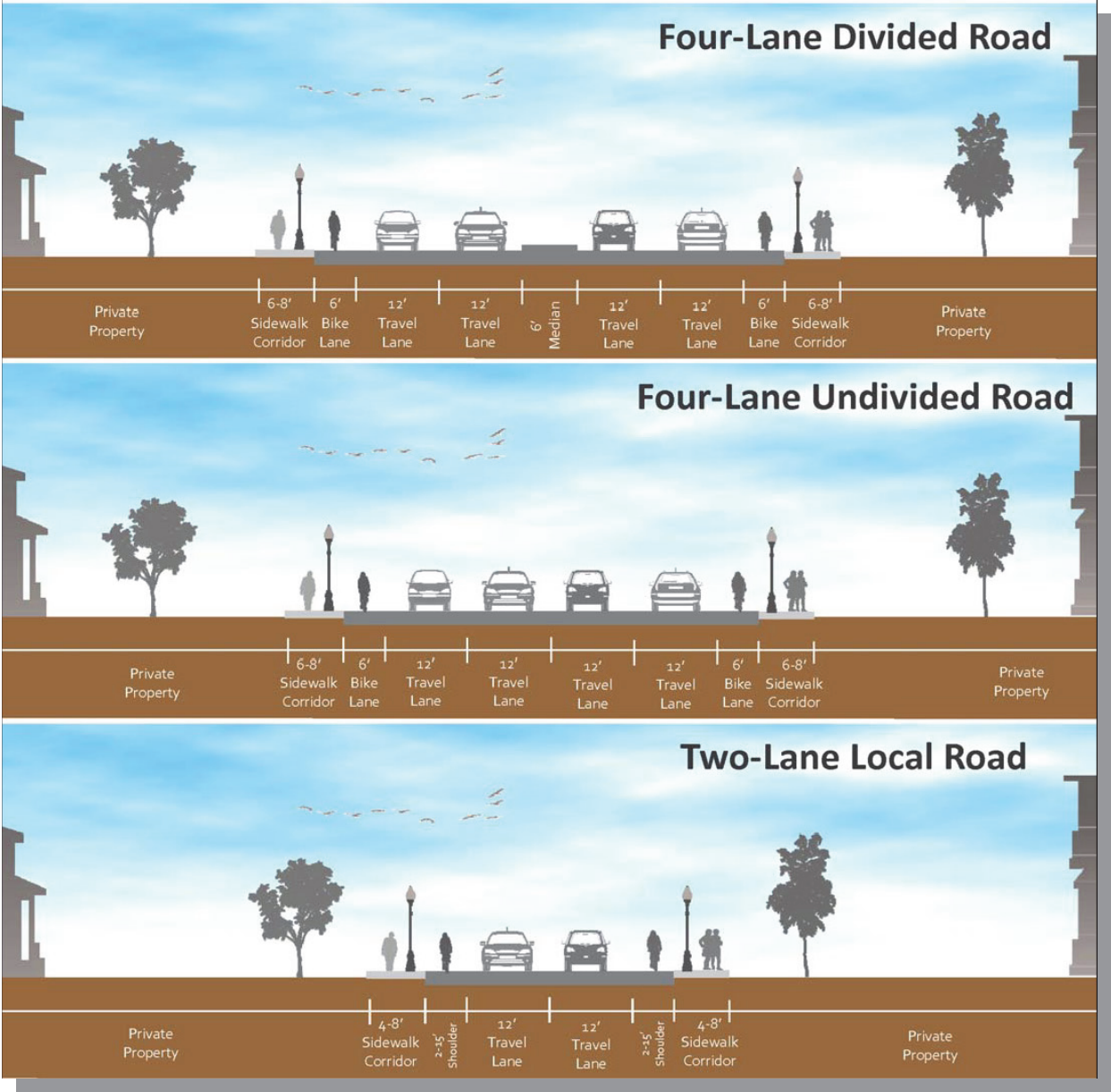


Cameron Park Community Transportation Plan

FIGURE 3 - General Plan Roadway Functional Classifications



Figure 4- Roadway Cross Sections



Dimensions depicted in this graphic are based on County roadway standards. Not all existing Cameron Park roads are currently constructed to these standards for multiple reasons. For example, some roads pre-date the current adopted standards. Other constraints include topography, environmental regulations, funding, right-of-way, and project phasing.



US 50 Looking East from the Cambridge Road Overcrossing

SIGNIFICANT CAMERON PARK ROADWAYS

The major roadways that provide primary vehicle connections within the Cameron Park community are as follows:

US 50

The State Highway is classified as a freeway and provides regional east / west connections for the Cameron Park community. Existing interchanges at Bass Lake Road, Cambridge Road, Cameron Park Drive and South Shingle Road connect the major community roadways with the highway.

Cameron Park Drive

Connecting Green Valley Road to the north and US 50 to the south, this roadway provides an important north / south connection. The roadway is classified as a minor arterial with the section south of Meder Road identified as a four-lane divided road. Class II bike lanes exist from Meder Road to Green Valley Road. A freeway interchange connects this roadway to US 50. The segment from Durock Road to Palmer Drive contains four travel lanes with a center left-turn

lane. From Palmer Drive to Green Valley Road the roadway narrows to two travel lanes with left-turn lanes provided at various locations.

Cambridge Road

Similar to Cameron Park Drive, this roadway connects Green Valley Road to the north and US 50 to the south. The roadway is classified as a two-lane major collector. A freeway interchange connects this roadway to US 50. A prominent transit stop and Park and Ride are located near this interchange. Two travel lanes extend the length of the roadway.

Green Valley Road

Located in the northern portion of the community, and paralleling US 50, this roadway is a significant east / west connector for the community and also acts as a regional connector for destinations outside of Cameron Park. The roadway is classified as a two-lane arterial. Class II bike lanes exist between Cameron Park Drive and Pleasant Grove Middle School. Through Cameron Park the roadway contains two travel lanes with left-turn lanes at various intersections.

In November of 2014, El Dorado County completed the Green Valley Corridor Analysis Study. On November 13, 2014, the Board took the following actions: 1) receive and file the Green Valley Road Corridor Analysis Study; 2) direct staff to consider the report's findings and recommendations during the major update to the Capital Improvement Program and Traffic Impact Mitigation Fee Program; 3) direct staff to include consideration of safety issues in general; and 4) consider funding or receiving grant funding for performing an access study.

Country Club Drive

Located just north of and parallel to US 50, this roadway connects Bass Lake Road to the west with both Cambridge Road and Cameron Park Drive to the east. Cameron Park Drive is classified as a two-lane major collector. This roadway contains two travel lanes with left-turn lanes at the Faith Episcopal Church driveway and Cameron Park Drive intersections.

Durock Road

Extending south and connecting with Cameron Park Drive, this roadway provides a parallel facility to US 50 connecting with South Shingle Road. Classified as a two-lane arterial, this roadway contains two travel lanes with left-turn lanes at the Coach Lane and Business Drive intersections.

Coach Lane

Located just south and parallel to the US 50 / Cameron Park Drive interchange, Coach Lane is an important roadway serving primary large commercial properties. Classified as a local roadway, Coach Lane extends from Rodeo Road to just east of Cameron Park Drive and contains two travel lanes and a center two-way left-turn lane. A daily Sacramento Commuter Bus Stop is located on Coach Lane.

Meder Road

Providing an east / west connection between Cameron Park Drive and Ponderosa Road, Meder



Typical Residential Local Roadway

Road contains two travel lanes with no bike or sidewalk facilities. Meder Road has wide shoulders between Auburn Hills Drive and Cameron Park Drive. The roadway is classified as a two-lane major collector.

Palmer Drive

Located to the east of Cameron Park Drive and north of US 50, this roadway provides connections to commercial areas, the Marshall Medical Complex, the Eskaton and Ponte Palmero senior communities, and rural residential parcels. Palmer Drive provides two travel lanes and a center left-turn lane. No bike facilities exist, but the roadway has wide shoulders and sidewalks are constructed between Cameron Park Drive and Kevin Street. Palmer Drive is classified as a two-lane major collector.

Oxford Road

Oxford Road is located just south of the Cameron Park Air Park and provides an east / west connection in the center of the community between Cambridge Drive and Cameron Park Drive. This roadway contains two travel lanes with no bike or sidewalk facilities. The roadway is classified as a two-lane major collector.

Fairway Drive

Located to the west and mostly paralleling Cameron Park Drive, this two-lane roadway provides north / south connection between Oxford Road to the north and Country Club Drive to the south. This roadway contains two travel lanes with no bike or sidewalk facilities. The roadway is classified as a local roadway.

Knollwood Drive

Located to the west of Cambridge Drive, this two-lane residential roadway provides connections between Country Club Drive and numerous residential streets. This roadway contains two travel lanes with no bike or sidewalk facilities. The roadway is classified as a local roadway.

Merrychase Drive

Connecting Cambridge Drive just north of US 50 to Country Club Drive, this two-lane roadway provides access to both commercial and residential properties. Sections of the roadway provide sidewalks but no bike facilities. The roadway is classified as a local roadway.

Bass Lake Road

Located on the western edge of the study area, this roadway connects US 50 to Green Valley Road, and provides north / south connections to the County roadway system. The roadway contains two travel lanes with left-turn lanes at various major intersections. A Class I bike path exists on the eastern side of the Bass Lake Road from Serrano Parkway south to Hollow Oak Road. Bass Lake Road is classified as a four-lane minor arterial. The future construction of Silver Springs Parkway located in the vicinity of Bass Lake, will provide additional connectivity to Green Valley Road to the north.

Ponderosa Road

In the eastern portion of the study area, this roadway connects with US 50 to the south, and to Green Valley Road to the north, and provides north / south connections through the study area to the County roadway system. The Ponderosa / US 50 freeway interchange connects this

roadway to US 50. Ponderosa Road contains two travel lanes with left-turn lanes at the North Shingle Road intersection. The roadway is classified as a two-lane major collector south of Meder Road and as a local road north of Meder Road.

North Shingle Road

Running parallel to Ponderosa Road, this roadway also connects with US 50 on the south to Green Valley Road to the north, and provides similar north / south travel connections through the study area to the County roadway system. The Ponderosa interchange connects this roadway to US 50. The roadway contains two travel lanes. The roadway is classified as a two-lane minor arterial.

South Shingle Road

Extending south and connecting with Ponderosa Road to the north, this roadway provides a connection to the County roadway system south of the study area. The roadway contains two travel lanes. The roadway is classified as a local road.

BICYCLE AND PEDESTRIAN FACILITIES

The existing bicycle and pedestrian facilities within the Cameron Park community are very limited. Bicycle lanes are provided on sections of Green Valley Road east of Cameron Park Drive and along the northern portion of Cameron Park Drive. Riders must either use limited paved shoulders in most areas or ride within the travel lane.

Sidewalks are also very limited. Many of the major roadway facilities that provide north / south and east / west circulation do not have

continuous sidewalks. This is also true for much of the residential local street system. Pedestrian crossings of US 50 are limited to very narrow sidewalks at the Cambridge Road, Cameron Park Drive, and Ponderosa Road interchanges. Figure 5 illustrates the location of all currently existing sidewalks and bicycle facilities.

The exact volume of bicycle and pedestrian usage on Cameron Park roadways is not available from existing data sources and was not specifically counted in this study. However, anecdotal observations and input from the community members indicate that residents are both walking and biking at a limited level often constrained by the lack of safe walking and biking facilities.

EXISTING TRANSIT SYSTEM

El Dorado Transit (EDT) has been providing service to the Cameron Park community since 1975. Initially, service was provided for the elderly and disabled in the greater Placerville area. Public transit service became available to the general public in July 1980, with a combination of fixed-route and demand-response services. In July 2015, EDT upgraded service to the Cameron



A Cameron Park resident waits for the local bus at the El Dorado Transit stop on Cameron Park Drive and Green Valley Road.

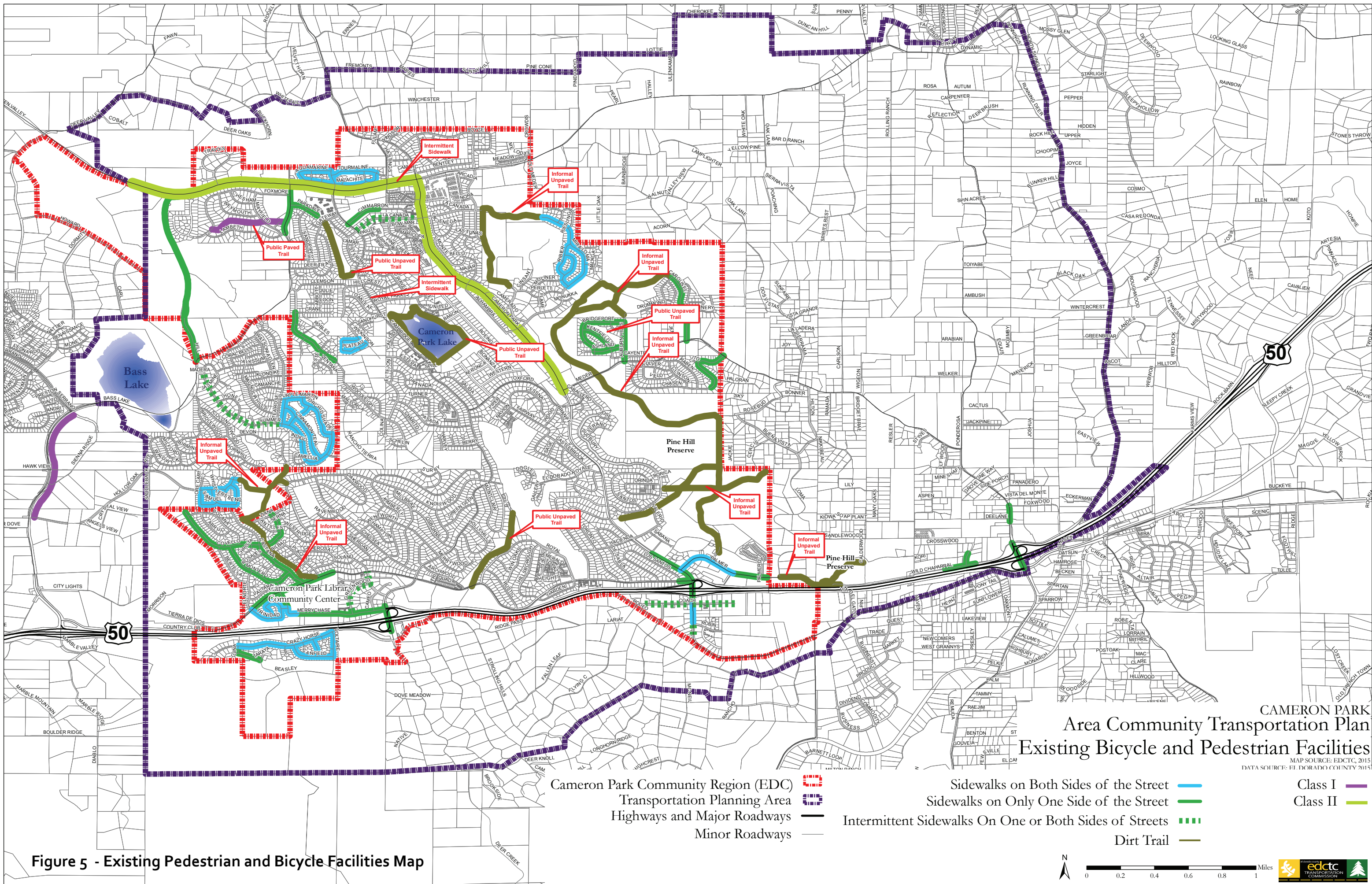


Figure 5 - Existing Pedestrian and Bicycle Facilities Map

CAMERON PARK
 Area Community Transportation Plan
 Existing Bicycle and Pedestrian Facilities

Park community with hourly stops at the Cambridge Road Park and Ride lot for the US 50 Express line, and local bus service at 19 stops throughout the community. Transit services for Cameron Park residents include the following options.

Local Bus Routes

These bus routes connect important areas of the community with pick-ups and drop-offs scheduled throughout the day. Figure 6 illustrates existing bus routes and bus stops within the study area.



Cambridge Road Park and Ride Bus Stop

Dial-a-Ride

This is a "curb-to-curb" service for seniors and disabled persons made by reservation in advance. Trips can be grouped together to provide as many trip connections as possible.

Sac-Med

Two days a week Sac-Med buses pick up passengers at various park-and-ride lots and drive to medical-related appointments in Sacramento County.

Commuter Service

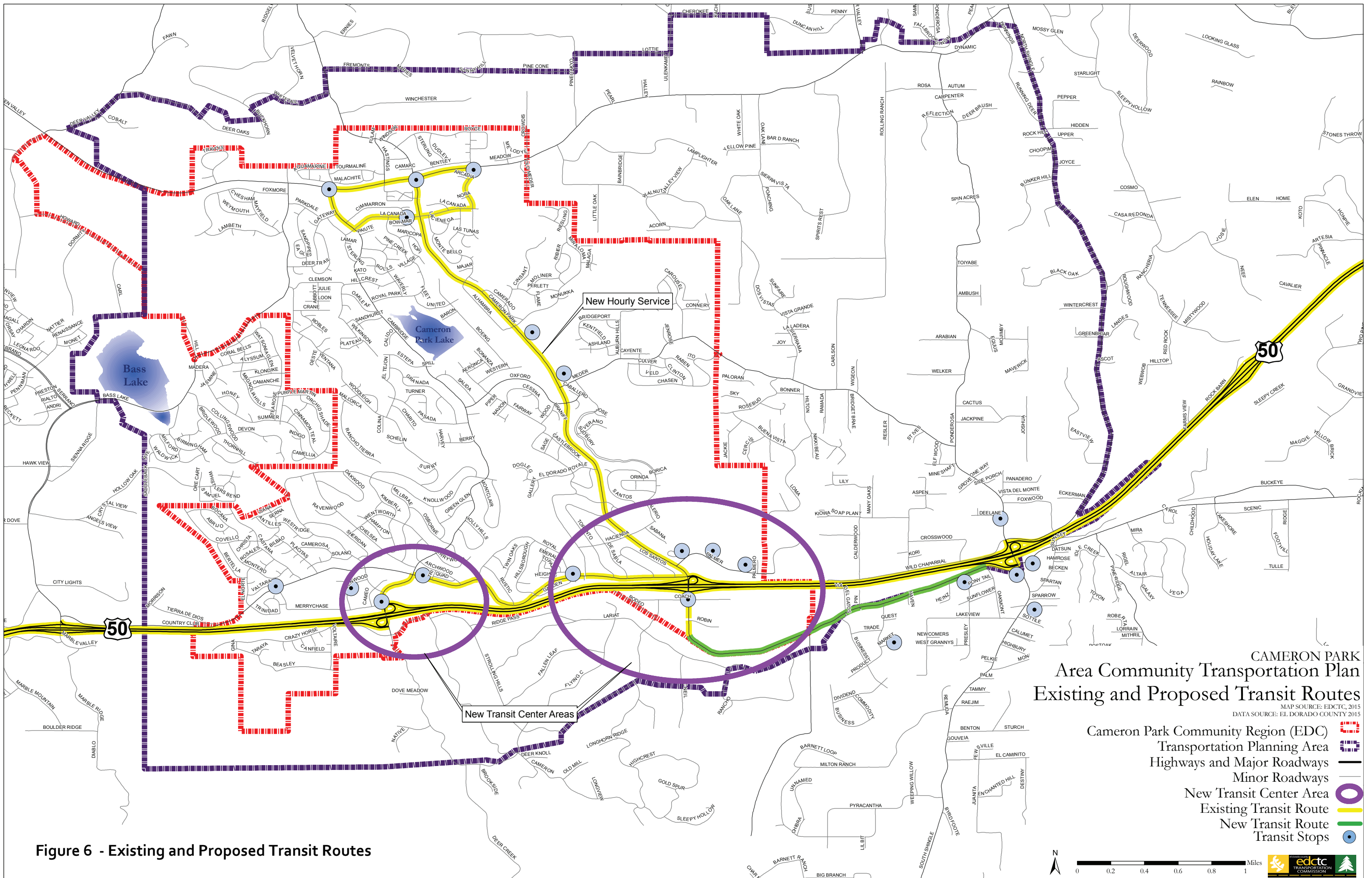
Commuter routes run Monday through Friday from El Dorado County into Downtown Sacramento. Within the study area commuter routes pick up passengers at Ponderosa Exit / Wild Chaparral Park and Ride, Cambridge Park and Ride, and Rodeo Road stop.

EXISTING TRAIL SYSTEM

Opportunities for Cameron Park residents to walk or bike in an off-street setting are limited to facilities in public parks and informal trails that have become established in the Pine Hill



The walking path at Cameron Park Lake is a popular year-round recreation resource.



CAMERON PARK
 Area Community Transportation Plan
 Existing and Proposed Transit Routes

MAP SOURCE: EDCTC, 2015
 DATA SOURCE: EL DORADO COUNTY 2015

- Cameron Park Community Region (EDC)
- Transportation Planning Area
- Highways and Major Roadways
- Minor Roadways
- New Transit Center Area
- Existing Transit Route
- New Transit Route
- Transit Stops

Figure 6 - Existing and Proposed Transit Routes

Preserve and elsewhere. While there are some designated walking trails in public parks, there are no formal equestrian or mountain bike trails currently within Cameron Park.

Parks

All of the public off-street trails in the Cameron Park Community are located in the Cameron Park Community Services District (CPCSD) parks. Five of the ten improved CPCSD parks have informal paths that are used exclusively for pedestrians. The paths in these parks total about 4 miles, with the 1.1 mile path around Cameron Park Lake being the longest. The other four parks with paths are Rasmussen Park, Hacienda Park, Royal Oaks Park, and Northview Park. These paths vary from 0.5 to 0.75 miles in length. An informal network of user-created trails has become established in Gateway Park, which is a long, linear park comprising large stands of native oaks and adjacent to several neighborhoods. In three of the other developed

parks (David West Park, Christa McAuliffe Park, and Eastwood Park) residents sometimes walk around the park perimeter but no paths are established. The Cameron Park Community Center does not have any walking paths, other than the paved sidewalks connecting the pool and buildings.

Pine Hill Preserve

The Pine Hill Preserve (PHP) is a rare plant preserve managed by the Bureau of Land Management (BLM). The PHP is managed in accordance with a Cooperative Management Agreement between eight federal, state and / or county agencies and the non-profit American River Conservancy. The California Native Plant Society serves as a participating entity, but it is not a signatory partner in the Cooperative Management Agreement (CMA).

Approximately 402 acres of the PHP are within the Cameron Park community area. It is the single largest open space area in Cameron Park,



Pine Hill Preserve Natural Trail

occupying about 7 percent of the community area. While the currently adopted PHP Management Plan indicates that trails and public access are intended elements of the PHP, there is no clear information available about what access points or trails are approved for public use. There is an established network of informal trails, but the absence of maps and prominent signage make it confusing for residents to know which trails they should use, or what types of uses are acceptable.

Over the last several years, consistent public input has indicated a strong desire on the part of Cameron Park residents for more information on and access to trails in the PHP. This public input was received during community meetings held for the Cameron Park 2030 enVision process (2010), the preparation of the Cameron Park CSD Parks and Recreation Master Plan (2014), and development of the CPMAP.

Residents are seeking designated trails through the PHP that provide east-west and north-south connections both as a walking and biking alternative to surface streets, and for the recreational and health benefits available from trail access. Residents are also interested in learning more about the PHP as a unique feature that contributes to the identity of Cameron Park as a special place. It is hoped that by identifying and making minimal improvements to a few of the major existing informal trails, impacts to the rare plant habitat due to unmanaged use can be reduced. Opportunities also exist to utilize existing public parking at Hacienda Park and Rasmussen Park as trailhead locations for PHP trails, thus eliminating the need to convert PHP land for these uses. The goal for identifying

designated public trails is to find a sustainable balance between managed public trail use and protection for rare plant habitat.

During the course of this planning process, the project team met twice with representatives from the CMA agencies to explore how best to address this community need while complying with the various regulatory requirements that are associated with the PHP. It was acknowledged that managed public access would help foster stewardship and facilitate restoration of habitat already impacted by informal trails. However, due to the complexities of the PHP site and management considerations, it was determined that additional technical studies are needed before specific alignments can be designated.

EXISTING AND FUTURE TRANSPORTATION CONDITIONS

A detailed analysis of how well the existing Cameron Park transportation system functions is included in the *Baseline Transportation Conditions Report (Under separate cover)*. The report also looks at projected future traffic volumes and how they may impact the Level of Service (LOS) for Cameron Park roadways. It includes a description of expected future transportation conditions for roadways, bicycle, pedestrian, and transit. Future conditions are based on the 2035 Planning Horizon as defined for the for the El Dorado County General Plan. Future transportation improvements are planned for and approved by various agencies including; El Dorado County, EDCTC, Caltrans, and El Dorado Transit.

Roadways

During the next 20 years the roadways within the Cameron Park community will experience

increases in vehicular travel both throughout the day and during peak travel hours. El Dorado County maintains a sophisticated travel demand computer model that provides traffic volume forecasts for the future. The percentage change in peak hour volumes is expected to increase on average between 40 to 60 percent over existing volumes by 2035. These increases will not create peak hour LOS issues on any of the Cameron Park roadways as long as construction of planned improvement projects occurs.

Bike and Pedestrian

Similar to increases in vehicular volumes, both bicycle and pedestrian volumes are anticipated to increase but to lesser levels. This applies only to existing bike and pedestrian facilities. If new bicycle and pedestrian facilities are developed to provide access to key destinations, they will result in a corresponding increase in non-motorized travel.

Transit

As identified in the Western El Dorado County Short-and Long-Range Transit Plan, overall transit system ridership is forecast to increase 10 percent over the short-range planning horizon (by 2018), and by 60 percent over the long-range (by 2035). Growth in commuting demand will be relatively modest. While overall travel between Western El Dorado County and downtown Sacramento is forecast to decline, the impact of rising fuel prices will result in an overall modest increase.



community participation

A variety of outreach methods were used to actively engage the community throughout the development of the Cameron Park Mobility Action Plan (CPMAP). Outreach activities included:

- ◆ Three meetings of the Stakeholder Advisory Committee (SAC)
- ◆ Creation and maintenance of a project website with ongoing updates about project progress and notices of community input opportunities
- ◆ Two community workshops
- ◆ Community comment documentation and summary
- ◆ One meeting with the Pine Hill Preserve (PHP) BLM staff and one meeting with member agencies of the Cooperative Management Agreement
- ◆ Site visit with Cameron Park Country Club staff
- ◆ Individual contacts with interested residents and CPCSD staff

Summary of Community Workshop No. 1

The first community meeting was held on March 4th from 5:00 to 7:00 PM at the Green Valley Elementary School. Community residents along with elected officials and representatives of local jurisdictions and agencies attended the meeting. The purpose of this first meeting was to obtain input from the Cameron Park community regarding multi-modal transportation improvement needs and how these relate to community character. The workshop included both hands-on activities and a group presentation.

The presentation provided an overview of the purpose of the CPMAP and expected contents of the final document. Study area boundaries along with demographics, General Plan land use designations, and transportation information were presented. Large poster boards containing this information were mounted and attendees were invited to add their comments for questions.

The details of the Cameron Park 2030 enVision Statement were reviewed as the framework for the plan. Six major elements are called out in the Vision Statement and each has potential significance for transportation in the community.

These are:

- ◆ A transportation system that unifies Cameron Park
- ◆ Bicycle, pedestrian, and transit opportunities
- ◆ Connecting trail system for health and mobility
- ◆ Architecturally cohesive downtown



Public meeting at Green Valley Elementary School

- ◆ Sustainable integration of natural resources
- ◆ Safety and security

Workshop attendees were invited to provide input on multiple aspects of transportation planning in Cameron Park in an effort to help define specific needs and priorities in relation to the 2030 enVision Statement elements.

Participants were also asked to both provide written comments and indicate preferences on the following topics:

- ◆ Destinations
- ◆ Cameron Park Style
- ◆ Elements to Incorporate in Streetscapes
- ◆ Where is Downtown?
- ◆ Access to Natural Areas
- ◆ Transit
- ◆ Transportation Safety
- ◆ Bike and Pedestrian Routes and Trails
- ◆ Future planned transportation improvements needs and priority, by type:
 - ◇ Freeways and interchanges
 - ◇ Roadways
 - ◇ Bicycle Facilities

Key Destinations

Workshop attendees identified a number of key destinations in the community as a first step in evaluating transportation options to access these areas. One of the most frequently identified destinations was the commercial area that includes Coach Lane and Cameron Park Drive south of US 50. The complex formed by the community Center, Aquatic Center, County Library, Blue Oak Elementary School, Camerado Middle School, and Christa McAuliffe Park in another important destination. It is not a

commercial area, but provides social, recreational, and educational opportunities to residents. Another priority area is the commercial area along Cameron Park Drive north of US 50 and along Palmer Drive. While the commercial zone along Green Valley Road is not visited by as many people as Coach Lane it is nevertheless a key destination for the people in the adjoining neighborhoods. These neighborhoods have a high concentration of multi-family housing and are within easy walking distance of this commercial area.

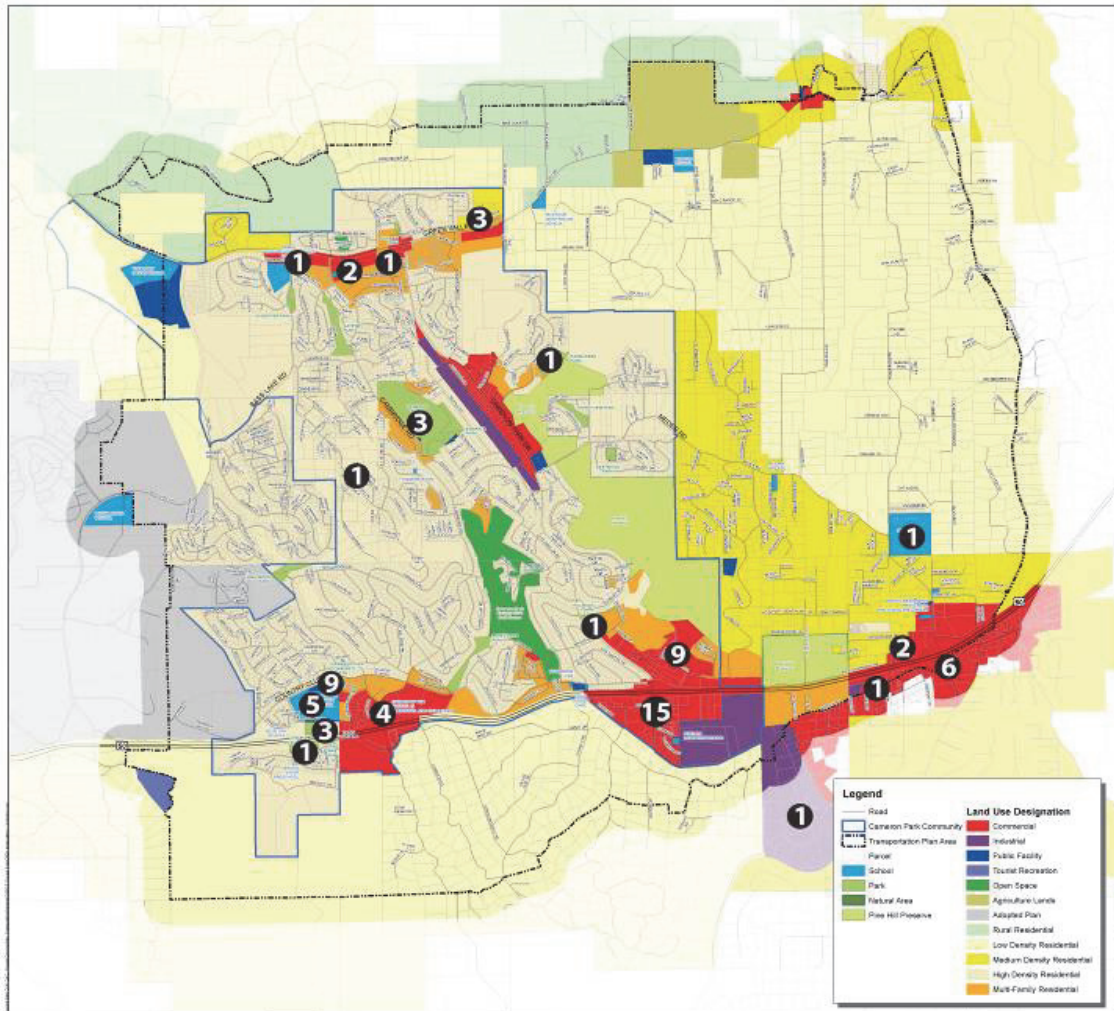
Transportation Improvements

Comments on all modes of transportation were provided including suggestions for new bicycle and pedestrian facilities and transit services. Attendees were also asked to comment on the relative priority and value of the many future vehicular improvements included in various long-range plans.

Cameron Park Downtown

Attendees provided input on where they feel the commercial heart of the community is located, and ways in which a community identity could be established through streetscape and wayfinding improvements in key areas. A variety of areas were identified as collectively contributing to the commercial character of the community. These areas were prioritized in order to determine the level of appropriate streetscape improvements for each area. The preference expressed by attendees was to use a finite set of streetscape elements throughout Cameron Park to visually tie all the commercial areas together as an cohesive component of the community character.

Place Dots on Your Most Frequently Visited Destinations in Cameron Park.



CAMERON PARK COMMUNITY TRANSPORTATION PLAN



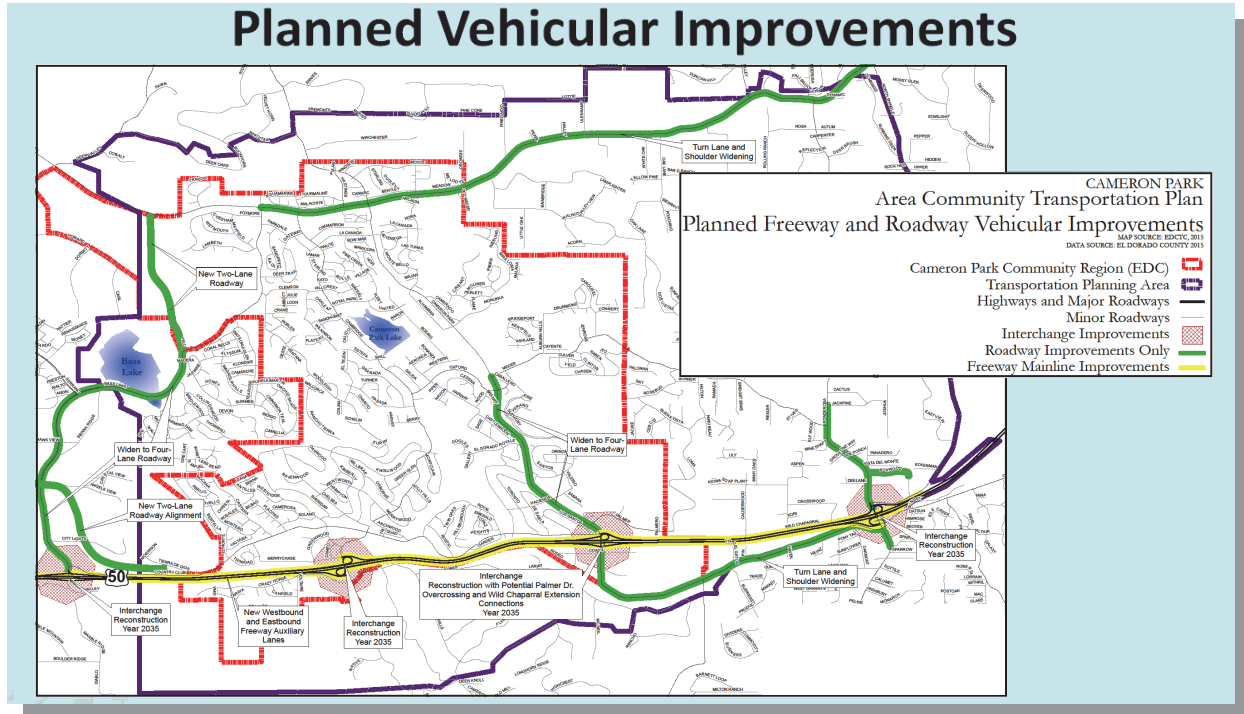
Poster from workshop showing results of voting for most frequently visited Cameron Park destinations

Detailed results from the first community workshop are contained in Appendix A.

Summary of Community Workshop No. 2

The second community meeting was held on June 3rd at 6:30 PM at the Cameron Park Community Center. Community residents along with elected officials, and representatives from

local agencies and jurisdictions attended the meeting. The purpose of the meeting was to inform the Cameron Park community regarding the status of the CPMAP based upon the significant input obtained from the first public meeting held in March and the second SAC meeting held in May.



Interactive Session

The meeting began at 6:30 with attendees having the opportunity to review the current draft plan provided in graphical format on large poster boards and discussing questions and information with the project team.

Presentation

A presentation was then given to explain the Complete Streets approach to transportation planning, highlight the proposed elements for the CPMAP, review the project schedule, and identify remaining opportunities for public input. CPMAP elements were presented in the following categories:

- ◆ Vehicular Transportation Improvements
- ◆ Bicycle and Pedestrian Improvements
- ◆ Walkable Downtown Plans

Complete Street Planning Principles

An overview of Complete Streets principles was

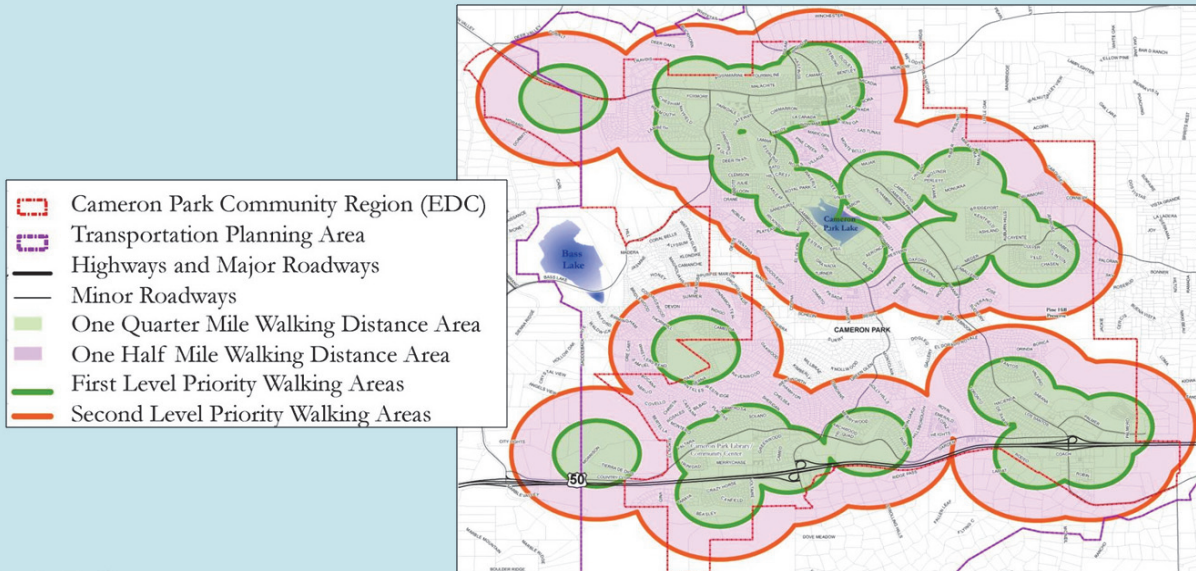
provided as guidance for the Mobility Plan along with current County and State laws. The following definition of Complete Streets was given:

"Complete Streets is a planning principle that requires all transportation facilities to be planned, designed, operated, and maintained to provide safe mobility for all users."



Community members at Community Workshop No. 2

Priority Walking Areas



Based on community input, the priority walking destinations were examined for access within 1/4 and 1/2 mile areas.

Various strategies for implementing Complete Streets were reviewed. A map of priority walking areas was also presented, showing locations within one-half and one-quarter mile of the destinations.

Vehicular Transportation Improvements

Existing transportation facilities within the planning area and currently planned transportation projects that are to be carried forward in the CPMAP were reviewed. New vehicular improvements that will be part of the CPMAP include an east bound "slip ramp" on US 50 at Rodeo Road, and a roundabout at the east bound ramp US 50 / Cameron Park Drive interchange. The potential for a vehicular overcrossing from Palmer Drive to Coach Lane was discussed, but restrictions in the PHP and right-of-way considerations were recognized as significant impediments.

Bicycle and Pedestrian Improvements

The bicycle and pedestrian elements proposed for the CPMAP were presented. These include shared use paths, sidewalks, bike paths, on-street bike lanes, on-street bike routes, and bike / pedestrian crossings of US 50. The combination of these elements with the already planned bike / pedestrian improvements, and existing bike / pedestrian connections provided by neighborhood streets is intended to create an interconnected network that provides access to the key destinations identified in the first community meeting. These include:

- ◆ Commercial areas along Green Valley Road, Cameron Park Road, Coach Lane, Palmer Drive, and at the US 50 intersections with Cambridge Road and Cameron Park Road.
- ◆ Multiple public parks throughout the community operated by the CP Community Services District (CPCSD).

Unpaved Shared Use Paths



There are multiple approaches to address the lack of walking and biking opportunities in Cameron Park that are consistent with a Complete Streets community.

- ◆ Schools, including Blue Oak Elementary, Camerado Springs Middle School, Green Valley Elementary, and Pleasant Grove Middle School.
- ◆ The Community Center, Aquatic Complex, CPCSD Offices, and County Library complex on Country Club Drive.

These key destinations are widely spread throughout the Cameron Park community, necessitating a community-wide comprehensive bicycle and pedestrian network.

Bicycle and Pedestrian Crossings of US 50

US 50 is a major barrier to bicycle and pedestrian access to the commercial opportunities in the Coach Lane area. Two potential options to address this issue were presented to attendees for consideration. The first concept includes the conversion of the US 50 / Cameron Park Eastbound Off-Ramp intersection to a roundabout, which would allow the striping of on-street Class II bike lanes under the overcrossing. This concept would only provide additional bicycle facility crossings of US 50 and maintain

Sidewalks



On-Street Bicycle Routes



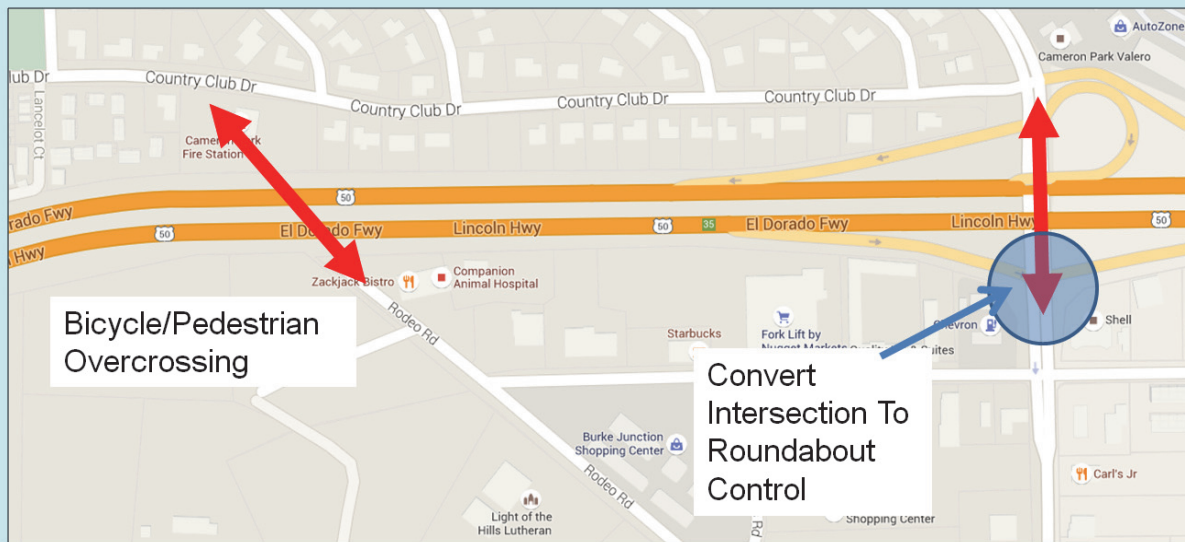
the existing sidewalk connection. The other alternative is a new pedestrian and bicycle overcrossing of US 50 between Rodeo Road to the south and Country Club Drive to the north. Either of these options will require additional technical studies and financial analysis.

During the meeting, it was suggested by community members that a second overcrossing be considered west of Cambridge Road to provide access between David West Park, residential development to the south, Christa McAuliffe Park and Skate park, the Community Center, Aquatic Complex, County Library, Camerado Middle School, and Blue Oaks Elementary School.

Walkable Downtown Plans

A range of streetscape improvements were presented to make the Cameron Park commercial areas more walkable and to create a

Bike Facility Crossing of US 50



Potential concepts to improve bicycle and pedestrian access to Coach Lane area across US 50. A third option was added based on input at the second community meeting: connecting from David West Park to Christa McAuliffe west of the Cambridge Road / US 50 interchange.

unified commercial character. The relative priority for the different commercial areas was also presented based on input from the first meeting. Proposed improvements were illustrated on 6 posters and attendees were encouraged to review the plans and provide any additional comments or mark-ups on the graphics that they were not able to provide in the earlier interactive session. The feedback on these proposed Streetscape improvements is reflected in the recommendations for Walkable Downtown Areas in Chapter 8 of this plan.

Project Prioritization Methodology

The proposed methodology for prioritizing the various CPMAP projects was explained to workshop attendees for their input and critique. This system is based upon the following criteria:

- ◆ Primary destinations
- ◆ Safety
- ◆ Proximity to low income, multi-family and senior residences
- ◆ Cost
- ◆ Feasibility

The scoring system also includes the following more detailed evaluation criteria:

- ◆ Improves existing user safety
- ◆ Access to Transit
- ◆ Benefits Low Income Households
- ◆ Benefits Seniors
- ◆ Access to schools
- ◆ Access to shopping
- ◆ Regional access
- ◆ Access to work
- ◆ Access to recreation

- ◆ Constructability
- ◆ Impact to adjacent Property Owners
- ◆ Cost effectiveness
- ◆ Potential environmental impact

Additional Public Input

Attendees were encouraged to participate in future public input opportunities including

presentations at public meetings to the following agencies:

- ◆ El Dorado County Transportation Commission
- ◆ Cameron Park Community Services District
- ◆ Cameron Park Design Review Committee
- ◆ El Dorado County Board of Supervisors

A detailed summary of the second Community Workshop is contained in Appendix A.

design guidance

CPMAP IMPLEMENTATION OBJECTIVES

The implementation of the CPMAP is to be guided by the following objectives, based on input from community residents, organizations, and local jurisdictions. These objectives provide a framework for evaluating and refining future transportation projects for the Cameron Park community.

- ◆ Create well-designed connections that improve access to existing and future destinations including community facilities, open spaces, schools, services, and commercial areas.
- ◆ Develop bicycle lanes and routes to provide alternatives to automobile travel.
- ◆ Improve pedestrian access and mobility throughout the community.
- ◆ Increase safety for pedestrians and bicyclists.
- ◆ Promote a vibrant downtown with good access, convenient parking, and sense of "place".
- ◆ Provide for the unique needs of low mobility and disadvantaged groups.
- ◆ Develop an interconnected multi-use trail system.
- ◆ Protect and preserve scenic and historic qualities and attributes.
- ◆ Maintain acceptable vehicular traffic congestion levels.

ROADWAY USERS

The design concepts for all roadways within the CPMAP are required by both State and County

standards to safely accommodate a wide variety of users. These users include:

- ◆ Pedestrians
- ◆ Wheelchairs
- ◆ Bikes
- ◆ Motorcycles
- ◆ Sub-Compact Automobiles
- ◆ Full Size Automobiles
- ◆ Transit Buses
- ◆ Semi Trucks

Figure 7 provides a relative size comparison for each of these roadway users.

BUILDING A COMPLETE STREET

Within the CPMAP area most streets are currently constructed as two-lane roadways that primarily accommodate automobiles. Overtime, transportation improvements should be implemented as feasible to create Complete Streets focused on providing safe transportation improvements for all the users within the roadway system. Figure 8 illustrates how the certain streets within Cameron Park could over time meet the needs of all users. Appendix D includes a brief summary of both Federal and State Complete Street Policies.

Pedestrians and Wheelchairs

As the roadways within Cameron Park are fully developed there will be system of interconnecting pedestrian paths (sidewalks), as discussed in the next section. Figure 8 illustrates

the area within a typical street these pedestrian paths will be constructed. Wheelchair users would also use these paths.

Bicycles

Bicycles will be accommodated with either dedicated bike lanes, shared multi-use path, or within the shared vehicle lane (bike routes) within the Cameron Park transportation system. Figure 8 illustrates the area within a typical street these bike lanes and shared vehicle / bike routes would be constructed.

Transit

Transit buses typically travel within the automobile lane on a roadway. In order to pick-up and drop off users, transit stops are required. Figure 8 also illustrates the area within a typical street where these transit stops will be constructed.

Transit stops will typically provided accessible seating and protection from the rain. They will be located in well-lit locations, and accessible from surrounding neighborhoods by a safe bicycle or pedestrian route.

DESIGN COMPONENTS

The recommendations of the CPMAP are, in some cases, very specific as to their design and less detailed in others. As projects are selected for funding and implementation, it is expected that they will include the types of transportation components described in the following section. These brief descriptions will help support the application of these concepts in a consistent manner throughout the community. Streetscape design components are described in Chapter 8 (Walkable Downtown Plan).

Shared-Use Paths

Shared-use paths (Class I) provide areas for pedestrians and bicyclists outside of the roadway. These facilities can be constructed next to waterways, along abandoned or active railroad lines and utility rights-of-way, or within parks and open space areas. These paths can provide critical transportation links along with recreational opportunities. They should be a minimum of 8 feet wide for two-way travel.



Class I Shared-Use Path

Striped Bike Lanes

Striped bike lanes (Class II) are used to create a on-street designated travel way for bicyclists. Bike lanes provide safety benefits to both motorists and bike riders by delineating the travel way. Bike lanes are typically four to six feet wide.



Class II Bike Lane

Figure 7 - Roadway Users

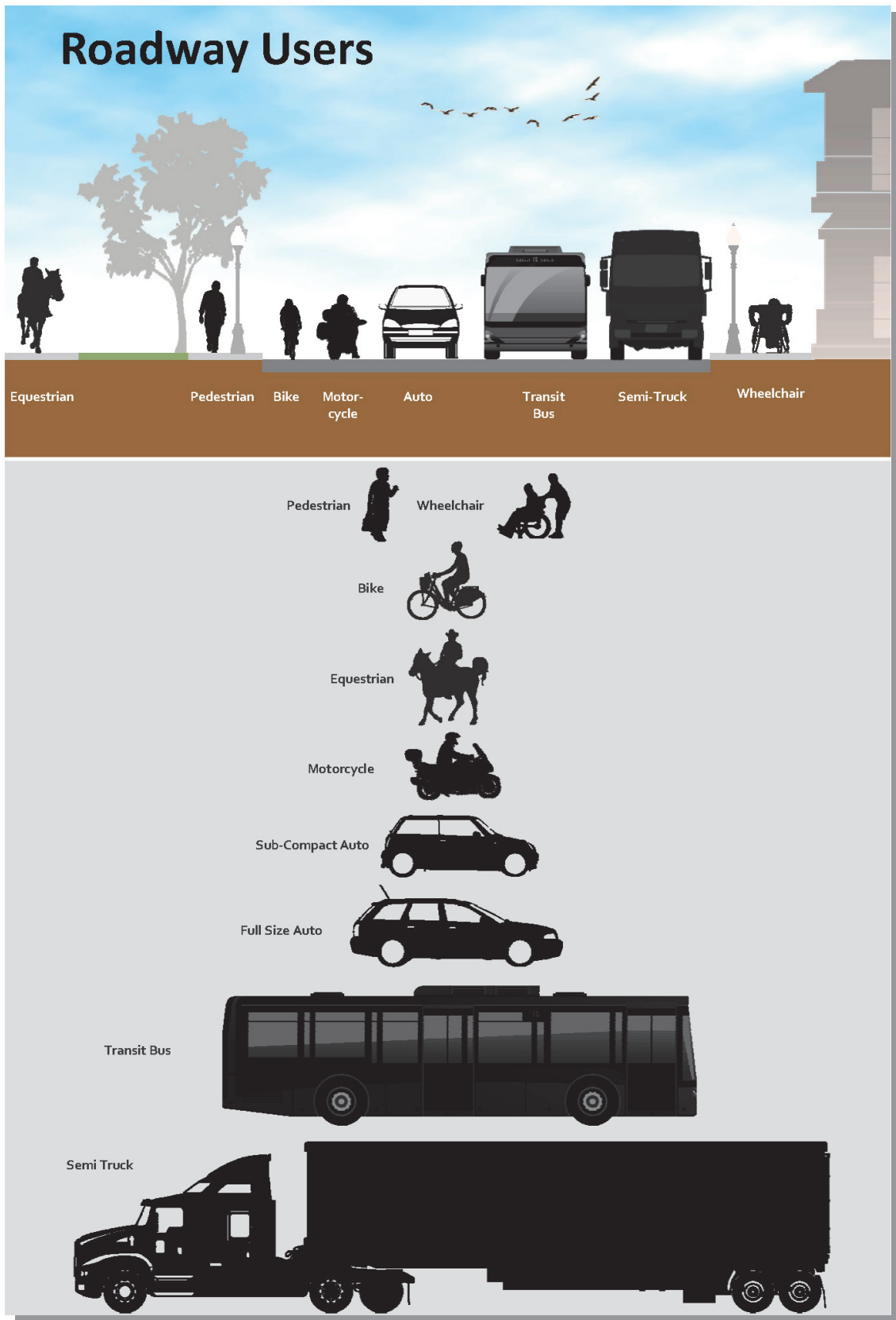
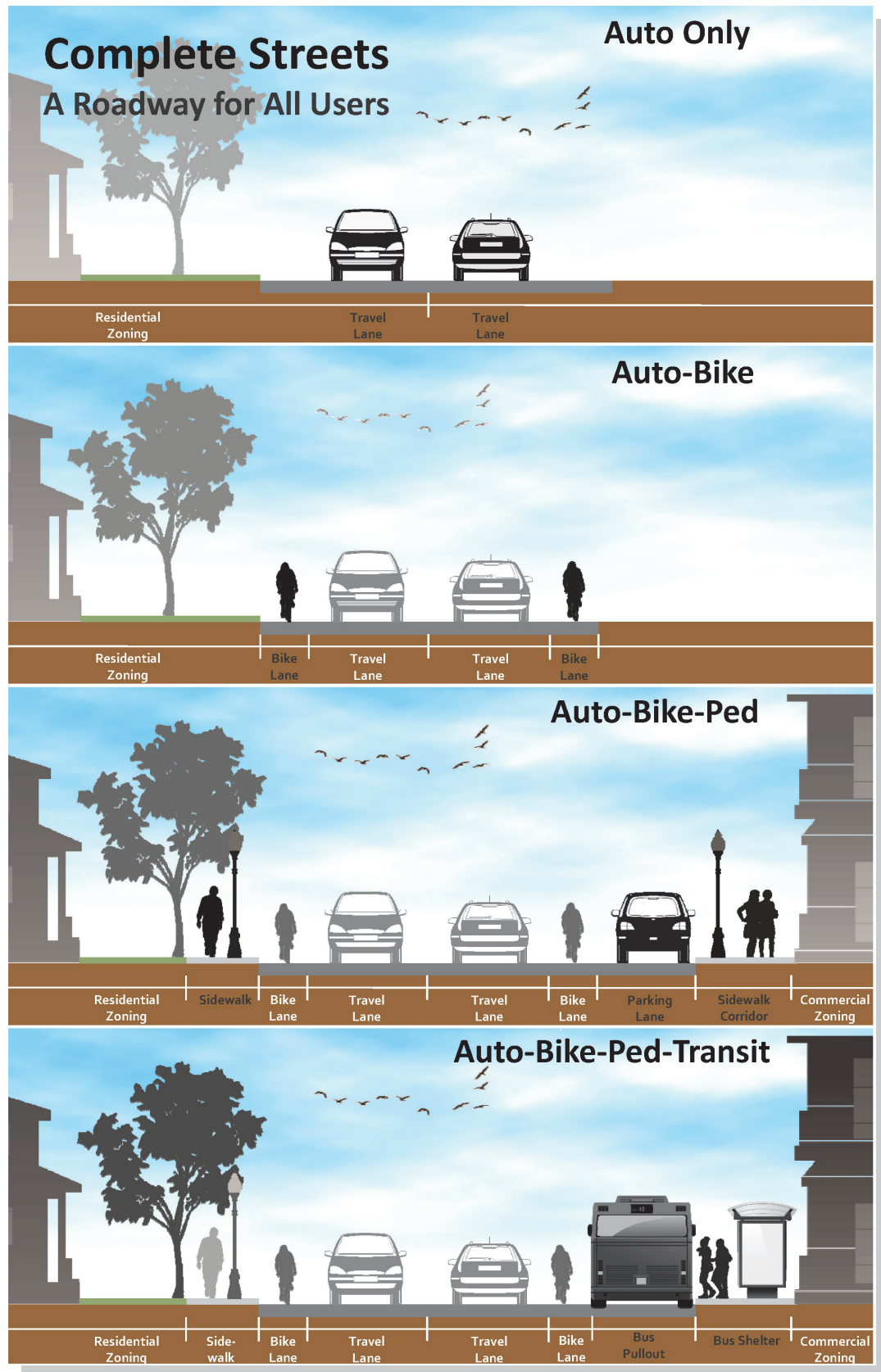


Figure 8 - Complete Streets



Signed Bike Routes

Bike routes (Class III) are roadways designated by signage where bicyclists share the travel way with vehicles. Roadways with lower travel speeds, low volumes of traffic, and good sight distance are good candidates for bike routes. Sharrow pavement markings can also be used along these routes as described below.

Sharrows

Shared lane pavement markings (or “sharrows”) are bicycle symbols that are placed within the paved section of the roadway to guide bicyclists. These symbols help motorists to avoid car doors and remind drivers to share the road with cyclists. Sharrows are different than bicycle lanes as they do not designate a specific section of the roadway for the exclusive use of bicyclists. Rather, sharrows guide bicyclists to the best place to ride, and also help motorists to expect bicyclists within the lane.



Sharrow

Bicycle Intersection Improvements

Intersections should incorporate Improvements for bicycle facilities help to reduce conflict



Class III Bike Route with Sharrow

between bicyclists, pedestrians, and motor vehicles. These features include; bike boxes, crossing markings, two-stage turn queue boxes, median refuge islands, through bike lanes, and combined bike lane / turn lane. Color, signage, signal detection, bicycle signals, and pavement markings should also be used where they will improve intersection safety and efficiency.

Bicycle Parking

Bicycle parking should be provided at all key destinations such as schools, parks, commercial areas, services, and public buildings. Options include racks, corrals, lockers, and bicycle stations. Bicycle racks are fixed objects, usually constructed out of metal, to which bicycles can be securely locked. Bike corrals allow for car



The bicyclist locked his bike to a truck because there were no bike racks provided.

parking spaces to be converted into bicycle parking spaces. Bicycle lockers are used to securely store a single bicycle. Bicycle stations are buildings or structures designed to provide secure bicycle parking and often incorporate other amenities such as showers or bike maintenance services.

Sidewalks and Walkways

Sidewalks are to be made of concrete or asphalt following ADA accessibility standards. On roadways where a sidewalk is not feasible, a wide paved shoulder may be feasible for pedestrians to safely walk. However, this is not a recommended substitute for a dedicated sidewalk and additional safety signage must be installed. A minimum width of five feet for a sidewalk is required to allow people to pass comfortably or to walk side-by-side. Wider sidewalks should be installed near schools, at transit stops, in downtown areas, or anywhere high concentrations of pedestrians exist.

Sidewalks can either be located directly adjacent to the edge of the roadway or separated by a planting strip. Separated sidewalks provide



Separated Sidewalk

additional safety while also creating a more walking friendly environment.

Curb Ramps

ADA-compliant curb ramps are required at all intersections and mid-block locations with pedestrian access.

Pedestrian Crossings

Safety is a primary consideration for the design of pedestrian crossings. Increasing driver awareness of crossings, and allowing pedestrians adequate time to cross are key design objectives. Crossing improvements that will improve pedestrian safety should be incorporated as appropriate including; overhead signing, sidewalk bulbouts, raised islands for pedestrian refuge, and traffic control systems (e.g., flashing beacons with warning signs or in-roadway warning lights). Pedestrian crossings shall be ADA compliant.



Decorative crosswalks can improve visibility

Mid-Block Crossings

Mid-block pedestrian crossings are generally unexpected by motorists. Where they are necessary, special attention will be given to



High Visibility Crossing

increasing pedestrian visibility and allowing adequate stopping distance for vehicles is essential.

Reducing Lane Width

Lane width plays an important role for both motorized and non-motorized users. Wider lanes tend to improve driver comfort. The operations and physical dimensions of cars, recreational vehicles, trucks and buses, and the classification or use of the highway and prevailing speeds, all influence the selection of the appropriate lane

width. For roadways that serve as Complete Streets, particularly those that operate at lower speeds, lane widths narrower than the standard 12 feet may be appropriate.

Reduced lane widths in combination with other traffic calming measures may encourage slower speeds, which is desirable for Complete Streets. Where existing right-of-way is limited, reducing lane widths can be used to provide adequate shoulder width for bike lanes and sidewalks. However, the County standard 12-foot outside lane width is preferred where there is significant recreational vehicle and truck traffic or the street is a designated bus or truck route.

Roundabouts

Roundabouts should be considered for key locations where they can be expected to improve traffic flow and safety. Roundabouts reduce congestion, idling, and vehicular emissions contributing to improved air quality. Proposed roundabouts should be designed with



Sidewalk Bulbouts

consideration for pedestrian, bicycle, and vehicle use; opportunities for public art, landscaping, or other aesthetic improvements; and traffic calming when entering slower speed or more congested areas. There are currently no roundabouts in Cameron Park, and the

community should be invited to participate in the design of any future roundabouts, as they will potentially be signature transportation elements in the community.



Roundabout Intersection Control

mobility plan

The Cameron Park Mobility Action Plan (CPMAP) is a guideline for developing a vibrant community transportation system that includes an interconnected network of pedestrian and bicycle facilities. It was formulated using extensive input from the community residents and organizations who spent considerable time and effort to identify existing transportation problems and potential solutions.

The plan builds upon the existing and proposed County and State roadway and highway system to provide multi-modal connections to / from the following core community areas:

- ◆ Schools
- ◆ Community Center
- ◆ Library
- ◆ Marshall Hospital
- ◆ Coach Lane commercial area
- ◆ Green Valley Road commercial areas
- ◆ Cameron Park Lake

The Pedestrian and Bicycle Mobility Plan is graphically illustrated in Figure 9 contains projects that are currently included in approved planning documents, new improvements designed to refine the past planning work, and additional improvements not contained in any previous plan. A detailed listing of all improvements within this plan, both currently contained within existing plans and those new to the mobility plan are listed in Table 3.

The multi-modal improvements within the

CPMAP are divided into the following areas:

- ◆ Pedestrian Improvements
- ◆ Bicycle Improvements
- ◆ Shared-use Improvements
- ◆ Transit Improvements
- ◆ Vehicular Improvements
- ◆ Streetscape and Wayfinding Improvements
- ◆ Land Use and Planning Recommendations

This chapter addresses pedestrian, bicycle, shared-use, transit, and vehicular improvements. Each project includes a project identifier (ID), description, and priority for implementation.

- ◆ Tier 1 projects are intended for implementation within 5 years
- ◆ Tier 2 within 6 to 10 years
- ◆ Tier 3 within 11 to 20 years
- ◆ Tier 4 are future projects that may not be feasible for implementation for more than 20 years due to complexity and cost.

Chapter 8 addresses streetscape, wayfinding, and the design of future developments in a similar manner.

Projects are sorted by tier and labeled with ID numbers corresponding to Table 3. As described above, the projects have been scored and prioritized into a four tier system. Each project has been provided with a unique ID number corresponding the type of improvement. These ID numbers do not designate the order in which

projects will be pursued, but are simply unique identifiers. All projects within each tier are considered to be at the same level of priority. Tier 1 projects are the highest priority projects, followed by Tier 2, 3, and 4. Projects within each tier can be pursued on an equal basis based upon potential funding sources.

PEDESTRIAN IMPROVEMENTS

As discussed earlier, pedestrian and bicycle facilities within the Cameron Park Community are very limited and not interconnected. As such, the majority of pedestrian improvements are new facilities that will connect with the existing facilities to create a continuous network.

Pedestrian facilities consist primarily of sidewalks and walking trails. Many of the roadways within the study area do not have safe areas for pedestrians to walk. In spite of this, many residents are walking on streets without sidewalks or designated crossings. Sidewalks, crosswalks, trails, and wide shoulders increase pedestrian safety and improve the walkability and economic livelihood of the community. A network of local roadways has been identified as the primary interconnecting core of walking routes. These local roadways then connect to the collector and arterial system.

As illustrated in Figure 9, the pedestrian improvements include the following projects to promote healthy active non-motorized travel within Cameron Park. Tier 1 projects are also displayed in Figure ES1.

Sidewalks

Tier 1 Sidewalk Projects

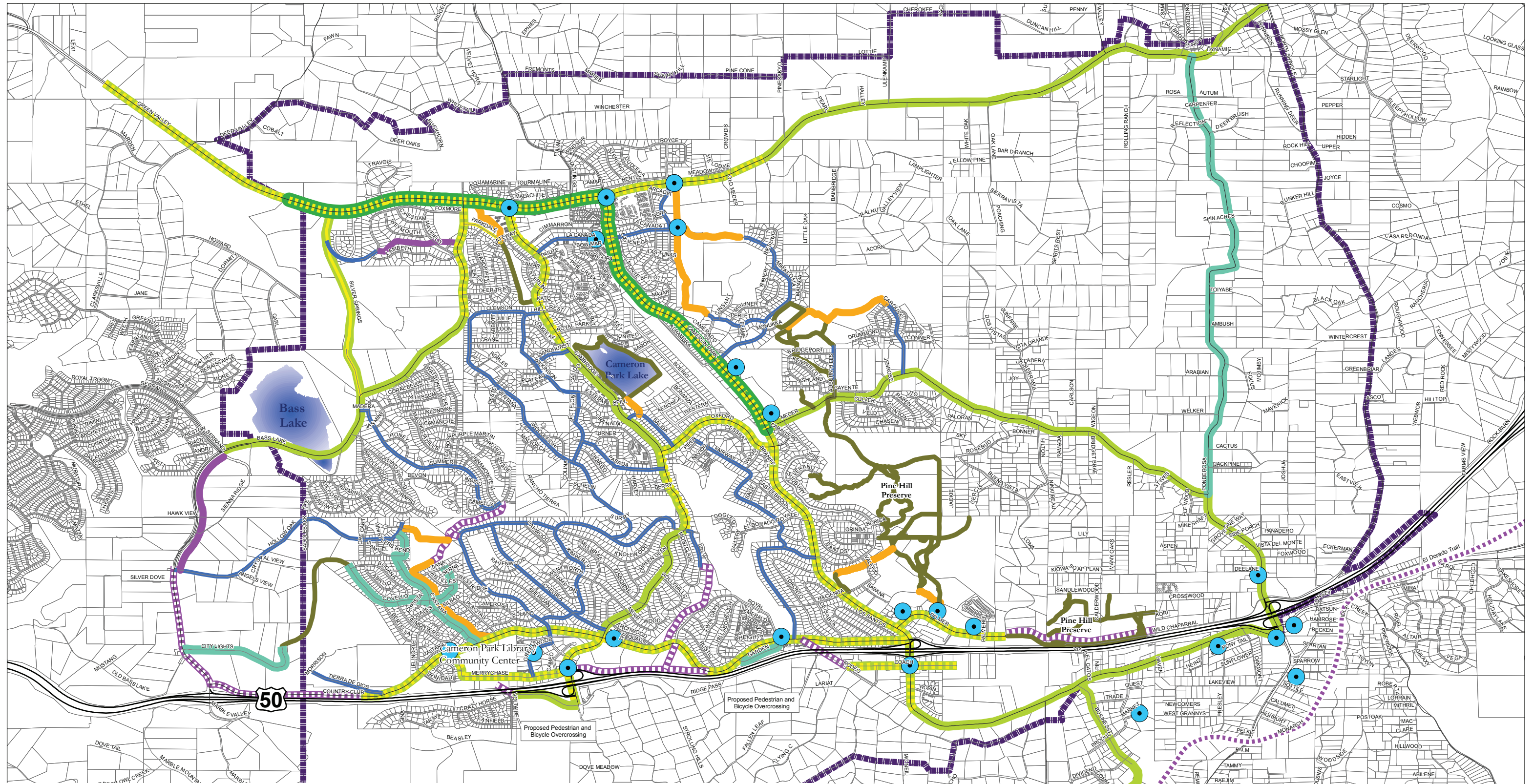
- ◆ **S3** - Fill in gaps on Merrychase Drive from

Cambridge Road to Country Club Drive to improve pedestrian safety for nearby schools and community center

- ◆ **S6** - Fill in gaps on Coach Lane to improve pedestrian safety for pedestrians within commercial core area
- ◆ **S7** - Fill in gaps on Strolling Hills Road on west side of street to improve pedestrian safety for pedestrians within commercial core area
- ◆ **S10** - Fill in gaps on Bass Lake Road from Green Valley Road to Woodleigh Lane to improve pedestrian safety for nearby schools
- ◆ **S11** - Fill in gaps on Cambridge Road from Country Club Drive to Flying "C" Road to improve pedestrian safety and connectivity to transit stop / park and ride and to improve crossing of US 50

Tier 2 Sidewalk Projects

- ◆ **S1** - Fill in gaps on Cambridge Road from Green Valley Road to Cameron Park Lake entrance near Sandhurst Drive to provide safe access to recreation
- ◆ **S2** - Fill in gaps on Country Club Road from Cameron Park Drive to Tierra de Dios to improve pedestrian safety for nearby schools
- ◆ **S4** - On Cambridge Road from Oxford Road to north end of Knollwood Drive to improve pedestrian safety for local residents and provide access to recreation
- ◆ **S8** - Fill in gaps on Cameron Park Drive from Green Valley Road to Durock Road to improve pedestrian safety to / from nearby commercial areas for senior and low income residents
- ◆ **S13** - Wild Chaparral Drive (entire length) to provide improved east / west pedestrian circulation and access to recreation

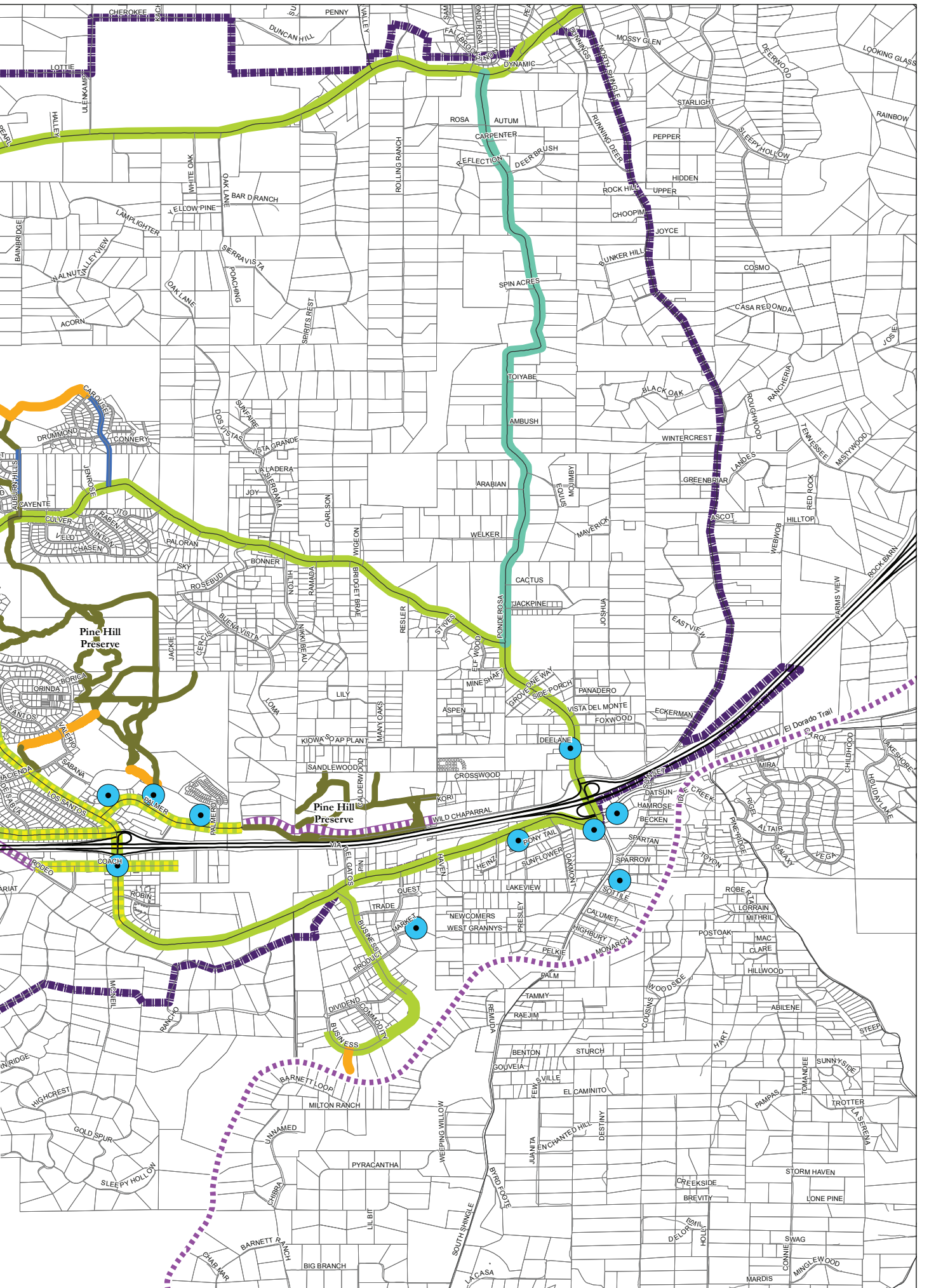


CAMERON PARK
Area Community Transportation Plan
Bike and Pedestrian Connection Plan

MAP SOURCE: EDCTC, 2015
 DATA SOURCE: EL DORADO COUNTY 2015

Figure 9 Bicycle and Pedestrian Mobility Plan

- Proposed Unpaved Trail
- Existing Unpaved Trail
- - - Proposed Class I Shared-Use Path
- Existing Class I/Paved Path
- Proposed Class II Bike Lane
- Existing Class II
- Proposed Class III Bike Route
- Existing Sidewalk
- - - Proposed Sidewalk
- Primary Local Road Connector
- Existing Transit Stop
- Transportation Planning Area
- Highways and Major Roadways
- Minor Roadways



Tier 3 Sidewalk Projects

- ◆ **S5** - On Oxford Road (entire length) to provide east / west pedestrian connection to allow safe pedestrian access to commercial and recreation for local residents
- ◆ **S9** - Fill in gaps on Green Valley Road from Pleasant Grove Middle School to Montessori school near Little Oak Lane to improve pedestrian safety for nearby schools
- ◆ **S12** - Fill in gaps on Cameo Drive and Greenwood Lane concurrent with future commercial development

BICYCLE IMPROVEMENTS

Bicycle facilities consist of bike routes, bike lanes, and bike trails. The system of bicycle facilities within Cameron Park are mostly consistent with the El Dorado County Bicycle Master Plan with a few exceptions. These bike routes provide both connections within the community as well as connections to the regional bikeway system.

As illustrated in Figure 9, the bicycle improvements include the following projects to promote healthy active non-motorized travel within Cameron Park.

On-Street Bike Lanes (Class II)

At the time of the development of this plan, Class IV separated bike lanes (cycle tracks) were being studied for design standard approval. These facilities are an upgraded version of Class II bike lanes, providing improved safety and low stress for cyclists. Class IV separated bike lanes should be considered as appropriate for implementation on high speed / high volume arterials in the Cameron Park area.

Tier 1 Bike Lane Projects

- ◆ **B9** - On Palmer Drive from Cameron Park Drive to end of the pavement to improve bicycle safety and provide access to recreation
- ◆ **B13** - Fill in gaps on Cameron Park Drive from Green Valley Road to Durock Road to provide critical north / south regional access and improve safety for bicyclists on a high speed and high volume arterial
- ◆ **B14** - On Coach Lane (entire length) to provide safe bike access to shopping
- ◆ **B20** - On Strolling Hills Road to provide safe bike access to shopping from adjacent residential areas
- ◆ **B21** - Merrychase Drive from Country Club Drive to Cambridge Road to improve bicycle safety for nearby schools and community center

Tier 2 Bike Lane Projects

- ◆ **B8** - On Country Club Road from Cameron Park Drive to proposed Class I bike path at Tierra de Dios to improve bicycle safety for nearby schools, community center, and connect residential and commercial areas while providing critical east / west regional bicycle circulation parallel to US 50
- ◆ **B10** - On Cambridge Road from Green Valley Road to Flying "C" Road (entire length) to improve bicycle safety for nearby schools, community center, and connect residential and commercial areas while providing critical regional north / south bicycle circulation
- ◆ **B15** - Wild Chaparral Road (entire length) to provide safe access to recreation and provide east / west connectivity
- ◆ **B17** - Durock Road (entire length) to provide safe access to local businesses, schools and recreation, while providing critical east / west regional connections

- ◆ **B19** - Business Drive from Durock Road to west end of Dividend Drive to provide safe access to recreation and local business

Tier 3 Bike Lane Projects

- ◆ **B11** - On Oxford Road (entire length) to provide safe east / west access for schools, shopping and recreation
- ◆ **B12** - Fill in gaps on Green Valley Road from Pleasant Grove Middle School to Ponderosa Road to provide safe access for nearby schools, businesses, low income housing, while providing critical regional east / west circulation
- ◆ **B16** - Meder Road from Cameron Park Drive to Ponderosa Road to provide safe east / west local and regional access for local residents to provide access to schools, business and recreational areas
- ◆ **B18** - Bass Lake Road from Serrano Parkway to Green Valley Road to provide safe north / south local and regional connections while providing safe access for nearby schools, businesses and low income housing
- ◆ **B22** - Ponderosa Road from Meder Road to Durock Road to provide critical safe north / south local and regional access to nearby schools and businesses

On-Street Bike Routes (Class III)

Tier 1 On-Street Bike Route Projects

- ◆ **B23** - Ponderosa Road from Green Valley Road to Meder Road to improve bicycle safety
- ◆ **B24** - Castana Drive from Country Club Drive to Covello Circle to improve bicycle safety
- ◆ **B25** - Covello Circle from Castana Drive to east end of Covello Drive to improve bicycle safety

- ◆ **B26** - Garden Circle (entire) to improve bicycle safety
- ◆ **B27** - Castana Drive from Covello Circle to Whistler's Bend Way to improve bicycle safety
- ◆ **B28** - Summer Drive from Bass Lake Road to end to improve bicycle safety
- ◆ **B29** - Fairway Drive from Oxford Road to Country Club Drive

SHARED-USE IMPROVEMENTS

Shared-use improvements provide both bicycle and pedestrian facilities. As such they are potentially eligible for different funding sources than facilities that serve only one use or the other.

As illustrated in Figure 9, the shared-use improvements include the following projects to promote healthy and active non-motorized travel within Cameron Park.

Pedestrian and Bicycle Overcrossings

Tier 2 Overcrossing Projects

- ◆ **PB1** - From end of Rodeo Road over US 50 to Country Club Drive to provide safe crossings of US 50 for access to local schools, community center and businesses
- ◆ **PB2** - From end of Voltaire Drive over US 50 to Merrychase Drive to provide safe crossings of US 50 for access to local schools, community center and businesses (in the event of approval of Marble Valley or Lime Rock Valley Specific Plan this project should be elevated to Tier 1)

Paved Shared Use Paths (Class I)

Tier 2 Paved Shared Use Path Projects

- ◆ **B3** - From west end of Wild Chaparral through Pine Hill Preserve (PHP) to

provide safe access to recreation and critical east / west local and regional connectivity

- ◆ **B5** - From Summer Drive to east end of Covello Circle (in existing plan) through Knollwood Park site to provide safe access to recreation and provide critical north / south local and regional connectivity

Tier 3 Paved Shared Use Path Projects

- ◆ **B6** - From Tierro de Dios to Bass Lake Road on future abandoned Country Club Drive to provide safe local and regional connectivity and access to local schools and community center
- ◆ **B7** - On Bass Lake Road from Country Club Drive to Hollow Oak Drive to provide safe north / south access for local resident and regional needs
- ◆ **B1** - From Cambridge Park and Ride lot to Country Club Drive at Rustic Road
- ◆ **B2** - From Country Club Drive along Deer Creek to proposed Class I bike path parallel to US 50
- ◆ **B4** - From end of paving on Palmer Drive to west end of proposed Class I bike from Wild Chaparral Drive

Unpaved Shared Use Paths

Tier 1 Unpaved Shared Use Path Projects

- ◆ **P1** - Evaluate feasibility of designated trails through the PHP, providing both north-south and east-west connections, with possible trailheads at Hacienda Park, Rasmussen Park, Ponte Morino Drive, and Carousel Lane. Additional information is needed to determine specific designated public trail alignments through the PHP in order to:
 - ◇ Protect rare plants and their habitat consistent with state and federal resource regulations;

- ◇ Create meaningful connections between access points and destinations such as parks, commercial centers, and multi-modal transportation facilities;
- ◇ Provide properly situated and designed access points;
- ◇ Optimize the transportation and recreational benefits for users with a diverse range of physical abilities; and
- ◇ Foster stewardship for the PHP through education and interpretation.

A feasibility study should be conducted in close cooperation with the eight signatory agencies of the PHP Cooperative Management Agreement (CMA) to gather and evaluate this information before designated public trail alignments and access points are established.

Considerations for the feasibility study include:

- ◇ Relative habitat value associated with established informal trails;
- ◇ Location of any designated mitigation areas where conservation easements prohibit trail use;
- ◇ Location and conditions of all other recorded easements and compatibility with trail use;
- ◇ Slope and erosive potential of soils;
- ◇ Opportunities to close down use of informal trail alignments that pass through high value habitat and / or do not provide meaningful connections;
- ◇ Trail standards that are appropriate for the terrain and expected uses, and are consistent with BLM practices and guidelines;
- ◇ Cost estimate for any improvements required to bring preferred alignments to proposed trail standards;

- ◇ Suggested strategies to address public safety, maintenance, and management concerns;
- ◇ Sources and cost of ongoing operational resources required to support trail use; and
- ◇ Additional considerations as identified by the CMA agencies.
- ◆ **P8** - From end of planned Class I Bike Path at northeast end of Covello Circle to Country Club Drive via storm water drainage corridor parallel to and east of Castana Drive (0.7 miles) to provide safe local access to nearby schools and community center
- ◆ **P12** - From the north end of the natural trail in Royal Oaks Park parallel to Deer Creek and crossing the creek to end at Montclair Road (0.2 miles) to provide safe local access to nearby schools and community center

Tier 2 Unpaved Shared Use Path Projects

- ◆ **P2** - A 0.75 mile connection between Green Valley Road and Gateway Park following the Deer Creek corridor. Existing trails in the park and improvements on Cambridge Road described below would connect all the way to Cameron Park Lake to provide safe north south connections and access to recreation and nearby schools and businesses
- ◆ **P4** - A connection from the southwest end of the existing trail around Cameron Park Lake to Spill Way and Salida Court through the Bonanza Park site (0.1 miles) to provide safe access to recreation
- ◆ **P9** - North end of the drainage corridor parallel to and east of Castana Drive to Whistler's Bend Way (0.1 miles) to provide safe local access and connections to schools

- ◆ **P10** - From Class I bike path at west boundary of Knollwood Park site to Salt Wash Way (0.1 miles) to provide safe local access and connections to schools

Tier 3 Unpaved Shared Use Path Projects

- ◆ **P11** - Business Park Drive to El Dorado trail (0.1 miles) to provide safe access to recreation
- ◆ **P3** - La Canada Drive to Virada Road (0.5 miles)
- ◆ **P5** - Green Valley Road to La Canada Drive (0.3 miles)
- ◆ **P6** - La Canada Drive to Mira Loma Drive (0.3 miles)
- ◆ **P7** - Rasmussen Park to Carousel Lane (0.5 miles)
- ◆ **P13** - Trails through the PHP, providing both north-south and east-west connections, with possible trailheads at Hacienda Park, Rasmussen Park, Ponte Morino Drive, and Carousel Lane

Safety Improvements

Tier 1 Safety Projects

- ◆ **SI1** - US 50 Westbound Ramps at Cambridge Road. Add warning signs and adjust crossing control timing to allow pedestrians and bicyclists adequate time to cross and improve safety. Coordinate with Caltrans as needed
- ◆ **SI2** - US 50 Westbound Ramps at Cameron Park Drive. Add warning signs and adjust crossing control timing to allow pedestrians and bicyclists adequate time to cross and improve safety. Coordinate with Caltrans as needed
- ◆ **SI4** - Cameron Park Drive and La Canada Drive. Add fourth leg to crosswalk for bicyclist and pedestrian use. Coordinate

timing to allow adequate crossing time and improved safety

- ◆ **SI5** - Consider adding bicycle detection and coordinating signal timing to provide safety at all intersections with pedestrian and bicycle crossings
- ◆ **SI6** - Replace railing on US 50 / Cambridge Road interchange to improve safety. Coordinate with Caltrans as needed
- ◆ **SI7** - Add traffic calming devices on Oxford Road

Tier 3 Safety Projects

- ◆ **S3** - Cameron Park Drive and US 50 Eastbound Ramps. Prepare Feasibility Study for roundabout with bicycle and pedestrian improvements as part of larger project to provide cost effective north / south bike lane connections under existing Cameron Park interchange to provide safe access to shopping and local businesses. Coordinate with Caltrans as needed

Primary Local Road Connectors

These are existing roadways that presently are comfortable for pedestrian and bicyclists due to slow traffic speeds and low traffic volumes. As such, there are no new project(s) to implement. They are identified as part of the CPMAP to demonstrate how the overall pedestrian and bicyclist network will function.

- ◆ Knollwood Drive - Country Club Drive to Cambridge Road
- ◆ Greenwood Lane - Merrychase Drive to Knollwood Drive
- ◆ Kimberly Road - Knollwood Drive to Woodleigh Lane
- ◆ Chelsea Road - Knollwood Drive to Cambridge Road
- ◆ Woodleigh Lane - Knollwood Drive to Bass Lake Road

- ◆ Pasada Road - Wilkinson Road to Cambridge Road
- ◆ Wilkinson Road - Woodleigh Lane to Hillcrest Drive
- ◆ Clemson Drive - Woodleigh Lane to Hillcrest Drive
- ◆ Hillcrest Drive - Clemson Drive to Cambridge Road
- ◆ Sandhurst Drive - Wilkinson Road to Cambridge Road
- ◆ Hollow Oak Drive - Bass Lake Road to Wiskey Drift Drive
- ◆ Salida Way - Salida Court to Oxford Road
- ◆ Fairway Drive - Oxford Road to Country Club Drive
- ◆ La Canada Drive - Cambridge Road to La Crescenta Drive
- ◆ La Crescenta Drive - La Canada Drive to Green Valley Road
- ◆ Mira Loma Drive - Cameron Park Drive to end
- ◆ Perlett Drive - Mira Loma Drive to Virada Road
- ◆ Virada Road - Perlett Drive to end
- ◆ Carousel Lane - Meder Road to end

TRANSIT IMPROVEMENTS

Facilities listed in the Transit Plan are for the most part currently existing but are listed to illustrate the vital link between the transit system and each of the other multi-modal transportation systems.

Transit facilities consist of bus routes, bus stops, park and ride lots, and a proposed transit center. The system of transit facilities within this Mobility Plan builds upon the existing system and is consistent with the El Dorado Transit Short-Range and Long-Range Transit Plan. These

transit routes provide both connections within the community as well as connections to the regional transit system. The Pedestrian and Bicycle Plan facilities provide connections to / from the transit system. As illustrated in Figure 5 (refer to Chapter 4 - Existing Transportation System) the Transit Plan includes the following facilities:

Bus Routes

- ◆ US 50 - West to Folsom and East to Placerville
- ◆ Cameron Park Drive (entire length)
- ◆ La Canada Drive (entire length)
- ◆ Country Club Drive - Cameron Park Drive to Cambridge Road
- ◆ Cambridge Road - Country Club Drive to US 50
- ◆ Coach Lane - Cameron Park Drive to west end
- ◆ Durock Road (entire length)

Bus Stops

- ◆ Safeway (Cameron Park Place)
- ◆ Cameron Park Drive & Mira Loma
- ◆ La Crescenta Drive and Green Valley Road
- ◆ Cimmarron Road and La Canada
- ◆ Cambridge Road and Green Valley Road
- ◆ Cameron Park Drive and Green Valley Road
- ◆ Cameron Park Drive and Meder Road (Airpark Center)
- ◆ Palmer Drive (West)
- ◆ Palmer Drive and Kevin Street (Marshall Medical)
- ◆ Palmer Drive and Ponte Morino Drive
- ◆ Market Court

- ◆ Durock Road and Presley Lane
- ◆ 4050 Sunset Lane
- ◆ Mother Lode Drive and South Shingle Road
- ◆ Ponderosa Park and Ride
- ◆ Cambridge Road Park and Ride
- ◆ Greenwood Lane and Meadow Lane
- ◆ Country Club Drive and Cambridge Road
- ◆ Country Club Drive and Garden Circle

Park and Ride Lots

- ◆ Cambridge Road at US 50
- ◆ Ponderosa Road and Wild Chaparral at US 50

Proposed Transit Center (Location Alternatives)

- ◆ Cameron Park Drive (southern portion)
- ◆ Coach Lane
- ◆ Cambridge Road (southern portion)

VEHICULAR IMPROVEMENTS

Facilities listed in the Vehicular Plan are improvements to be added to the existing freeway and roadway system. Vehicular facilities consist of travel lanes, intersection controls, and freeway interchanges. The system of vehicular facilities within the Mobility Plan builds upon the existing roadway system and is consistent with the El Dorado County General Plan and TIM Fee and Capital Improvement Program (CIP). Based upon current anticipated funding levels, these improvements will not be constructed until Year 2035. Improvements for these interchanges should be studied and monitored individually to determine what the existing and future needs are, per each community surrounding the interchange location.

The vehicular routes within the study area provide both connections within the community as well as connections to the regional roadway and freeway system. The pedestrian, bicycle and transit facilities provide connections to / from the vehicular system. As illustrated in Figure 10, the Vehicular Plan includes the following new facility improvements:

Travel Lanes

- ◆ Cameron Park Drive - Widen south of Meder Road to four lanes
- ◆ Green Valley Road - Shoulder widening and turn lanes from Cambridge Road to North Shingle Road
- ◆ Bass Lake Road - Widen to four lane south of Sandhurst Hill Road
- ◆ Country Club Drive - Realignment from Tierra Dios Drive to Bass Lake Road

- ◆ Durock Road - Shoulder widening and left-turn lanes
- ◆ Ponderosa Road - Shoulder widening and left-turn lanes south of Meder Road

Interchanges

- ◆ US 50 / Bass Lake Road - Reconstruct
- ◆ US 50 / Cambridge Road - Reconstruct
- ◆ US 50 / Cameron Park Drive Eastbound Ramp - Prepare Feasibility Study for roundabout alternative to interchange reconstruction
- ◆ US 50 / Cameron Park Drive - Reconstruct
- ◆ US 50 / Ponderosa Road - Reconstruct

US 50 Mainline

- ◆ Eastbound and westbound auxiliary lanes from Bass Lake Road to Ponderosa Road

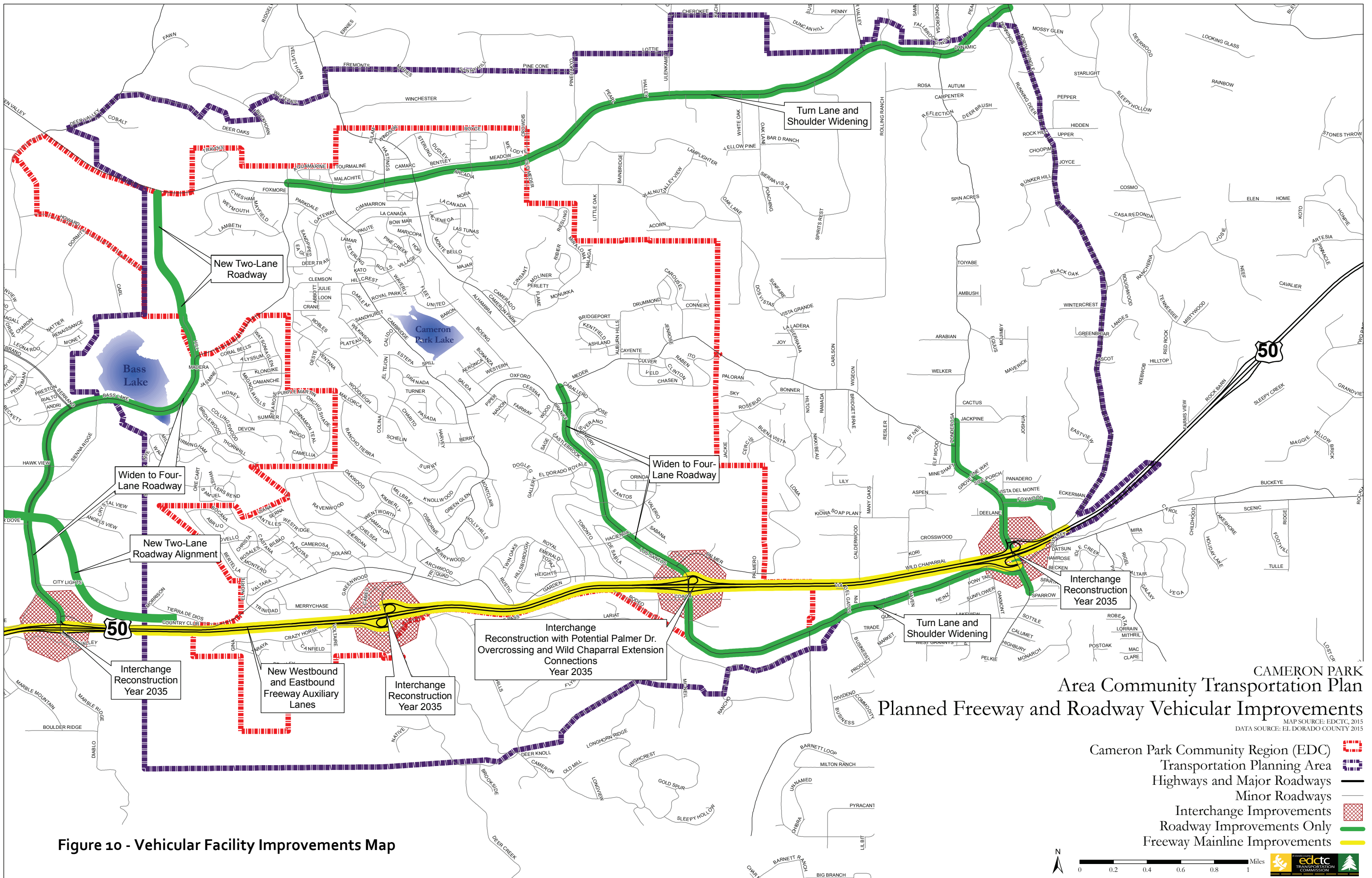


Figure 10 - Vehicular Facility Improvements Map

CAMERON PARK
Area Community Transportation Plan
Planned Freeway and Roadway Vehicular Improvements

MAP SOURCE: EDCTC, 2015
DATA SOURCE: EL DORADO COUNTY 2015

- Cameron Park Community Region (EDC)
- Transportation Planning Area
- Highways and Major Roadways
- Minor Roadways
- Interchange Improvements
- Roadway Improvements Only
- Freeway Mainline Improvements

walkable downtown plan

Cameron Park is a predominantly residential community, with the Cameron Airpark, the Cameron Park Country Club, and Cameron Park Lake located in the center of the community. Approximately 403 acres of the 5,549-acre Cameron Park Community Region is occupied by the Pine Hill Preserve (PHP) to the west and south. The commercial areas serving the community are located to the north along Green Valley Road, along Cameron Park Drive near the Airpark, and adjacent to the US 50 corridor to the south. As a result of this land use configuration, there is currently no single place that stands out as the social and economic heart of the community.

In 2010, residents participated in a collaborative process to craft the 2030 enVision for Cameron Park, identifying the desired future character of their community. The 2030 enVision statement calls for, among other things, bicycle and pedestrian friendly transportation opportunities and an architecturally cohesive walkable downtown to support economic vitality. While it is not expected that the existing development pattern in Cameron Park will undergo significant changes, there are numerous opportunities to retrofit the public streetscapes in the commercial areas to help achieve the 2030 enVision objectives.

WHAT MAKES A WALKABLE DOWNTOWN?

Many of the commercial areas in Cameron Park were not originally designed with the concept of

a cohesive, walkable downtown area in mind. They are largely oriented to efficiently serve shoppers arriving in automobiles, with large paved parking lots adjacent to the street and retail buildings set behind the parking lots. Shoppers walk directly from their cars to specific stores, and there is very little to encourage walking past other businesses to see what they have to offer or social engagement between shoppers.

By contrast, the design of a walkable downtown places a higher priority on making the pedestrian experience more enjoyable. Elements such as street trees, attractive plantings, wayfinding signage, and safe, convenient crossings help to shift the emphasis from the car to the pedestrian. These elements help to change the scale of the streetscape to something more comfortable and appealing for humans by enhancing the sense of separation from vehicles. By introducing some of these elements to the existing streetscapes in the Cameron Park commercial corridors, they will become more inviting for pedestrians and potentially more desirable as locations for business to operate.

In the Cameron Park commercial corridors that are already developed, additional renovations to the privately-owned parking lots should also be encouraged to extend the pedestrian-friendly experience from the street to the store entrance.



Separated sidewalks, street trees, and store frontages invite pedestrians to enjoy this walkable downtown area

retail and service businesses in the community, and also attracts shoppers from outside of the community because of its proximity and visibility from the freeway. It is therefore, a sort of gateway to Cameron Park and an opportunity to establish a consistent visual identity for the community that can be carried into other, smaller commercial areas.

The commercial areas associated with the **Cambridge Road / US 50 interchange** and **Cameron Park Drive / Alhambra Drive at the Airpark** were the least frequently associated with “downtown Cameron Park”. However, they are still part of the overall matrix of Cameron Park commercial areas and should be easily recognizable as such.

WHERE IS DOWNTOWN CAMERON PARK?

Through the community input provided during development of this plan, residents were asked to identify the areas they most associated with “downtown Cameron Park.” Of the various commercial areas, the **Coach Lane, Strolling Hills Road, Cameron Park Drive** corridor was most frequently selected. This area is separated from nearly all of the residential development in Cameron Park by US 50.

The south end of **Cameron Park Drive from Palmer Drive to Durock Road** is also an important part of this commercial activity center. This commercial area has the highest concentration of



Primary Cameron Park Downtown Area: Coach Lane, Strolling Hills Road, Cameron Park Drive

STREETSCAPE ELEMENTS

There are many streetscape elements that can be used to enhance the pedestrian experience in the Cameron Park commercial corridors. The following design guidelines should be followed when implementing streetscape improvements throughout the community to achieve visual consistency.

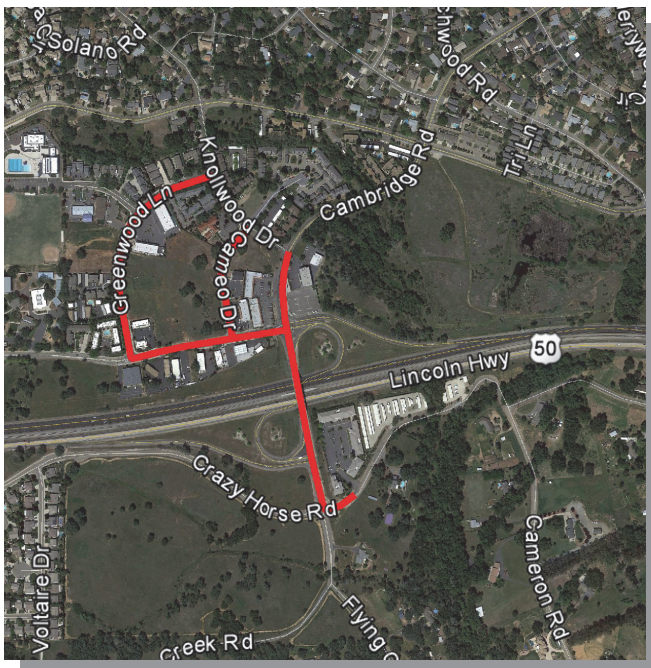
The community ranked the following streetscape elements as either very or moderately important to include in streetscape renovations or new developments.

Business Identification and Wayfinding Signage

Signs shall be in compliance with the County's sign ordinance (Chapter 130.16 of Title 130 (Zoning Ordinance)). Signs proposed within communities that have County adopted local sign standards or guidelines shall conform to

those standards / guidelines. Signs proposed within communities that have a Board appointed community design advisory committee (e.g. Cameron Park Design Review Committee) are required to be submitted to the committee for a review of consistency with local sign standards / guidelines.

- ◆ Most Cameron Park businesses do not front directly on the street and a system of eye-catching signs with a consistent graphic design is needed to direct motorists, bicyclists, and pedestrians to businesses along the corridor.
- ◆ Designated bicycle routes should be clearly identified with wayfinding signs.
- ◆ Identifying signs are also needed at community destinations such as the library, Community Center, and the parks.
- ◆ There should be separate signs for each business location, mounted on both sides of the road for both travel directions.



Cambridge Road / US 50 - Commercial Area but not identified as Downtown

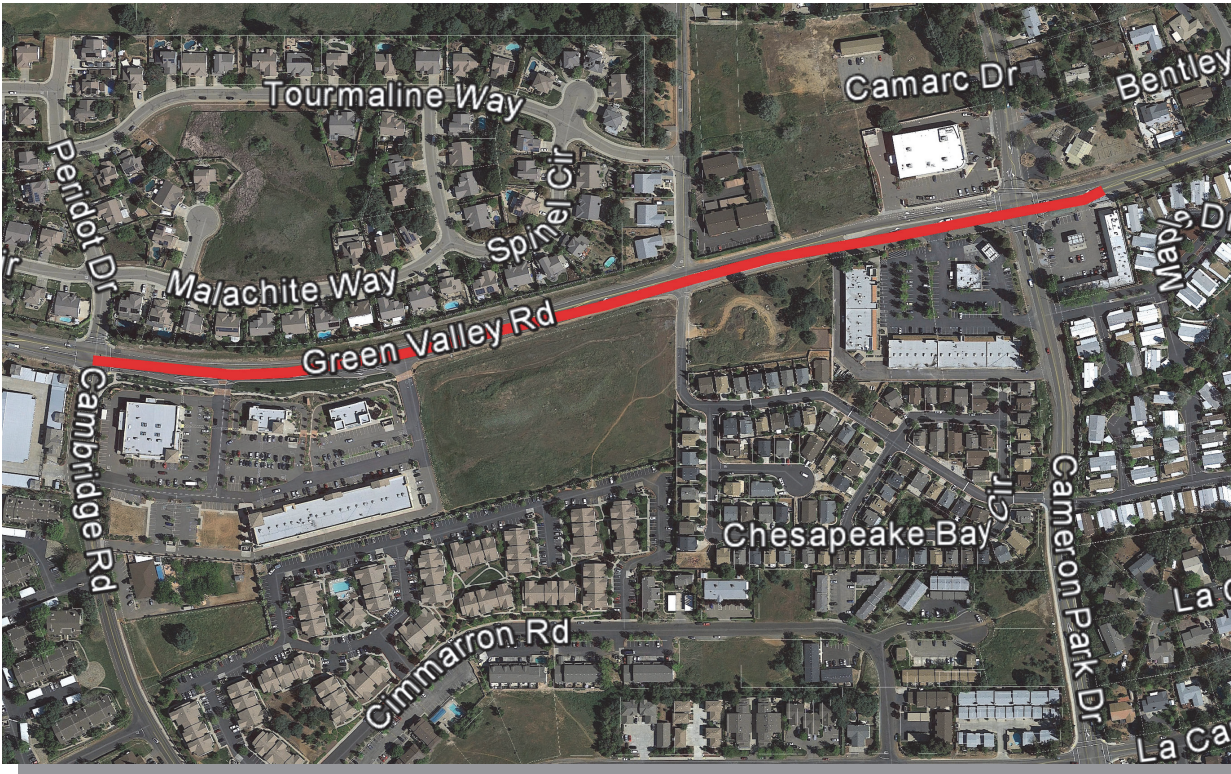


Cameron Park Drive / Alhambra Drive - Commercial Area but not identified as Downtown

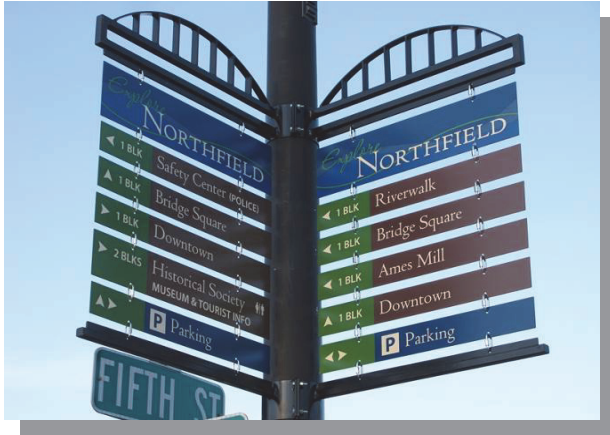
Both the Green Valley Road and Palmer Drive corridors were also identified a "downtown Cameron Park" but less consistently.



Palmer Drive, Secondary Downtown Area



Green Valley Road, Secondary Downtown Area



Wayfinding and Business Locator Signs

- ◆ As business locations change, the individual signs should be updated accordingly.
- ◆ Multiple signs can be mounted together especially where businesses are served by a single access drive.
- ◆ Signs should be pole-mounted to be visible above vehicles, and placed so they will not be obscured by street trees.
- ◆ A consistent graphic design should be used for all business identification, community destination, and wayfinding signs to help unify the community esthetic and make the signs easier to detect.

Street Trees

- ◆ Street trees are important to give the streetscape a distinctive character and make it more comfortable for pedestrians and bicyclists, especially in the summer. Street trees also provide seasonal interest, soften the unbroken views of hardscape and buildings, and provide a unifying element that helps to visually tie all the disparate architectural styles together.
- ◆ Street tree spacing should not be more than 30 feet on-center, but may be as close as 20 feet on-center depending on species.
- ◆ Tree species should be selected that provide overhead canopy and help shade the pedestrian and bicycle travel areas. Very small or very columnar trees should be avoided unless spatial constraints require their use.
- ◆ Tree species should be low-water use and suitable for Cameron Park climate.
- ◆ Use water efficient irrigation for street trees.
- ◆ Street trees should be planted in low-water use ground cover / low shrub areas at least 8 feet wide to provide space for



Street Trees make commercial corridors more attractive and pleasant for pedestrians and bicyclists.

root development, and to protect roots from compaction.

- ◆ Where existing planter areas are less than 8 feet wide, and constrained by sidewalk on one side, consider expanding planters into area behind planter where safe to do so.
- ◆ Tree and planting placement should be designed to preserve site triangles at intersections and driveways, and to avoid conflicts with overhead utilities.
- ◆ A variety of species should be used to eliminate threats from pests that target monocultures and to add visual interest to the streetscape throughout the year.
- ◆ Tree species that produce copious quantities of debris that could be a safety hazard to pedestrians or bicyclists should not be used.

Sidewalks

- ◆ Sidewalks should be provided throughout commercial corridors preferably on both sides of the street where retail and service businesses are located.
- ◆ If sidewalks are not on both sides of the street, segments must be connected by crosswalks at suitable locations.
- ◆ Crosswalks should include pedestrian activated signals.



Well-designed sidewalks are essential for a walkable downtown experience.

- ◆ All sidewalks must be ADA compliant.
- ◆ Minimum sidewalk width is 4 feet, but 5 feet is preferable.
- ◆ Decorative paving or coloration may be added to sidewalks when doing so does not significantly increase sidewalk cost.

Planted Medians

- ◆ Planted medians provide visual character to the streetscape and provide pedestrian islands at crossings.
- ◆ Eliminate excessively long left-turn lanes and / or narrow travel lanes as feasible to make space for planted medians.
- ◆ Medians should be a minimum of 12 feet wide. Narrower medians may be provided in areas where they are in scale with adjacent travel lanes.



Planted medians help distinguish the downtown area and make the corridor more enjoyable for pedestrians and bicyclists.

- ◆ Plant medians with a variety of low-water use trees, shrubs, and ground covers that will provide visual interest year-round.
- ◆ Storm water swales may be integrated into medians using curb cuts to intercept storm flow and directing it through plantings for treatment.
- ◆ Use only water-efficient irrigation for median plantings.
- ◆ Focus on plants that are native to the Cameron Park area and enhance the local sense of place.
- ◆ Other decorative elements such as native stone or small sculptural elements may be integrated into the median plantings to enhance the local sense of place.
- ◆ Plantings must not obscure line-of-sight for motorists approaching intersections, crosswalks, or driveways.

Streetscape Plantings and Storm water Swales

- ◆ Streetscape planting should be used where feasible to diminish the domination of the streetscape by parking lots and backs of buildings, and to make the streetscape more attractive for all users.
- ◆ Storm water swales may be integrated into streetscape plantings using curb cuts



Streetscape planting incorporating storm water swale



Decorative street crossings with bulbouts make it easier for drivers to see pedestrians and shorten the crossing distance.

to intercept storm flow and directing it through plantings for treatment.

- ◆ Low, decorative barriers such as stone walls, berms, or fencing may be incorporated into the streetscape planting to enhance the visual and physical cohesiveness of the streetscape, and to provide more separation from parking areas.
- ◆ All streetscape plantings should emphasize low-water use shrubs and ground covers that will provide visual interest year-round. Where street trees are incorporated in the streetscape plantings, make sure irrigation requirements are similar.

Decorative Street Crossings

- ◆ New and existing crosswalks should be enhanced with decorative stamping and color to make them visually distinct and more apparent to drivers.
- ◆ All crosswalks must be ADA complaint, including ramps from the crosswalk to the sidewalk.
- ◆ Crosswalks at non-signalized locations should include manually-activated signals

such as HAWK (High-Intensity Activated Crosswalk) beacons to stop traffic and allow pedestrians or bicyclists to cross.

- ◆ A consistent pattern of crosswalk enhancement should be used through the community to make them easily recognizable from a distance.

Bulbouts at Crossings

- ◆ Extended planting areas should be located at crossings to shorten the distance pedestrians have to walk through traffic lanes.
- ◆ Bulb-outs will also act as traffic calming devices, and provide visual cues to motorists that they are approaching a crossing.
- ◆ All plantings in bulb-outs should be low-water use and consistent with the plant palette used for medians, streetscape plantings, and street trees.
- ◆ Bulb-out plantings must not be so tall as to obscure line-of-sight for approaching motorists, or pedestrians and bicyclists using the crossing.



Pole-mounted interchangeable banners can advertise community events.

Light Pole or Overhead Banners

- ◆ Banners mounted either on light poles or across the main commercial streets can be used to let residents and visitors know about special community events or for seasonal messages. This helps to reinforce the sense of community vitality and encourages participation in community activities.
- ◆ Graphic design of banners should reflect key elements used in the business and wayfinding signage to strengthen the sense of a cohesive commercial area.
- ◆ Banners could also be displayed on retail parking lot light poles to help extend the community streetscape character into these areas.
- ◆ Banners must not obstruct views of crossings or key intersections.
- ◆ An ongoing strategy is needed for the manufacture and mounting of banners so they are changed periodically to reflect different events and seasons, and / or as banners deteriorate. This could be undertaken as a collaborative effort of a merchants' association, the CPCSD, and the chamber of commerce.
- ◆ Support structures for banners must have adequate footings to withstand any shear stress resulting from windy conditions. This is especially critical for large banners that cross over the street.

Street Lighting

- ◆ Supplement existing illumination on the streetscape that comes from building signs and parking lot lights with street lights at regular intervals. This will enhance pedestrian and bicyclist safety by increasing visibility.
- ◆ Where street lights are to be installed, they should be LED fixtures with light sensing controls for energy efficiency.

- ◆ Dark sky friendly fixtures should also be selected to direct and limit illumination only to intended areas.
- ◆ Street light style should reflect contemporary or post-modern architectural aesthetic selected by community residents as most consistent with Cameron Park character.
- ◆ Street light height and spacing should be established to provide good lighting for pedestrians and cyclists, while also efficiently illuminating the middle of the street for crossing safety.
- ◆ Where feasible, use of shorter, closer spaced street lights will create a more pedestrian-friendly environment than taller lights spaced at longer intervals.
- ◆ Height and spacing of streetlights must take mature size of street trees into consideration so that future pruning will not be required to maintain adequate illumination.

Other Elements

Several streetscape elements were considered not feasible in existing commercial corridors due to road width, configuration, distance to store entrances, and desire for additional sidewalk and bicycle facilities in the right-of-way. These included on-street parking (diagonal and parallel), separated sidewalks, and separated bicycle lanes. However, as new commercial development is approved for Cameron Park, these streetscape elements should be included where they are feasible and can be effectively integrated with existing improvements.

STREETSCAPE RECOMMENDATIONS

The following are specific streetscape recommendations for the Cameron Park commercial corridors. These have been



Contemporary LED street lights with directional shielding and placed to accommodate street tree canopies.

developed to reflect community preferences and priorities, with the aim of improving both walkability and the sense of a cohesive downtown character. The costs associated with implementing these improvements are also provided, and are broken out to reflect renovations to the existing commercial areas separately from costs that would be associated with new commercial development when it occurs. There are already a number of Lighting and Landscape Assessment Districts (LLADs) within the Cameron Park community. An additional LLAD could potentially be established to fund these improvements. Costs include a contingency as well as development of plans, specifications, and engineering. Projects are labeled with ID numbers corresponding to Table 3. All walkable downtown related projects are Tier 1 projects (refer to Chapter 7 for definition of tiering system).

Project SW1 - Coach Lane (Figure 11)

This project will provide improved walkability and safety along Coach Lane to provide access to an existing high density local shopping and business district. Project will include pedestrian

sidewalks to improve safety and promote healthy active non-motorized travel. Bike lanes are also planned as discussed in the previous chapter.

Approximate Length: 2,403 feet

Streetscape Elements:

- ◆ Street Trees
- ◆ Business / Wayfinding Signage
- ◆ Sidewalks (6 feet wide with curb and gutter)
- ◆ Planted Medians (12 feet wide)
- ◆ Streetscape Planting (6 feet wide)
- ◆ Decorative Crossings
- ◆ Planted Bulb-outs
- ◆ Streetlights
- ◆ Banners

Renovation Cost Estimate: \$1,056,653

Undeveloped Commercial Parcels Cost Estimate: None

Project SW₂ - Strolling Hills Road (Figure 11)

This project will provide improved walkability and safety along Strolling Hills Road to provide access to an existing high density local shopping and business district. Project will include pedestrian sidewalks to improve safety and promote healthy active non-motorized travel. Bike lanes are also planned as discussed in the previous chapter.

Approximate Length: 604 feet

Streetscape Elements:

- ◆ Street Trees
- ◆ Business / Wayfinding Signage

- ◆ Sidewalks (6 feet wide with curb and gutter)
- ◆ Streetscape Planting (6 feet wide)
- ◆ Decorative Crossings
- ◆ Planted Bulb-outs

Renovation Cost Estimate: \$358,067

Undeveloped Commercial Parcels Cost Estimate: None

Project SW₃ - Cameron Park Drive / US 50 (Figure 12)

This project will provide improved walkability and safety along Cameron Park Drive to provide access to an existing high density local shopping and business district. Project will include pedestrian sidewalks to improve safety and promote healthy active non-motorized travel. Bike lanes are also planned as discussed in the previous chapter.

Approximate Length: 3,256 feet

Streetscape Elements:

- ◆ Street Trees
- ◆ Business / Wayfinding Signage
- ◆ Sidewalks (6 feet wide with curb and gutter)
- ◆ Planted Medians (12 feet wide)
- ◆ Streetscape Planting (6 feet wide)
- ◆ Decorative Crossings
- ◆ Planted Bulb-outs
- ◆ Streetlights
- ◆ Banners

Renovation Cost Estimate: \$1,117,342

Undeveloped Commercial Parcels Cost Estimate: None

Project SW4 - Palmer Drive (Figure 13)

This project will provide improved walkability and safety along Palmer Drive to provide access to an existing high density local shopping and business district. Project will include pedestrian sidewalks to improve safety for local senior housing and promote healthy active non-motorized travel. Bike lanes are also planned as discussed in the previous chapter.

Approximate Length: 2,625 feet

Streetscape Elements:

- ◆ Street Trees
- ◆ Business / Wayfinding Signage
- ◆ Sidewalks (6 feet wide with curb and gutter)
- ◆ Planted Medians (12 feet wide)
- ◆ Streetscape Planting (6 feet wide)
- ◆ Decorative Crossings
- ◆ Planted Bulb-outs
- ◆ Streetlights
- ◆ Banners

Renovation Cost Estimate: \$786,230

Undeveloped Commercial Parcels Cost Estimate: \$471,147

Project SW5 - Green Valley Road (Figure 14)

This project will provide improved walkability and safety along Green Valley Road to provide access to an existing high density local shopping and business district. Project will include pedestrian sidewalks to improve safety for local low income housing and promote healthy active non-motorized travel. Bike lanes are also planned as discussed in the previous chapter.

Approximate Length: 2,523 feet

Streetscape Elements:

- ◆ Street Trees
- ◆ Business / Wayfinding Signage
- ◆ Sidewalks (6 feet wide with curb and gutter)
- ◆ Planted Medians (12 feet wide)
- ◆ Streetscape Planting (6 feet wide)
- ◆ Decorative Crossings
- ◆ Planted Bulb-outs
- ◆ Streetlights
- ◆ Banners

Renovation Cost Estimate: \$2,497,108

Undeveloped Commercial Parcels Cost Estimate: \$762,429

Project SW6 - Cameron Park Drive - Meder Road to Alhambra Drive (north) (Figure 15)

This project will provide improved walkability and safety along Cameron Park Drive to provide access to an existing local shopping and business district. Project will include pedestrian sidewalks to improve safety for local residents and promote healthy active non-motorized travel. Bike lanes are also planned as discussed in the previous chapter.

Approximate Length: 4,576 feet

Streetscape Elements:

- ◆ Street Trees
- ◆ Business / Wayfinding Signage

Renovation Cost Estimate: \$375,975

Undeveloped Commercial Parcels Cost Estimate: None

Project SW7 - Alhambra Drive (Figure 15)

This project will provide improved walkability and safety along Alhambra Drive to provide access to an existing local shopping and businesses. Project will include pedestrian sidewalks to improve safety for local residents and promote healthy active non-motorized travel.

Approximate Length: 2,354 feet

Streetscape Elements:

- ◆ Street Trees
- ◆ Business / Wayfinding Signage

Renovation Cost Estimate: \$173,138

Undeveloped Commercial Parcels Cost Estimate: None

Project SW8 - Cambridge Road / US 50 (Figure 16)

This project will provide improved walkability and safety along Cambridge Road to provide access to an existing local shopping and businesses. Project will include pedestrian sidewalks to improve safety for local residents and promote healthy active non-motorized travel. Bike lanes are also planned as discussed in the previous chapter.

Approximate Length: 1,739 feet

Streetscape Elements:

- ◆ Street Trees
- ◆ Business / Wayfinding Signage
- ◆ Sidewalks (6 feet wide with curb and gutter)
- ◆ Streetscape Planting (6 feet wide)
- ◆ Decorative Crossings

- ◆ Planted Bulbouts

Renovation Cost Estimate: \$428,342

Undeveloped Commercial Parcels Cost Estimate: \$62,857

Project SW9 - Merrychase Drive / Greenwood Lane / Cameo Drive (Figure 16)

This project will provide improved walkability and safety along Merrychase Drive, Greenwood Lane, and Cameo Drive to provide access to an existing local shopping and businesses. Project will include pedestrian sidewalks to improve safety for local residents and promote healthy active non-motorized travel.

Approximate Length: 2,997 feet

Streetscape Elements:

- ◆ Street Trees
- ◆ Business / Wayfinding Signage
- ◆ Sidewalks (6 feet wide with curb and gutter)
- ◆ Streetscape Planting (6 feet wide)

Renovation Cost Estimate: \$406,944

Undeveloped Commercial Parcels Cost Estimate: \$947,725



Outdoor gathering spaces enliven commercial areas.

DESIGN RECOMMENDATIONS

The following design recommendations are provided to address privately owned and managed parking areas in the commercial corridors and future commercial development.

Parking Lot Reconfigurations for Pedestrian Experience

Parking lots form a significant barrier between the street and storefront throughout much of the existing Cameron Park commercial area. By improving these parking lots to include elements that will complement the pedestrian-oriented streetscape, the overall quality of the pedestrian experience in the Cameron Park commercial centers would be improved. Suggested elements include:

- ◆ Separated pedestrian walkways with plantings and trees or other shade providing structures
- ◆ Bike lanes and parking
- ◆ Connecting routes from street
- ◆ Pausing places / shelters to pick-up and



Shaded and planted walkways through parking lots provide safe, enjoyable routes to store entrances. They can also incorporate storm water treatment swales.

drop-off people at locations not directly in front of businesses

- ◆ Public art
- ◆ Community event or seasonal banners

New Commercial Development

As new commercial areas are proposed for future development, design strategies should be pursued to enhance the pedestrian orientation. These include:

- ◆ Locate parking areas behind businesses
- ◆ Orient business facades and entrances to front on the streetscape
- ◆ Provide additional entrances from rear parking areas
- ◆ Make parking lots pedestrian and bicycle friendly



Even small areas can be used to create gathering spaces.



There are no clear pedestrian routes from parking to stores

- ◆ Setback facades to allow outdoor seating or display space
 - ◆ Separated sidewalks, streetscape plantings, and street trees
 - ◆ Mixed-use development that includes residential, office, and commercial spaces
 - ◆ Architectural features consistent with enVision 2030 recommendations
- ◆ development to implement alignments as shown in CPMAP
 - ◆ As new residential areas are developed, consideration needs to be given to walkable / bikeable access to shopping, parks, and transit
 - ◆ The Cameron Park Design Review Committee should review all proposed development and assess for consistency with the CPMAP, providing recommendations to the County as appropriate

Other New Development

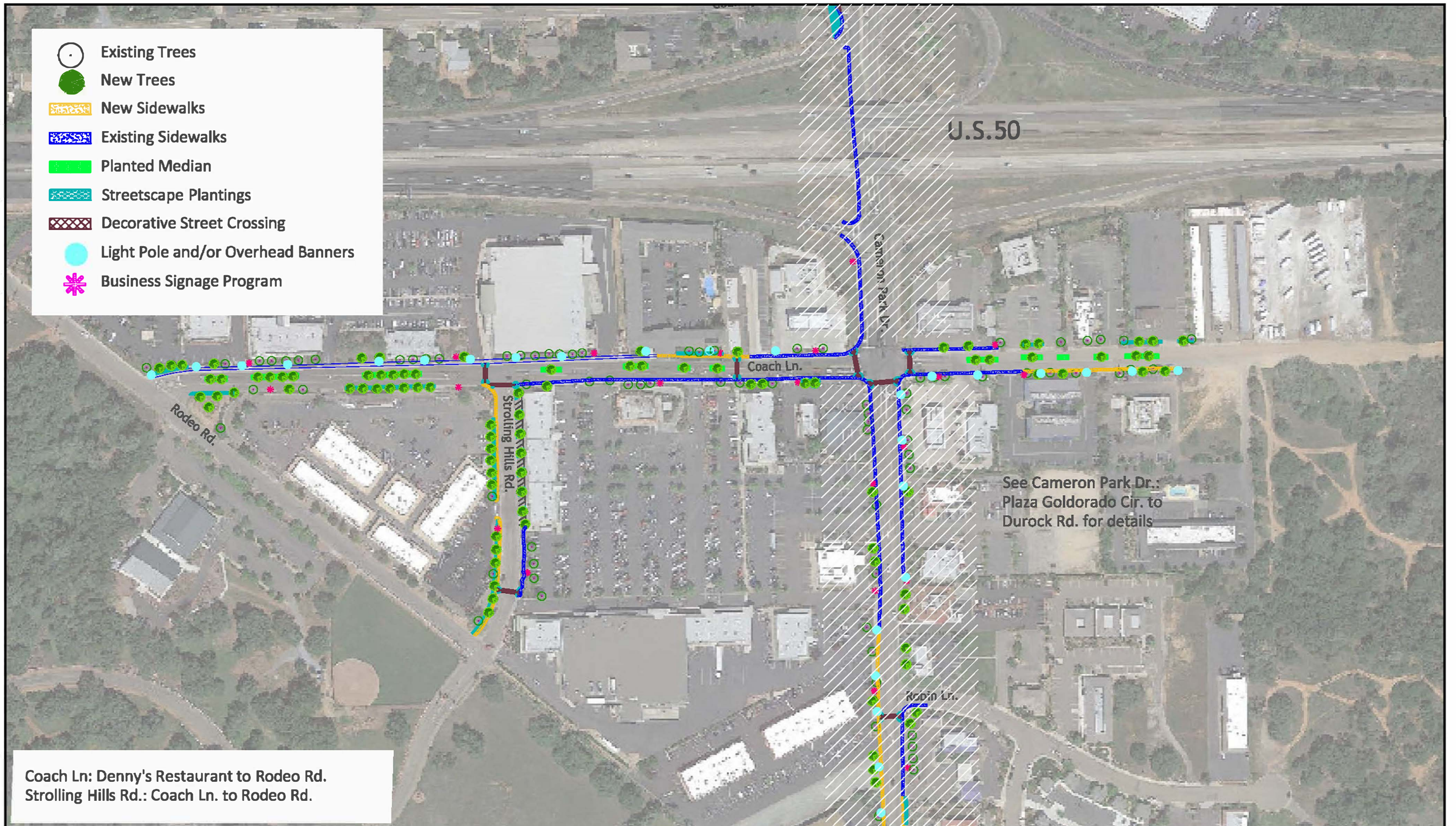
- ◆ Trail dedication should be required for new



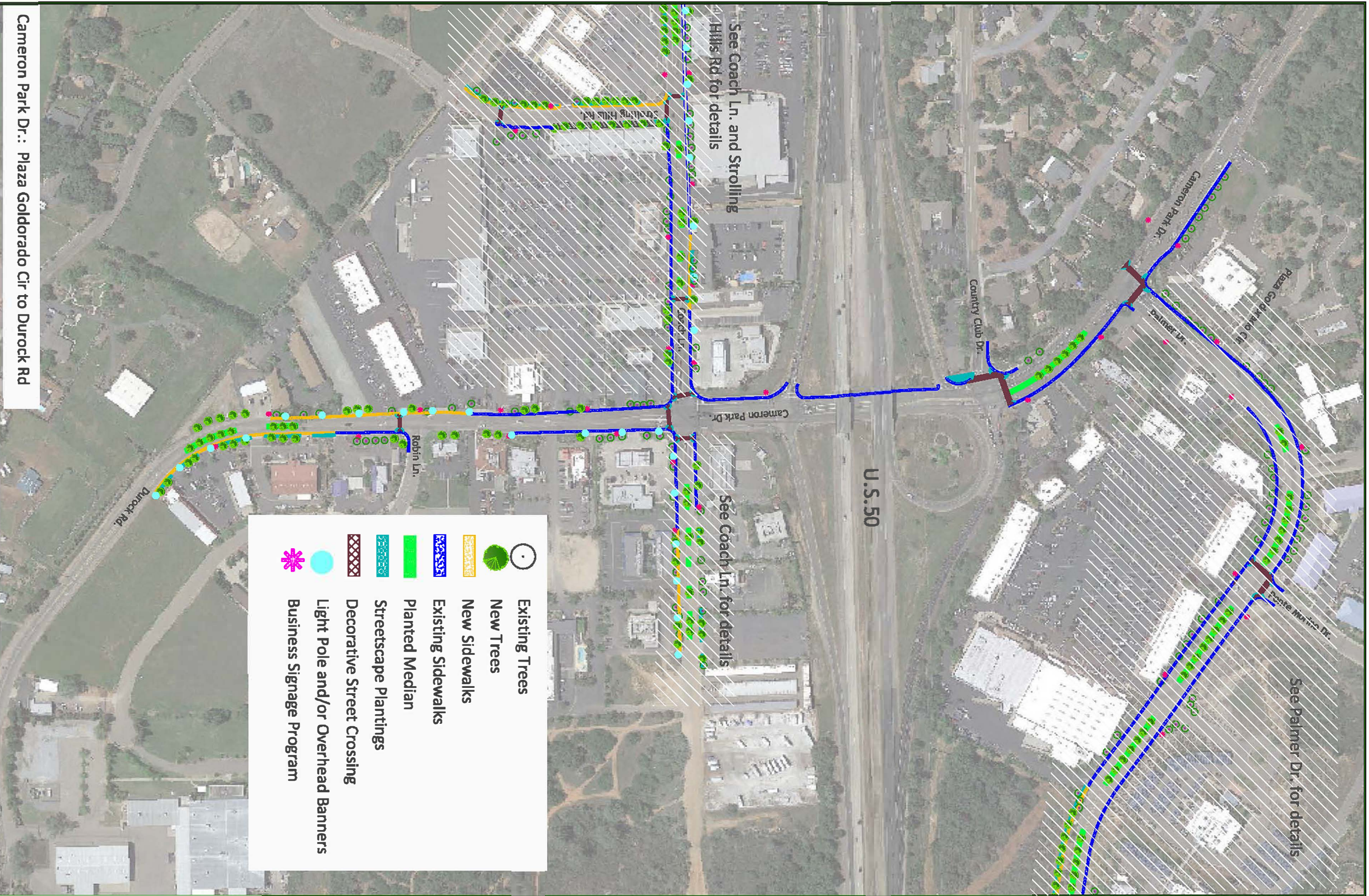
Overly-wide lanes in parking lots can be narrowed to provide bike and pedestrian paths.



Potential for safety issues when drivers and pedestrians must compete for travel space.



PROPOSED STREETScape ELEMENTS FOR COMMERCIAL AREAS












See Palmer Dr. for details

See Coach Ln. and Strolling Hills Rd for details

See Coach Ln. for details

Cameron Park Dr.: Plaza Goldorado Cir to Durock Rd

-  Existing Trees
-  New Trees
-  New Sidewalks
-  Existing Sidewalks
-  Planted Median
-  Streetscape Plantings
-  Decorative Street Crossing
-  Light Pole and/or Overhead Banners
-  Business Signage Program

PROPOSED STREETScape ELEMENTS FOR COMMERCIAL AREAS

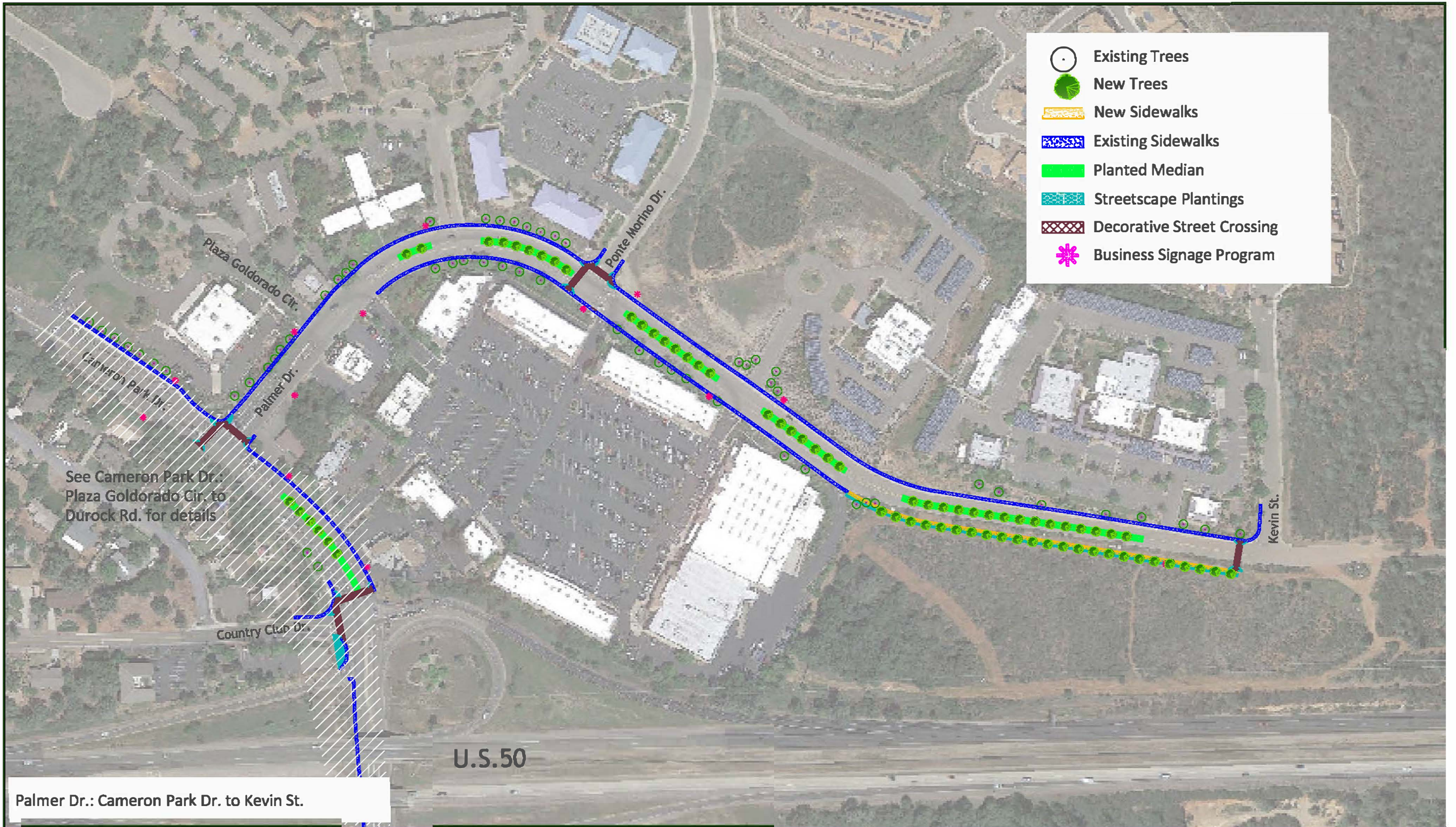


SCALE IN FEET



FIGURE

12 - Cameron Park/Golderado-Durock Streetscape Plans





Palmer Dr.: Cameron Park Dr. to Kevin St.

PROPOSED STREETSCAPE ELEMENTS FOR COMMERCIAL AREAS



PROPOSED STREETSCAPE ELEMENTS FOR COMMERCIAL AREAS

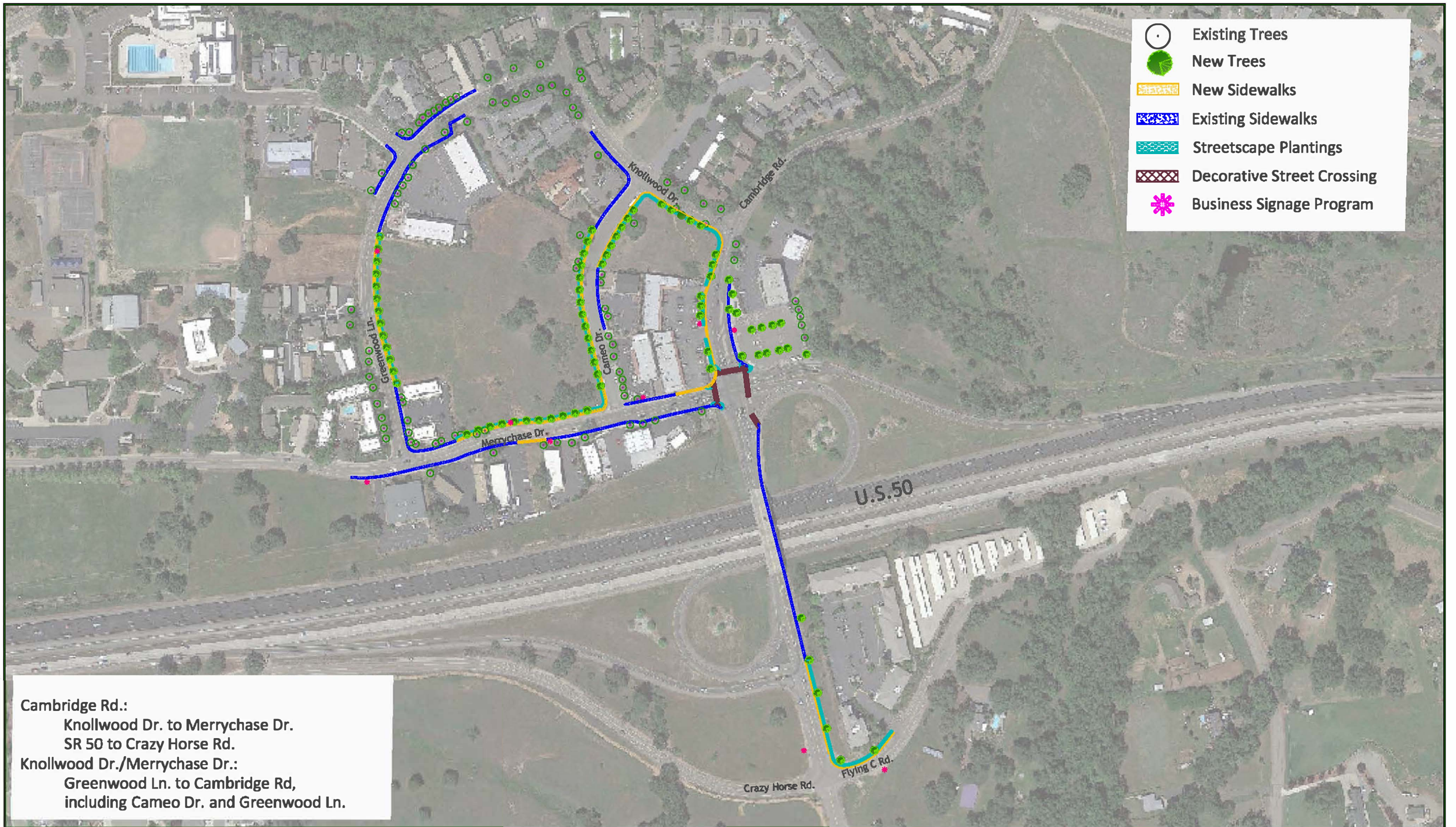
-  Existing Trees
-  New Trees
-  Business Signage Program



Cameron Park Dr.: Meder Rd. to Alhambra Dr.
 Alhambra Dr.: Mira Loma Dr. to Cameron Park Dr.

PROPOSED STREETSCAPE ELEMENTS FOR COMMERCIAL AREAS





PROPOSED STREETScape ELEMENTS FOR COMMERCIAL AREAS

action plan

The Action Plan provides a prioritized and actionable plan to fund and construct the multi-modal improvements contained in the Mobility Plan.

PROJECT IMPLEMENTATION

The Mobility Plan provides guidance for developing critical transportation improvements for both short-term and long-term needs. These multi-modal circulation improvements will require additional planning and design, along with the programming of funding before they are ready for construction. The five basic steps required to implement any of the circulation improvements is as follows:

1. Adopt the Cameron Park Community Transportation Plan
2. Identify funding for preliminary and final designs
3. Prepare necessary planning, engineering, and environmental clearance documents
4. Identify and obtain construction funding
5. Advertise and construct project

IMPROVEMENT COSTS

Planning level cost estimates were developed for each of the multi-modal improvements included within the Mobility Plan. These planning level cost estimates contain the following categories:

- ◆ Planning and environmental clearance
- ◆ Design plans
- ◆ Construction support
- ◆ Project construction

Appendix B contains a detailed summary of cost estimate data for each project. Table 2 contains a summary of these costs.

PRIORITIZATION PLAN

Improvements to the existing transportation system as contained within the Mobility Plan area will take many years to fund and construct. The Prioritization Plan identified specific project that should be developed first. Prioritization of improvements has been based the following factors:

- ◆ Primary destinations
- ◆ Safety
- ◆ Proximity to low income and senior residences
- ◆ Cost
- ◆ Feasibility

The scoring system would also include the following more detailed evaluation criteria:

- ◆ Improves existing user safety
- ◆ Access to Transit
- ◆ Benefits Low Income Households
- ◆ Benefits Seniors
- ◆ Access to schools
- ◆ Access to shopping
- ◆ Regional access
- ◆ Access to work
- ◆ Access to recreation
- ◆ Constructability
- ◆ Impact to adjacent property owners

- ◆ Cost effectiveness
- ◆ Potential environmental impact

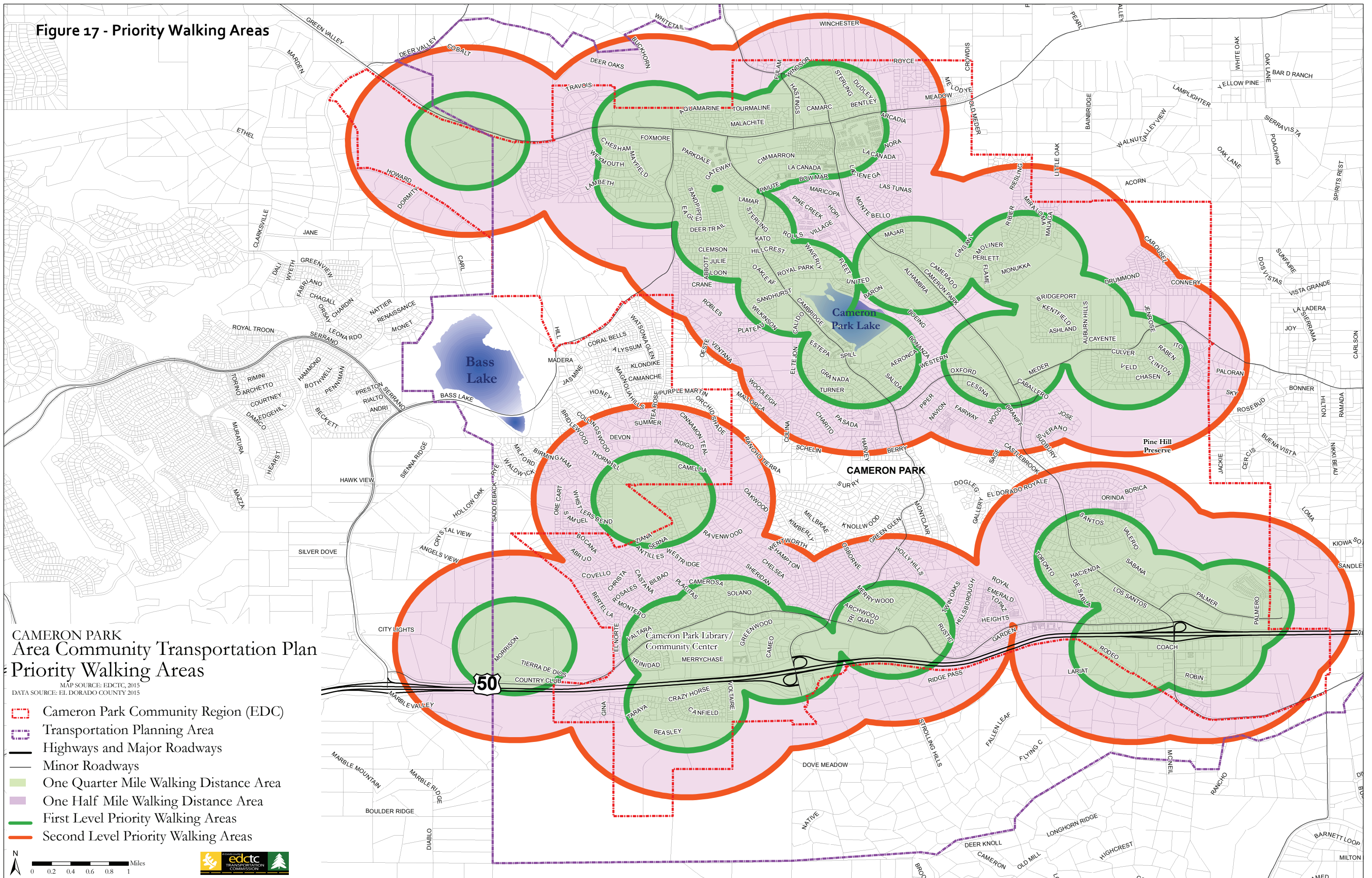
Each multi-modal project was scored based upon each of the evaluation criteria. Appendix C contains a detailed summary of all scoring data and results.

Based upon the project prioritization scores each project was divided into a priority tiering system as follows:

- ◆ Tier 1 (implementation within 5 years)
- ◆ Tier 2 (implementation within 6 to 10 years)
- ◆ Tier 3 (implementation within 11 to 20 years)
- ◆ Tier 4 (future projects that may not be feasible for implementation for more than 20 years due to complexity and cost)

Table 3 contains a prioritized listing of all Mobility Plan projects along with the scoring of each project.

Figure 17 - Priority Walking Areas



**CAMERON PARK
Area Community Transportation Plan
Priority Walking Areas**

MAP SOURCE: EDCTC, 2015
DATA SOURCE: EL DORADO COUNTY 2015

- Cameron Park Community Region (EDC)
- Transportation Planning Area
- Highways and Major Roadways
- Minor Roadways
- One Quarter Mile Walking Distance Area
- One Half Mile Walking Distance Area
- First Level Priority Walking Areas
- Second Level Priority Walking Areas

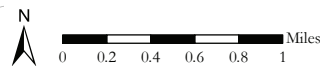


TABLE 3
PRIORITIZED MULTI-MODAL IMPROVEMENT PROJECTS

Project ID	Project Description	Tier	Cost Estimate	New Project
PEDESTRIAN IMPROVEMENTS				
Sidewalks				
S3	Fill in gaps on Merrychase Drive from Cambridge Road to Country Club Drive	1	\$880,000	Yes
S6	Fill in gaps on Coach Lane	1	(Refer to SW1)	Yes
S7	Fill in gaps on Strolling Hills Road on west side of street	1	(Refer to SW2)	Yes
S10	Fill in gaps on Bass Lake Road from Green Valley Road to Woodleigh Lane	1	\$2,780,000	Yes
S11	Fill in gaps on Cambridge Road from Country Club Drive to Flying "C" Road	1	\$880,000	Yes
S1	Fill in gaps on Cambridge Road from Green Valley Road to Cameron Park Lake entrance near Sandhurst Drive	2	\$1,030,000	Yes
S2	Fill in gaps on Country Club Road from Cameron Park Drive to Tierro de Dios	2	\$4,350,000	Yes
S4	On Cambridge Road from Oxford Road to north end of Knollwood Drive	2	\$760,000	Yes
S8	Fill in gaps on Cameron Park Drive from Green Valley Road to Durock Road	2	\$9,600,000	Yes
S13	Wild Chaparral Drive	2	\$1,720,000	Yes
S5	On Oxford Road (entire)	3	\$2,060,000	Yes
S9	Fill in gaps on Green Valley Road from Pleasant Grove Middle School to Montessori school near Little Oak Lane	3	\$12,470,000	Yes
S14	Knollwood Park to Salt Wash Way (0.1 miles)	3	\$80,000	Yes
S15	Business Drive to SPTC trail (0.1 miles)	3	\$80,000	Yes
S12	Fill in gaps on Cameo Drive and Greenwood Lane concurrent with future commercial development	3	\$330,000	Yes
BICYCLE IMPROVEMENTS				
On-Street Bike Lanes (Class 2)				
B9	On Palmer Drive from Cameron Park Drive to end of the pavement	1	\$10,000	No
B13	Fill in gaps on Cameron Park Drive from Green Valley Road to Durock Road	1	\$90,000	No
B14	On Coach Lane (entire)	1	\$10,000	No
B20	On Strolling Hills Road	1	\$10,000	Yes
B21	Merrychase Drive from Country Club Drive to Cambridge Road	1	\$15,000	No
B8	On Country Club Road from Cameron Park Drive to proposed Class 1 bike path at Tierra de Dios	2	\$5,790,000	Yes
B10	On Cambridge Road from Green Valley Road to Flying C Road (entire)	2	\$810,000	No
B15	Wild Chaparral Road (entire)	2	\$370,000	No
B17	Durock Road (entire)	2	\$2,820,000	No
B19	Business Drive from Durock Road to west end of Dividend Drive	2	\$50,000	Yes
B22	Ponderosa Road from Meder Road to Durock Road	2	\$600,000	No
B11	On Oxford Road (entire)	3	\$690,000	No
B12	Fill in gaps on Green Valley Road from Pleasant Grove Middle School to Ponderosa Road	3	\$24,860,000	No
B16	Meder Road from Cameron Park Drive to Ponderosa Road	3	\$10,890,000	No
B18	Bass Lake Road from Serrano Parkway to Green Valley Road	3	\$5,750,000	No
On-Street Bike Routes (Class 3)				
B23	Ponderosa Road from Green Valley Road to Meder Road	1	\$10,000	No
B24	Castana Drive from Country Club Drive to Covello Circle	1	\$10,000	No
B25	Covello Circle from Castana Drive to east end of Covello Drive	1	\$10,000	No
B26	Garden Circle (entire)	1	\$5,000	No
B27	Castana Drive from Covello Circle to Whistler's Bend Way	1	\$10,000	No
B28	Summer Drive from Bass Lake Road to end	1	\$10,000	No
B29	Fairway Drive from Country Club Drive to Oxford Road	1	\$30,000	Yes
SHARED-USE IMPROVEMENTS				
Pedestrian and Bicycle Overcrossing				
PB1	From end of Rodeo Road over Highway 50 to Country Club Drive	3	\$7,500,000	Yes
PB2	From end of Voltaire Drive over Highway 50 to Merrychase Drive	3	\$7,500,000	Yes
Bike Path (Class 1)				
B3	From west end of Wild Chaparral through Pine Hill Preserve	2	\$1,150,000	No
B5	From Summer Drive to east end of Covello Circle through Knollwood Park	2	\$1,030,000	No
B6	From Tierro de Dios to Bass Lake Road on future abandoned Country Club Drive	3	\$50,000	No
B7	On Bass Lake Road from Country Club Drive to Hollow Oak Drive	3	\$1,290,000	No
B1	From Park and Ride lot to Country Club Drive at Rustic Road	3	\$1,150,000	Yes
B2	From Country Club Drive along Deer Creek to proposed Class 1 bike path parallel to SR 50	3	\$250,000	Yes
B4	From end of paving on Palmer Drive to west end of proposed Class 1 bike from Wild Chaparral Drive	3	\$250,000	No
Unpaved Shared Use Paths				
P8	From end of planned Class 1 Bike Path at northeast end of Covello Circle to Country Club Drive via stormwater drainage corridor parallel to and east of Castana Drive (0.7 miles)	1	\$420,000	Yes
P1	Pine Hill Preserve Trail Feasibility Study	1	\$70,000	Yes
P12	From the north end of the natural trail in Royal Oaks Park parallel to Deer Creek and crossing the creek to end at Montclair Road (0.2 miles).	1	\$100,000	Yes
P2	A 0.75 mile connection between Green Valley Road and Gateway Park following the Deer Creek corridor.	2	\$454,080	Yes

TABLE 3
PRIORITIZED MULTI-MODAL IMPROVEMENT PROJECTS

Project ID	Project Description	Tier	Cost Estimate	New Project
P4	A connection from the southwest end of the existing trail around Cameron Park Lake to Spill Way and Salida Court through the Bonanza Park site (0.1 miles)	2	\$100,000	Yes
P9	North end of the drainage corridor parallel to and east of Castana Drive to Whistler's Bend Way (0.1 miles)	2	\$430,000	Yes
P10	From Class 1 bike path at west boundary of Knollwood Park to Salt Wash Way (0.1 miles)	2	\$140,000	Yes
P13	Trails through the PHP, providing both north-south and east-west connections, with possible trailheads at Hacienda Park, Rasmussen Park, Ponte Morino Drive, and Carousel Lane	3	\$7,850,000	Yes
P11	Business Drive to SPTC trail (0.1 miles)	3	\$500,000	Yes
P3	La Canada Drive to Virada Road (0.5 miles)	3	\$620,000	Yes
P5	Green Valley Road to La Canada Drive (0.3 miles)	3	\$250,000	Yes
P6	La Canada Drive to Mira Loma Drive (0.3 miles)	3	\$250,000	Yes
P7	Rasmussen Park to Carousel Lane (0.5 miles)	3	\$650,000	Yes
Safety Improvements				
SI1	Cambridge Road / Highway 50 WB Ramp / Merrychase Drive - Provide pedestrian sidewalk and wheelchair ramp in northwest quadrant.	1	\$50,000	Yes
SI2	Cameron Park Drive / Highway 50 WB Ramps / Country Club Drive - Add warning signs on WB Off-Ramp in advance of northeast curb return to warn motorists of pedestrians crossing on crosswalk located on north leg of intersection.	1	\$10,000	Yes
SI4	Cameron Park Drive and La Canada Drive. Add fourth leg to crosswalk for bicyclist and pedestrian use. Coordinate timing to allow adequate crossing time.	1	\$10,000	Yes
SI5	All signalized intersections with pedestrian and bicycle controlled crossings. Add bicycle detection and coordinate timing for bicycle and pedestrian crossing.	1	\$100,000	Yes
SI6	Replace existing railing on Highway 50 / Cambridge Road interchange to improve safety.	1	\$100,000	Yes
SI7	Traffic calming devices on Oxford Road (speed humps and signs)	1	\$50,000	Yes
SI3	Cameron Park Drive / Highway 50 EB Ramps - Construct Roundabout	3	\$3,000,000	Yes
WALKABLE DOWNTOWN IMPROVEMENTS				
Streetscape and Wayfinding				
SW1	Coach Lane	1	\$1,056,653	Yes
SW2	Strolling Hills Road	1	\$358,067	Yes
SW3	Cameron Park Drive / Highway 50	2	\$1,117,342	Yes
SW4	Palmer Drive	2	\$786,230	Yes
SW5	Green Valley Road	2	\$2,497,108	Yes
SW6	Cameron Park Drive - Meder Road to Alhambra Drive	2	\$375,975	Yes
SW7	Alhambra Drive	2	\$173,138	Yes
SW8	Cambridge Road / Highway 50	2	\$428,342	Yes
SW9	Merrychase Drive/Greenwood Lane/Cameo Drive	2	\$406,944	Yes
VEHICULAR IMPROVEMENTS				
Travel Lanes				
V1	Cameron Park Drive - Widen south of Meder Road to four lanes	4	\$19,858,000	No
V2	Green Valley Road - Shoulder widening and turn lanes from Cambridge Road to North Shingle Road	4	\$17,332,000	No
V3	Bass Lake Road - Widen to four lane south of Sandhurst Hill Road	4	\$24,323,000	No
V4	Country Club Drive - Realignment from Tierra Dios Drive to Bass Lake Road	4	\$11,576,000	No
V5	Durock Road - Shoulder widening and left-turn lanes	4	\$7,210,000	No
V6	Ponderosa Road - Shoulder widening and left-turn lanes south of Meder Road	4	\$2,798,000	No
V7	Palmer Drive - Extend to Wild Chaparral Drive	4	\$2,500,000	No
Interchanges				
V8	US 50 / Bass Lake Road - Reconstruct	4	\$35,595,000	No
V9	US 50 / Cambridge Road - Reconstruct	4	\$19,777,000	No
V10	US 50 / Cameron Park Drive - Reconstruct	4	\$47,626,000	No
V11	US 50 / Ponderosa Road - Reconstruct	4	\$35,511,000	No
US 50 Mainline				
V12	Eastbound and westbound auxiliary lanes from Cambridge Road to Ponderosa Road	4	\$10,350,000	No

funding

Obtaining funding for the transportation improvements contained within the Mobility Plan is often a complex and involved process. There are many different funding mechanisms available, including federal, state, and local sources. In order to fund projects through all phases (design to construction) multiple-year funding commitments, from multiple funding sources may be required. Funding transportation projects in a semi-rural area such as Cameron Park can pose even a greater challenge because many funding programs are based on population. Funding projects through non-traditional sources will require creative, innovative strategies.

This chapter provides a listing of available funding sources, a brief description of each source, and the process for obtaining the funds. Some funding sources are designed for planning and preliminary engineering level studies while other sources are intended for design and construction of improvements.

STATE FUNDING PROGRAMS

State Transportation Improvement Program (STIP) and Interregional Transportation Improvement Program (ITIP)

At the State level, these funds are divided into two programs: (1) the Regional Improvement Program (RIP) funded

from a local share of the 75% of State Highway Account (SHA) funds set aside for regional

transportation agency programming, and the Interregional Improvement Program (IIP), funded from the remaining 25% available for State programming. The El Dorado County

Transportation Commission (EDCTC), as the Regional Transportation Planning Agency (RTPA) has authority to decide how to program the El Dorado County regional share of RIP funds, subject to STIP eligibility guidelines. To be eligible, projects must be nominated by the regional agency in their Regional Transportation Improvement Program (RTIP). Caltrans has the authority to program the Interregional Transportation Improvement Funds. Similar to the RTIP, Caltrans must nominate projects within the Interregional Transportation Improvement Program (ITIP).

STIP funds are primarily intended for capital projects. Eligible projects include constructing and widening state highways, local roads, public transit (including buses), pedestrian and bicycle facilities, grade separations, intermodal facilities, and safety projects. While these funds may also be used for local road rehabilitation, the California Transportation Commission (CTC), which has authority over the STIP, has not supported the programming of STIP funds for road rehabilitation projects in recent STIP cycles.

State Highway Operations and Protection Program (SHOPP)

The State Highway Operating and Protection Plan (SHOPP) is a four-year program of projects

that have the purpose of collision reduction, major damage restoration, bridge preservation, roadway preservation, roadside preservation, mobility enhancement and preservation of other transportation facilities related to the state highway system. Non-capital projects are programmed through the SHOPP. The SHOPP is adopted simultaneously with the STIP every two years. While the EDCTC is allowed input to the SHOPP, the State has sole discretionary authority over the use of SHOPP funds.

The SHOPP program includes projects designed to maintain the safety and operational integrity of the state highway system. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g. traffic signalization) and roadside rest areas. It does not include projects to add through lanes to increase capacity.

FEDERAL FUNDING PROGRAMS

The Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21st Century Act (MAP21) and is codified at 23 U.S.C. sections 213 (b), and 101(a)(29). Section 1122 provides for the reservation of funds apportioned to a State under section 104(b) of title 23 to carry out the TAP. The national total reserved for the TAP is equal to 2 percent of the total amount authorized from the Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year. (23 U.S.C. 213(a))

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

California Active Transportation Program (ATP)

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of

Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the aforementioned Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP administered by the Division of Local Assistance, Office of Active Transportation and Special Programs.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- ◆ Increase the proportion of trips accomplished by biking and walking
- ◆ Increase safety and mobility for non-motorized users

- ◆ Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals
- ◆ Enhance public health
- ◆ Ensure that disadvantaged communities fully share in the benefits of the program
- ◆ Provide a broad spectrum of projects to benefit many types of active transportation users.

The Active Transportation Program will be divided as follows: 40% distributed on a population basis to and administered by Metropolitan Planning Organizations (MPOs); 10% administered by the state to small urban and rural regions on a competitive basis; and 50% administered by the state on a competitive basis open to eligible applicants statewide.

Under MAP 21 the Safe Routes to School (SRTS) program was eliminated, however similar type projects would be funded by the new Active Transportation Program (ATP) discussed above. The SRTS program was intended to increase the number of children in grades K-8 who walk or bicycle to school by removing barriers that currently prevent these activities. Barriers in the old program included lack of infrastructure, inadequate infrastructure that poses safety hazards, and lack of out-reach programs that promote walking/bicycling through education and encouragement for children, parents, and the community. Eligible projects fell under the category of infrastructure (capital improvements) or non-infrastructure (education, encouragement, enforcement). Under the old SRTS program infrastructure projects must be located within a two mile radius of a schools.

Congestion Mitigation and Air Quality (CMAQ)

The CMAQ Program was re-authorized with the passage of MAP-21. Funds are directed to transportation projects and programs which contribute to the attainment and maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the Federal Clean Air Act. As part of the Sacramento Valley air basin, which is in non-attainment for ozone, El Dorado County is eligible for CMAQ funds (refer to Chapter 14, Air Quality Conformity).

Eligible CMAQ projects include public transit improvements; high occupancy vehicle lanes; Intelligent Transportation System Infrastructure; traffic management and traveler information systems (i.e., electric toll collection systems); employer-based transportation management plans and incentives; traffic flow improvement programs (signal coordination); fringe parking facilities serving multiple occupancy vehicles; shared ride services; bicycle and pedestrian facilities; flexible work-hour programs; outreach activities establishing Transportation Management Associations; fare/fee subsidy programs; and under certain conditions, Particulate Matter improvement projects.

Surface Transportation Program (STP)

MAP-21 continues the STP to provide flexible funding that may be used by States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for active transportation, transit capital projects and public bus terminals and facilities. Fifty percent

of a State's STP funds are to be distributed to areas based on population, known as Regional Surface Transportation Program (RSTP) funds which is what EDCTC and local jurisdictions receive. Also, a portion of its STP funds is to be set aside for bridges not on Federal-aid highways. Furthermore, a special rule is provided to allow a portion of funds reserved for rural areas to be spent on rural minor collectors.

RSTP was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and continued with the passage of MAP-21 in 2012. Of all the funding programs in MAP-21, RSTP is the most flexible. A broad variety of transportation projects and modes, including streets and roads, are eligible.

Examples of projects eligible for RSTP include highway projects; bridges (including construction, reconstruction, seismic retrofit, and painting); transit capital improvements; carpool, parking, bicycle, and pedestrian facilities; safety improvements and hazard elimination; research; traffic management systems; surface transportation planning; transportation enhancement activities and control measures; and wetland and other environmental mitigation.

Eighty percent of the apportionment is distributed among the urbanized and non-urbanized areas of the State through Metropolitan Planning Organizations and Regional Transportation Planning Agencies. The remainder goes directly to counties in a formula equal to 110% of the Federal Aid Urban/Federal Aid Secondary funding in place prior to 1991.

High Risk Rural Roads Program (HR₃)

The purpose this program is to correct or improve hazardous roadway locations or features to reduce the frequency and severity of accidents on rural roads. The project must be located on a rural major collector, a rural minor collector, or a rural local road. Projects must correct an identified safety hazard or problem. State, county, or city transportation planning agencies can apply for these funds. The federal reimbursement rate is 90%. Caltrans district staff will solicit candidate projects from eligible public agencies. Interested agencies must submit an application by the due date to compete for funding. Caltrans staff will evaluate projects based on a Safety Index scoring mechanism.

Highway Safety Improvement Program (HSIP)

The intent of this program is to significantly reduce public roadway fatalities and serious injuries. The emphasis will be at locations that are data and strategically driven. The HSIP has several major program features; separate fact sheets are available on each of these:

- ◆ Strategic Highway Safety Plan (SHSP)
- ◆ High Risk Rural Roads (HRRR)
- ◆ Reporting Requirements (HSIP Reports)

The project must be on any public road or publicly owned bicycle, pedestrian pathway, or trail. Projects must identify a specific safety problem that can be corrected or improved substantially. City or county transportation planning agencies can apply for these funds. The maximum funding amount for a project is \$1 million, and the federal reimbursement rate is 90%. Caltrans district staff will solicit candidate

projects from eligible public agencies. Interested agencies must submit an application by the due date to compete for funding. Caltrans staff will evaluate applications based on a Safety Index (calculated based on traffic safety data). A notice is made once a year to local agencies to submit applications for candidate HSIP projects.

LOCAL FUNDING PROGRAMS

Local Transportation Fund (LTF)

The Transportation Development Act (TDA) of 1971 added one-quarter percent to the statewide sales tax to fund transit services throughout the state. This funding, known as the Local Transportation Fund, are returned to the county of origin for use to operate the transit systems in that area. The funds are administered by the regional transportation planning agency in accordance with TDA regulations. While the primary focus of the LTF is transit service, there are provisions for use of the funds for other transportation modes. For example, under Section 99233.3 of the TDA statute, regions may elect to set aside up to two percent of the LTF for pedestrian and bicycle projects. In regions with less than 500,000 in population, some funds may also be used for street and road purposes upon completion of an annual unmet transit needs process.

Development Impact Fees

El Dorado County has an adopted Traffic Impact Mitigation (TIM) Fee Program used to fund capital improvements to the road system to mitigate traffic impacts resulting from development, including projects within the Cameron Park community area.

The County also previously adopted the 2005 Interim TIM fee program and the 2006 TIM fee program. In 2010, the El Dorado County Board of Supervisors adopted Resolution 070-2010, which updated the 2004 General Plan Traffic Impact Mitigation Fee Program and the traffic impact mitigation fee schedule. The fees that were adopted in 2010 were applied to all previous programs. Currently the County is working on a major update to the program to be complete in 2016.

The fees set by the Board are tied to the cost of building the needed road improvements to accommodate the projected amount of expected growth during a defined time period (currently based on 20 years of growth). This implements one of the policies included in the original Measure Y, which requires that new development fully pay for the needed road improvements to handle the traffic generated by that new development.

Generally, funds generated from the TIM fees are applied toward major improvements such as those listed below:

- ◆ All the interchanges from Ponderosa Road/ South Shingle west to the County line, and the El Dorado Road and Missouri Flat Road interchanges.
- ◆ High occupancy vehicle (HOV) lanes on U.S. Highway 50 from Cameron Park Drive west to the County line.
- ◆ Improvements to the County's main arterial roads (e.g., Missouri Flat, Green Valley, Latrobe Road, Cameron Park Drive, Cambridge Road, Pleasant Valley Road,
- ◆ Mother Lode Drive, State Route 49).
- ◆ Intersection improvements (e.g., Latrobe and White Rock, several along Cameron

- ◆ Park Drive).
- ◆ Transit requirements (e.g., purchase of additional commuter buses, park-and-ride lots).
- ◆ Safety improvements (e.g., South Latrobe Road improvements).
- ◆ Bridge improvements (e.g., Sly Park Road Clear Creek Bridge replacement).

Local Sales Tax Measures

Transportation sales taxes are important revenue sources to the funding of regional transportation improvements throughout California.

Transportation sales taxes are increases to the combined sales and use tax rate within the counties that approve them.

These transportation sales taxes are actually a type of transaction and use tax. Under California law, transactions and use taxes may be approved locally and added to the combined state and local sales and use tax rate. The statewide sales and use tax, currently at 8.25%, includes portions that go to the state general fund, to several specific state funds including some for local allocation and use, and to the cities and counties essentially based on the location of the purchase.

Although collected along with the statewide base sales and use tax, transactions and use taxes differ somewhat in application and allocation from the sales and use tax.

Transactions and Use Taxes generally apply to merchandise that is delivered in a jurisdiction which imposes such a tax. In practice the tax application and allocation for most retail sales will not differ from the sales and use tax. But there are some differences. Importantly, in the case of a sale or lease of a vehicle, vessel, or

aircraft, a transactions and use tax is charged and allocated based on the location in which the property will be registered.

There are currently twenty counties (Source: California City Finance, September 2014) with transactions and use taxes for public transportation or transit. Nineteen of these counties are so-called "self-help counties," in which the tax is used to fund a long term transportation improvement plan and thereby garner state and federal matching funds. All but two of these taxes are at the ½ percent rate. Sonoma County's Transportation Tax is ¼ percent. Los Angeles County voters have approved three ½ percent transportation sales taxes for a combined rate of 1.5%. (Source: California City Finance, September 2010)

Local General Funds

Cities and counties are required by law to maintain a certain level of expenditures on streets and roads out of their general funds as a pre-condition to receiving their share of the State fuel tax revenues (local subvention).

appendices

APPENDIX A - SUMMARY OF PUBLIC
OUTREACH MEETINGS

APPENDIX B - COST ESTIMATES

APPENDIX C - PROJECT PRIORITY SCORING

APPENDIX D - COMPLETE STREET FEDERAL
AND STATE POLICIES

Under Separate Cover

CAMERON PARK COMMUNITY
TRANSPORTATION PLAN BASELINE
TRANSPORTATION CONDITIONS REPORT

appendices

Appendix A - Summary of Public Outreach Meetings

CAMERON PARK COMMUNITY TRANSPORTATION PLAN



Summary of Community Workshop No. 1

The first community meeting was held on March 4th from 5:00 to 7:00 PM at the Green Valley Elementary School. Community residents along with elected officials, community agency members, and public agency department representatives attended the meeting. The purpose of this first meeting was to obtain input from the Cameron Park community regarding multi-modal transportation improvement needs and how these relate to community character. The workshop included both direct hands-on activities along with group presentations.

A presentation was given to provide an overview of the purpose of the transportation planning project. Agencies involved in the project were identified along with agency consultants. The overall expected content of the plan and reasons why the plan is needed were explained. Study area boundaries along with demographics, land use, and transportation information were presented. Large poster boards containing this information were mounted for up close viewing and comment.



Details of the Cameron Park 2030 Vision Statement were reviewed as the framework for the plan. Six major elements are called out in the Vision Statement and each has potential significance for transportation in the community. These are:

- A transportation system that unifies Cameron Park
- Bicycle, pedestrian, and transit opportunities
- Connecting trail system for health and mobility
- Architecturally cohesive downtown
- Sustainable integration of natural resources
- Safety and security

Workshop attendees were invited to provide input on multiple aspects of transportation planning in Cameron Park in an effort to help define specific needs and priorities in relation to the 2030 Vision Statement elements. Participants were also asked to both provide written comments and indicate preferences on the following topics:

- Destinations
- Cameron Park Style
- Elements to Incorporate in Streets
- Where is Downtown?
- Access to Natural Areas
- Transit

CAMERON PARK COMMUNITY TRANSPORTATION PLAN



- Transportation Safety
- Bike and Pedestrian Routes and Trails
- Future planned transportation improvements needs and priority, by type:
 - Freeways and interchanges
 - Roadways
 - Bicycle Facilities

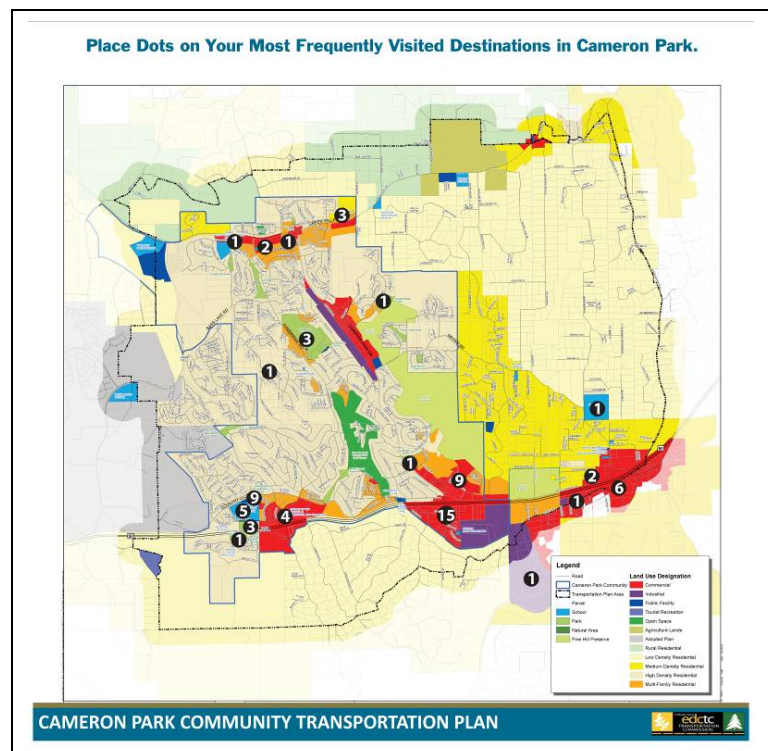
The following sections provide a description of input from the community obtained at this meeting, by topic.

Destinations

Understanding where residents shop, play, and work in relation to their homes is important for developing a unified transportation system. The most commonly visited destinations within the Cameron Park community were the commercial areas on the north and south side of the Cameron Park Drive/U. S. Highway 50 interchange. These areas include the only major grocery stores in the community as well as a diverse selection of motels, professional offices, banks, automotive services, gas stations, restaurants, and specialty shops. The Marshall Medical complex is also in this area north of U.S. Highway 50 on Palmer Drive.

The second most commonly visited area included destinations north of the Cambridge Drive/U.S. Highway 50 interchange. These include the Cameron Park Community Center and pool, the Cameron Park branch of the El Dorado County library, Christa McAuliffe Park, two schools, and a small shopping area with some professional offices.

The Green Valley Road commercial area showed only moderate levels of visitation. This is not surprising given the limited number of retail and recreation destinations in this area, as compared to the U.S. Highway 50 corridor.



Cameron Park Style

In order to create transportation improvements that would contribute to an architecturally cohesive downtown, attendees were asked to provide input on the general design aesthetic that they felt was most compatible with their community. Given the choice of historic, rustic, contemporary, or fun most people selected contemporary styling for streetscape improvements such as lights, benches, and plaza areas. Additional input obtained during the 2030 Vision project indicated that residents also identified strongly with the key phrases “Gateway to the Sierras” and “Gold Rush Era” in association with a walkable downtown

CAMERON PARK COMMUNITY TRANSPORTATION PLAN



identity. While the latter phrase may apply more directly to architectural elements and signage, they may also be useful in unifying future streetscape improvements around a common theme to give identity the downtown area. A contemporary interpretation of some traditional styles would help give Cameron Park a unique identity separate from true Gold Rush era downtowns such as are found in Placerville and Auburn.

Elements to Incorporate in Streets

Streetscapes have the potential to make a definite design statement depending on the types and style of elements they include. Attendees were asked to identify which types of elements they would like to see incorporated in Cameron Park streets.

The most popular elements were:

- consistent business location signage
- trees
- sidewalks separated from streets

The next most popular elements were:

- planted medians
- streetscape plantings
- decorative street crossings
- stormwater swales in the streetscapes
- diagonal on-street parking
- extended planters to narrow crossings
- designated walkways from sidewalks through parking lots
- light pole and/or overhead banners
- bike lanes separated from traffic

Elements that were not popular included:

- gateways
- parallel on-street parking
- decorative sidewalks

Additional comments received highlighted the need for more sidewalks in general and consideration of pedestrian safety in commercial areas.

What Elements Would You Like to See Incorporated into Cameron Park Streets?
Place a dot or a check mark in the box to select an element.

Gateways 2 	Consistent Business Location Signage 9 	Trees 8
Streetscape Plantings 6 	Planted Medians 6 	Decorative Street Crossings 6 <small>Smooth surface High visibility Smooth crossings</small>

CAMERON PARK COMMUNITY TRANSPORTATION PLAN

What Elements Would You Like to See Incorporated into Cameron Park Streets?
Place a dot or a check mark in the box to select an element.

Extended Planters to Narrow Crossings 4 	Designated Walkways thru Parking Lots to Connect Stores to Sidewalks 5 	Parallel On-street Parking 1
Diagonal On-Street Parking 4 <small>Reverse parking Reverse back-in</small> 	Stormwater Swales in the Streetscapes 4 	Sidewalks Separated from Streets 8 <small>Any sidewalks at all would be good</small>

CAMERON PARK COMMUNITY TRANSPORTATION PLAN

CAMERON PARK COMMUNITY TRANSPORTATION PLAN



Where is Downtown?

When Cameron Park was initially planned, there was no centralized downtown area designated as the heart of the community. Instead, several commercial areas have developed overtime along U.S. Highway 50, Cameron Park Drive, and Green Valley Road. Workshop participants were ask to identify the area they felt best serves as the commercial heart of Cameron Park.

The overwhelming majority of people pointed to the Coach Lane area south of U.S. Highway 50 as being the commercial heart of Cameron Park. This is indeed where the greatest number of retail and commercial businesses are located, with parking and road infrastructure to serve shoppers. Green Valley Road and the Palmer Drive areas were also mentioned by a few people as the commercial heart of Cameron Park. It may be possible to use some of the same streetscape improvements in these areas to help tie them stylistically to the Coach Lane area as part of the community’s network of commercial areas.

Access to Natural Areas

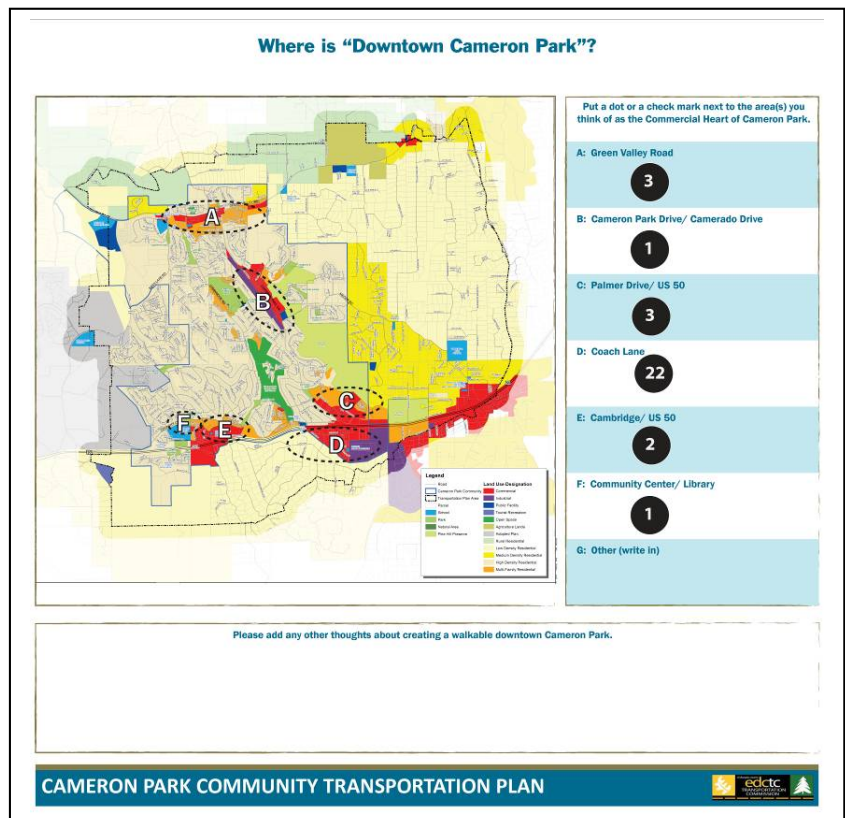
Several natural area parks owned and managed by the Cameron Park CSD and the Pine Hill Preserve provide the most significant public natural areas in Cameron Park. While the Pine Hill

Preserve has no formally established system of public trails, it is actually the natural area used most frequently by workshop participants. It is also the area that would receive the most additional visitation if trails were provided. Fewer people visit Royal Oaks Park, and would like to see better trails in this area. Better trails in Gateway Park would also encourage additional visitation.

Transportation Safety

Many ideas were offered to improve general transportation safety in Cameron Park, as well as at specific locations.

- Improve walking safety on Cambridge to the Community Center and parks.
- Transportation Concerns: PUBLIC EDUCATION - as we institute walking and bicycling lanes/trails, we need strong community education and strong signing. Sources:
 - School PTOs/Boards
 - Library
 - Parks



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- CSD
- Service organizations
- Boots on the ground
- Traffic lights at Hacienda and Cameron Park Drive
- Adopt Complete Streets for Cameron Park
- Provide a vehicular and pedestrian overcrossing across US 50 (not interchange) east of Cameron Park interchange to connect Palmer with Coach (east end)
- Provide slip ramp from eastbound US 50 to Rodeo at west end of Coach Lane
- Wider shoulders and/or sidewalks on Country Club (near Cameron Park Dr.; used by pedestrians and bicycles.
- Pedestrian crosswalk signal at Palmer Drive and Ponte Morino; used by many elderly people for shopping.
- Safe Routes to Schools
- Sidewalks! (with 4 "dots" added by others)
- Bike Lanes!
- Regional trail connections
- Green Valley Road west of Bass Lake Road: falling rocks from embankments land on the shoulder creating a hazard for bicycles
- More local jobs = less U.S. 50 impacts = better air quality = less stress = less miles from local jobs = less accidents and more time with family
- Only 344 General Plan approved lots left in Cameron Park
- A community downtown makeover is absurd as there is no downtown
- Bicycle detection at signals with timing for uphill or downhill crossings
- Provide parallel connected bicycle routes so that bicyclists have alternatives to higher speed roads. Use sharrows and traffic calming.
- Improve pedestrian signal crossing times.
- Add high-visibility crosswalks.
- Sharrows the full length of Cambridge.
- Sharrows on Country Club Drive in areas where there are too many driveways or too little ROW for bike lanes.
- Walking or bike path from Knollwood to Country Club Drive
- Walking or bike path from Cambridge to Country Club Drive

Bike and Pedestrian Routes and Trails

The 2030 Vision for Cameron Park includes a system of connected trails that provide both mobility and healthy recreational opportunities. Community input provided during the recent (2014) update of the Cameron Park Community Services District Parks and Recreation Master Plan identified the need for bike and pedestrian friendly routes and trails that would allow north-south connections from Green Valley Road to Country Club Road; east-west connections along Green Valley Road and Country Club Road, and a connection to the Sacramento Placerville Transportation Corridor. This sentiment was reiterated during the community workshop. Due to the extent of development in Cameron Park, opportunities to create trails or Class 1 bike paths are limited. It is most likely that a combination of off-street and on-street facilities will be needed to make the desired bike and pedestrian friendly connections.

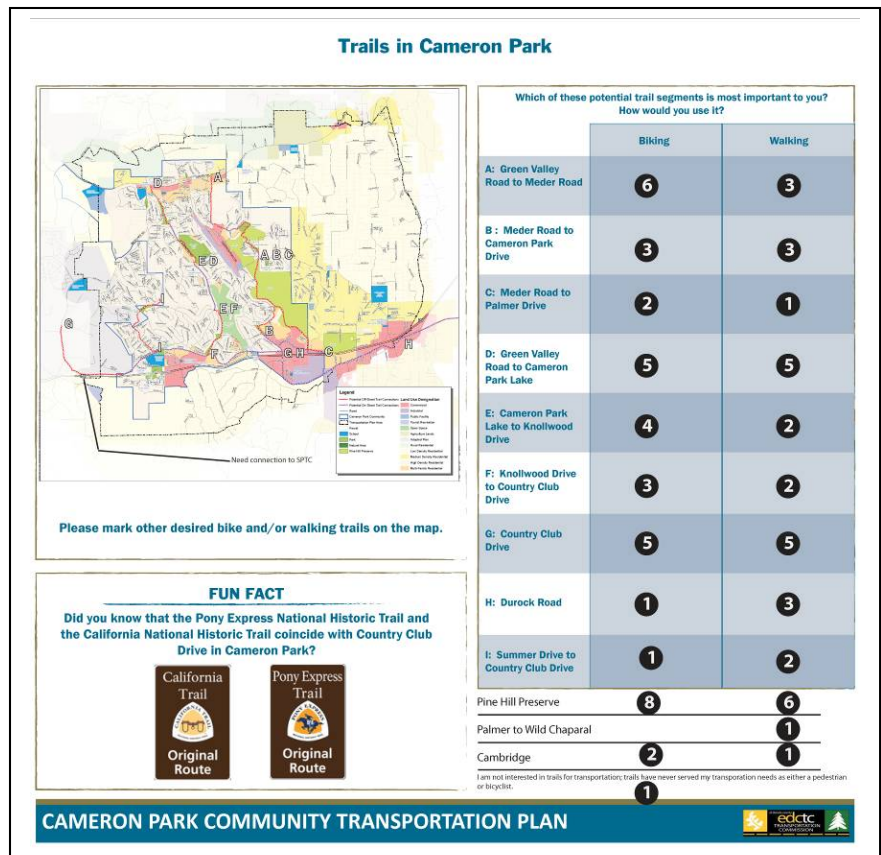
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The highest priority for both biking and walking facilities was through the Pine Hill Preserve. This is one of the few developed areas in the community where a walking/biking corridor could be established entirely off-street. The southern terminus of the trail would be at Palmer Drive where it would connect to a proposed Class 1 bike path connecting to Wild Chaparral Drive. A second branch would lead to a second southerly terminus at Hacienda Park. The southern 0.2 mile of this route is actually outside of the Preserve on undeveloped land. The northern terminus would be at Rasmussen Park. Both Northview Park and Eastwood Park would be easily accessible from a Pine Hill Preserve trail.

A connection between Green Valley Road and Meder Road was also a very high priority link particularly for biking. The southerly portion of this alignment coincides with the northerly portion of the Pine Hill Preserve corridor. On-street facilities including sidewalks would be needed on Perlett Drive and Mira Loma Drive between Virada Road and Rasmussen Park (0.4 miles). The remainder of the alignment could potentially be off-street through currently undeveloped property.

Additional priority connections for both walking and bicycling were from Green Valley Road to Cameron Park Lake, and along Country Club Drive. The connection from Green Valley Road to Cameron Park Lake could potentially be off-street for 0.75 miles following an open space corridor from Green Valley Road south through Gateway Park. The remaining 0.3 mile of the route would need to combine on-street bike lanes and sidewalks on Cambridge Road, or follow residential streets (HillCrest Drive to Oakleaf Drive, or Hillcrest Drive to Wilkinson Road to Sandhurst Drive) to the entrance drive to Cameron Park Lake. The next 0.5 miles would pass through the park ending at Spill Way.



Country Club Drive is an important route because it provides connections to some of the most frequently visited destinations in the community. These include the Community Center, Library, several schools, and the commercial centers at U.S. 50 and Cambridge Drive and Cameron Park Drive. There is also a high-concentration of multi-family housing planned for the area. There is little opportunity for off-street paths along Country Club Drive, however, bike lanes and sidewalks may be feasible depending on available right-of-way.

Lower priorities for walking and bicycling included the connection from Cameron Park Lake to Country Club Drive, possibly because the road widths and traffic conditions on Cambridge Road are regarded as too

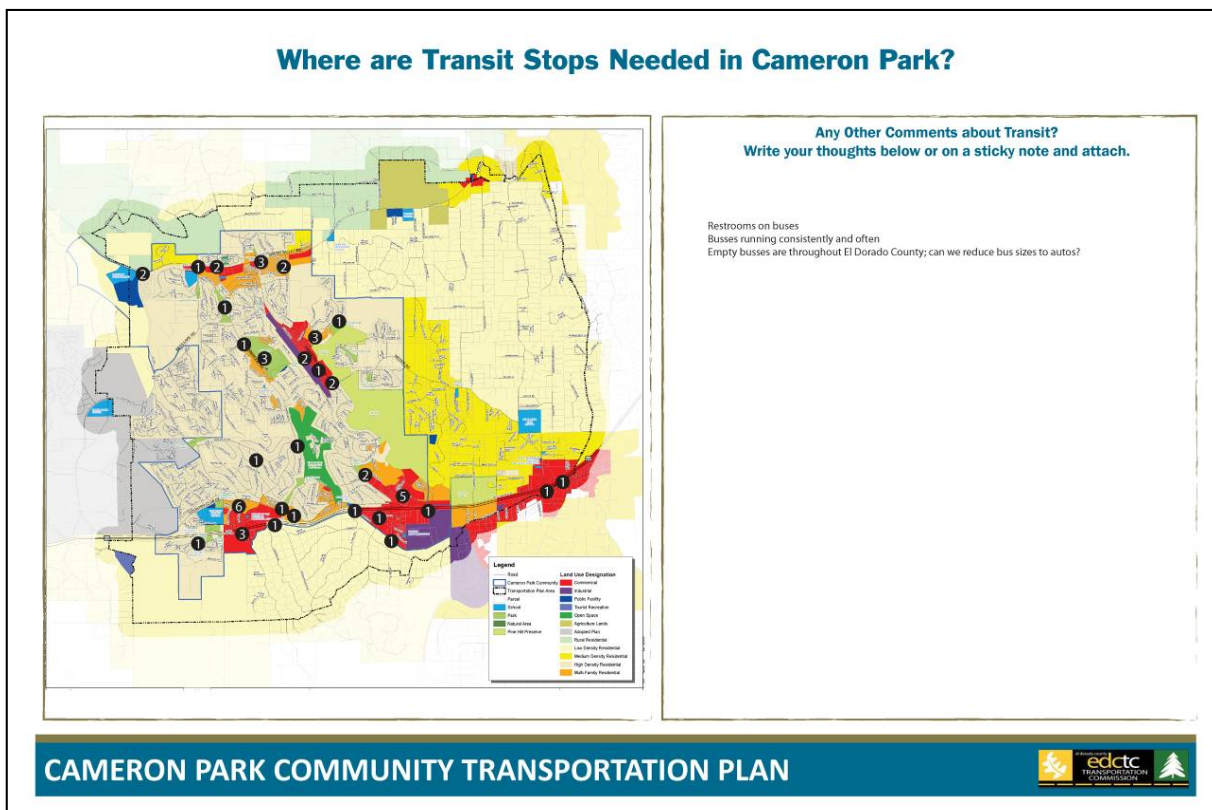
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dangerous for either use. Another lower priority connection was Summer Drive to Country Club Drive, which would primarily serve only the local neighborhoods providing access to Knollwood Park, the schools, Library, and Community Center. The relative safety of neighborhood streets that provide this connection already may have minimized the perceived need for other biking and walking improvements. Walking and biking along Durock Road were also a lower priority possibly because of the lack of destinations in this area.

Transit

Workshop participants were asked to identify locations where new transit stops should be located. Many points were identified primarily along Green Valley Road, Cambridge Road, Cameron Park Drive, Country Club Drive, Palmer Drive, and Coach Lane. New transit locations appear to be desired in commercial/retail areas, as well as near multifamily housing.



Currently Planned Transportation Improvements

Meeting attendees were provided with an overview of currently planned transportation projects within the community. Existing approved planning documents that include various transportation project within the community, include:

- Traffic Impact Mitigation (TIM) Fee Program
 - *Currently being updated by County*
- El Dorado County Regional Transportation Plan

CAMERON PARK COMMUNITY TRANSPORTATION PLAN



- Cameron Park - Parks and Recreation Master Plan
- El Dorado County Bicycle Master Plan
- Western El Dorado County Short and Long Range Transit Plan
- El Dorado County Walkability and Bikeability Audits

It was further explained that within these existing approved plans the following type of transportation improvements within Cameron Park have been identified:

- Freeway Mainline Widening
- Freeway Interchange Reconstruction
- Intersection Improvements (widening, traffic signals)
- Roadway Widening (travel lanes, turn lanes, shoulders)
- Roadway Realignment (new roadway)
- Bicycle Facilities (off-road trails, bike lanes, bike routes)
- Pedestrian Facilities (sidewalks and trails)

More specifically the location and type of improvements included in these plans were presented as follows:

Planned Freeway Improvements

Freeway Mainline Widening

- Auxiliary lanes - Bass Lake Road to South Shingle Road

Freeway Interchange Reconstruction

- US 50/Bass Lake Road
- US 50/Cambridge Road
- US 50/Cameron Park Drive
- US 50/South Shingle Road

Planned Pedestrian Improvements

- US 50/Bass Lake Road Interchange
- US 50/Cambridge Road Interchange
- US 50/Cameron Park Drive Interchange
- US 50/South Shingle Road Interchange
- Country Club Drive – Camerado Spring Preschool to Cambridge Road

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Planned Roadway Improvements

Facility Name	Widen to Four Lanes	Shoulder Widening	Intersection Left-Turn Lanes	New Alignment
Cameron Park Drive - US 50 to Meder Road	X		X	
Green Valley Road - Cambridge Road to North Shingle Road		X	X	
Durock Road - Coach Lane to South Shingle Road		X	X	
Bass Lake Road - US 50 to Green Valley Road	X		X	
Ponderosa Road - US 50 to Meder Road		X	X	
Country Club Drive - Bass Lake Road to Tierra Dios Drive				X

Planned Bike Improvements

Facility Name	Class III Signed Bike Route	Class II Striped Bike Lane	Class I Off-Street Trail
Cameron Park Drive		X	
Cambridge Road		X	
Green Valley Road		X	
Oxford Road	X		
Meder Road		X	
Merrychase Drive	X		
Country Club Drive		X	
Bass Lake Road		X	X
Palmer Drive / Wild Chaparral		X	X
Ponderosa Road	X	X	

While these improvements are contained within existing approved planning and funding programs, these programs are subject to change. Attendees were asked to vote on each of the planned improvements to determine the level of importance and priority for each improvement. Results of the voting are summarized in the attached pages. Based upon input obtained the following statements encapsulate the core issues and concerns expressed regarding these planned improvements:

High priority planned transportation improvements include:

- Widening of Cameron Park Drive to four lanes from US 50 to Meder Road
- Shoulder widening and left-turn lanes on Green Valley Road from Cambridge Road to North Shingle Road
- US 50 freeway interchange improvements at Cameron Park Drive and Cambridge Road
- Bicycle facilities are considered a high to very high priority on all the primary roadways within Cameron Park.

CAMERON PARK COMMUNITY TRANSPORTATION PLAN



Freeway and Interchange Improvements				
Facility Name	Widen to Four Lanes	Traffic Signals	Sidewalks and Bike Lanes	Mainline Auxiliary Lanes
US 50 Mainline - Bass Lake Road to Ponderosa Road				X
US 50 / Bass Lake Road Interchange	X	X	X	
US 50 / Cambridge Road Interchange	X	X	X - 3	
US 50 / Cameron Park Drive Interchange	X	X	X - 1	
US 50 / Ponderosa Road Interchange	X	X	X - 1	

Need and Priority				
Do Not Want	Low Priority	Medium Priority	High Priority	Very High Priority
3	2	1		
1	2			1
				5
			1	4
	2			1

Roadway Improvements				
Facility Name	Widen to Four Lanes	Shoulder Widening	Intersection Left-Turn Lanes	New Alignment
Cameron Park Drive - US 50 to Meder Road	X		X - 1	
Green Valley Road - Cambridge Road to North Shingle Road		X	X	
Durock Road - Coach Lane to South Shingle Road		X	X	
Bass Lake Road - US 50 to Green Valley Road	X		X	
Ponderosa Road - US 50 to Meder Road		X	X	
Country Club Drive - Bass Lake Road to Tierra Dios Drive				X

Need and Priority				
Do Not Want	Low Priority	Medium Priority	High Priority	Very High Priority
2				6
	2			7
	2	1	1	1
	1	1	1	2
		1	1	3
	1	1	3	2

Bicycle Improvements			
Facility Name	Class III Signed Bike Route	Class II Striped Bike Lane	Class I Off-Street Trail
Cameron Park Drive		X	
Cambridge Road		X	
Green Valley Road		X	
Oxford Road	X		
Meder Road		X	
Merrychase Drive	X		
Country Club Drive		X	
Bass Lake Road		X	X
Palmer Drive / Wild Chaparral		X	X
Ponderosa Road	X	X	
Castana Dr./Covello/Summer Dr.		X	X

Need and Priority				
Do Not Want	Low Priority	Medium Priority	High Priority	Very High Priority
1		3	1	4
		3	1	4
	1		2	3
	3		2	1
1		2		3
1			2	2
		2	2	1
			3	3
1		1	1	3
1		2	1	3
	1	1	1	

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Additional Written Comments

Attendees were provided with handouts providing them the opportunity to provide additional comments or concerns. A summary of these is as follows:

General Comments

- Continuity between commercial developments to stylistically tie community together
- Lack of sidewalks in Cameron Park residential areas
- Most transportation corridors should be complete streets
 - i.e.: Cambridge Road, Cameron Park Drive, Durock Road, Coach Lane, Country Club Drive, Palmer Drive, etc.

General Concerns

- Do not want grants/funding for growth inducing/undesirable to community projects
- Keep cars out of the bike/walking trail from Palmer Drive to Wild Chaparral Drive
- Connect Palmer to Wild Chaparral Drive
- Parallel capacity needed on North and South sides of US 50 to alleviate Cameron Park Drive interchange and overpass
- Provide funding sources for public
- Provide costs of trails/mile
- Cost of interchange improvements
- Cameron Park Drive has no consistent style elements, no connective architectural approach

Automobile Needs Comments

- High Occupancy Vehicle (HOV) lanes not working to reduce congestion
- Improve business climate South of US 50
- Fees too high
- Only 344 approved residential lots remain in Cameron Park
- Need local jobs to reduce transportation impact
- 21 people present at meeting in Cameron Park - not a good representation
- Fix potholes on Cambridge Road
- Traffic light at Hacienda Drive and Cameron Park Drive
- Reduce traffic at Eastbound ramp at Cameron Park US 50 interchange
- New overcrossing east of Cameron Park / US 50 interchange from Palmer Drive to Coach Lane
- Connect Palmer Drive to Wild Chaparral Drive

Bike Needs Comments

- Bike trail that connects El Dorado Hills & Placerville - long term plans
- Bike lanes on Cambridge Road
- Bike lines connecting El Dorado Hills to Cameron Park to Single Springs from Green Valley & Country Club w/ several connectors between them
- Bikes are dangerous on roads like Cameron Park Drive
- Bike are infringing into traffic - need laws to keep bikes out of traffic

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- Many people in Cameron Park are retired
- Trails
- New connection at Pine Hill Preserve (Palmer Drive to Wild Chaparral) and along Cambridge Road from Green Valley Road to South of US 50

Pedestrian Needs Comments

- More sidewalks - not a lot of mention in the plan
- Sidewalk access to school sites
- Sidewalk access to commercial areas
- More nature trails
- Cameron Park is not planned for pedestrians
- More local jobs = less US 50 congestion
- More sidewalks in residential areas
- Pine Hill Preserve interior walkways

Transit Needs Comments

- Reduce bus sizes - taxis are cheaper
- Seems like public transit system is sufficient
- Tie in all parks/shopping areas with multifamily residential
- Enhance park & ride capability

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SUMMARY OF COMMUNITY WORKSHOP No. 2

The second community meeting was held on June 3rd at 6:30 PM at the Cameron Park Community Center. Community residents along with elected officials, community agency members, and public agency department representatives attended the meeting. The purpose of this second meeting was to inform the Cameron Park community regarding the status of the Cameron Park Mobility Plan (the Plan) based upon the significant input obtained from the first public meeting held in March and the second SAC meeting held in May.

Interactive Session

The meeting began at 6:30 with attendees having the opportunity to review the current draft plan provided in graphical format on large poster boards and discussing questions with the project team.

Specific input provided included:

- Eliminate parking on Strolling Hills Road and move proposed bike/ped crossing nearer to the intersection with Rodeo Road
- Add Class 2 or 3 bike facilities to Strolling Hills Road and make sidewalk continuous on west side of the street from Coach Lane to Rodeo Road
- Make bike/ped crossings in mid-blocks or on lower volume streets manually activated rather than a full timed traffic signal.
- Continue sidewalk on south side of Green Valley Road east to Melodye Lane with manually activated signals at La Crescenta Drive and Melodye Lane. This will address the existing pedestrian activity on the road shoulders associated with the high-density multi-family housing in the area.
- Consider moving the bike/ped crossing of Palmer Drive at Ponte Morino Drive to a point southeast and midway between the two shopping center entrance driveways, and/or add manually activated signals that provide enough time for people in wheelchairs or with walkers to make the crossing. Currently, drivers leaving the parking lot.
- Vehicles exiting westbound SR 50 at Cambridge Road and Cameron Park Drive and turning right (north) don't always see pedestrians in the crosswalk or are more focused on watching for approaching traffic from the left (south). Signals at both intersections are programmed to direct both vehicles and pedestrians to enter the intersection at the same time. The signals need to be modified to address this issue. The Cambridge Road intersection is adjacent to the Park and Ride lot and at times there are many people wanting to cross the road. Signal timing should take this into account. At Cameron Park Drive, there is also no pedestrian crossing perpendicular to the off ramp so drivers are not expecting the crosswalk when they turn the corner.
- Cambridge Road/Merrychase Drive intersection needs sidewalk on northwest corner to connect crosswalks.
- Bicycle detection should be installed at existing traffic signals at various locations.



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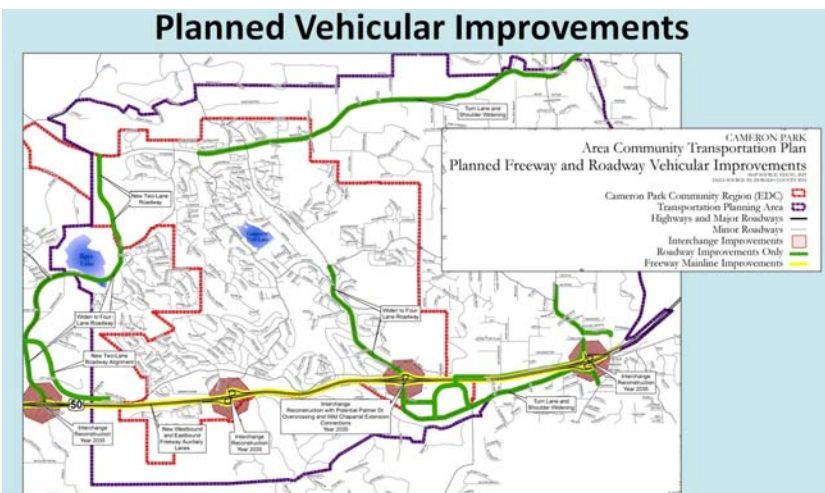
- Is Ponderosa Road wide enough for a Class 3 bike route given encroachment by trees, road speed, etc.? Should sharrow pavement marking be included on Ponderosa Road.

Presentation

Overview

Attendees were then seated and Jerry Barton from the El Dorado Transportation Commission started the presentation with an overview of the project including purpose, study area, Cameron Park 2030 Vision Statement, schedule, and remaining opportunities for public input.

Vehicular Transportation Improvements



Jerry then reviewed existing transportation facilities within the planning area, and currently planned transportation projects. He reiterated that these planned projects are being carried forward in the Cameron Park Mobility Plan. Jerry also explained that while the list of planned improvements comes from existing approved planning and funding programs, these programs are subject to change. New vehicular improvements not currently contained within the planned improvements that will be part of the Mobility Plan include an east bound "slip ramp" on SR 50 at

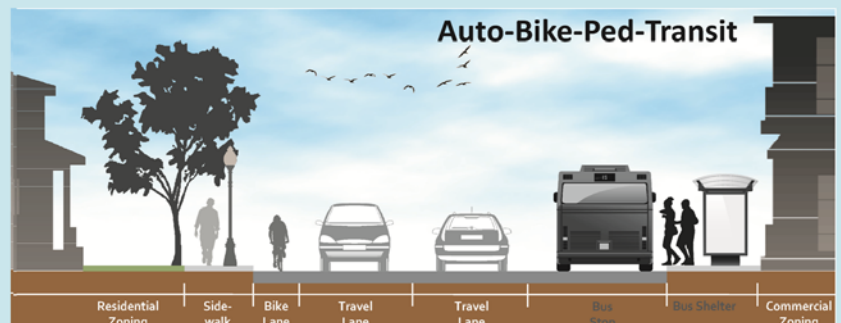
Rodeo Road, and a roundabout at the east bound ramps SR 50/Cameron Park Drive interchange. The potential for a vehicular overcrossing from Palmer Drive to Coach Lane was discussed, but restrictions in the Pine Hill Preserve (PHP) and other conflicting land use considerations were recognized as significant impediments.

Complete Street Planning Principles

Paul Miller (Omni-Means) provided an overview of Complete Streets principles as guidance for the Mobility Plan along with current County and State laws. The following definition of Complete Streets was given:

"Complete Streets is a planning principle that requires all transportation facilities to be planned, designed, operated, and maintained to provide safe mobility for all users."

Complete Streets: A Roadway For All Users



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Bicycle and Pedestrian Improvements

The bicycle and pedestrian elements proposed for the Plan were then presented. They include shared use paths, sidewalks, bike paths, on-street bike lanes, on-street bike routes, and bike/ped crossings of SR 50. The combination of these elements with the already planned bicycle and pedestrian improvements, and existing bike/ped connections provided by neighborhood streets is intended to create an interconnected network that addresses the mobility needs expressed by the community. The proposed bicycle and pedestrian improvements to be shown in the Plan include the following.

Unpaved Shared Use Paths

In an Existing Plan

- Trails through the PHP, providing both north-south and east-west connections, with possible trailheads at Hacienda Park, Rasmussen Park, Ponte Morino Drive, and Carousel Lane
- A 0.75 mile connection between Green Valley Road and Gateway Park following the Deer Creek corridor. Existing trails in the park and improvements on Cambridge Road described below would connect all the way to Cameron Park Lake.
- La Canada Drive to Virada Road (0.5 miles)

Unpaved Shared Use Paths



New in Mobility Plan

- A connection from the southwest end of the existing trail around Cameron Park Lake to Spill Way and Salida Court through the Bonanza Park site (0.1 miles)
- Green Valley Road to La Canada Drive (0.3 miles)
- La Canada Drive to Mira Loma Drive (0.3 miles)
- Rasmussen Park to Carousel Lane (0.5 miles)
- From end of planned Class 1 Bike Path at northeast end of Covello Circle to Country Club Drive via stormwater drainage corridor parallel to and east of Castana Drive (0.7 miles)
- North end of the drainage corridor parallel to and east of Castana Drive to Whistler's Bend Way (0.1 miles)
- Fromm Class 1 bike path at west boundary of Knollwood Park to Salt Wash Way (0.1 miles)
- Business Drive to SPTC trail (0.1 miles)

Sidewalks

New in Mobility Plan

- Fill in gaps on Cambridge Road from Green Valley Road to Cameron Park Lake entrance near Sandhurst Drive
- Fill in gaps on Country Club Road from Cameron Park Drive to Tierro de Dios

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- Fill in gaps on Merrychase Drive from Cambridge Road to Country Club Drive
- On Cambridge Road from Oxford Road to north end of Knollwood Drive
- On Oxford Road (entire)
- Fill in gaps on Coach Lane
- Fill in gaps on Strolling Hills Road on west side of street
- Fill in gaps on Cameron Park Drive from Green Valley Road to Durock Road
- Fill in gaps on Green Valley Road from Pleasant Grove Middle School to Montessori school near Little Oak Lane
- Fill in gaps on Bass Lake Road from Green Valley Road to Woodleigh Lane
- Fill in gaps on Cambridge Road from Country Club Drive to Flying “C” Road
- Fill in gaps on Cameo Drive and Greenwood Lane concurrent with future commercial development
- Wild Chaparral Drive

Sidewalks



Bike Path (Class 1)

New in Mobility Plan

- From Park and Ride lot to Country Club Drive at Rustic Road
- From Country Club Drive along Deer Creek to proposed Class 1 bike path parallel to SR 50

In an Existing Plan

- From west end of Wild Chaparral through Pine Hill Preserve (in existing plan)
- From end of paving on Palmer Drive to west end of proposed Class 1 bike from Wild Chaparral Drive
- From Summer Drive to east end of Covello Circle (in existing plan) through Knollwood Park
- From Tierro de Dios to Bass Lake Road on future abandoned Country Club Drive (in existing plan)
- On Bass Lake Road from Country Club Drive to Hollow Oak Drive

On-Street Bike Lanes (Class 2)

In an Existing Plan

- On Country Club Road from Cameron Park Drive to proposed Class 1 bike path at Tierra de Dios
- On Palmer Drive from Cameron Park Drive to end of the pavement
- On Cambridge Road from Green Valley Road to Flying C Road (entire)
- On Oxford Road (entire)

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- Fill in gaps on Green Valley Road from Pleasant Grove Middle School to Ponderosa Road
- Fill in gaps on Cameron Park Drive from Green Valley Road to Durock Road
- On Coach Lane (entire)
- Wild Chaparral Road (entire)
- Meder Road from Cameron Park Drive to Durock Road
- Durock Road (entire)
- Bass Lake Road from Serrano Parkway to Green Valley Road

New in Mobility Plan

- Business Drive from Durock Road to west end of Dividend Drive
- On Strolling Hills Road
- Merrychase Drive from Country Club Drive to Cambridge Road

On-Street Bike Routes (Class 3)

In an Existing Plan

- Ponderosa Road from Green Valley Road to Meder Road
- Castana Drive from Country Club Drive to Covello Circle
- Covello Circle from Castana Drive to east end of Covello Drive

New in Mobility Plan

- Garden Circle (entire – not in existing plan)
- Castana Drive from Covello Circle to Whistler’s Bend Way

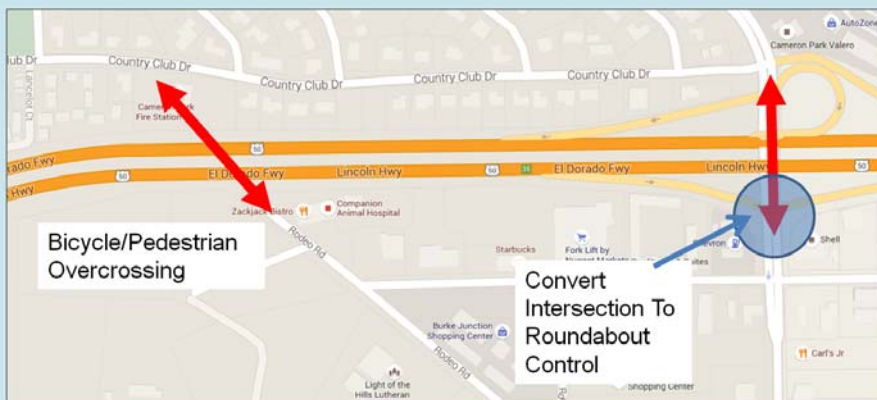
Bicycle and Pedestrian Crossings of US 50

As identified in the initial grant application for this project, determining additional crossings of US 50 in the vicinity

of the Cameron Park interchange for both pedestrians and bicycles is a primary goal of this study. Attendees were provided with a description of two current draft concepts. The first concept includes the conversion of the US 50 / Cameron Park Eastbound Off-Ramp intersection to a roundabout, which would allow the striping of on-street Class II bike lanes under the overcrossing. This concept would only provide additional bicycle facility crossings of US 50 and maintain the existing sidewalk



Bike Facility Crossing of US 50



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connection. The other alternative is a new pedestrian and bicycle overcrossing of US 50 along the Rodeo Road alignment ending just south and with connections to Country Club Drive.

Comments/questions on Proposed Bicycle and Pedestrian Improvements

- Explore a third bike/ped crossing option over SR 50 between Christa McAuliffe Park and David West Park
- Consider providing some separation between vehicles and some of the Class 2 bike lanes (Class 4)
- The crosswalk configuration at the La Canada Drive/Cameron Park Drive intersection needs a fourth crosswalk.
- Who is allowed to ride in a bike lane; is it necessary to have a driver's license?
- Traffic associated with community schools is a huge issue. Anything that can be done to get students to bike or walk to/from school will help reduce traffic congestion.
- Consider adding sharrows to designated connector streets in neighborhoods.
- Is it possible to designate a bicycle boulevard parallel to Cameron Park Drive for bicyclists who are uncomfortable with the traffic speeds and volumes?
- El Dorado Transit needs to take a closer look at the routes pedestrians must take get to the designated transit stops and address safety and connectivity issues.

Walkable Downtown Plans

Kate Kirsh (Foothill Associates) then provided an overview of the types of streetscape improvements recommended to make the Cameron Park commercial areas more walkable, and the relative priority for the different commercial areas. Proposed improvements were illustrated on 6 posters and attendees were encouraged to review the plans and provide any additional comments or mark-ups on the graphics that they were not able to provide in the earlier interactive session.

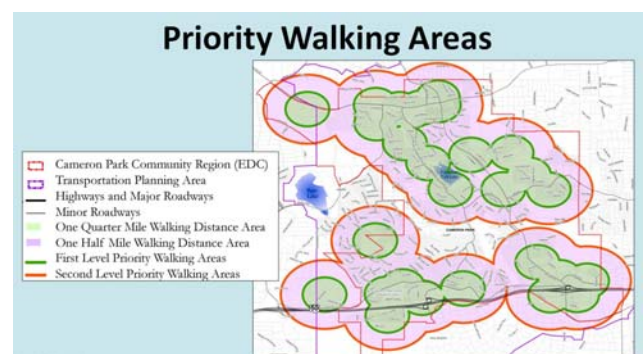
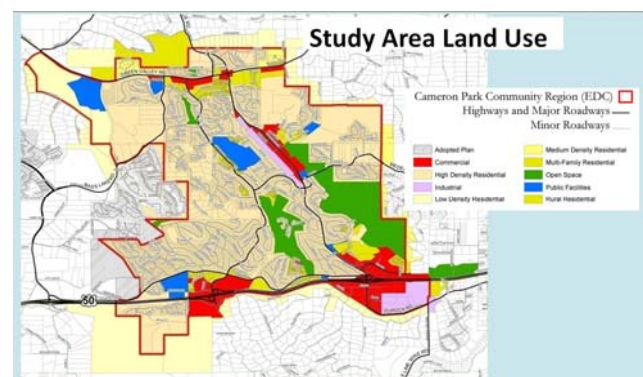
Project Prioritization Methodology

Paul Miller explained the methodology for prioritizing the various Plan projects. This system will generally be based upon the following criteria:

- Primary destinations
- Safety
- Proximity to low income and senior residences
- Cost
- Feasibility

The scoring system would also include the following more detailed evaluation criteria:

- Improves Existing User Safety
- Access to Transit
- Benefits Low Income Households
- Benefits Seniors
- Access to Schools
- Access to Shopping
- Regional Access
- Access to Work



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- Access to Recreation
- Constructability
- Impact to Adjacent Property Owners
- Cost Effectiveness
- Potential Environmental Impact

Next Steps and Meeting Adjourned

Jerry Barton concluded the presentation with a review of the next steps in the planning process which will include development of a draft report, presentation of the draft plan to a joint meeting of the Project Development Team (PDT) and the Stakeholders Advisory Committee (SAC), and presentation at public meetings to the following agencies:

- El Dorado County Transportation Commission
- Cameron Park Community Services District
- Cameron Park Design Review Committee
- El Dorado County Board of Supervisors

Comments received during these meetings are to be incorporated in the draft plan to produce the final version.

The meeting was adjourned at 8:45.

appendices

Appendix B - Cost Estimates

Cost Estimate Worksheet

Facility Description		Improvement Needs													
		North or West Side					South or East Side								
Project Limits		Location ID	Project ID	Tier	Description of Improvement Needs	Total New Construction Area Width (ft)	Landscape Area	Sidewalk/Path	Parking/Bike Lane/Cutter	Travel Lanes + Shoulder	Median	Travel Lanes + Shoulder	Park/Bike/Cutter	Sidewalk/Path	Landscape Area
Green Valley Road		R2	S9	2	Sidewalks south side	8									
Green Valley Road		R3	B12	3	Class II bike lanes	6		3							
Green Valley Road		R4	S9	3	Sidewalks south side	8									
Green Valley Road		R4	B12	3	Class II bike lanes	6		3							
Ponderosa Road		R5	B23	2	Class III bike route	0									
Ponderosa Road		R6	B22	2	Class II bike lanes	6		3							
Ponderosa Road		R6	B22	2	Class II bike lanes	2		1							
Wild Chaparral		R7	B15	2	Class II bike lanes	4		2							
Ponderosa Road		R7	S13	2	Sidewalks south side	6									
Ponderosa Road		R7	S13	2	Sidewalks north side	6		6							
R8		R8	B3-4	2	Class I bike path	10		5							
Palmer Drive		R9	B9	1	Class II bike lanes	0									
Country Club Drive		R10	B8	2	Class II bike lanes	6		3							
Country Club Drive		R10	S2	2	Sidewalks north side	6		6							
Country Club Drive		R11	B8	2	Class II bike lanes	6		3							
Country Club Drive		R11	S2	2	Sidewalks north side	6		6							
Bass Lake Road		R13	B7	3	Class I bike path	10		5							
Bass Lake Road		R13	B18	3	Class II bike lanes	6		3							
Bass Lake Road		R14	B18	2	Class II bike lanes	6		3							
Bass Lake Road		R14	S10	2	Sidewalks east side	6		6							
Bass Lake Road		R14	S10	2	Sidewalks west side	6		6							
Cambridge Road		R15	B10	1	Class II bike lanes	0									
Cambridge Road		R15	S1	2	Sidewalks east side	6									
Cambridge Road		R16	B10	2	Class II bike lanes	0									
Cambridge Road		R16	S1	2	Sidewalks west side	6		6							
Cambridge Road		R17	B10	2	Class II bike lanes	0									
Cambridge Road		R17	S4	2	Sidewalks east side	6		6							
Cambridge Road		R18	B10	2	Class II bike lanes	4		2							
Cambridge Road		R25	B13	1	Class II bike lanes	0									
Cambridge Road		R19	B13	2	Class II bike lanes	0									
Cambridge Road		R19	S8	2	Sidewalks east side	6		6							
Cambridge Road		R19	S8	2	Sidewalks west side	6		6							
Cambridge Road		R20	B13	1	Class II bike lanes	0									
Cambridge Road		R20	S8	2	Sidewalks east side	6		6							
Cambridge Road		R21	B16	3	Class II bike lanes	6		3							
Cambridge Road		R22	B16	3	Class II bike lanes	6		3							
Durock Road		R23	B17	2	Class II bike lanes	6		3							
Durock Road		R24	B17	2	Class II bike lanes	6		3							
Durock Road		R24	S8	2	Class II bike lanes	6		6							
Durock Road		R24	S8	2	Sidewalks east side	6		6							
Durock Road		R26	B14	1	Class II bike lanes	0									
Durock Road		R27	P1	3	Multi use path with	8		4							
Durock Road		R28	P1	3	Multi use path with	8		4							
Durock Road		R29	B13	1	Class II bike lanes	0									
Durock Road		R29	S8	2	Sidewalks east side	6		6							
Durock Road		R29	S8	2	Sidewalks west side	6		6							
Durock Road		R30	P1	3	Multi use path with	8		4							
Durock Road		R31	B13	1	Class II bike lanes	0									
Durock Road		R31	S8	2	Sidewalks east side	6		6							
Durock Road		R45	DF	2	Multi use path	8		4							
Durock Road		R47	P1	3	Multi use path with	8		4							
Durock Road		R49	DF	2	Multi use path	10		5							
Durock Road		R51	P4	2	Multi use path	8		4							
Durock Road		R53	B11	3	Class II bike lanes	6		3							
Durock Road		R53	S5	3	Sidewalks south side	6		6							
Durock Road		R53	S5	3	Sidewalks north side	6		6							
Durock Road		R54	P1	3	Multi use path with	8		4							
Durock Road		R57	P9	2	Multi use path	6		3							
Durock Road		R58	P10	2	Multi use path	6		3							
Durock Road		R59	P10	2	Multi use path	6		3							
Durock Road		R61	P10	2	Multi use path	6		3							
Durock Road		R61	B10	1	Class II bike lanes	0									
Durock Road		R61	S11	1	Sidewalks east side	6		6							
Durock Road		R61	S11	1	Sidewalks west side	6		6							
Durock Road		R63	B21	1	Class II bike lanes	0									
Durock Road		R63	S3	1	Sidewalks east side	6		6							
Durock Road		R63	S3	1	Sidewalks west side	6		6							
Durock Road		R65	B24-25	1	Class III bike route	0									
Durock Road		R66	P8	1	Multi use path	6		3							
Durock Road		R68	B5	2	Class I bike path	10		5							
Durock Road		R71	B28	2	Class III bike route	0									
Durock Road		R77	B18	1	Class II bike lanes	0									
Durock Road		R77	S10	1	Sidewalks east side	6		6							
Durock Road		R77	S10	1	Sidewalks west side	6		6							
Durock Road		R78	DF	1	Multi use path	6		3							
Durock Road		R81	B19	2	Class II bike route	0									
Durock Road		R82	B26	2	Class III bike route	0									
Durock Road		R83	P11	3	Multi use path	8		4							

Cost Estimate Worksheet

Facility Description				Cost Estimate Summary				Estimated Total Construction Cost	
Facility Name	Project Limits From To	Location ID	Project ID	Tier	10%	15%	5%		TOTAL COST
					Preliminary Assessment and Performance Review (PA&ED)	Plans Specifications and Estimates (PS&E)	Construction Support		
Green Valley Road	Bass Lake Road	R21	S9	2	\$240,000	\$360,000	\$120,000	\$2,390,000	\$3,110,000
Green Valley Road	Cameron Park Drive	R3	B12	3	\$700,000	\$1,050,000	\$350,000	\$6,990,000	\$9,080,000
Green Valley Road	Cameron Park Drive	R4-1	S9	3	\$720,000	\$1,080,000	\$360,000	\$7,200,000	\$9,560,000
Green Valley Road	North Shingle Road	R4	B12	3	\$1,210,000	\$1,815,000	\$605,000	\$12,140,000	\$15,790,000
Ponderosa Road	Green Valley Road	R5	B23	2	\$0	\$0	\$0	\$10,000	\$10,000
Ponderosa Road	Wald Chapel	R6	B22	2	\$40,000	\$60,000	\$20,000	\$300,000	\$510,000
Wald Chapel	Foxwood Lane	R6-2	B22	2	\$10,000	\$10,000	\$0	\$70,000	\$90,000
Wald Chapel	Ponderosa Road	R7	B15	2	\$30,000	\$40,000	\$10,000	\$290,000	\$370,000
	Mary Oaks Lane	R7-2	S13	2	\$70,000	\$100,000	\$30,000	\$660,000	\$860,000
	Mary Oaks Lane	R7-3	S13	2	\$70,000	\$100,000	\$30,000	\$660,000	\$860,000
R8	Mary Oaks Lane	R8	B1-4	2	\$90,000	\$130,000	\$40,000	\$890,000	\$1,150,000
Palmer Drive	East End	R9	B9	1	\$0	\$0	\$0	\$10,000	\$10,000
Country Club Drive	Cameron Park Drive	R10	B8	2	\$130,000	\$200,000	\$70,000	\$1,240,000	\$1,740,000
Country Club Drive	Cameron Park Drive	R10-3	S2	2	\$300,000	\$390,000	\$100,000	\$1,960,000	\$2,550,000
Country Club Drive	Cambridge Road	R11	B8	2	\$310,000	\$470,000	\$160,000	\$2,110,000	\$2,950,000
Bass Lake Road	Country Club Drive	R11-3	S2	2	\$140,000	\$210,000	\$70,000	\$1,800,000	\$2,380,000
Bass Lake Road	Country Club Drive	R13	B7	3	\$100,000	\$150,000	\$50,000	\$990,000	\$1,290,000
Bass Lake Road	Sanbur Hill Road	R13-2	B18	3	\$330,000	\$500,000	\$170,000	\$2,300,000	\$3,200,000
Bass Lake Road	Sanbur Hill Road	R14	B18	2	\$110,000	\$170,000	\$60,000	\$1,100,000	\$1,440,000
Bass Lake Road	Green Valley Road	R14-2	S10	2	\$50,000	\$70,000	\$20,000	\$450,000	\$590,000
Cambridge Road	Green Valley Road	R15	B10	1	\$10,000	\$10,000	\$0	\$60,000	\$80,000
Cambridge Road	Hilbert Drive	R15-2	S1	2	\$20,000	\$30,000	\$10,000	\$200,000	\$280,000
Cambridge Road	Hilbert Drive	R16	B10	2	\$0	\$0	\$0	\$60,000	\$60,000
Cambridge Road	Sanbur Hill Road	R16-2	S1	2	\$30,000	\$50,000	\$20,000	\$340,000	\$440,000
Cambridge Road	Sanbur Hill Road	R17	B10	2	\$10,000	\$10,000	\$0	\$70,000	\$90,000
Cambridge Road	Knowlwood Drive	R17-2	S4	2	\$60,000	\$90,000	\$30,000	\$580,000	\$760,000
Cambridge Road	Country Club Drive	R18	B10	2	\$40,000	\$70,000	\$20,000	\$440,000	\$570,000
Cameron Park Drive	Country Club Drive	R20	B13	1	\$0	\$0	\$0	\$30,000	\$30,000
Cameron Park Drive	Hacienda Road	R19	B13	2	\$0	\$0	\$0	\$20,000	\$20,000
Cameron Park Drive	Hacienda Road	R9-2	S8	2	\$130,000	\$190,000	\$60,000	\$1,270,000	\$1,690,000
Cameron Park Drive	Hacienda Road	R9-3	S8	2	\$130,000	\$200,000	\$70,000	\$1,270,000	\$1,770,000
Cameron Park Drive	Medler Road	R20	B13	1	\$0	\$0	\$0	\$20,000	\$20,000
Medler Road	La Canada Drive	R20-1	B13	1	\$0	\$0	\$0	\$80,000	\$80,000
Medler Road	La Canada Drive	R20-2	S8	2	\$170,000	\$260,000	\$90,000	\$1,660,000	\$2,160,000
Medler Road	La Canada Drive	R20-3	S8	2	\$170,000	\$260,000	\$90,000	\$1,660,000	\$2,160,000
Medler Road	Hilton Way	R21	B16	3	\$520,000	\$780,000	\$260,000	\$5,200,000	\$6,760,000
Medler Road	Hilton Way	R22	B16	3	\$320,000	\$480,000	\$160,000	\$3,170,000	\$4,130,000
Durock Road	South Shingle Road	R23	B17	2	\$100,000	\$150,000	\$50,000	\$970,000	\$1,270,000
Durock Road	Shingle Line Mine Road	R24	B17	2	\$120,000	\$180,000	\$60,000	\$1,190,000	\$1,590,000
Durock Road	Shingle Line Mine Road	R24-2	S8	1	\$10,000	\$10,000	\$0	\$80,000	\$100,000
Durock Road	East End	R26	B14	1	\$0	\$0	\$0	\$10,000	\$10,000
Country Club Drive	East End	R27	B1	3	\$70,000	\$110,000	\$40,000	\$720,000	\$940,000
R28	Cameron Park Drive	R28	B28	1	\$0	\$0	\$0	\$0	\$0
R28	Palmer Drive	R28	B1	3	\$160,000	\$240,000	\$80,000	\$1,560,000	\$2,040,000
Cameron Park Drive	Green Valley Road	R29	B13	1	\$0	\$0	\$0	\$10,000	\$10,000
Cameron Park Drive	Green Valley Road	R29-2	S8	2	\$60,000	\$90,000	\$30,000	\$450,000	\$590,000
Cameron Park Drive	Green Valley Road	R29-3	S8	2	\$60,000	\$90,000	\$30,000	\$450,000	\$590,000
R30	Medler Road	R30	B1	3	\$150,000	\$230,000	\$80,000	\$1,500,000	\$1,960,000
Cameron Park Drive	Hacienda Road	R31	B13	1	\$0	\$0	\$0	\$10,000	\$10,000
R34	Hacienda Road	R31-2	S8	2	\$90,000	\$140,000	\$50,000	\$490,000	\$670,000
R34	La Canada	R45	B1	2	\$20,000	\$30,000	\$10,000	\$200,000	\$260,000
R37	R30	R34	B1	3	\$150,000	\$230,000	\$80,000	\$1,500,000	\$1,960,000
R39	R30	R34	B1	3	\$150,000	\$230,000	\$80,000	\$1,500,000	\$1,960,000
Cameron Park Lane Pedestrian Path	Saltina Way	R51	D1	2	\$80,000	\$120,000	\$40,000	\$480,000	\$620,000
Cameron Park Lane Pedestrian Path	Saltina Way	R51-1	B4	2	\$10,000	\$10,000	\$0	\$80,000	\$100,000
Oxford Road	Cambridge Road	R53	B11	3	\$50,000	\$80,000	\$30,000	\$530,000	\$690,000
	Cambridge Road	R53-2	S5	3	\$80,000	\$120,000	\$40,000	\$790,000	\$1,030,000
	Cambridge Road	R53-3	S5	3	\$80,000	\$120,000	\$40,000	\$790,000	\$1,030,000
R4	Carouse Lane	R54	B1	3	\$90,000	\$140,000	\$50,000	\$940,000	\$1,220,000
R4	Country Club Drive	R54-1	B1	3	\$90,000	\$140,000	\$50,000	\$940,000	\$1,220,000
R7	Country Club Drive	R57	B9	2	\$30,000	\$50,000	\$20,000	\$330,000	\$430,000
R8	Knowlwood Drive	R58	B10	2	\$0	\$10,000	\$0	\$40,000	\$50,000
R9	Castle Mountain Court	R59	B10	2	\$10,000	\$10,000	\$0	\$70,000	\$90,000
Cambridge Road	Country Club Drive	R61	B10	1	\$0	\$0	\$0	\$10,000	\$10,000
Cambridge Road	Country Club Drive	R61-2	S11	1	\$30,000	\$50,000	\$20,000	\$340,000	\$440,000
Cambridge Road	Country Club Drive	R61-3	S11	1	\$30,000	\$50,000	\$20,000	\$340,000	\$440,000
Marychase Drive	Country Club Drive	R63	B21	1	\$0	\$0	\$0	\$10,000	\$10,000
Marychase Drive	Country Club Drive	R63-2	S3	1	\$30,000	\$50,000	\$20,000	\$340,000	\$440,000
Marychase Drive	Country Club Drive	R63-3	S3	1	\$30,000	\$50,000	\$20,000	\$340,000	\$440,000
Costana Drive / Corvillo Circle	Country Club Drive	R64	B24-25	1	\$0	\$0	\$0	\$10,000	\$10,000
R66	Country Club Drive	R66	B8	1	\$30,000	\$50,000	\$20,000	\$320,000	\$420,000
R68	Country Club Drive	R68	B5	2	\$80,000	\$120,000	\$40,000	\$790,000	\$1,030,000
Summer Drive	Country Club Drive	R71	B28	2	\$0	\$0	\$0	\$10,000	\$10,000
Bass Lake Road	Green Valley Road	R71-1	B18	1	\$0	\$0	\$0	\$10,000	\$10,000
Bass Lake Road	Green Valley Road	R71-2	S10	1	\$60,000	\$90,000	\$30,000	\$560,000	\$740,000
Bass Lake Road	Green Valley Road	R71-3	S10	1	\$70,000	\$100,000	\$30,000	\$670,000	\$870,000
R78	Green Valley Road	R78	D1	1	\$30,000	\$50,000	\$20,000	\$330,000	\$430,000
Business Drive	Durock Road	R81	B19	2	\$0	\$10,000	\$0	\$40,000	\$50,000
Garden Circle	Country Club Drive (west)	R82	B26	2	\$0	\$0	\$0	\$0	\$0
R83	Business Drive	R83	B26	2	\$40,000	\$60,000	\$20,000	\$380,000	\$500,000
R83	Business Drive	R83-1	B11	3	\$40,000	\$60,000	\$20,000	\$380,000	\$500,000

appendices

Appendix C - Project Priority Scoring

appendices

Appendix D - Complete Street Federal and State Policies

California State Complete Street Policies

In September 2008, Gov. Arnold Schwarzenegger signed into law Assembly Bill 1358, the Complete Streets Act. This law requires cities and counties, when updating general plans involving local transportation systems, to ensure that those plans account for the needs of all roadway users. In December 2010, the Governor's Office of Planning & Research developed general plan update guidelines for implementing the provisions of AB 1358.

Implementing Complete Streets supports the transportation related policies required by the California Complete Streets Act of 2008 (AB 1358). In addition, it supports the goals of reducing greenhouse gas emissions, set out in the California Global Warming Solutions Act of 2006 (AB 32) and Senate Bill 375, which further requires development of sustainable communities strategies. It is also expected that Complete Streets policies will be included in the next federal transportation reauthorization bill requiring projects funded at the federal level to be consistent with Complete Street design concepts.

Caltrans Complete Street Policies

Caltrans has also adopted Complete Street design concepts as provided by Deputy Directive 64-Revision #1: 'Complete Streets: Integrating the Transportation System' (DD-64-R1) that was signed on October 2, 2008. This directive identifies that Caltrans will strive to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System (SHS). This document directs State efforts to view all transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Caltrans Deputy Directive also supports the efforts to develop integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in transportation system planning and continuing through project delivery, maintenance, and operations. Developing a network of complete streets requires collaboration among all State and local agencies and stakeholders.

The Caltrans Complete Streets Action Plan includes the following goals as they relate to Complete Street policy and design:

Increased Transportation Choices: Streets that provide travel choices can give people the option to avoid traffic congestion and increase the overall capacity of the transportation network.

Economic Revitalization: Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.

Improved Return on Infrastructure Investments: Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.

Quality of Place: Increased bicycling and walking are indicative of vibrant and livable communities.

Improved Safety: Design and accommodation for bicyclists and pedestrians reduces the incidence of crashes.

More Walking and Bicycling: Public health experts are encouraging walking and bicycling as a response to the obesity epidemic. Streets that provide room for bicycling and walking help children get physical activity and gain independence.

Federal Complete Streets Policies

In 2010 the U.S. Department of Transportation issued a policy statement on bicycle and pedestrian accommodation, declaring its support for their inclusion in federal-aid transportation projects and encouraging community organizations, public transportation agencies, and state and local governments to adopt similar policies. The *Safe Streets Act of 2014 (S. 2004)*, which would require that the safety, interests and convenience of all users be considered in the design and construction of federally-funded transportation projects is still pending adaption. This legislation would call on states and Metropolitan Planning Organizations (MPOs) to establish a Complete Streets policy for federal transportation projects that is flexible enough to accommodate all types of projects in all locations across the country.