



El Dorado County Safe Routes to Schools



Walkability & Bikeability Audits Western El Dorado County Public Schools



Final Report, December 2008

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Acknowledgements

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EL DORADO COUNTY WALKABILITY AND BIKEABILITY AUDITS

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El Dorado County Walkability & Bikeability Audits

INTRODUCTION

About EDCTC

The El Dorado County Transportation Commission (EDCTC) was designated as the Regional Transportation Planning Agency (RTPA) for El Dorado County on July 23, 1975. As the RTPA, the EDCTC serves as the planning and programming authority for transportation projects on the western slope of El Dorado County, excluding those areas within the Tahoe Regional Planning Agency boundaries. EDCTC is a regional, multi-modal transportation agency that seeks to encourage the utilization of all transportation modes to improve the efficiency of our existing transportation network. One fiscal year 2007/08 goal of the EDCTC is to "Increase efforts to promote alternative transportation options." Development of Bikeability and Walkability Audits and Safe Routes to School Assessment for El Dorado County will help the EDCTC achieve that goal by providing for efficient planning and programming of very limited bicycle and pedestrian funds.

The 14 public school districts in western El Dorado County include 53 schools ranging from elementary to High School.

As the EDCTC is the RTPA for the western slope of El Dorado County, this project only includes the schools from the approximate area of Kyburz west, and does not include the Lake Tahoe Unified School District.

El Dorado County Setting

El Dorado County has a blend of urban, rural, and suburban characteristics. For example, the El Dorado Hills area in the west edge of El Dorado County hosts several suburban neighborhoods developed with existing sidewalks while the Latrobe and Shingle Springs communities in southwest El Dorado County are very rural, characterized by ranches and mini-ranches typically flanked by rural two-lane roads with little or no shoulder. The areas of Pollock Pines and Camino to the east are also rural, with a limited numbers of sidewalks. The City of Placerville in the center of the county is a Historic gold rush town in which many sidewalks are antiquated or non-standard.

Safe Routes to School

In Fall of 2007, the El Dorado County Transportation Commission submitted a grant request to the Federal Safe Routes to School Program to conduct Walkability and Bikeability Audits of all the public schools located on the western slope of El Dorado County. This project documents the existing conditions and facilities available for walking and bicycling near the public schools of El Dorado County. Potential improvements, projects, and programs are identified for the purpose of implementation. Proposed projects are prioritized based on walkability rankings established during the audits. This document identifies the areas in need of improvements and establishes which schools have the most potential for increases in walking and bicycling to school. This document is the first step in implementing a Safe Routes to Schools program in El Dorado County. The following, provided by the National Center for Safe Routes to School, details the "What" and "Why" about Safe Routes to Schools Programs (see Appendix D for full article):

What are Safe Routes to School Programs?

Safe Routes to School (SRTS) programs are sustained efforts by parents, schools, community leaders and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school.

SRTS programs examine conditions around schools and conduct projects and activities that improve safety and reduce traffic and air pollution in the vicinity of schools. As a result, these programs make bicycling and walking to school a safer and more appealing transportation choice thus encouraging a healthy and active lifestyle from an early age.

Why is a program like Safe Routes to School needed?

Residents of communities today struggle with motor vehicles clogging roads, motor vehicle emissions polluting the environment and more children engaging in less physical activity and growing overweight.

The implications of SRTS can be far-reaching. Safe Routes programs can improve safety not just for children, but for a community of pedestrians and bicyclists. They provide opportunities for people to become more physically active and to rely less on their cars. Programs benefit the environment and a community's quality of life by reducing traffic congestion and motor vehicle emissions.¹

With gas prices on the rise, more and more people are looking for alternatives to the automobile for transportation. Vehicle "cold starts" and short trips are a significant source of air pollution, and trips to school are often in this category. Neighborhood congestion near schools can be overwhelming, in fact, it is estimated that as much as 25 percent of rush hour traffic can be attributed to school related trips.² Increased congestion near schools can result in unsafe conditions for pedestrians and bicyclists. As motor vehicle traffic increases, parents become more convinced that it is unsafe for their children to walk or bike to school. As a result they drive their children to school adding more traffic and sustaining the cycle. Automobile emissions increase and air quality decreases. Furthermore, the pollutants created by automobiles can be harmful to children's developing respiratory systems. If some of the traffic congestion near schools can be reduced by those who live within walking or bicycling distance, the situation will improve for everyone.

Health Connection

Health professionals across the U.S. have documented statistics demonstrating that today's children are less healthy than ever before. It has been documented that only one quarter of California children meet fitness standards. In El Dorado County, 57% of fifth graders do not meet all six California Fitness Standards (2005-06).

Walking or bicycling to school was once very common. In 1969, 50% of children walked or biked to school. Today that number is less than 15%. Walking is an excellent form of exercise, and statistics have shown that children who exercise before school perform better academically. See Appendix A for an October 2007 article by El Dorado County Health Officer, Jason Eberhart-Phillips, MD, titled, "Walking to School is Good for Kids."

¹ National Center for Safe Routes to School Talking Points. Available: www.saferoutesinfo.org. Accessed October 13, 2008.

² Marchetti, Lauren. Safe Routes to School: Roles and Resources for Transportation Professionals. Available: http://findarticles.com/p/articles/mi_qa3734/is_/ai_n21033257. Accessed: October 13, 2008

Potential Programs

Each of the audits contained in this document include “Potential Programs” that can be implemented to encourage walking or bicycling to school. It may be more feasible to encourage some programs as single day events; for example, “Walk to School Wednesdays” or “On your feet Fridays” have proven successful at some schools.

Ridesharing or SchoolPool

Not every school in the rural areas of El Dorado County is bicycle or pedestrian friendly; therefore, ridesharing or SchoolPool is a Potential Program option. Ridesharing can be an excellent way to reduce school site congestion and save gas money. Parents can log on to www.smartroutestoschool.com and sign up on the rideshare board to find a carpool partner at their school. Parents are encouraged to meet with potential SchoolPool partners to discuss meeting arrangements, develop a schedule, and to work out other details prior to starting a SchoolPool. See Appendix B for “Tips for SchoolPoolers,” or refer to the Smart Routes to Schools Handbook which was distributed to each school district through the Office of Education.

Walking School Bus

A Walking School Bus has one or more “drivers” – adults who accompany children to and from school. The driver doesn’t necessarily have to be a parent. Some walking school bus programs recruit high school seniors, college students, or community volunteers. All volunteers should receive background checks and be trained in safety procedures. The participants of the Walking School Bus determine the route together. Children can be picked up at their homes or at designated “bus stops.” Participants can also choose to meet as one group at a central location, like a park or a shopping center. A meeting time and place will need to be pre-arranged. At least one adult for every six to eight children is recommended, depending on their ages. For children ten or older, fewer adults may be needed. If children are age four to six, one adult per three children is recommended.

Bike Buddy or Bike Train

A bike buddy is someone who lives nearby that you can bicycle to school with. A school can start a bike buddy program by talking with the students who bike to school and encouraging them to bicycle to school together. Schools can promote the program with flyers and encourage kids to meet at a safe meeting spot along a bike trail, at a park, or a shopping center, and then ride to school together. Similar to a Walking School Bus, a “Bike Train” is a group of kids riding bikes to school together. Bike trains are recommended for kids that are nine or older or for those riding attached bicycles with parents. Children should have bikes that are in good working order and that are appropriate for their size. Adults and children should wear a properly fitting helmet and it is important that adults do not let children ride ahead or fall behind. It is also recommended that the adult ride leader discuss the route and important safety precautions with the group prior to embarking on a ride.

Drop and Walk or Drop and Bike

This option allows students who live too far from school to walk or bike from home to participate in the Bike Train or Walking School Bus programs. It achieves the goal of introducing physical activity into a student’s day plus it helps to alleviate automobile congestion in the vicinity of the school. Like a walking school bus, parents agree to a predetermined meeting location such as a park, shopping center, parking lot, or bike trail within a mile or less from school. One parent or volunteer agrees to walk or bicycle to school with the students. Ideally, the drop and walk or bike location is the same location as the Walking School Bus ‘bus stop.’

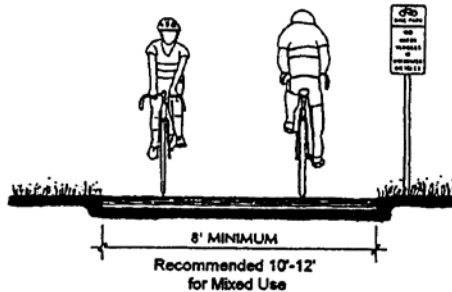
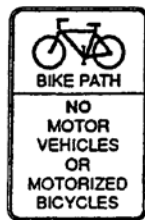
Potential Pedestrian and Bicycle Facilities Projects

Potential pedestrian and bicycle facilities projects are included in several of the audits. Potential projects include construction of new sidewalks, Class I Bike Paths or Class II Bike Lanes, crosswalk improvements, signage improvements, or installation of bike racks. Class I, II and III bike facilities are defined in the exhibit on the following page. Examples of signage types are also provided in the following page. Appropriate school zone signage should be determined through the use of the Manual of Uniform Traffic Devices which includes specifications for signage near schools.

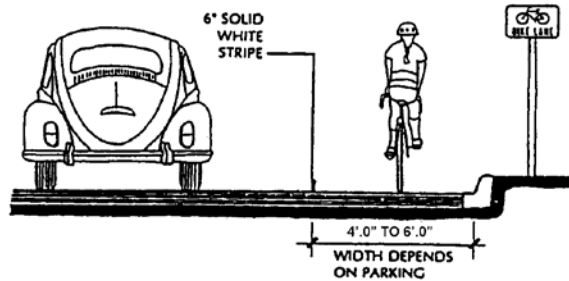
Bicycle Facility Types

Class I Bike Path, Class II Bike Lane, Class III Bike Routes are shown below.

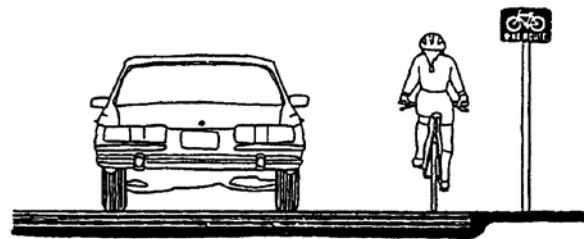
BIKE PATH



BIKE LANE



BIKE ROUTE



School Zone Signage

School zone signage is referenced throughout this document. The typical signage types are below. Some schools have “25 mph when children are present” signs, others have more typical “school zone” signs. Different types of signage seen throughout the County are shown below:



Sierra School, Placerville



Mountain Creek School, Somerset



Jackson School, El Dorado Hills



Pleasant Valley School,
Pleasant Valley

Existing Conditions, “Check” or “X”

The audits include a bulleted list of ‘checks’ or X’s that indicate positive or negative

- ✓ Favorable walkability, pedestrian or bicycle facility component
- ✗ Unfavorable walkability, pedestrian or bicycle facility component

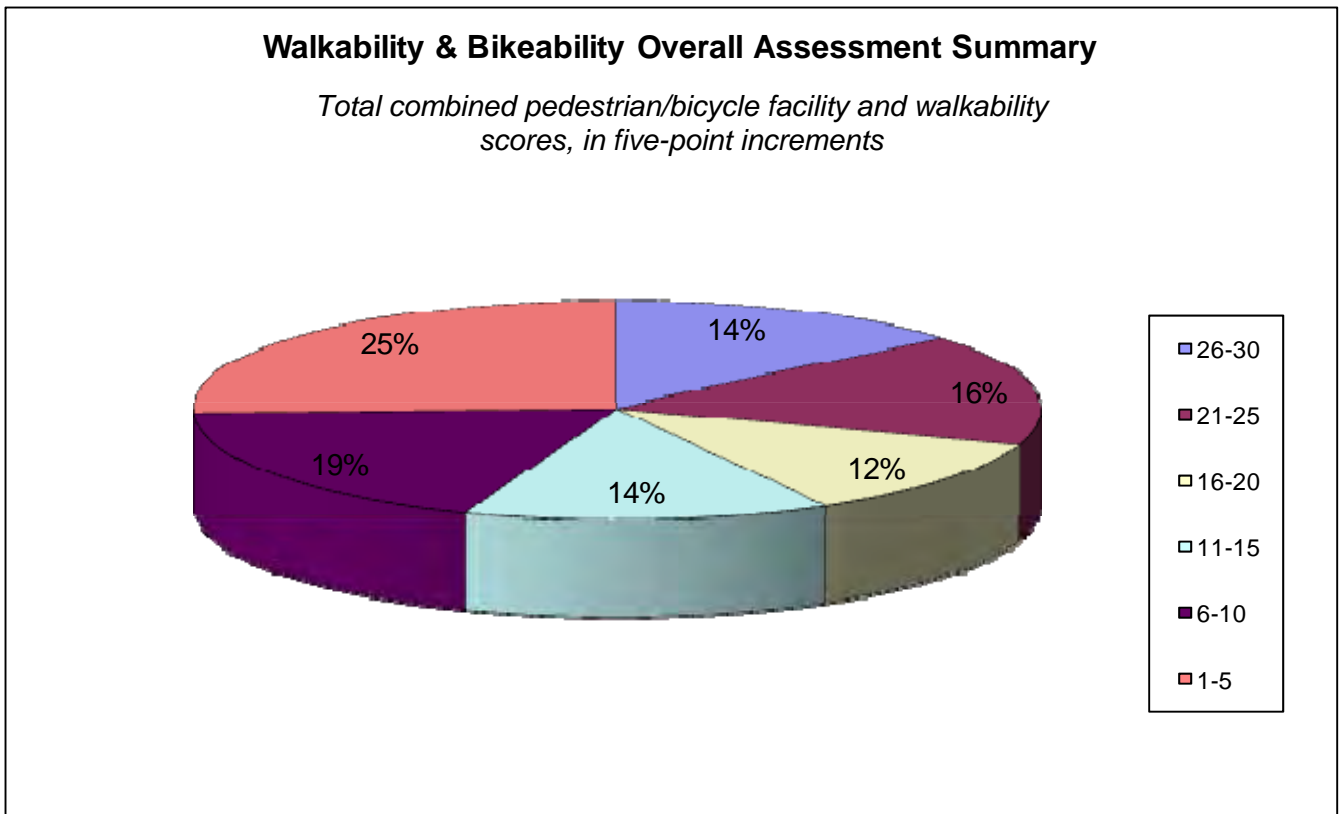
The audits are organized by schools district in the pages that follow. At the end of each school district section are maps indicating the number of children within a 1.5 mile radius from the school (Based on US Census Block data).

Walkability and Bikeability Overall Assessment Summary

The walkability and bikeability audits were conducted using an audit form that provides for scoring in two categories: pedestrian/bicycle facilities and walkability. The “pedestrian and bicycle facilities” category includes scoring based on such things as informal walkways, bike lanes, bike paths, sidewalks, shoulder width, crosswalks, signage, bicycle parking, and Americans with Disabilities Act (ADA) compatibility. The “walkability” scores were based upon such things as density and land use, nearby activity centers, and nearby ‘drop zones’ for walking school buses. An example audit form template is included in Appendix C.

The pie chart below captures the ranking of each of the schools in general categories based on their combined pedestrian and bicycle facility and walkability audit ranking. The total possible combined pedestrian/bicycle facility and walkability score is 35: 25 points for facilities and 10 points for walkability. The pie chart demonstrates that 25% of the schools audited have a combined pedestrian and bicycle facility and walkability scoring between 1 and 5 points. By contrast, 14% of the schools have a combined pedestrian and bicycle facility and walkability scoring between 26 and 30 points.

The pie chart simply demonstrates the varying conditions of walkability and bikeability throughout El Dorado County. The scores are spread fairly even from low to high, however, 30% of the schools audited have a combined pedestrian/bicycle facility and walkability score that is greater than 21 points.



The table on the following page includes a list of each of the schools, organized by school district, and ranked based on the audit scores. When the pie chart above is compared with the table on the following page, it is no surprise that the schools with the lower overall scores tend to be more rural than those with higher scores.

EL DORADO COUNTY SCHOOLS AND SCHOOL DISTRICTS

Walkability and Bikeability Ranking Sheet

| AUDIT SCORES | | | DISTRICT | Grades | Enrollment | School | Location |
|---------------------------------------|-------------------------------|-----------------------------------|----------|--------|------------|---------------------------|--|
| Bike/Ped Facilities: (25 Possible) | Walkability: (10 Possible) | Overall Ranking: (35 Possible) | | | | | |
| 20 | 9 | 29 | PUSD | K-5 | 402 | Louisiana Schnell | 2871 Schnell School Rd Placerville |
| 18 | 9 | 27 | PUSD | K-8 | 6 | Placerville Community Day | 1032 Thompson Way Placerville |
| 16 | 10 | 26 | BUSD | K-5 | 399 | Sierra School | 1100 Thompson Way Placerville |
| 17 | 9 | 26 | BUSD | K-5 | 674 | Blue Oak | 2391 Merrychase Drive Cameron Park |
| 17 | 9 | 26 | BUSD | 6-8 | 959 | Rolling Hills | 7141 Silva Valley Pkwy El Dorado Hills |
| 15 | 10 | 25 | EDUHSD | 9-12 | 2120 | Oak Ridge H.S. | 1120 Harvard Way El Dorado Hills |
| 16 | 7 | 23 | BUSD | 6-8 | 720 | Camerado Springs | 2480 Merrychase Dr Cameron Park |
| 15 | 8 | 23 | BUSD | K-5 | 683 | Oak Meadow | 7701 Silva Valley Pkwy El Dorado Hills |
| 15 | 8 | 23 | RUSD | K-5 | 604 | Lake Forest | 2240 Salisbury Dr El Dorado Hills |
| 15 | 8 | 23 | RUSD | 6-8 | 663 | Marina Village | 1901 Francisco Dr El Dorado Hills |
| 15 | 7 | 22 | BUSD | K-5 | 652 | Silva Valley | 3001 Golden Eagle Lane El Dorado Hills |
| 14 | 8 | 22 | RUSD | K-5 | 654 | Green Valley | 2380 Bass Lake Rd Rescue |
| 12 | 9 | 21 | PUSD | 6-8 | 374 | Edwin Markham | 2800 Moulton Placerville |
| 13 | 7 | 20 | MLUSD | 6-8 | 524 | Herbert Green | 2781 Forni Rd Placerville |
| 13 | 7 | 20 | RUSD | K-5 | 437 | Jackson | 2561 Francisco Dr El Dorado Hills |
| 12 | 7 | 19 | BUSD | K-5 | 494 | William Brooks | 3610 Park Dr El Dorado Hills |
| 14 | 5 | 19 | RUSD | 6-8 | 656 | Pleasant Grove | 2540 Green Valley Rd Rescue |
| 15 | 4 | 19 | RUSD | K-5 | 422 | Lakeview | 3371 Brittany Way El Dorado Hills |
| 10 | 5 | 15 | CUSD | K-8 | 446 | Camino | 3060 Snows Rd Camino |
| 10 | 4 | 14 | EDUHSD | 9-12 | 129 | Shenandoah | 6540 Koki Lane El Dorado |
| | | | EDUHSD | 9-12 | 1405 | Union Mine | 6530 Koki Lane El Dorado |
| | | | EDUHSD | 9-12 | 31 | Mountain View | 6530 Koki Lane El Dorado |
| 6 | 6 | 12 | BOMUSD | K-8 | 584 | Northside | 860 Cave Valley Rd Cool |
| 8 | 3 | 11 | BOMUSD | K-8 | 411 | Georgetown | 6530 Wentworth Springs Rd Georgetown |
| 10 | 0 | 10 | GTUSD | 4-8 | 344 | Gold Trail | 889 Cold Springs Placerville |
| 9 | 0 | 9 | EDUHSD | 9-12 | 1280 | El Dorado H.S. | 561 Canal St Placerville |
| | | | EDUHSD | 9-12 | 32 | Vista (Con't) | 561 Canal St Placerville |
| 9 | 0 | 9 | GTUSD | K-3 | 205 | Sutter's Mill | 4801 Luneman Rd Placerville |
| 6 | 2 | 8 | BUSD | K-5 | 505 | Buckeye | 4561 Buckeye Rd Shingle Springs |
| 4 | 4 | 8 | PPSD | K-4 | 415 | Pinewood | 6181 Pine St Pollock Pines |
| 3 | 5 | 8 | EDUHSD | | | El Dorado Adult | 2227 Pleasant Valley Rd Diamond Springs |
| | | | EDUHSD | 9-12 | 100 | Independence | 2227 Pleasant Valley Rd Diamond Springs |
| 5 | 2 | 7 | EDUHSD | 9-12 | 2024 | Ponderosa H.S. | 3661 Ponderosa Rd Shingle Springs |
| 4 | 2 | 6 | MLUSD | K-5 | 508 | Indian Creek | 6701 Green Valley Rd Placerville |
| 3 | 2 | 5 | BOMUSD | K-5 | 137 | Creekside | 6620 Wentworth Springs Rd Georgetown |
| | | | BOMUSD | 7-12 | 9 | Community Day | 6540 Wentworth Springs Rd Georgetown |
| 4 | 0 | 4 | BOMUSD | 9-12 | 714 | Golden Sierra | 5101 Garden Valley Rd Garden Valley |
| | | | BOMUSD | 9-12 | 37 | Divide High | 5065 Garden Valley Rd Garden Valley |
| 4 | 0 | 4 | GOUSD | 6-8 | 205 | Pleasant Valley | 4120 Pleasant Valley Rd Placerville |
| 4 | 0 | 4 | IDSD | K-8 | 34 | Indian Diggings | 6020 Omo Ranch Rd Somerset |
| 1 | 3 | 4 | MLUSD | K-5 | 445 | Charles Brown | 6520 Oak Dell Rd El Dorado |
| 2 | 2 | 4 | Pioneer | 7-12 | | Hangtown Trade Charter | 6187 Pleasant Valley Rd El Dorado |
| 3 | 0 | 3 | GOUSD | K-5 | 386 | Gold Oak | 3171 Pleasant Valley Rd Placerville |
| | | | GOUSD | 4-8 | 102 | Gold Oak Arts Charter | 3171 Pleasant Valley Rd Placerville |
| 3 | 0 | 3 | BOMUSD | K-5 | 29 | Otter Creek | 4701 Volcanoville Georgetown |
| 2 | 1 | 3 | PPSD | 5-8 | 364 | Sierra Ridge | 2700 Amber Trail Pollock Pines |
| 1 | 1 | 2 | RUSD | K-5 | 498 | Rescue | 3880 Green Valley Rd Rescue |
| 1 | 1 | 2 | Pioneer | 6-8 | 163 | Mountain Creek | 6862 Mt. Aukum Rd Somerset |
| 1 | 1 | 2 | Pioneer | K-5 | 255 | Pioneer | 6860 Mt. Aukum Rd. Somerset |
| 1 | 0 | 1 | LSD | K-3 | 78 | Latrobe | 7680 S. Shingle Rd Shingle Springs |
| 1 | 0 | 1 | LSD | 4-8 | 124 | Miller's Hill | 7900 S. Shingle Rd Shingle Springs |
| 1 | 0 | 1 | SFSD | K-8 | 18 | Silver Fork | 1325 Sugarloaf Kyburz |
| 1 | 0 | 1 | Pioneer | K-5 | 31 | Grizzly Pines | 6801 Tyler Dr Grizzly Flat |

| School District Color Key | |
|---------------------------|-------------------|
| Black Oak Mine Unified | Indian Diggings |
| Buckeye Union | Latrobe |
| Camino Union | Mother Lode Union |
| El Dorado Union High | Pioneer Union |
| Gold Oak Union | Placerville Union |
| Gold Trail Union | Pollock Pines |
| | Rescue Union |

Priority Projects

Each walkability and bikeability audit includes “Potential Bicycle and Pedestrian Facility Projects” and “Potential Bicycle and Pedestrian Facility Programs.” For Potential Bicycle and Pedestrian Facility Programs all of the schools are candidates for implementing a school ridesharing program through “Smart Routes to School.” Some schools have also been targeted for implementation of “Walking School Bus” programs or “Bike Trains” based on the existing bicycle and pedestrian facilities located nearby.

The potential bicycle and pedestrian facility projects in each audit were reviewed and the following list of projects was developed in accordance with the walkability ranking and based on factors such as cost, need, and safety improvement. The tables below are categorized in alphabetical order by School District and contain project lists which are in priority order (there is no priority *between* school districts only *within* each individual district). Not all potential projects are included in the following tables, only those that rise to the top based on the audit scores and walkability ranking. The priority project tables below serve as a guide for future funding allocations and grant funding opportunities.

The planning level cost estimates listed in the tables that follow are estimates based on prior completion of similar projects, i.e., sidewalk construction, crosswalk striping, and signage installation. Sidewalk construction is estimated at \$75/linear foot for concrete sidewalks. Current price listings for items such as bike racks and itemized signs were also researched. The signage costs are listed per sign and include installation.

| BLACK OAK MINE UNIFIED SCHOOL DISTRICT | | | | |
|--|---|---|--------------------------|------------------------------|
| Priority | School | Project | Project Type | Planning Level Cost Estimate |
| 1 | Golden Sierra High School, Divide High School | Install bicycle parking | Bike Parking | \$600 |
| 2 | Golden Sierra High School | Install additional school warning signage on adjacent roadways and install signage on parking-lot-to-campus pathway | Signage | \$400 per Crosswalk |
| 3 | Northside School | Class I Bike path between Northside School and Auburn Lake Trails Community | Bike/Pedestrian Facility | \$2.3m |
| 4 | Georgetown School | Sidewalk Improvement on B Street and Harkness Street | Bike/Pedestrian Facility | .60 mile \$229,650 |

BUCKEYE UNION SCHOOL DISTRICT

| Priority | School | Project | Project Type | Cost Estimate |
|-----------------|-------------------------------------|--|--------------------------|-----------------------|
| 1 | Silva Valley School | Add an additional bike rack | Bike Parking | \$600 |
| 2 | Silva Valley School | Stripe crosswalks with high visibility international standard or ladder-style crosswalks | Crosswalk Improvement | \$400 per Crosswalk |
| 3 | Blue Oak School Camerado Springs | Install crosswalks on Merrychase Drive to provide access to Christa McAuliffe Park | Crosswalk Improvement | \$400 per Crosswalk |
| 4 | Blue Oak School Camerado Springs | Stripe crosswalks on Country Club Drive with high visibility international standard or ladder-style crosswalks | Crosswalk Improvement | \$400 per Crosswalk |
| 5 | Camerado Springs | Construct sidewalks on Merrychase Drive from the School east to Cambridge Drive | Bike/Pedestrian Facility | .42 mile \$166,275 |
| 6 | William Brooks | Integrate outlying sidewalks with new sidewalks near the school | Bike/Pedestrian Facility | .25 mile \$99,000 |
| 7 | Buckeye School | Develop a bike path / pedestrian trail from the school site to the westerly intersection of Buckeye Road and Mother Lode Drive | Bike/Pedestrian Facility | .13 mile \$51,450 |
| 8 | Buckeye School | Create a safe bicycle / pedestrian crossing on Mother Lode Drive to connect school with adjacent residential neighborhood on the south side of Mother Lode Drive | Crosswalk Improvement | \$400 per Crosswalk |
| 9 | Oak Meadow | Ensure safe pedestrian access through the proposed Silva Valley Interchange. Develop sidewalks along the southern extent of Silva Valley Parkway | Bike/Pedestrian Facility | 1 mile \$396,000 |

| CAMINO UNION SCHOOL DISTRICT | | | | |
|-------------------------------------|---------------|--|--------------------------|-------------------------|
| Priority | School | Project | Project Type | Cost Estimate |
| 1 | Camino School | Improve crosswalks with International Standard or ladder-style crosswalk paint | Crosswalk Improvement | \$400 per Crosswalk |
| 2 | Camino School | Reduce speed limit to 15 mph when children are present. Place a solar powered flashing warning signal on Snows Road to slow traffic. | Speed Control | TBD |
| 3 | Camino School | Class I Bike Path on the east side of Snows Road from school to Carson Road | Bike/Pedestrian Facility | \$200,000 |
| 4 | Camino School | Construct curb bulb-outs at crosswalks for traffic calming and improved ingress and egress | Traffic Calming | 2 bulb-outs \$40,000 |

| EL DORADO UNION HIGH SCHOOL DISTRICT | | | | |
|---|---|--|--------------------------|--|
| Priority | School | Project | Project Type | Cost Estimate |
| 1 | Ponderosa High School | Install a bike rack | Bicycle Parking | \$600 |
| 2 | El Dorado Adult High School Independence High School | Restriping of crosswalks on Pleasant Valley Road | Crosswalk Improvement | \$400 per Crosswalk |
| 3 | Union Mine High School | Class I Bike Path through the undeveloped parcel to the east of the school connecting Patterson Drive to the school campus | Bike/Pedestrian Facility | \$200,000 |
| 4 | El Dorado High School | Sidewalks and Class II Bike Lanes on Middletown Road to Cold Springs Road to provide a non-motorized connection to Placerville Drive | Bike/Pedestrian Facility | .38 mile Sidewalks/Bike Lane; \$300,000 |
| 5 | Union Mine High School | Sidewalks and Bike Lanes along Pleasant Valley Road from Missouri Flat Road to the town of El Dorado | Bike/Pedestrian Facility | 1 mile Sidewalks/Bike Lane; \$696,000 |
| 6 | El Dorado Adult High School Independence High School | Sidewalks on Pleasant Valley Road, Bike Lanes on Missouri Flat Road | Bike/Pedestrian Facility | 1 mile Sidewalks/Bike Lane; \$696,000 |

| GOLD TRAIL UNION SCHOOL DISTRICT | | | | |
|---|---------------|--------------------------------|-----------------------|----------------------|
| Priority | School | Project | Project Type | Cost Estimate |
| 1 | Gold Trail | Crosswalk on Cold Springs Road | Crosswalk Improvement | \$400 per Crosswalk |

| MOTHER LODE UNION SCHOOL DISTRICT | | | | |
|--|----------------------|--|--------------------------|----------------------|
| Priority | School | Project | Project Type | Cost Estimate |
| 1 | Charles Brown School | A Class I Bike Path across the undeveloped parcel adjacent to the school would provide connectivity to a nearby development (see Union Mine High School project) | Bike/Pedestrian Facility | .5 mile \$200,000 |

| PIONEER UNION SCHOOL DISTRICT | | | | |
|--------------------------------------|----------------|---|--------------------------|----------------------|
| Priority | School | Project | Project Type | Cost Estimate |
| 1 | Mountain Creek | Develop a Class I Bike Path between Pioneer Park and the school | Bike/Pedestrian Facility | .5 mile \$200,000 |

PLACERVILLE UNION SCHOOL DISTRICT

| Priority | School | Project | Project Type | Cost Estimate |
|-----------------|-------------------|--|--------------------------|-----------------------|
| 1 | Louisiana Schnell | Enhanced striping or ladder-style crosswalks (coming soon as a component of a City of Placerville Safe Routes to School Grant) | Crosswalk Improvement | \$400 per Crosswalk |
| 2 | Edwin Markham | Restriping of crosswalks to ladder-style, high-visibility crosswalks | Crosswalk Improvement | \$400 per Crosswalk |
| 3 | Sierra School | Restriping of crosswalks to ladder-style high visibility crosswalks | Crosswalk Improvement | \$400 per Crosswalk |
| 4 | Edwin Markham | Sidewalk on Combella Road east to existing sidewalk at David Circle | Bike/Pedestrian Facility | .17 mile \$67,275 |
| 5 | Edwin Markham | Sidewalk on Canal Street from Moulton Drive to Combella Road | Bike/Pedestrian Facility | .25 mile \$99,000 |
| 6 | Sierra School | Sidewalk on Thompson Way (as pursued in the past) | Bike/Pedestrian Facility | .20 mile \$79,200 |
| 7 | Louisiana Schnell | Sidewalk on Carson Road westbound, Schnell School Road to Broadway | Bike/Pedestrian Facility | .55 mile \$217,800 |
| 8 | Sierra School | Sidewalk on Sheridan Road | Bike/Pedestrian Facility | .10 mile \$39,600 |
| 9 | Edwin Markham | Sidewalk on Middletown Road to Cold Springs Road (See El Dorado High School project) | Bike/Pedestrian Facility | .38 mile \$150,450 |
| 10 | Louisiana Schnell | Sidewalk on Carson Road eastbound Schell School Road to Stonecrest Road | Bike/Pedestrian Facility | .06 mile \$23,700 |

| POLLOCK PINES SCHOOL DISTRICT | | | | |
|--------------------------------------|-----------------|---|--------------------------|-----------------------|
| Priority | School | Project | Project Type | Cost Estimate |
| 1 | Pinewood School | Restripe the crosswalk at Laurel and Pine Streets | Crosswalk Improvement | \$400 per Crosswalk |
| 2 | Pinewood School | Stripe crosswalks on all four legs of the intersection of Laurel and Pine Streets | Crosswalk Improvement | \$400 per Crosswalk |
| 3 | Pinewood School | School zone signage | Signage | \$300/sign |
| 4 | Sierra Ridge | Restripe the parking lot crosswalks | Crosswalk Improvement | \$400 per Crosswalk |
| 5 | Sierra Ridge | Create a natural path behind the school to allow a short cut for those kids who bicycle to school | Bike/Pedestrian Facility | \$500 |
| 6 | Pinewood School | Add sidewalks on Pine Street to Forebay Road | Bike/Pedestrian Facility | .55 mile \$217,800 |

| RESCUE UNION SCHOOL DISTRICT | | | | |
|-------------------------------------|------------------------------|---|--------------------------|-----------------------|
| Priority | School | Project | Project Type | Cost Estimate |
| 1 | Marina Village | Install bike route signage designating Francisco Drive as a Class III bike route | Signage | \$300/sign |
| 2 | Jackson School | Stripe Class II Bike Lanes on Francisco Drive from El Dorado Hills Blvd to Pendleton Drive | Bike/Pedestrian Facility | .20 mile \$10,000 |
| 3 | Lakeview Elementary | Install a school crossing sign at the bottom of the hill along Brittany Way | Signage | \$300/sign |
| 4 | Jackson School | Extend the Class I Bike Path north from Brittany Way to Francisco Drive | Bike/Pedestrian Facility | .20 mile \$50,000 |
| 5 | Lake Forest & Marina Village | Class II Bike Lane striping on Schooner Drive to Marina Park Drive | Bike/Pedestrian Facility | .38 mile \$25,000 |
| 6 | Green Valley | Extension of sidewalk on Bass Lake Road to nearest southern cross street | Bike/Pedestrian Facility | 1 mile \$396,000 |
| 7 | Green Valley | Sidewalk on Parkdale Road | Bike/Pedestrian Facility | .8 mile \$316,800 |
| 8 | Jackson School | Add Class II Bike Lanes to El Dorado Hills Boulevard from Green Valley Road to Governor's Drive | Bike/Pedestrian Facility | 1.5 mile \$450,000 |
| 9 | Lakeview Elementary | Add a sidewalk to the south side of Brittany Way between the school and Mormon Island Drive | Bike/Pedestrian Facility | .42 mile \$166,275 |
| 10 | Lake Forest | ADA accessible curb cuts at Francisco and Kensington | Bike/Pedestrian Facility | \$7,800 |

EL DORADO COUNTY SCHOOLS AND SCHOOL DISTRICTS

Vicki L. Barber, Ed.D., Superintendent of Schools

MAP



- EL DORADO COUNTY OFFICE OF EDUCATION
- EDCOE ON-SITE FACILITIES
- CHARTER COMMUNITY SCHOOL
 - Charter Community School Campus Program 7-12
 - Charter Community School CARE Program 7-12
 - Charter Extended Day Program K-8
 - Charter Home Study Academy 9-12
- KEN LOWRY CHILD DEVELOPMENT CENTER

- EDCOE OFF-SITE FACILITIES
- A Home Study Academy III, Smith Flat 7-12
- B Winnie Wakeley Center at Camino School
- C Bliss Center at Schnell School
- D EDCOE Tahoe Center
- E Regional Occupational Program (ROP)
- F Charter Home School Academy, Pacific Street K-8
- G Charter Transitional Reporting
- H Educational Center (TREC I) - So. Lake Tahoe 7-12
- I Educational Center (TREC II) - Placerville 7-12
- J Transition Support Class for Students with Severe Handicaps
- Golden Ridge/Blue Ridge Juvenile Hall Facilities

- BLACK OAK MINE UNIFIED SCHOOL DISTRICT
- 1. Creekside School.....K-5
- 2. Divide High School.....9-12
- 3. Georgetown School.....K-8
- 4. Golden Sierra High School.....9-12
- 5. Northside School.....K-8
- 6. Otter Creek School.....K-5
- 7. Community Day School.....7-12

- BUCKEYE UNION SCHOOL DISTRICT
- 8. Blue Oak School.....(Yr. Round) K-5
- 9. William Brooks School.....K-5
- 10. Buckeye School.....K-5
- 11. Camerado Springs School.....6-8
- 12. Oak Meadow School.....(Yr. Round) K-5
- 13. Rolling Hills School.....(Yr. Round) 6-8
- 14. Silva Valley School.....(Yr. Round) K-5

- CAMINO UNION SCHOOL DISTRICT
- 15. Camino School.....K-8
- EL DORADO UNION HIGH SCHOOL DISTRICT
- 16. El Dorado Adult High School.....9-12
- 17. El Dorado High School.....9-12
- 18. Independence High School (Cont.).....9-12
- 19. Mountain View High School (Cont.).....9-12
- 20. Oak Ridge High School.....9-12
- 21. Ponderosa High School.....9-12
- 22. Shenandoah High School.....9-12
- 23. Union Mine High School.....9-12
- 24. Vista High School (Cont.).....9-12

- GOLD OAK UNION SCHOOL DISTRICT
- 25. Gold Oak School.....K-5
- 26. Gold Oak Arts Charter School.....4-8
- 27. Pleasant Valley School.....6-8
- GOLD TRAIL UNION SCHOOL DISTRICT
- 28. Gold Trail School.....4-8
- 29. Sutter's Mill School.....K-3

- BLACK OAK MINE UNIFIED SCHOOL DISTRICT
- 30. Indian Diggings School.....K-8
- 31. Bijou School.....K-5
- 32. Transitional Learning Center.....9-12
- 33. Mt. Tallac High School-Continuation.....9-12
- 34. Sierra House School.....K-5
- 35. South Tahoe High School.....9-12
- 36. South Tahoe Middle School.....6-8
- 37. Tahoe Valley School.....K-5

- INDIAN DIGGINGS SCHOOL DISTRICT
- 38. Latrobe School.....K-3
- 39. Miller's Hill School.....4-8
- LAKE TAHOE UNIFIED SCHOOL DISTRICT
- 40. Charles Brown School.....K-5
- 41. Herbert Green Middle School.....6-8
- 42. Indian Creek School.....K-5
- 43. Mountain Creek School.....6-8
- 44. Pioneer School.....K-5
- 45. Grizzly Pines School.....K-5
- 46. Hangtown Trade School - Charter.....7-12

- MOTHER LODE UNION SCHOOL DISTRICT
- 47. Edwin Markham School.....6-8
- 48. Louisiana Schnell School.....K-5
- 49. Sierra School.....K-5
- 50. Placerville Community Day School.....K-8
- MOTHER LODE UNION SCHOOL DISTRICT
- 40. Charles Brown School.....K-5
- 41. Herbert Green Middle School.....6-8
- 42. Indian Creek School.....K-5
- 43. Mountain Creek School.....6-8
- 44. Pioneer School.....K-5
- 45. Grizzly Pines School.....K-5
- 46. Hangtown Trade School - Charter.....7-12

- MOTHER LODE UNION SCHOOL DISTRICT
- 47. Edwin Markham School.....6-8
- 48. Louisiana Schnell School.....K-5
- 49. Sierra School.....K-5
- 50. Placerville Community Day School.....K-8
- PIONEER UNION SCHOOL DISTRICT
- 47. Edwina Markham School.....6-8
- 48. Louisiana Schnell School.....K-5
- 49. Sierra School.....K-5
- 50. Placerville Community Day School.....K-8

- EL DORADO UNION HIGH SCHOOL DISTRICT
- 51. El Dorado High School.....9-12
- 52. El Dorado High School (Cont.).....9-12
- 53. Independence High School (Cont.).....9-12
- 54. Mountain View High School (Cont.).....9-12
- 55. Oak Ridge High School.....9-12
- 56. Ponderosa High School.....9-12
- 57. Shenandoah High School.....9-12
- 58. Union Mine High School.....9-12
- 59. Vista High School (Cont.).....9-12

- POLLOCK PINES SCHOOL DISTRICT
- 51. Emigrant Trail School.....K-4
- 52. Pinewood School.....K-4
- 53. Sierra Ridge Middle School.....5-8
- 54. Green Valley School.....K-5
- 55. Jackson School.....K-5
- 56. Lake Forest School.....K-5
- 57. Marina Village School.....6-8
- 58. Pleasant Grove School.....6-8
- 59. Rescue School.....K-5
- 60. Silver Fork School.....K-8

- SILVER FORK SCHOOL DISTRICT
- 60. Silver Fork School.....K-8
- EL DORADO CENTER
- 61. El Dorado Center.....K-8
- LAKE TAHOE COMMUNITY COLLEGE
- 62. Lake Tahoe Community College.....K-8

Key

- Early Head Start
- Extended Day
- Head Start
- State Preschool
- Childrens Center
- Montessori Preschool

to EDCOE Programs

- CARE/Community School
- Special Day Classes (Special Education Services available County-wide)

- 51. Emigrant Trail School.....K-4
- 52. Pinewood School.....K-4
- 53. Sierra Ridge Middle School.....5-8
- 54. Green Valley School.....K-5
- 55. Jackson School.....K-5
- 56. Lake Forest School.....K-5
- 57. Marina Village School.....6-8
- 58. Pleasant Grove School.....6-8
- 59. Rescue School.....K-5
- 60. Silver Fork School.....K-8
- 61. El Dorado Center.....K-8
- 62. Lake Tahoe Community College.....K-8

Community Day School: K-5 with 9 Students

6540 Wentworth Springs Road, Georgetown

Audit Conducted: 01/11/2008

School Location

Community Day School is located on Wentworth Springs Road, which provides the main access to the school site. Secondary access is provided via B Street and Harkness Street. The school site is adjacent to Wentworth Springs Road which carries relatively high speed traffic (45 mph+) and has no sidewalks or bike path. However, B Street and Harkness Street provide direct walking and biking access to the school from Georgetown. The sidewalk on B Street is in disrepair and is intermittent not extending all the way to the school site.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ The school site is located a short distance (less than a half mile) from the center of Georgetown.
- ✓ Though it is in disrepair and does not reach the school site, there is a sidewalk on B Street to encourage bicycling and walking to school.
- ✗ Wentworth Springs Road between the town center of Georgetown and the school does not have shoulders or sidewalks.
- ✗ Automobile speeds are high on Wentworth Springs Road.
- ✗ Wentworth Springs Road and B Street / Harkness Street provide the only access to the school.

Audit Summary

In January 2008, EDCTC staff conducted an audit at Community Day School during the morning drop off. The school site is adjacent to Wentworth Springs Road which carries relatively high speed traffic (45 mph+) and has no sidewalks or bike path. The secondary access route, B Street and Harkness Street, which experience low volumes of slower speed traffic, have excellent potential to provide enhanced bicycling and walking paths to the school.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 8 of 25 Possible Points

Walkability: 3 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Improve the sidewalk on B Street and Harkness Street.

Potential Programs

1. Encourage participation in the annual Walk to School Day event. Utilize B Street and Harkness Street from downtown.
2. Implement a Walking School Bus program from the downtown area.
3. Implement a School Rideshare Program through "Smart Routes to School."

Creekside School: K-5 with 137 Students (CLOSED IN 2008)

6620 Wentworth Springs Road, Georgetown

Audit Conducted: 1/11/2008

***Note: While this school has recently been closed, the audit was conducted prior to its closure. This information remains in this document as it may prove useful should the school ever re-open.**

School Location

Creekside Elementary School (K-5) is located on Wentworth Springs Road near the intersection at Fain Lane. Wentworth Springs Road is a two-lane road with shoulders approximately one-foot wide. Fain Lane is a narrow one-lane road with little to no shoulder. Wentworth Springs Road is the main access road for communities east of Georgetown. The school is situated in a very rural area and receives significant amounts of snowfall during the winter.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✘ No bike path or bike lane exists on Wentworth Springs Road or Fain Lane
- ✘ There are no sidewalks along Wentworth Springs Road or Fain Lane
- ✘ Young children located near high-speed traffic on Wentworth Springs Road

Audit Summary

In January 2008, EDCTC staff conducted an audit at Creekside Elementary School (K-5) during the morning drop off. The school site is adjacent to Wentworth Springs Road which carries relatively high speed traffic (45 mph+) and has no sidewalks or bike path. The lack of bicycle and pedestrian facilities mixed with the high speed of traffic on Wentworth Springs Road renders bicycling or walking to school unsafe for young children.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 3 of 25 Possible Points

Walkability: 2 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

None

Potential Programs

1. Walking School Bus Program could be successful for this school from an area near Georgetown and an area near the community of Buckeye.
2. Implement a School Rideshare Program through "Smart Routes to School."

Divide High School: 9-12 with 37 Students

5065 Garden Valley Road, Garden Valley

Audit Conducted: 10/02/2007

School Location

Divide High School is located in a very rural area on Garden Valley Road east of the Garden Valley Road and Marshall Road intersection. Garden Valley Road is a narrow, two-lane road with little to no shoulder. The Garden Valley area is primarily zoned Residential-Agricultural, 20 to 40 acre parcels.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✘ No bike path or bike lane exists on Garden Valley Road or Marshall Road.
- ✘ There are no sidewalks or other pedestrian infrastructure along Garden Valley Road or Marshall Road.
- ✘ Lack of "School Zone / Children Present" signs to alert motorists of potential pedestrian traffic.

Audit Summary

In October 2007, EDCTC staff conducted an audit of Divide High School during the morning drop off. No pedestrian or bicycle traffic was observed in the area. It appeared most students drove themselves to school or were dropped off by a parent. There are no bicycle facilities (bike path or bike rack) at or near the school. The absence of pedestrian and bicycle facilities, combined with the very rural nature of the area, indicate that the potential for walking or cycling to school is limited.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 4 of 25 Possible Points

Walkability: 0 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Install additional school warning signage on adjacent roadways.
2. Install bicycle parking.

Potential Programs

1. Implement a Walking School Bus Program from an area near Georgetown.
2. Implement a School Rideshare Program through "Smart Routes to School."

Georgetown School: K-8 with 411 Students

6530 Wentworth Springs Road, Georgetown

Audit Conducted: 1/11/2008

School Location

Georgetown Elementary-Middle School is located on Wentworth Springs Road, which provides the main school access. Secondary access is provided via B Street and Harkness Street. Wentworth Springs Road carries relatively high speed traffic (45 mph+) and has no sidewalks or bike path. However, B Street and Harkness Street provide direct walking and biking access to the school from Georgetown. The sidewalk on B Street, in disrepair, is intermittent and does not connect to the school site. Only one bicycle was observed in the bike rack, though it is important to note that snow was present.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ The school site is located a short distance (less than a half mile) from the center of Georgetown.
- ✓ Though it is in disrepair and does not reach the school site, there is a sidewalk on B Street to encourage bicycling and walking to school.
- ✗ Wentworth Springs Road between the town center of Georgetown and the school does not have shoulders or sidewalks.
- ✗ Automobile speeds are high on Wentworth Springs Road.
- ✗ Wentworth Springs Road and B Street / Harkness Street provide the only access to the school.

Audit Summary

In January 2008, EDCTC staff conducted an audit at Georgetown Elementary-Middle School during the morning drop off. The school site is located off Wentworth Springs Road which carries relatively high speed traffic (45 mph+) and has no sidewalks or bike path. Secondary access routes, B Street and Harkness Street, experience low volumes of slower speed traffic. Therefore, the secondary access routes present the potential to provide enhanced bicycling and walking paths to the school. The school has a bike rack located in front of the administration building.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 8 of 25 Possible Points

Walkability: 3 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Improve the sidewalk on B Street and Harkness Street.

Potential Programs

1. Encourage participation in the annual Walk to School Day event. Utilize B Street and Harkness Street from downtown.
2. Implement a Walking School Bus program from the downtown area.
3. Implement a School Rideshare Program through "Smart Routes to School."

Golden Sierra High School: 9-12 with 714 Students

5101 Garden Valley Road, Garden Valley

Audit Conducted: 10/01/2007

School Location

Golden Sierra High School is located in a very rural area on Garden Valley Road east of the Garden Valley and Marshall Road intersection. Garden Valley Road is a narrow two-lane road with little to no shoulder. The Garden Valley area is primarily zoned Residential-Agricultural, 20 to 40 acre parcels.

Existing Pedestrian and Bicycle Facilities/Conditions

- ✘ No bike path or bike lane exists on Garden Valley Road or Marshall Road.
- ✘ School does not have bicycle parking.
- ✘ There are no sidewalks along Garden Valley Road or Marshall Road.
- ✘ Lack of "School Zone / Children Present" signs to alert motorists of potential pedestrian traffic.
- ✘ Asphalt path from student parking lot to school campus is not clearly marked as a pedestrian facility.

Audit Summary

In October 2007, EDCTC staff conducted an audit at Golden Sierra High School during the morning drop off. No pedestrian or bicycle traffic was observed throughout the audit. It appeared most students drove themselves to school or were dropped off by a parent. There are no bicycle facilities (bike path or bike rack) at or near the school. The absence of pedestrian and bicycle facilities, combined with the rural character, indicate that the potential for walking or bicycling to school is very limited.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 4 of 25 Possible Points

Walkability: 0 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Install additional school warning signage on adjacent roadways.
2. Install signage on parking lot-to-campus pathway.
3. Install bicycle parking.

Potential Programs

1. Participate in annual "Walk to School Day" event.
2. Implement a Walking School Bus Program from an area near Georgetown.

Northside School: K-8 with 584 Students

860 Cave Valley Road, Cool

Audit Conducted: 10/23/2007

School Location

Northside School is located adjacent to State Route 49 near the town center of Cool. It is located in a rural setting and primarily accessible by automobile and bus. Surrounding land uses are primarily low-density residential with approximately one dwelling unit per five acres. The higher-density Auburn Lake Trails community is located approximately two miles from Northside School off Highway 193. EDCTC and the El Dorado County Department of Transportation have been working with the school to develop a Class I Bike Path project between the school and the Auburn Lake Trails community.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ Walk to school day events have been very successful utilizing "natural trails" adjacent to the school.
- ✓ The school and local community are very supportive of efforts that encourage bicycling and walking to school.
- ✗ State Route 49 between the town center of Cool and the school does not have shoulders or sidewalks.
- ✗ Automobile speeds are high on State Route 49.
- ✗ With the exception of natural trails, State Route 49 is the only access to the school.



Audit Summary

This audit was conducted during the afternoon pick up at Northside School. It appears that the majority of children either ride the bus or are driven by parents to access school. This is due to the location and accessibility of the school. Automobile traffic was excessive during this time. At times during the audit southbound vehicles making a right turn onto Cave Valley Road were backed up onto State Route 49.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions 6 of 25 Possible Points
Walkability 6 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Develop a bike path between Northside School and Auburn Lake Trails.
2. Add a right turn lane on State Route 49 in the southbound direction at Cave Valley Road.

Potential Programs

1. During warmer and dryer months, implement a Walking School Bus from the Cool fire station to the school along the natural "Olmstead Loop" Trail.
2. Utilize proposed bike path to encourage bicycling to school. Encourage community volunteers to serve as ride leaders.
3. Implement a School Rideshare Program through "Smart Routes to School."

Otter Creek School: K-5 with 29 Students

4701 Volcanoville, Georgetown

Audit Conducted: 5/06/2008

School Location

Otter Creek School is located in a rural area within the El Dorado National Forest on Volcanoville Road approximately three miles from Wentworth Springs Road. It is a one-room school with 28 K-5 students. Volcanoville Road is a very narrow paved road without shoulders or bike lanes.

Existing Pedestrian and Bicycle Facilities/Conditions

- ✘ No bike path or bike lane exists on Volcanoville Road.
- ✘ There are no sidewalks along Volcanoville Road.
- ✘ There is no bike rack at the school site.
- ✘ There is perceived predation danger due to bear and mountain lion presence.

Audit Summary

Otter Creek School is in a very rural setting with a young student population (K-5). With the exception of two students (a brother and sister) who ride their bikes to school while escorted by their mother on horseback, parents do not allow their children to bicycle or walk to school due to the potential presence of mountain lions and bears. Those two students who ride their bikes to school park their bikes behind the school house.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 3 of 25 Possible Points

Walkability: 0 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

None

Potential Programs

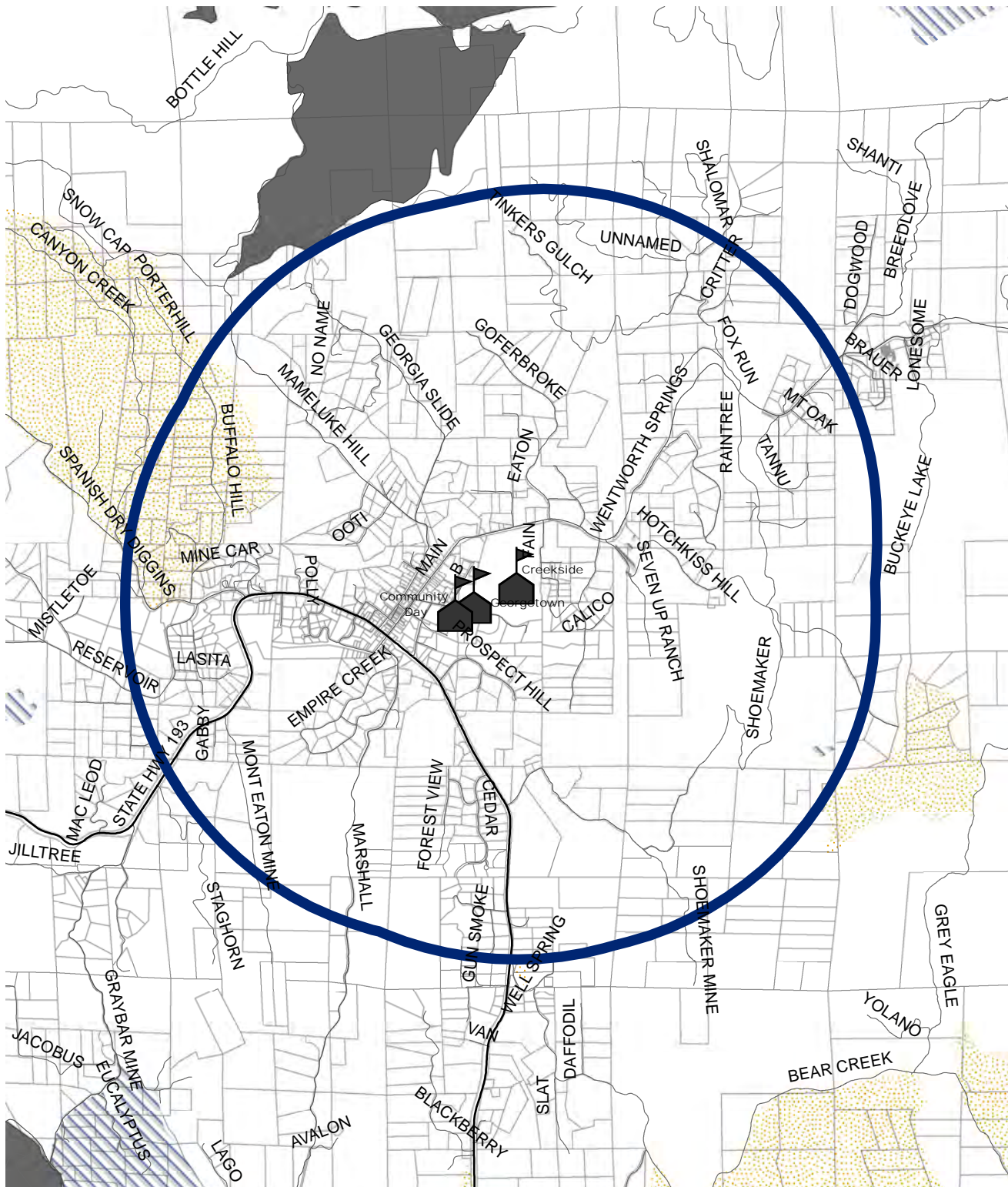
None

EL DORADO COUNTY PUBLIC SCHOOL
WALKABILITY & BIKEABILITY AUDIT






Black Oak Mine Unified School District

Distribution of Children





Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



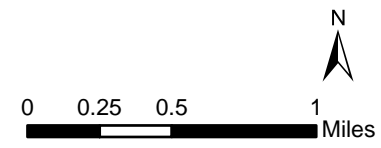
Map Key

- Schools 
- 1.5 Mile Buffer 
- Census Blocks 
- Parcel Lines 
- Roads 

Number of Children Ages 5-17 by Census Block

| | |
|-------|--|
| 0-10 |  |
| 11-20 |  |
| 21-30 |  |
| 31+ |  |

Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 236.

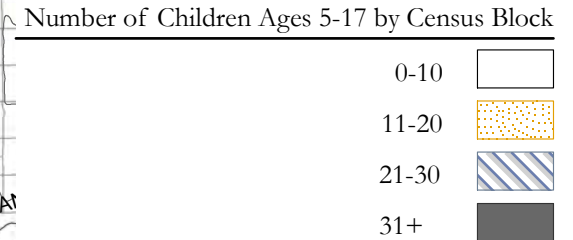
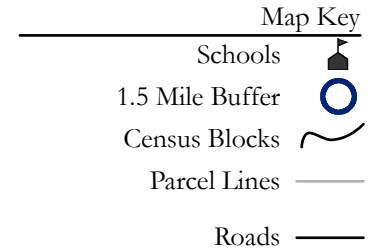


EL DORADO COUNTY PUBLIC SCHOOL
WALKABILITY & BIKEABILITY AUDIT

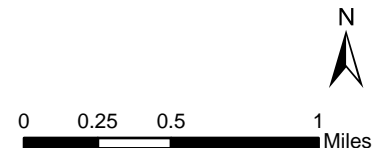
Black Oak Mine Unified School District

Distribution of Children

Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission

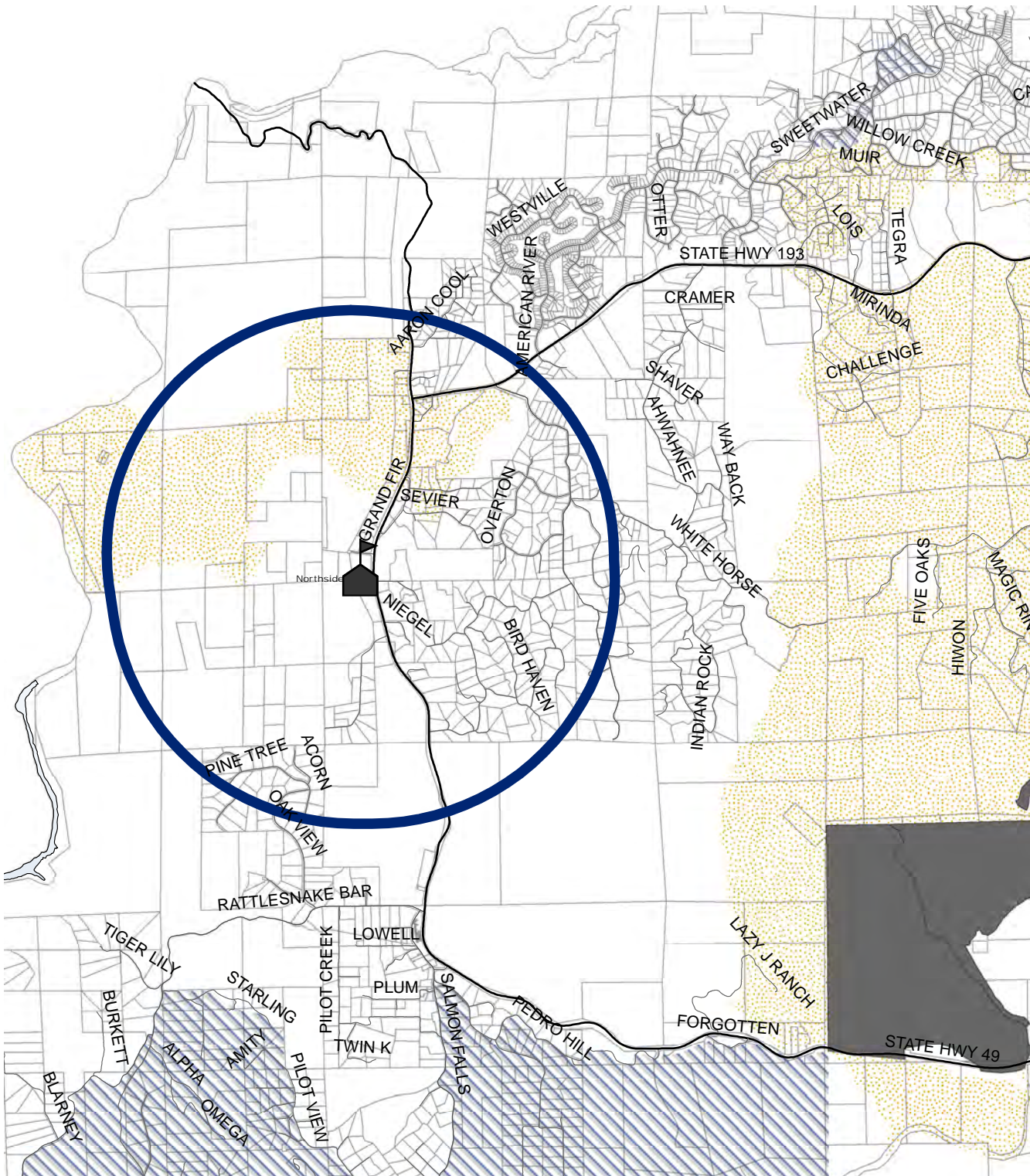


Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 262.







Black Oak Mine Unified School District Distribution of Children





Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



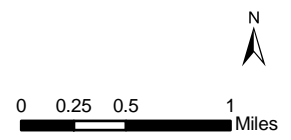
Map Key

- Schools 
- 1.5 Mile Buffer 
- Parcel Lines 
- Roads 

Number of Children Ages 5-17 by Census Block

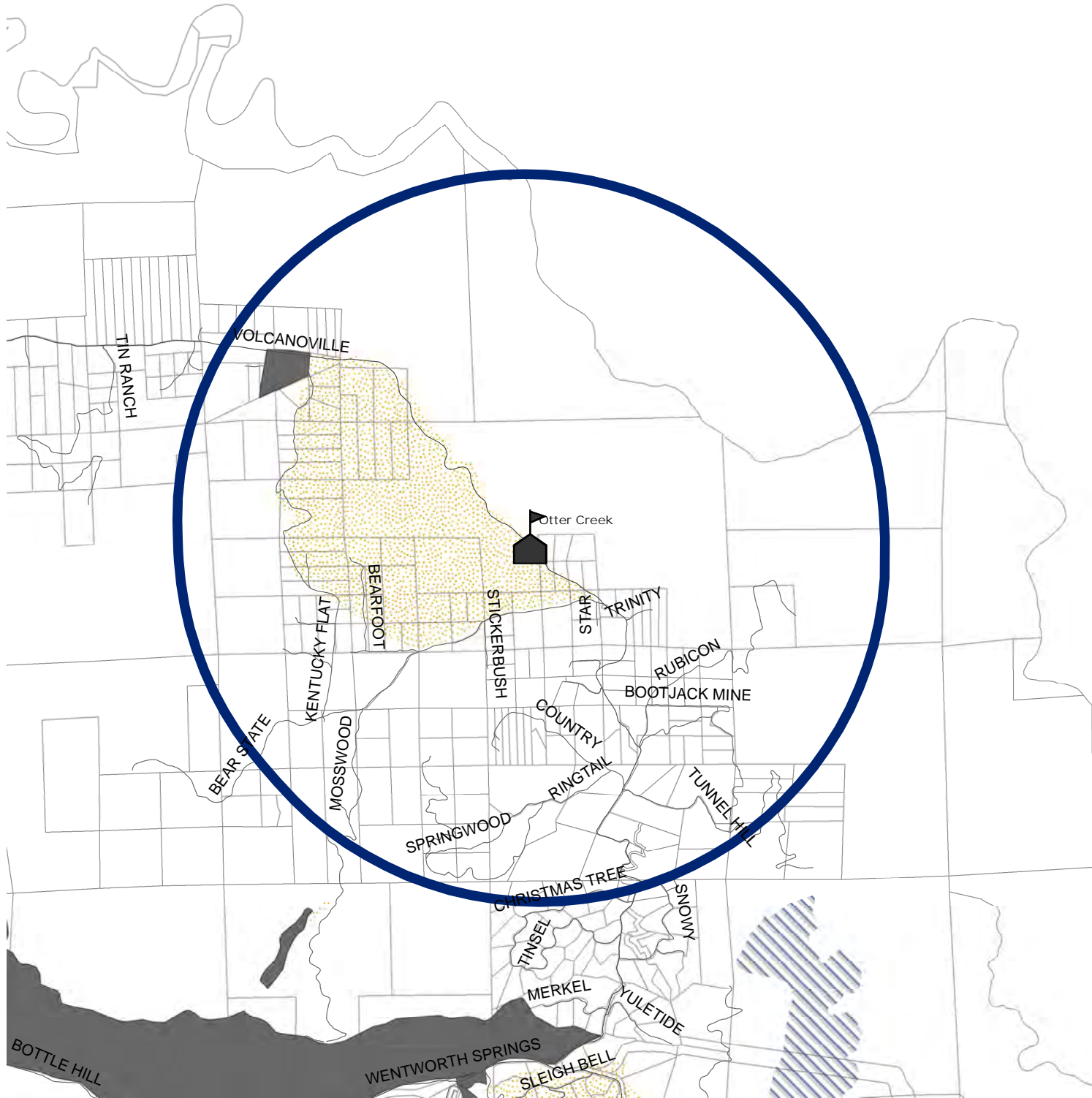
- 0-10 
- 11-20 
- 21-30 
- 31+ 

Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 142.








EL DORADO COUNTY PUBLIC SCHOOL
 WALKABILITY & BIKEABILITY AUDIT
Black Oak Mine
Unified School District
Distribution of Children





Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
 Map Source: El Dorado County Airport Land Use Commission



Map Key

- Schools 
- 1.5 Mile Buffer 
- Census Blocks 
- Parcel Lines 
- Roads 

Number of Children Ages 5-17 by Census Block

- 0-10 
- 11-20 
- 21-30 
- 31+ 

Total Number of Children Ages 5-17
 within 1.5 Mile Buffer from School: 96.



Blue Oak School: K-5 with 674 Students

2391 Merrychase Drive, Cameron Park

Audit Conducted: 09/12/2007

School Location

Blue Oak Elementary School is located in the growing suburban area of Cameron Park. Blue Oak is one of two schools located along Merrychase Drive between Cambridge Drive to the east and Country Club Drive to the northwest. Camerado Springs Middle School borders Blue Oak on the east. Blue Oak Elementary is located near the intersection of Merrychase Drive and Country Club Drive. Both roadways are two-lane roads with shoulders approximately two to four feet wide. Country Club Drive is a major access road for nearby developments. Sidewalks are located on the primary frontage of this school and toward Country Club Drive but are sporadic and discontinuous heading east on Merrychase Drive. Christa McAuliffe Park, offering soccer fields and a skate park, is located across from Blue Oak.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ The school is located near residential neighborhoods.
- ✓ The school has a conveniently located bike rack.
- ✓ There is an existing sidewalk along Merrychase Drive located on the east, school side of the street continuing north to Country Club Drive.
- ✓ There is a crossing guard appointed to the Country Club Drive crossing.
- ✗ Automobiles picking up students create excessive congestion near the school.
- ✗ Sidewalks are sporadic and discontinuous to the east.

Audit Summary

In September 2007, EDCTC staff conducted an audit at Blue Oak Elementary School in the afternoon during the primary student pick up time. Blue Oak shares traffic congestion issues with Camerado Springs Middle School, east of Blue Oak. During pick up time traffic was at a standstill on Merrychase Drive. Parents were parking along the shoulders of both sides of Merrychase Drive, then walking to the school to pick up children. A stop sign and crosswalk was recently installed near the entrance to Christa McAuliffe Park, which may help to alleviate some of the jaywalking that was observed during the audit (prior to installation of the crosswalk and stop sign). A number of children walked through the field in back of the school to cross Country Club Drive at Castana Drive which has a striped crosswalk and a crossing guard. The school has a bike rack located in front of the school, and there were no bikes parked there at the time of the audit. As evidenced by the walkability ranking, the school is situated in an area that is very accessible for walking.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 16 of 25 Possible Points

Walkability: 10 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Stripe crosswalks on Country Club Drive with high visibility international standard or ladder-style crosswalks.

Potential Programs

1. Walking school buses with well established neighborhood drop off points across from Country Club Drive.
2. Implement a School Rideshare Program through "Smart Routes to School."

Buckeye School: K-5 with 505 Students

4561 Buckeye Road, Shingle Springs

Audit Conducted: 11/01/2007

School Location

Buckeye School is located in the rural, unincorporated area of El Dorado County near the Community of Shingle Springs. The school is positioned on Buckeye Road near the intersection with Mother Lode Drive. The shoulder on the west bound lane of Buckeye Road, immediately in front of the school, is one- to two-foot wide composed of gravel, while the east bound land has no shoulder. An informal walking path, crossing a livestock pasture, connects the school with a residential neighborhood approximately a half mile away.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ The school is located in a pedestrian accessible area.
- ✓ The school has functional bike racks.
- ✗ No sidewalks are located near the school.
- ✗ No bike paths exist on either Buckeye Road or Shingle Springs Drive.

Audit Summary

In November 2007, EDCTC staff conducted an audit at Buckeye School during the morning student drop off. All students appeared to arrive by bus and automobile.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 6 of 25 Possible Points

Walkability: 2 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Develop a bike path / pedestrian trail from the school site to the westerly intersection of Buckeye Road and Mother Lode Drive.
2. Create a safe bicycle / pedestrian crossing on Mother Lode Drive to connect school with adjacent residential neighborhood on the south side of Mother Lode Drive.

Potential Programs

1. Implement a school rideshare program through "Smart Routes to School."

Camerado Springs School: 6-8 with 720 Students

2480 Merrychase Drive, Cameron Park

Audit Conducted: 09/12/2007

School Location

Camerado Springs Middle School is located in the growing suburban area of Cameron Park. Camerado Springs is one of two schools located along Merrychase Drive, between Cambridge Drive to the east and Country Club Drive to the northwest. Camerado Springs is bordered on the west by Blue Oak Elementary School. Camerado Springs nearest intersection is to the east at Greenwood Lane and Merrychase Drive. Both Merrychase and Country Club Drive are two-lane roads with shoulders approximately two to four feet wide. There is a major park, soccer field, and skateboard park located across Merrychase Drive from the school.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ The school is located in close proximity to nearby neighborhoods.
- ✓ The school has a conveniently located bike rack.
- ✗ Student pick up by automobile creates excessive congestion near the school.
- ✗ Sidewalks are sporadic and discontinuous.
- ✗ There are no crosswalks in front of school with a major park located across the street.

Audit Summary

In September 2007, EDCTC staff conducted an audit at Camerado Springs Middle School during the afternoon student pick up rush. Traffic was at a standstill on Merrychase Drive. Buses were exiting the school onto Merrychase Drive during a period of excessive automobile and pedestrian traffic. A stop sign and crosswalk was recently installed near the entrance to Christa McAuliffe Park, which may help to alleviate some of the jaywalking that was observed during the audit (prior to installation of the crosswalk and stop sign). There are existing sidewalks from Cambridge Drive to Greenwood Lane on the same side of the street as the school which is located on the north side of Merrychase Drive. Behind the school, there is a sidewalk on Country Club Drive and sidewalks on each side of Meadow and Greenwood Lanes. Many children were exiting the school campus across an empty parcel to the northeast toward Greenwood and Meadow Lanes. Residential apartments are located on Greenwood Lane. Children were also exiting the back of the school walking toward Country Club Drive which has both a crosswalk and crossing guard at the Castana intersection. An additional striped crosswalk is located at Country Club and Placitas Drives, east of Castana. Similar to Blue Oaks, Camerado Springs Walkability ranking demonstrates that it positioned to be very accessible for walking access.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 15 of 25 Possible Points

Walkability: 10 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Stripe crosswalks on Country Club Drive with high visibility international standard or ladder-style crosswalks.
2. Continue sidewalks on Merrychase Drive from the School east to Cambridge Drive.

Potential Programs

1. Walking school buses with well established neighborhood drop off points in the neighborhoods north of Country Club Drive.
2. Implement a School Rideshare Program through "Smart Routes to School."

Oak Meadow School: K-5 with 683 Students

7701 Silva Valley Parkway, El Dorado Hills

Audit Conducted: 9/28/2007

School Location

Oak Meadow is a relatively new school located at the southern end of Silva Valley Parkway. Silva Valley Parkway now extends under US 50 to White Rock and Latrobe Roads to the southwest. A new interchange is proposed at Silva Valley Road and US Highway 50, which could potentially increase congestion near the school. It will be important to consider the schools circulation patterns when developing the interchange.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ Silva Valley Road has wide shoulders and bike lanes to the south.
- ✓ The school has functional bike racks.
- ✓ Silva Valley Road has wide sidewalks.

Audit Summary

Silva Valley Parkway, south of the school has bike lanes on both sides but no sidewalks beyond the school site. There are sidewalks adjacent to the school which continue as you head north on Silva Valley on the east, school side. On the west side there is a natural surface walking path merging into sidewalks to the north near Serrano Parkway. Silva Valley Road has wide four-foot shoulders on both sides. The school is located adjacent to a gated community. Pedestrian access from the gated community is facilitated by a gateway on the east side of the school parking lot. The school also provides pedestrian access via the soccer field at the northeast corner of the campus.



Pedestrian access through adjacent community



Pedestrian access through soccer field

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 16 of 25 Possible Points

Walkability: 7 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Ensure safe pedestrian access through the proposed Silva Valley Interchange.
2. Develop sidewalks along the southern extent of the Silva Valley Parkway.

Potential Programs

1. Implement safe Walking School Bus drop-off sites to encourage walking and divert automobile traffic from the school site.
2. Start a bicycle education program and hold a bike rodeo to encourage safe bicycling.
3. Implement a school rideshare program through "Smart Routes to School."

Rolling Hills School: 6-8 with 959 Students

7141 Silva Valley Parkway, El Dorado Hills

Audit Conducted: 9/28/2007

School Location

Rolling Hills School is located in the growing urbanized area of El Dorado Hills. Rolling Hills is located along Silva Valley Parkway, a four-lane, divided, minor arterial with four-foot wide shoulders and five-foot wide separated sidewalks at the end of Harvard Way. The school is adjacent to Oak Ridge High School near the El Dorado Hills Community Services District Park/Pool and Skate Park. It is connected to a residential neighborhood via a nearby bike path network.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ Silva Valley Road has wide shoulders and bike lanes to the south.
- ✓ The school has functional bike racks.
- ✓ Silva Valley Road has wide sidewalks.
- ✓ There is a bike path on Harvard Way connecting to a bike path along El Dorado Hills Boulevard.
- ✗ High automobile traffic during drop off and pick up times.

Audit Summary

In September 2007, Rolling Hills School was audited during the afternoon pick up period. The area experiences heavy automobile traffic during pickup times due to the high number of parents picking up kids from school. However, some children were observed walking and cycling from school. The accessibility to the nearby bike path on Harvard Way should provide the extra safety and security needed to encourage these middle-school aged kids to bike to or from school. The Harvard Way bike path intersects with a bike path that runs north and south along El Dorado Hills Boulevard, providing a safe pathway for kids to travel longer distances to or from school by bike. The sidewalk system around this school is separated from the roadway and continuous along Silva Valley Parkway.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 17 of 25 Possible Points

Walkability: 9 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

None

Potential Programs

1. Implement safe Walking School Bus drop-off sites to encourage walking and divert automobile traffic from the school site.
2. Start a bicycle education program and hold a bike rodeo to encourage safe bicycling.
3. Implement a School Rideshare Program through "Smart Routes to School."

Silva Valley School: K-5 with 652 Students

3001 Golden Eagle Lane, El Dorado Hills

Audit Conducted: 09/28/2007

School Location

Silva Valley School is located in the growing, urbanized area of El Dorado Hills. It is one of three schools located along Silva Valley Parkway between Harvard Way to the north and Tong Road to the south. Silva Valley School is located at the intersection of Golden Eagle Lane and Silva Valley Parkway, a four-lane divided arterial with four-foot wide shoulders and five-foot wide separated sidewalks.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ Silva Valley Parkway has excellent existing separated sidewalks.
- ✓ The school has a conveniently located bike rack.
- ✓ Many kids walk, bike or ride scooters to this school.
- ✗ Student drop offs by automobile creates excessive congestion near the school.
- ✗ Configuration of the automobile drop off and bus drop off areas increases congestion issues.

Audit Summary

In September 2007, EDCTC and DOT staff conducted an audit at Silva Valley Elementary School in the afternoon. During this audit, it appeared many children were walking with parents, or alone, and many more were being picked up by parents in cars. A number of children may have been walking from the school site to parents' vehicles parked along Silva Valley Parkway. There are normally two crossing guards working at the intersection of Silva Valley Parkway and Golden Eagle Lane. On the occasion of our audit, only one crossing guard was available. The audit team estimated that over 200 persons crossed at the target intersection during the afternoon audit.



Intersection and crosswalk at Silva Valley and Golden Eagle Lane

A five-foot wide sidewalk in excellent condition parallels Silva Valley Parkway separated by a four to six foot wide landscaped buffer. The Silva Valley sidewalk extends to the entrances of all residential developments between Green Valley Road and Oak Meadow Elementary School.



Bicyclist on sidewalk along Silva Valley Parkway

When the audit was conducted, during the afternoon in September, the existing bike rack was overloaded with bicycles and scooters. Many children were seen riding their bikes from the school site on the five-foot wide separated sidewalk along Silva Valley Parkway. However, children were not observed riding their bikes in the four-foot paved shoulder along Silva Valley Parkway due to the permitted on-street parking used by parents waiting to pick up their children. The same shoulder is blocked by cars parked all day near Oak Ridge High School.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities and Conditions: 15 of 25 Possible Points

Walkability: 7 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Add an additional bike rack.
2. Stripe crosswalks with high visibility, international standard or ladder-style crosswalks.



Bike rack at Silva Valley School

Potential Programs

1. Appoint three crossing guards to the Silva Valley and Golden Eagle Drive intersection.
2. Implement Walking School Bus drop-offs at a safe nearby location to encourage walking and to divert traffic from the school site.
3. Start a bicycle education program and facilitate a bike rodeo to encourage safe bicycling.
4. Implement a School Rideshare Program through "Smart Routes to School."

William Brooks School: K-5 with 494 Students

3610 Park Drive, El Dorado Hills

Audit Conducted: 8/28/2007

School Location

William Brooks School is located at the bottom of a hill in an established area of El Dorado Hills along Park Drive. Park Drive is accessible from El Dorado Hills Boulevard via Lassen Lane. The school is centrally positioned in a developed residential neighborhood with limited activity centers or public interest destinations other than a local park adjacent to the school.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ The school has sufficient access from either Park Drive or from the backside of Bertelsen Park.
- ✓ The school has bike rack.
- ✓ Park drive has a very wide pedestrian and bike friendly shoulder.
- ✗ Sidewalks are limited near the school.

Audit Summary

The audit was conducted during the morning hours in August of 2007. Traffic flows fairly well at the school due to the parking lot configuration, but can get heavy at times. There did not appear to be a lot of children walking to school, although some parents from the adjacent neighborhood were walking their kids to school. The school is accessible from two sides which improves bicycling and walking accessibility. Park Drive has a wide four-foot shoulder that can be utilized as a walkway or bike lane. Crosswalks near the school are striped with high visibility yellow paint. There are a limited number of sidewalks on the actual frontage of the school, but many nearby neighborhood roadways do have sidewalks.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 12 of 25 Possible Points

Walkability: 7 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Integrate outlying sidewalks with new sidewalks near the school.

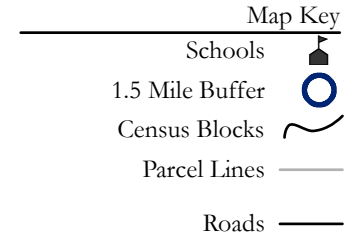
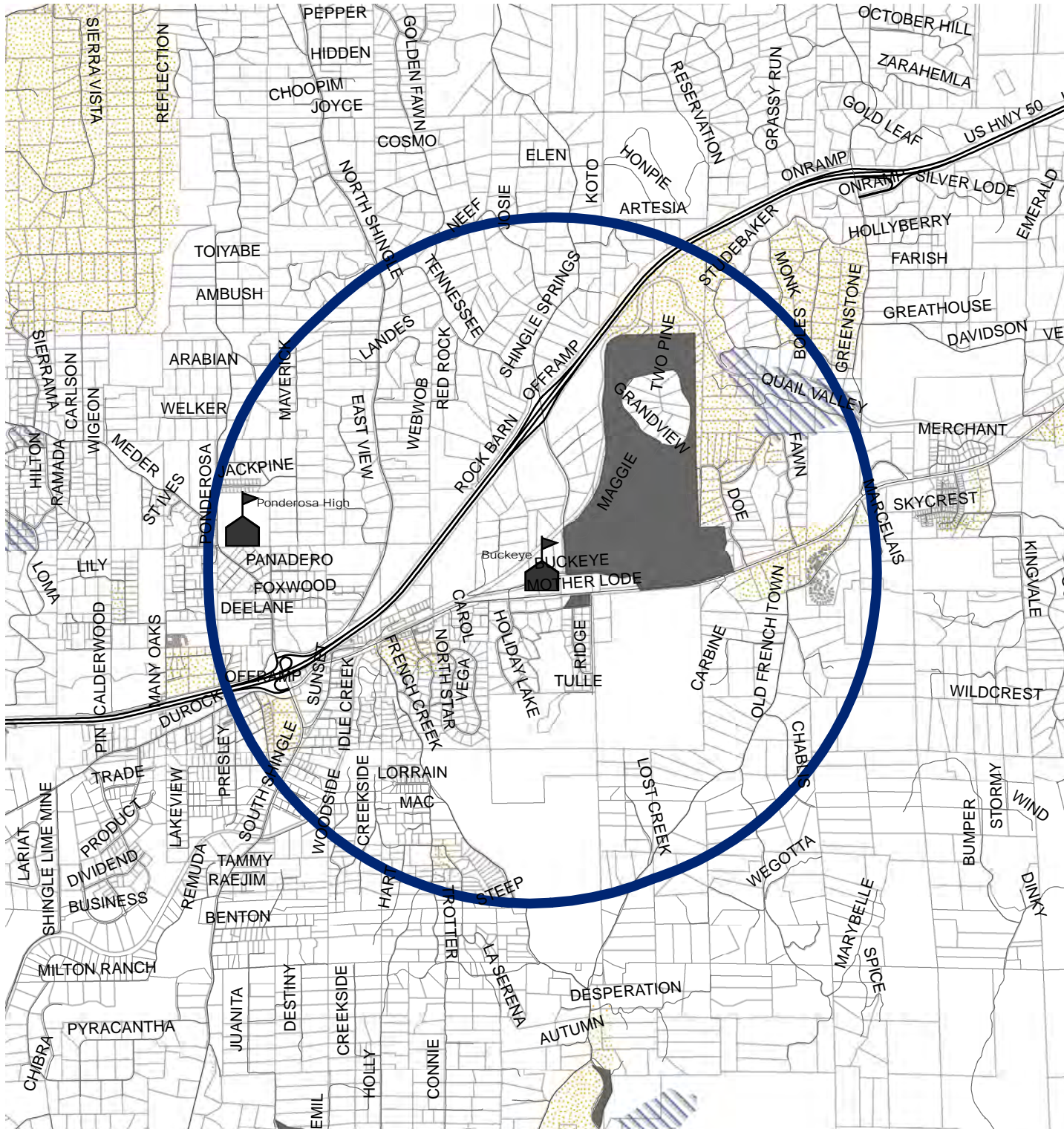
Potential Programs

1. Walking school buses with well established neighborhood drop off locations.
2. Implement a school rideshare program through "Smart Routes to School."

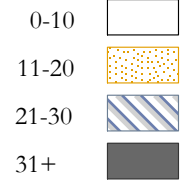
Buckeye Union School District

Distribution of Children

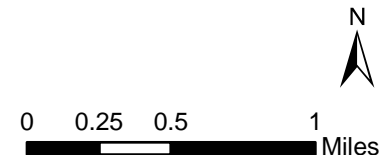
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Map Source: El Dorado County Airport Land Use Commission



Number of Children Ages 5-17 by Census Block

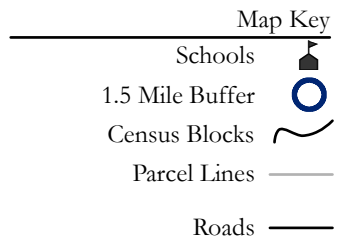
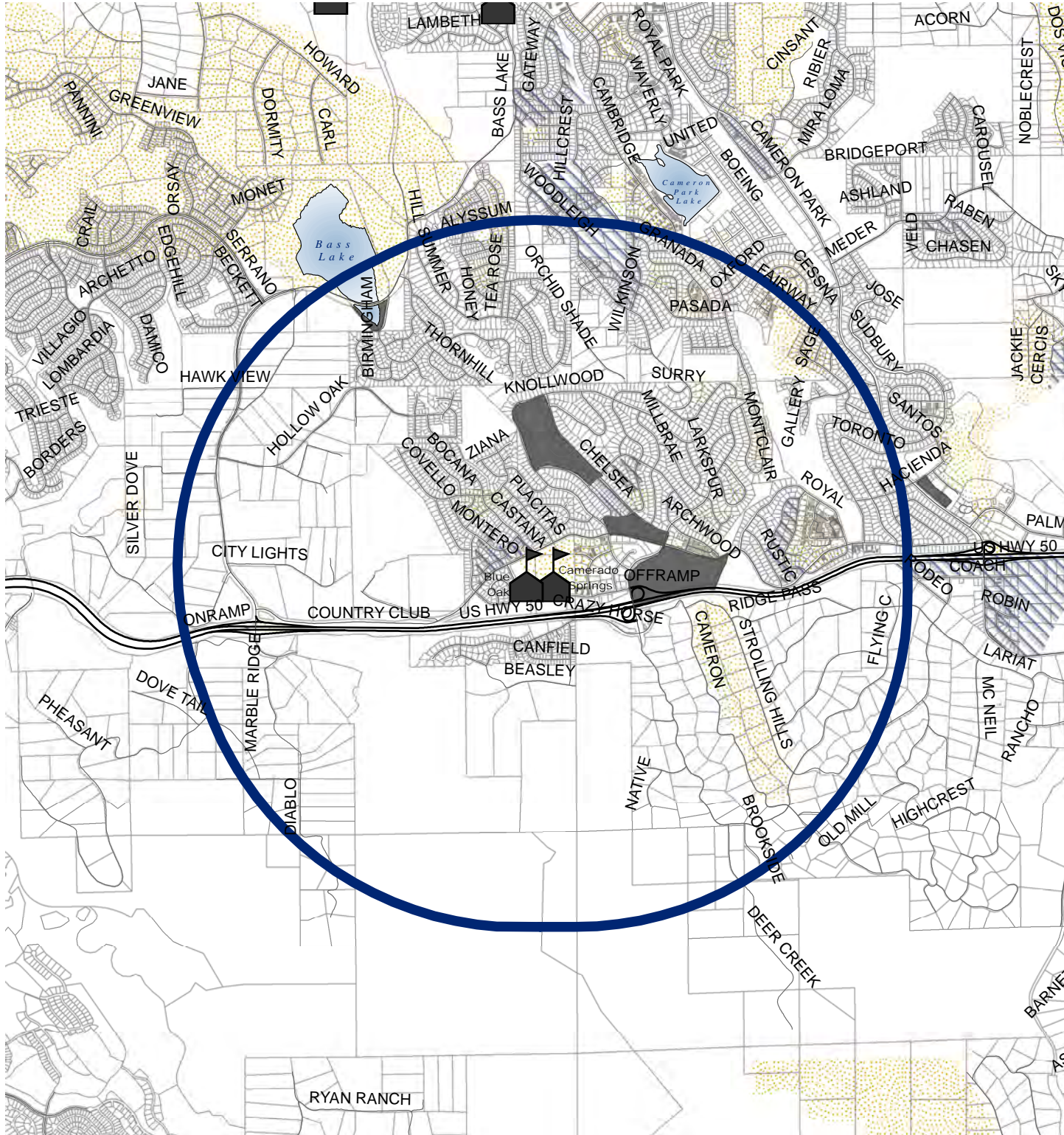


Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 585.

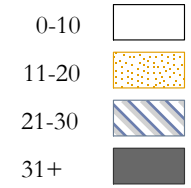


EL DORADO COUNTY PUBLIC SCHOOL
WALKABILITY & BIKEABILITY AUDIT
Buckeye Union School District
Distribution of Children

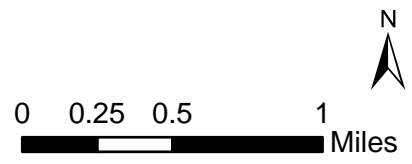
Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



Number of Children Ages 5-17 by Census Block



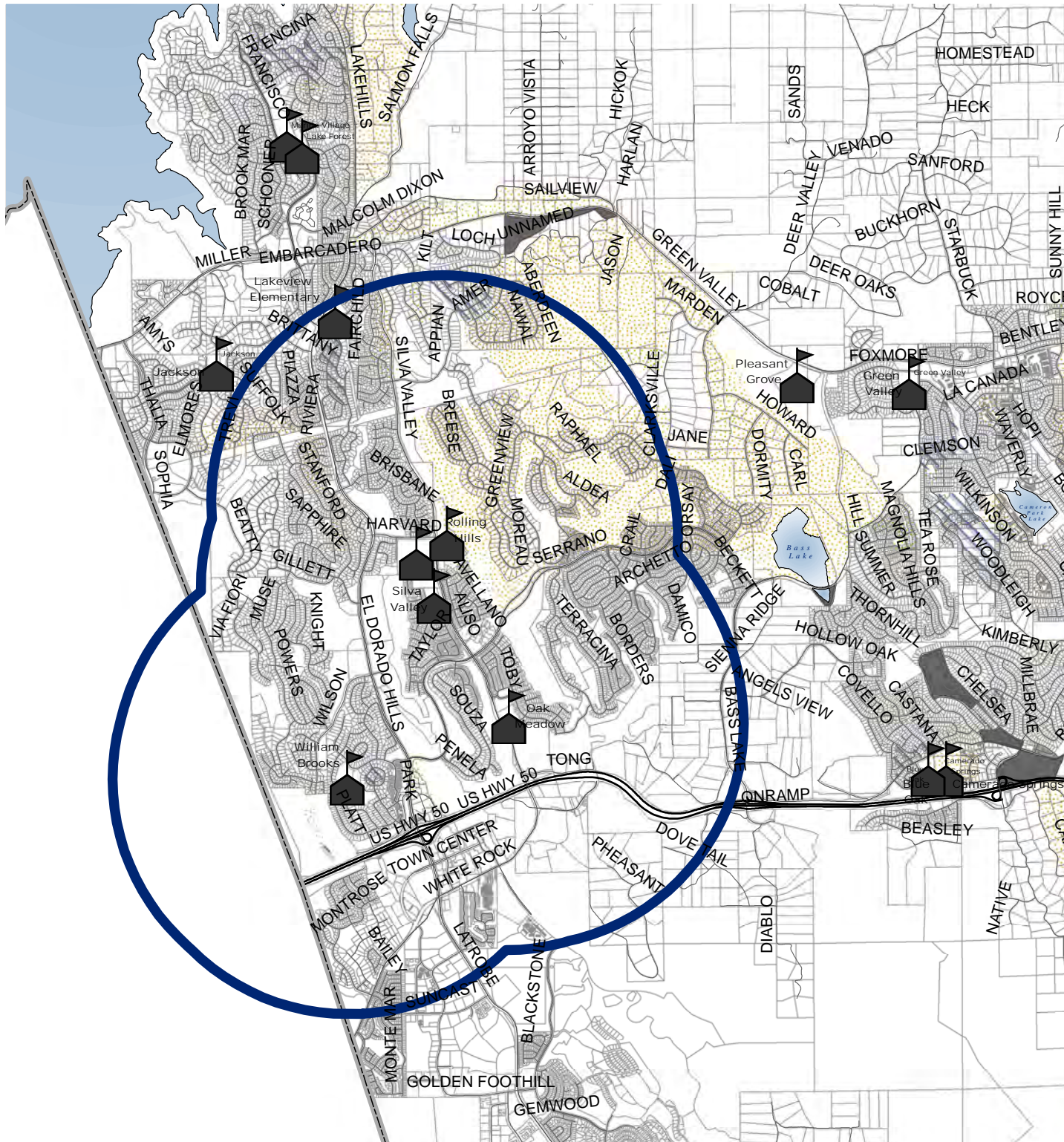
Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 1,216.








Buckeye Union School District

Distribution of Children





Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



Map Key

- Schools 
- 1.5 Mile Buffer 
- Census Blocks 
- Parcel Lines 
- Roads 


Number of Children Ages 5-17 by Census Block

| | |
|-------|---|
| 0-10 |  |
| 11-20 |  |
| 21-30 |  |
| 31+ |  |

Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 759.



0 0.25 0.5 1 Miles



Camino School: K-8 with 446 Students

3060 Snows Road, Camino

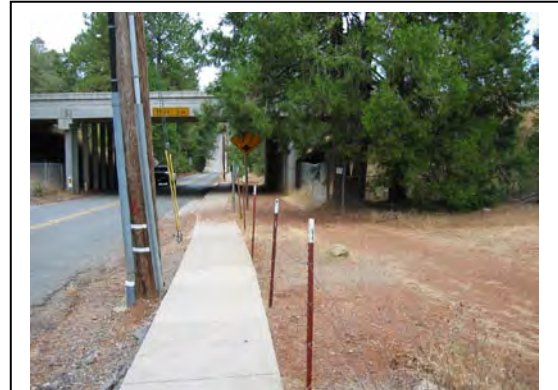
Audit Conducted: 10/01/2007

School Location

Camino School is located on Snows Road near the town center of the Community of Camino. The school is located on the top of a hill and is only accessible by Snows Road. Although the area is primarily rural, children who live near the school have the potential to walk to school.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ There is a sidewalk on Snows Road.
- ✓ The school has a bike rack.
- ✓ The school is close to the Camino town center.
- ✗ The existing sidewalk is narrow and located on the opposite side of the street from the school, requiring road crossing to access.
- ✗ School faculty discourages bicycling to school due to the narrow sidewalk and roadway.
- ✗ Cars tend to speed past the school.
- ✗ No crossing guard present.



If right-of-way could be obtained, ample room exists adjacent to this sidewalk to construct a two-way Class I bike path.

Audit Summary

EDCTC staff met with the Principal of the school and toured the facility during the morning drop off at Camino School. It was noted that passing cars and logging trucks speed past the school on Snows Road. Excessive speeds are of primary concern due to three crosswalks on Snows Road. The posted speed limit is "25 When Children are Present" which is considerably too fast along the narrow roadway, with presence of crosswalks, and student drop-off traffic. Some children walk to school without the presence of an on-duty crossing guard. The school has a bike rack, but the faculty discourages bicycling due to the narrow sidewalk and width of Snows Road.



A curb bulb-out would provide effective traffic calming and better define the corner in this area.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 10 of 25 Possible Points

Walkability: 5 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Reduce speed limit to 15 mph when children are present.
2. Place a solar powered flashing warning signal on Snows Road to slow traffic.
3. Construct curb bulb-outs at crosswalks for traffic calming and improved ingress and egress.
4. Widen sidewalk or Class I bike path on the east side of Snows Road extending to Carson Road.
5. Improve crosswalks with international standard or ladder-style crosswalk paint.

Potential Programs

1. Walking School Bus from Carson Road to the school.
2. Implement a School Rideshare Program through "Smart Routes to School."






Camino Union School District

Distribution of Children





Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



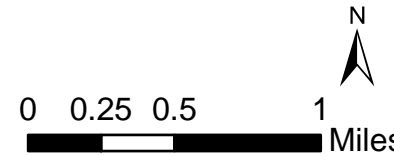
Map Key

- Schools 
- 1.5 Mile Buffer 
- Census Blocks 
- Parcel Lines 
- Roads 

Number of Children Ages 5-17 by Census Block

- 0-10 
- 11-20 
- 21-30 
- 31+ 

Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 387.



El Dorado Adult High School and Independence Continuation High School 9-12 with 100 Students

2227 Pleasant Valley Road, Diamond Springs

Audit Conducted: 10/01/2007

School Location

The schools are located in the town of Diamond Springs along Pleasant Valley Road near the intersection of Missouri Flat Road.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ The roadway shoulder is wide in some areas near the school.
- ✗ There are no sidewalks near the school.
- ✗ There is no bike rack, but students are allowed to park bikes in the office.

Audit Summary

These two specialty schools have limited enrollment of older age students. Independence High School students are 16 years or older. A majority of the students ride the bus or are driven to the school. Two kids regularly ride bikes and about ten ride skateboards. There are no sidewalks or bike lanes near the school. The mid-block crossings of Pleasant Valley Road would benefit from restriping for improved visibility.



School zone signage and crosswalk on Pleasant Valley Road

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 3 of 25 Possible Points

Walkability: 5 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Bike Lanes on Missouri Flat Road.
2. Sidewalks on Pleasant Valley Road.
3. Restriping of crosswalks on Pleasant Valley Road.

Potential Programs

1. Implement a School Rideshare Program through "Smart Routes to School."

El Dorado High School and Vista High School: 9-12 with 1,280 Students

561 Canal Street, Placerville

Audit Conducted: 9/27/2007

School Location

El Dorado High School is located on Canal Street within a residential neighborhood in the City of Placerville. The school is close to the Historic Downtown area of Main Street as well as the commercial area along Placerville Drive. It is surrounded by neighborhoods and accessible from all sides.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ Speed bumps and median barriers have been installed in front of the school to reduce speeds and control pedestrian crossing.
- ✓ The school has a bike rack.
- ✓ The school is accessible from adjacent neighborhoods through multiple entrances.
- ✗ The sidewalk system near the school is discontinuous.

Audit Summary

The well-established neighborhoods adjacent the school host older narrow roads and often narrow or discontinuous sidewalks. Some of the more well-traveled routes, such as Bee Street have good existing sidewalks. There are no bike lanes on local streets. The only nearby road with a wide shoulder is Bee Street, and often that shoulder is obstructed by parking. Due to the narrow roads however, car speeds tend to be slower. It appears that many students are bused to school or driven by parents. The school has a bike rack and there are typically a few bicycles parked there. The school can be accessed from Coloma Court on the east side of the football field. The school is accessible on the north from Combellack and Middletown roads. Along Canal Street, east to Combellack, the City intends to construct a sidewalk to connect with an existing sidewalk on Combellack Road.



El Dorado High School bike rack



Walking path adjacent to Canal Street as seen in the direction of Middletown/Combellack Road

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 12 of 25 Possible Points

Walkability: 9 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. The City of Placerville is anticipating a new sidewalk along a section of Combellack Road.
2. The City of Placerville is also anticipating bike lanes on Combellack Road from Canal Street to State Route 49.
3. Sidewalks and bike lanes on Middletown Road to Cold Springs Road would provide a useful non-motorized connection to Placerville Drive.

Potential Programs

1. Implement a Walking School Bus program.
2. Implement a "Bike Train" program.
3. Implement a School Rideshare Program through "Smart Routes to School."

Oak Ridge High School: 9-12 with 2,120 Students

1120 Harvard Way, El Dorado Hills

Audit Conducted: 9/28/2007

School Location

Oak Ridge High School is located in the growing urbanized area of El Dorado Hills. It is located on Harvard Way, adjacent to Silva Valley Parkway. Silva Valley Parkway is a four-lane, divided arterial with four-foot wide shoulders and sidewalks separated by a landscaped buffer. The school is located near the El Dorado Hills Community Services District Park/Pool and Skate Park. There are a number of residential neighborhoods within walking and bicycling distance of the school.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ Silva Valley road has wide shoulders sufficient for a bike lane.
- ✓ Silva Valley Road has wide sidewalks.
- ✓ There is a bike path along Harvard Way that connects to an additional bike path on El Dorado Hills Boulevard.
- ✗ High automobile traffic during drop off and pick up times.
- ✗ Wide shoulder is frequently obstructed by parked cars.

Audit Summary

The audit was conducted during the afternoon pickup in September 2007. Traffic congestion was observed during the audit. Several children were also observed walking and bicycling home from school. High volumes of student traffic are due in part to adjacent Rolling Hills Middle School. The bike path and sidewalk network is consistent and provides good connectivity to nearby neighborhoods. Promotional efforts at this school may help to encourage walking and bicycling to school.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 17 of 25 Possible Points

Walkability: 9 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

None

Potential Programs

1. Implement a Walking School Bus program.
2. Implement a "Bike Train" program.
3. Implement a School Rideshare Program through "Smart Routes to School."

Ponderosa High School: 9-12 with 2,024 Students

3661 Ponderosa Road, Shingle Springs

Audit Conducted: 11/15/2007

School Location

Ponderosa High School is located at the intersection of Ponderosa Road and Meder Road. The school is located in a semi-rural area of El Dorado County adjacent to a relatively dense area of Cameron Park. While informal walkways extend a quarter mile on both sides of Ponderosa Road, most of the space along the road is taken up by parked cars during peak drop off and pick up periods.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✘ Student drop offs by automobile create excessive congestion near the school.
- ✘ Configuration of the drop off zone and bus drop off increases congestion.
- ✘ Lack of bicycling or walking infrastructure including sidewalks.
- ✘ School does not have a bike rack.

Audit Summary

The audit was conducted during the morning drop off period in November, 2007. During the audit north-bound traffic was backed up for over a quarter mile on Ponderosa Road from Meder Road. Most students live more than one mile from the school. There is no existing bicycling or walking infrastructure. Parents were pulling cars onto either side of the road to drop off students. Students were crossing at will between parked or slow moving cars.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 7 of 25 Possible Points

Walkability: 2 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Improved drop off and pick up areas.
2. Crosswalk to facilitate safe crossing after drop off on opposite side of school.

Potential Programs

1. Implement a School Rideshare Program through "Smart Routes to School."

Union Mine High School: 9-12 with 1,405 Students
Shenandoah High School: 9-12 with 129 Students
Mountain View High School: 9-12 with 31 Students

6530 Koki Lane, El Dorado

Audit Conducted: 8/29/2007

School Location

The schools are located on Koki Lane off of Pleasant Valley Road in the town of El Dorado. Koki Lane is primarily an access road for Union Mine and Shenandoah schools which are located at the end of the road. The nearest higher-density residential development is located on Patterson Road, accessible by traveling east on Pleasant Valley Road.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ The school has a bike rack.
- ✗ Pleasant Valley Road has no shoulders or sidewalks, posing as a barrier to walk and bike access.

Audit Summary

The audit was conducted during the morning drop off period in August, 2007. It appears that many children are driven, drive, or ride the bus to school. There is a small neighborhood off Koki Lane on Havenstar Road and some other small nearby housing areas may be accessible from Union Mine Road. There is a sidewalk on the west side of Koki Lane from the school to Pleasant Valley Road. There are no sidewalks and a narrow shoulder along Pleasant Valley Road. Pleasant Valley Road is posted 40 miles per hour, and there is a "25 mph When Children are Present" sign. There is a crosswalk at the signalized intersection of Pleasant Valley Road and Koki Lane providing access to a small neighborhood on Oro Lane and Dublin Road. The nearest higher-density development is located off Patterson Drive and may be accessible through an undeveloped parcel located to the east of the school. It is unknown as to whether or not students are using this parcel to access the school grounds or not.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 10 of 25 Possible Points
 Walkability: 4 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Sidewalks and bike lanes along Pleasant Valley Road from Missouri Flat Road to the town of El Dorado.
2. Bike Path through the undeveloped parcel to the east of the school connecting Patterson Drive to the school campus.

Potential Programs

1. Implement a School Rideshare Program through "Smart Routes to School."








El Dorado Union High School District

Distribution of Children





Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



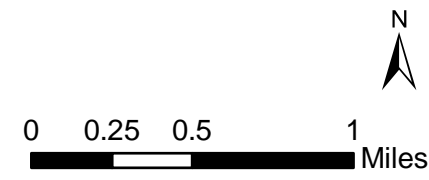
Map Key

- Schools 
- 1.5 Mile Buffer 
- Census Blocks 
- Parcel Lines 
- Roads 

Number of Children Ages 5-17 by Census Block

| | |
|-------|---|
| 0-10 |  |
| 11-20 |  |
| 21-30 |  |
| 31+ |  |

Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 673.








El Dorado Union High School District

Distribution of Children





Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



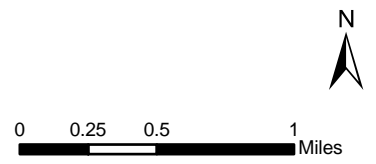
Map Key

- Schools 
- 1.5 Mile Buffer 
- Census Blocks 
- Parcel Lines 
- Roads 

Number of Children Ages 5-17 by Census Block

| | |
|-------|---|
| 0-10 |  |
| 11-20 |  |
| 21-30 |  |
| 31+ |  |

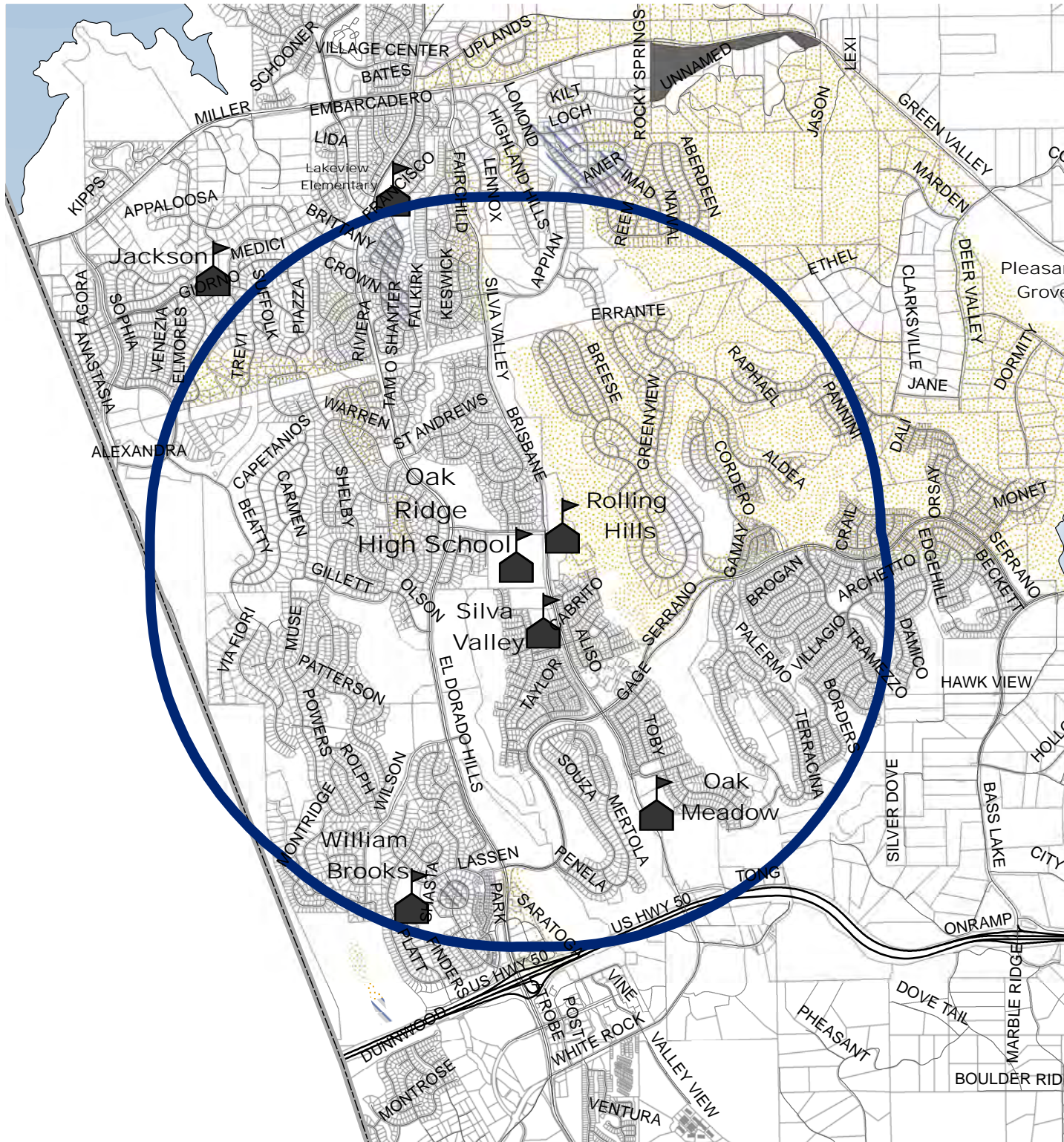
Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 2675.








El Dorado Union High School District

Distribution of Children





Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



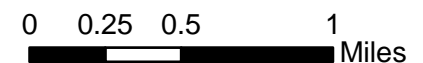
Map Key

- Schools 
- 1.5 Mile Buffer 
- Census Blocks 
- Parcel Lines 
- Roads 

Number of Children Ages 5-17 by Census Block

- 0-10 
- 11-20 
- 21-30 
- 31+ 

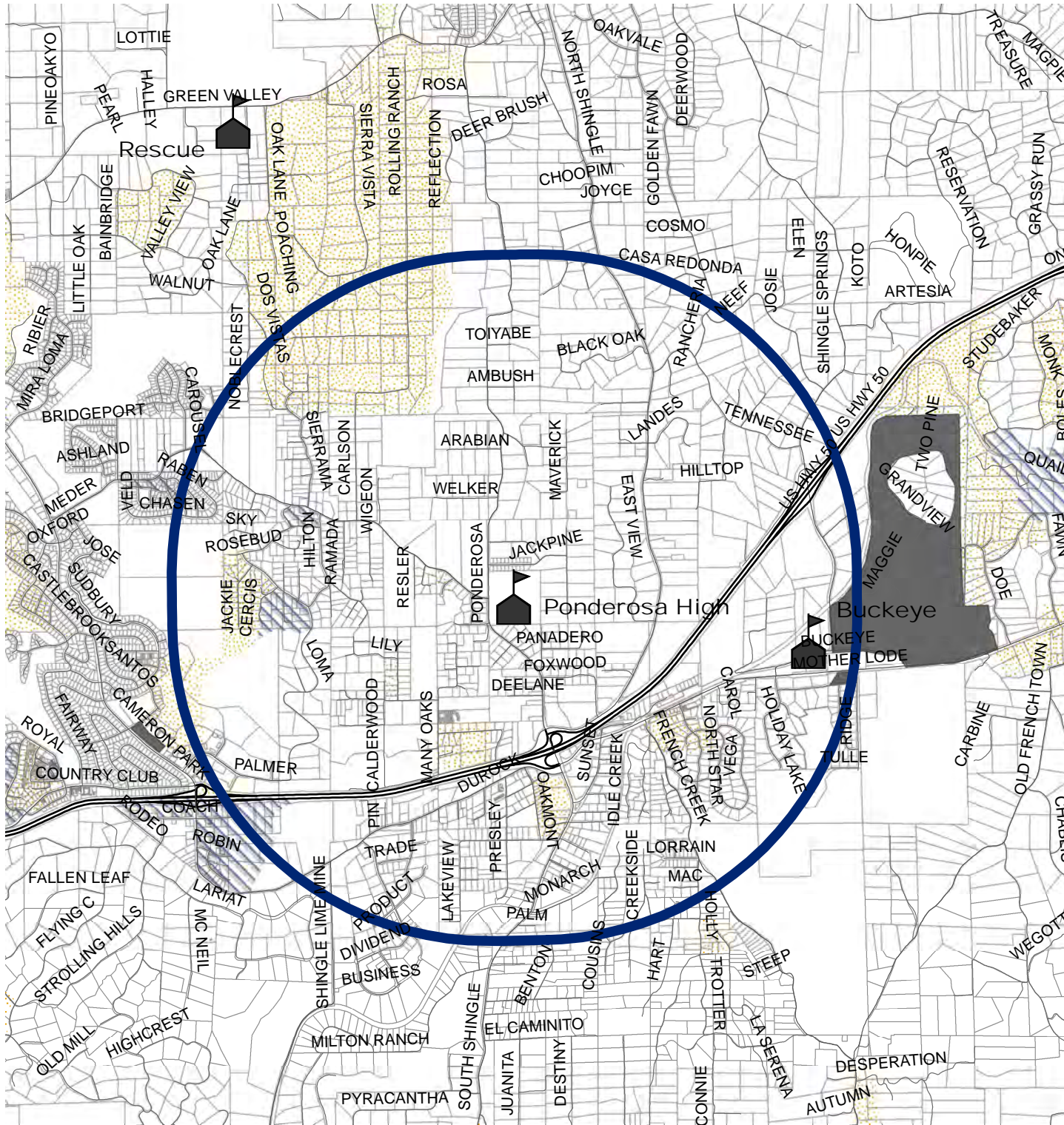
Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 585.



El Dorado Union High School District

Distribution of Children

Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



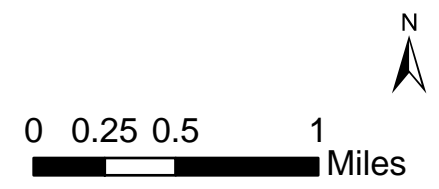
Map Key

- Schools
- 1.5 Mile Buffer
- Census Blocks
- Parcel Lines
- Roads

Number of Children Ages 5-17 by Census Block

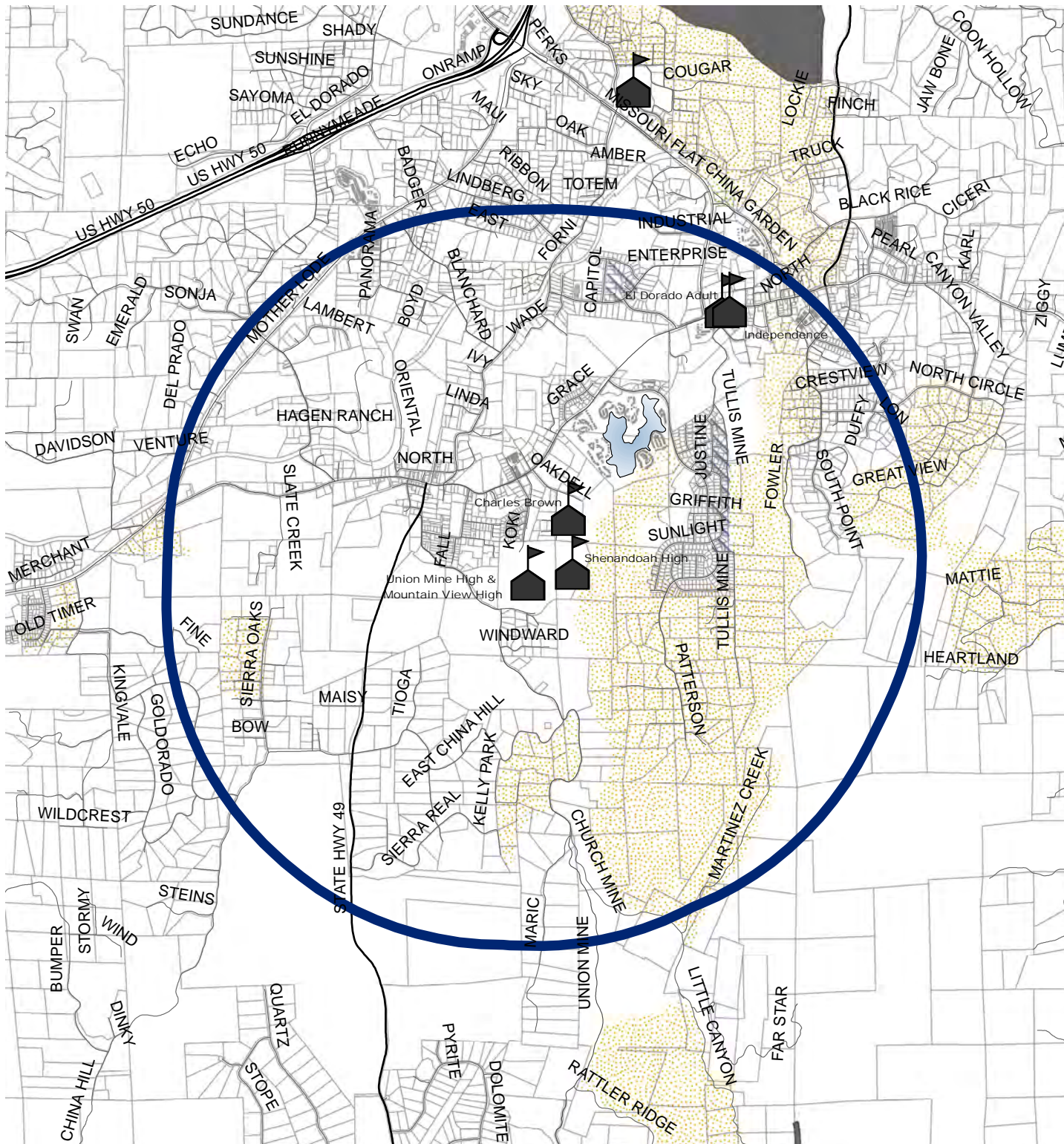
| | |
|-------|--|
| 0-10 | |
| 11-20 | |
| 21-30 | |
| 31+ | |

Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 613.








El Dorado Union High School District Distribution of Children





Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



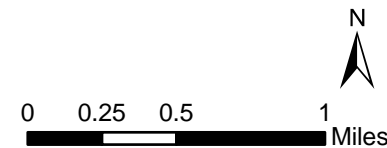
Map Key

- Schools 
- 1.5 Mile Buffer 
- Census Blocks 
- Parcel Lines 
- Roads 

Number of Children Ages 5-17 by Census Block

- 0-10 
- 11-20 
- 21-30 
- 31+ 

Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 497.



Gold Oak School: K-5 with 386 Students

Gold Oak Arts Charter School: 4-8 with 102 Students

3171 Pleasant Valley Road, Placerville

Audit Conducted: 2/13/2008

School Location

Gold Oak School and Gold Oak Arts Charter School are located in a rural area on Pleasant Valley Road. Pleasant Valley Road is a two-lane roadway with no shoulders and relatively high car speeds. The greater surrounding region remains rural.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ School Zone signage exists on Pleasant Valley Road.
- ✓ The school has a bike rack.
- ✗ School location makes walking or bicycling an unlikely option.

Audit Summary

The audit was conducted during the morning drop off period on February 13, 2008. It appears most students are bused to this school. The automobile drop-off area allows plenty of room for cueing of cars, which prevents backups onto Pleasant Valley Road. School zone signage was present, as well as speed limit signs indicating a "25 mph speed limit when children are present." There is a crosswalk in front of the school crossing Pleasant Valley Road; however, the rural location of the school does not lend itself to walking and bicycling to school.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 3 of 25 Possible Points

Walkability: 0 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

None

Potential Programs

1. Implement a school rideshare program through "Smart Routes to School."



Crosswalk and narrow shoulders present in front of Gold Oak School.



Bike rack at Gold Oak School

Pleasant Valley School: K-8 with 205 Students

4120 Pleasant Valley Road, Placerville

Audit Conducted: 2/13/2008

School Location

Pleasant Valley School is located in a rural area on Pleasant Valley Road. Pleasant Valley Road is a two-lane roadway with no shoulders and relatively high car speeds.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ School zone signage exists on Pleasant Valley Road.
- ✗ School location makes walking or bicycling an unlikely option.

Audit Summary

In February, 2008 EDCTC conducted an audit during the Pleasant Valley morning drop off period. It appears most students are bused to school. The automobile drop-off area allows plenty of room for cueing of cars, which prevents backups onto Pleasant Valley Road. School zone signage is present, as well as speed limit signs indicating a 25 mph speed limit when children are present. There is a crosswalk in front of the school, and what appears to be an informal walkway through a field across from the school. The rural location of the school does not lend itself to walking and bicycling to school.



Crosswalk and narrow shoulders in front of Pleasant Valley School

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 4 of 25 Possible Points

Walkability: 0 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

None

Potential Programs

1. Implement a school rideshare program through "Smart Routes to School."

Gold Trail School: 4-8 with 344 Students

889 Cold Springs, Placerville

Audit Conducted: 9/07/2007

School Location

Gold Trail School is located in the very rural, unincorporated area of El Dorado County near the town of Coloma. The school is on Cold Springs Road approximately one mile north of the intersection of Cold Springs Road and Gold Hill Road. The shoulder on Cold Springs Road immediately adjacent to the school site is eight feet wide. Immediately beyond the school the shoulder is less than one-foot wide. An informal walking path runs through a cow pasture between the school site and a neighborhood approximately a half mile away, providing walking access for several students.

Existing Pedestrian and Bicycle Facilities/Conditions

- ✘ There are no bike path/lanes on Cold Springs Road.
- ✘ There are no sidewalks along Cold Springs Road.
- ✘ Student drop-offs and pick-ups by automobile create excessive congestion near the school.
- ✘ Configuration of the drop off zone and bus drop off area increases congestion issues.

Audit Summary

In September 2007, EDCTC staff conducted an audit at Gold Trail Middle School in the morning. During the audit, with the exception of one child who walked to school alone on an informal path across a pasture, all students arrived either via bus or car. Two buses were observed pulling into the school site and approximately fifty cars pulled into either the main parking lot or the smaller staff parking lot to drop off students. During the time this audit was conducted during morning drop off, traffic was backed up in both directions on Cold Springs Road as cars waited to enter either the main or staff parking lots. Parents were parking on the side of Cold Springs Road across from the school and parents with children were crossing at will between cars stopped in traffic.

Due to the very rural nature of the area, most students live two to five miles from the school site. Combined with the hilly nature of the topography and the absence of a bike path or sidewalk along Cold Springs Road, biking or walking to school at this time is not a viable option for most students.

Pedestrian and Bicycle Facilities Overall Rankings

Facilities/Conditions: 10 of 25 Possible Points

Walkability: 0 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Crosswalk on Cold Springs Road.

Potential Programs

1. Walking School Bus Program could be successful for this school from an area near Coloma/Lotus.
2. Implement a school rideshare program through "Smart Routes to School."

Sutter's Mill School: K-3 with 205 Students

4801 Luneman Road, Placerville

Audit Conducted: 9/7/2007

School Location

Sutter's Mill Elementary School is located in the very rural, unincorporated area of El Dorado County near the town of Lotus. The school is on Luneman Road adjacent to the intersection of Luneman Road and Lotus Road. The shoulder on Luneman Road immediately in front of the school site is two to four feet wide. Immediately beyond the school the shoulder on Luneman Road is less than one foot wide. During the audit a relatively high volume of traffic was observed traveling past the school site at speeds that appeared to be greatly in excess of the posted 25 mph speed limit.

Existing Pedestrian and Bicycle Facilities/Conditions

- ✘ No bike path exists on Luneman Road, Lotus Road, Gold Hill Road, or Arrowbee Drive.
- ✘ Except for immediately in front of the school site, there are no sidewalks along Luneman Road, Lotus Road, or Gold Hill Road.
- ✘ Student drop-offs and pick-ups by automobile create excessive congestion near the school.

Audit Summary

In September 2007, EDCTC staff conducted an audit at Sutter's Mill Elementary School in the morning. During the audit all students arrived either via bus or car. No students were observed walking or bicycling to the school site.

Due to the very rural nature of the area, most students live two to five miles from the school site. Combined with the very hilly nature of the topography, the absence of a bike path or sidewalk along Luneman Road, Lotus Road, Gold Hill Road, or Arrowbee Drive, and the age of the students, biking or walking to school at this time is not a viable option for most students. Teachers or administrators are the most likely candidates for biking or walking to the school site.

Pedestrian and Bicycle Facilities Overall Rankings

Facilities/Conditions: 9 of 25 Possible Points

Walkability: 0 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

None

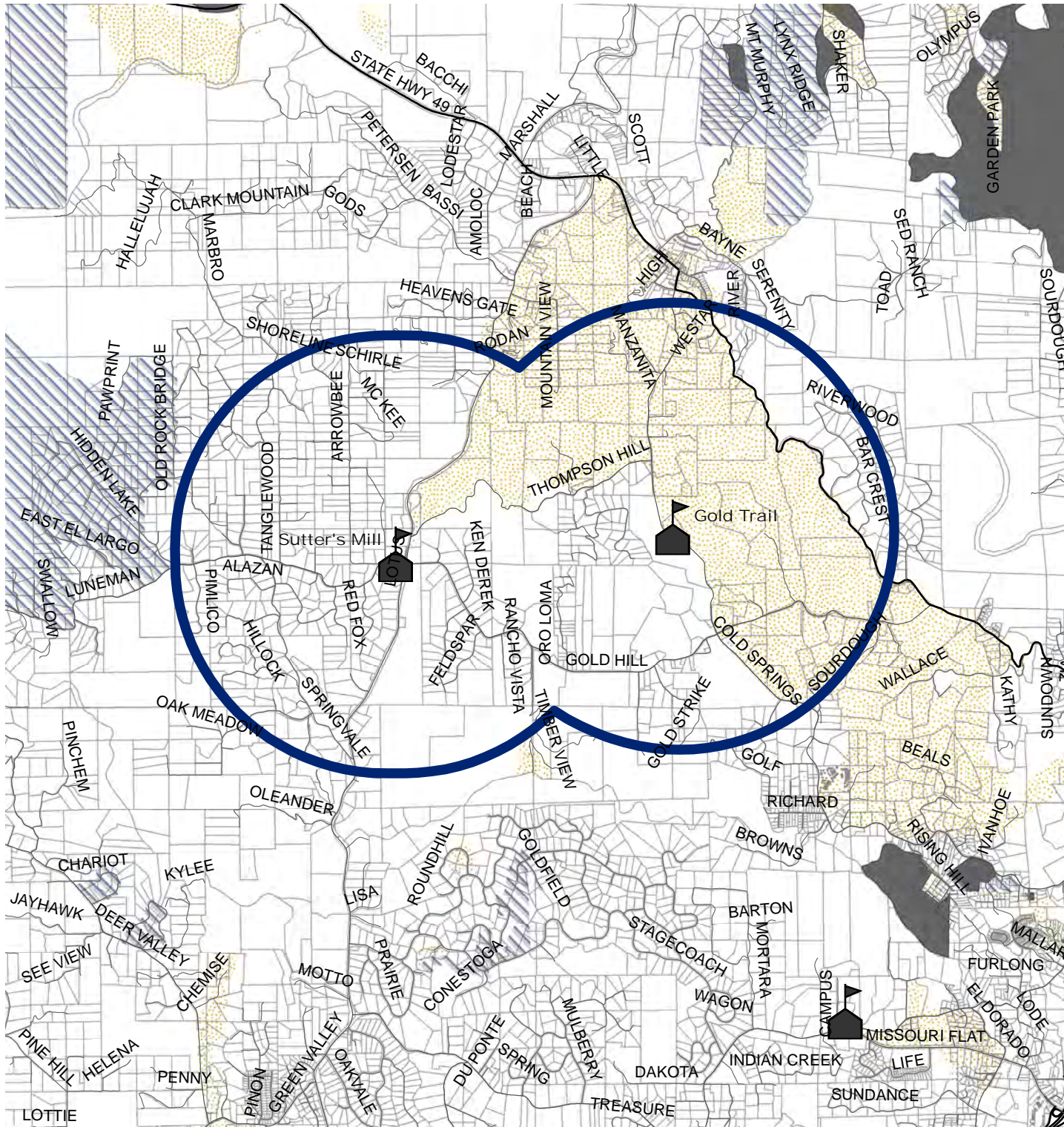
Potential Programs

1. Walking School Bus Program could be moderately successful for this school from an area near Coloma/Lotus.
2. Implement a school rideshare program through "Smart Routes to School."






Gold Trail Union School District

Distribution of Children





Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



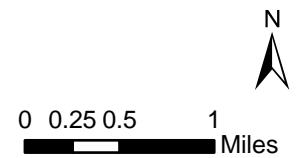
Map Key

- Schools 
- 1.5 Mile Buffer 
- Census Blocks 
- Parcel Lines 
- Roads 

Number of Children Ages 5-17 by Census Block

- 0-10 
- 11-20 
- 21-30 
- 31+ 

Total Number of Children Ages 5-17 within 1.5 Mile Buffer from School: 218.



Indian Diggings: K-8 with 34 Students

6020 Omo Ranch Road, Somerset

Audit Conducted: 10/01/2007

School Location

Indian Diggings School is located in the rural area of the Somerset community near the intersection of Omo Ranch Road and Slug Gulch Road.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ The school has a bike rack.
- ✗ The remote location of the school makes walking an unlikely option.

Audit Summary

Due to the remote location of the school and small student body, the audit was conducted by phone. The school does not have a bus service and all of the student body is currently driven to school by parents. There is a crosswalk at the intersection of Omo Ranch Road and Slug Gulch Road. There is also school zone signage and “25 mph speed limit when children are present.”

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 4 of 25 Possible Points

Walkability: 0 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

None

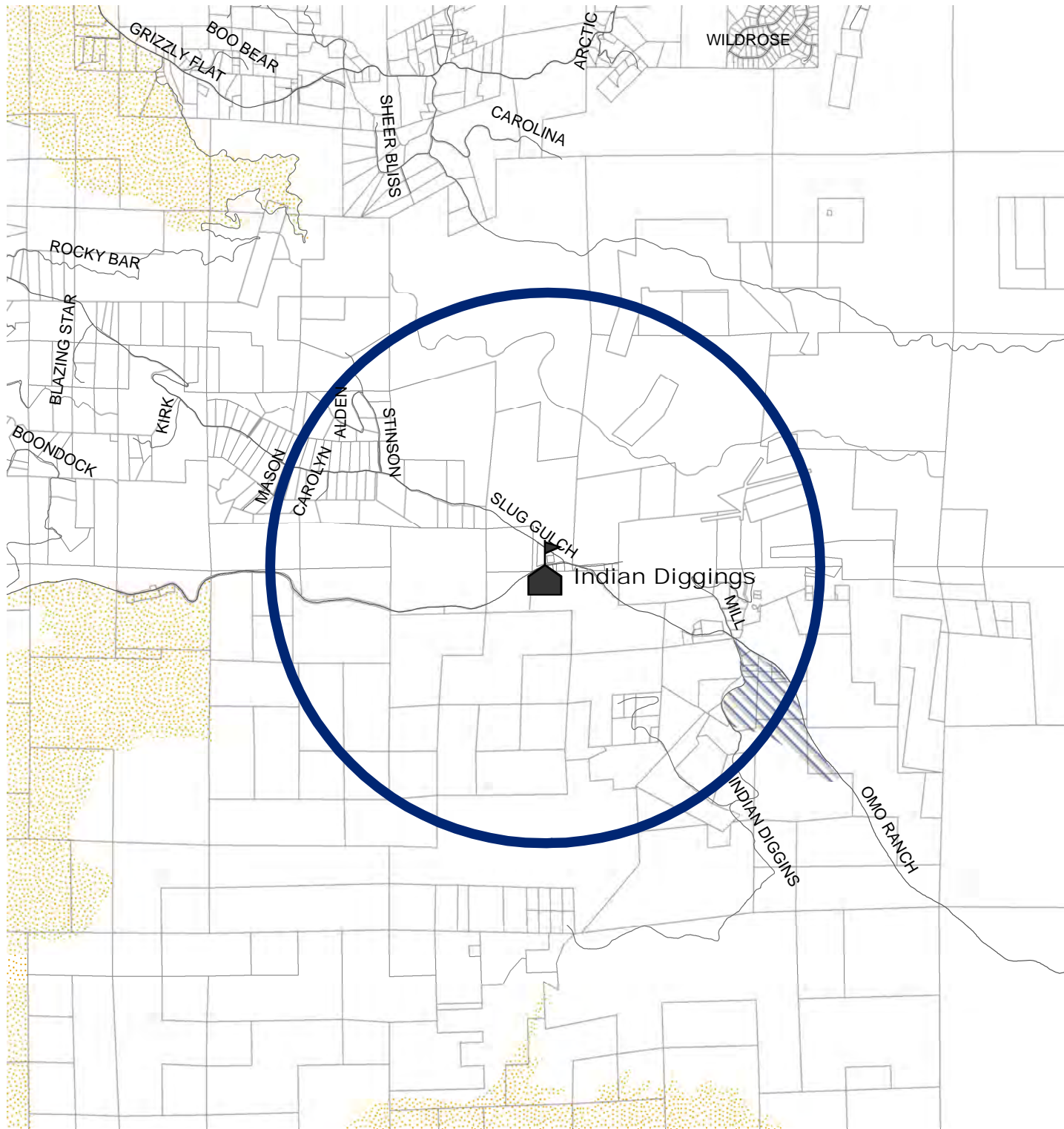
Potential Programs

1. Implement a school rideshare program through “Smart Routes to School.”






Indian Diggings School District

Rural School Location





Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



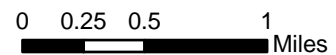
Map Key

- Schools 
- 1.5 Mile Buffer 
- Census Blocks 
- Parcel Lines 
- Roads 

Number of Children Ages 5-17 by Census Block

- 0-10 
- 11-20 
- 21-30 
- 31+ 

Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 40.



Latrobe School: K-3 with 78 Students

7680 South Shingle Road, Shingle Springs

Audit Conducted: 8/28/2007

School Location

Latrobe School is located on the corner of Latrobe Road and South Shingle Road in the town of Latrobe. The school site is in a very remote location in an extremely rural area of El Dorado County.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✘ There are no sidewalks on campus or adjacent roadways.
- ✘ Remote location and rural environment makes walking an unlikely option.

Audit Summary

The audit was conducted during the morning drop off period in August, 2007. There was very little traffic noted at the school site during this period. School zone warning signage was posted on the adjacent roadways, as well as "25 mph When Children are Present" signage.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 1 of 25 Possible Points

Walkability: 0 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

None

Potential Programs

1. Implement a school rideshare program through "Smart Routes to School."

Miller's Hill School: 4-8 with 124 Students

7900 South Shingle Road, Shingle Springs

Audit Conducted: 8/28/2007

School Location

Miller's Hill School is located on South Shingle Road just west of Latrobe Road. The nearest cross street is Coulter Lane. There are very few houses in the area as most of the surrounding parcels are ranch or other agricultural uses.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✘ There are no sidewalks on campus or adjacent roadways.
- ✘ Remote location and rural environment makes walking an unlikely option.

Audit Summary

The audit was conducted during the morning drop off period in August, 2007. Light traffic was observed at the school location. There is a "Share the Road" bicycle sign on Latrobe Road and school zone signage near the school. It doesn't appear that any children walk or bike to school as there are very few homes nearby.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 1 of 25 Possible Points

Walkability: 0 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

None

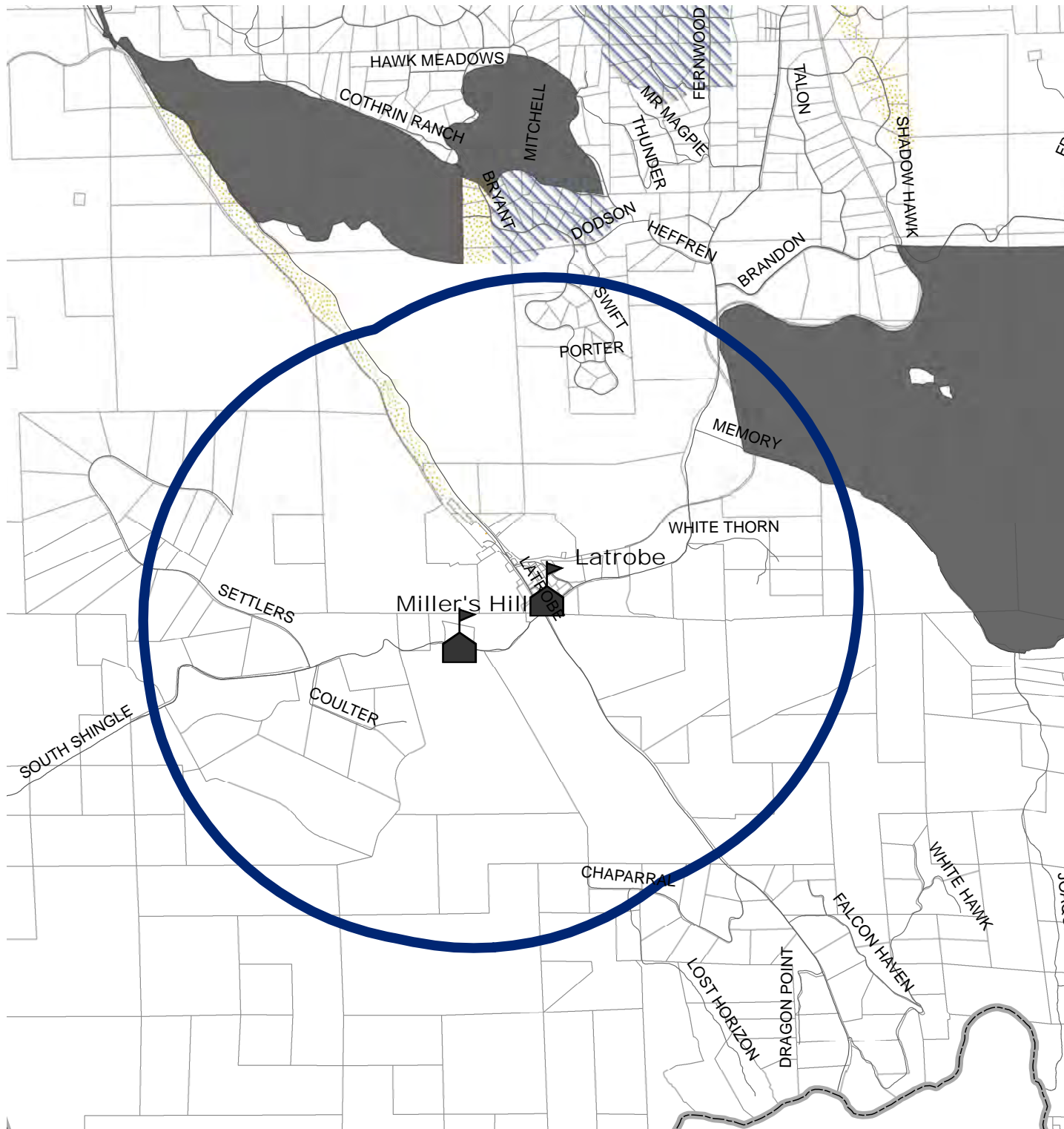
Potential Programs

1. Implement a school rideshare program through "Smart Routes to School."

Latrobe School District

Distribution of Children

Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



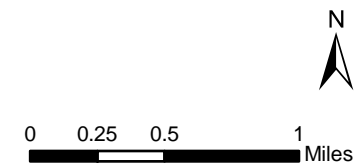
Map Key

- Schools
- 1.5 Mile Buffer
- Census Blocks
- Parcel Lines
- Roads

Number of Children Ages 5-17 by Census Block

- 0-10
- 11-20
- 21-30
- 31+

Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 110.



Charles Brown School: K-5 with 445 Students

6520 Oak Dell Road, El Dorado

Audit Conducted: 8/29/2007

School Location

Charles Brown School is located on Oak Dell Road near Pleasant Valley Road. Oak Dell Road is a wide rural road with no shoulders or sidewalks.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✘ No sidewalks near the school.
- ✘ No sidewalks on Pleasant valley Road between Oak Dell Road and Patterson Drive.
- ✘ Nearby residential is low density.

Audit Summary

The audit was conducted during the morning drop period. It appears that most children are dropped off by parents or ride the bus to the school. The largest nearby residential development is accessible from Patterson Drive, an arterial off Pleasant Valley Road. From a birds eye view, Patterson Drive is located slightly northeast of the school but is separated by a large undeveloped parcel. The audit did not identify any informal walkways so it is unknown as to whether or not children walk to school via the undeveloped parcel between Patterson Drive and Oak Dell Road. The school has a bike rack but it is not currently used.

Pedestrian and Bicycle Facilities Overall Rankings

Facilities/Conditions: 1 of 25 Possible Points

Walkability: 3 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. A bike path across the undeveloped parcel adjacent to the school would provide connectivity to a nearby development.

Potential Programs

1. Implement a Ride Share Program through "Smart Routes to School."

Herbert Green Middle: 6-8 with 524 Students

2781 Forni Road, Placerville

Audit Conducted: 8/29/2007

School Location

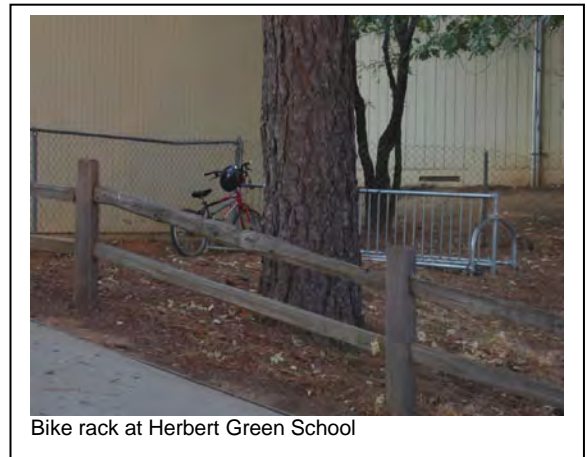
The school is located along Forni Road adjacent to Golden Center Drive near Missouri Flat Road. Nearby developments are rural or regional retail and commercial. Missouri Flat Road is a major arterial that may pose as a barrier for many parents to allow their children to walk to school.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ Segments of Missouri Flat Road have sidewalks and bike lanes.
- ✓ Forni Road and Missouri Flat Road intersection have crosswalks.
- ✓ School has a bike rack.
- ✗ Nearby residential is low density.

Audit Summary

The school was audited during the morning drop off period. It appears most children ride the bus or are driven to school. There was one bike in the bike rack on the day the audit was conducted. A few children may walk to school from the small neighborhoods adjacent the school to the north on Arroyo Vista Court and Bestafa Court. There are sidewalks on one side of Golden Center Drive south of the school. The Golden Center Drive sidewalks will provide a connection to the Sacramento-Placerville Transportation Corridor bike path section between Missouri Flat Road and Forni Road (to be completed in spring of 2009). The Missouri Flat/Forni Road intersection is signalized and has crosswalks. Missouri Flat Road has bike lanes from Golden Center Drive to the US 50 interchange. Once the US 50 interchange at Missouri Flat Road is completed, it will have sidewalks and bike lanes on both sides. Some of these middle school children may use the nearby sidewalks and bike lanes to access commercial areas of Missouri Flat and Golden Center Drive after school.



Bike rack at Herbert Green School

Pedestrian and Bicycle Facilities Overall Rankings

Facilities/Conditions: 13 of 25 Possible Points

Walkability: 7 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

None

Potential Programs

1. Implement a ride share program through "Smart Routes to School."

Indian Creek School: K-8 with 446 Students

Green Valley Road, Placerville

Audit Conducted: 10/02/2007

School Location

Mother Lode School is located on Green Valley Road near the intersection of Green Valley and Missouri Flat Roads. While the school is near the Missouri Flat interchange and regional commercial area, the character of the area is rural lacking sidewalks and access to nearby neighborhoods.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ Missouri Flat Road has a wide shoulder from US 50 to the school.
- ✓ Missouri Flat Road has a school zone signage with a flashing signal.
- ✗ School location makes walking or bicycling an unlikely option.

Audit Summary

In October of 2007, EDCTC conducted an audit of Indian Creek School during the morning drop off period. It was noted that there is a lot of drop off traffic combined with bus drop offs at this school. It doesn't appear that many, if any, children walk to school. While Missouri Flat Road has wide four-foot shoulders leading from US 50 to the school, there is limited residential housing density nearby to encourage walking to school. Many parents would likely discourage their children from bicycling or walking to the school along Missouri Flat road due to the generally high car speeds. Providing for a sidewalk along this route would most likely encourage parents to allow higher-grade students to walk to school. However, the lack of nearby housing will limit the potential of implementing the high cost of sidewalks. The school has a flashing school zone warning sign located on the southbound side of Green Valley Road.

Pedestrian and Bicycle Facilities Overall Rankings

Facilities/Conditions: 4 of 25 Possible Points

Walkability: 2 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

None

Potential Programs

1. Implement a school rideshare program through "Smart Routes to School"






Mother Lode Union School District

Distribution of Children





Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



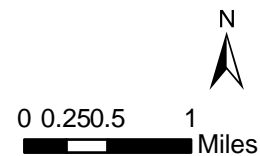
Map Key

- Schools 
- 1.5 Mile Buffer 
- Census Blocks 
- Parcel Lines 
- Roads 

Number of Children Ages 5-17 by Census Block

| | |
|-------|---|
| 0-10 |  |
| 11-20 |  |
| 21-30 |  |
| 31+ |  |

Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 2,113.



Grizzly Pines School: K-5 with 31 Students

6801 Tyler Drive, Grizzly Flat

Audit Conducted: Via Phone 5/6/2008

School Location

The school is located in the very rural area of Grizzly Flat. The school has a very small student body of 31 students.

Existing Pedestrian and Bicycle Facilities/Conditions

- ✘ The school has four children who bike to school with parents.
- ✘ The school is getting a bike rack.
- ✘ Walking a bicycling are unlikely options due to remote, rural location.

Audit Summary

The audit was conducted via phone on May 6, 2008. A majority of the children ride the bus or are driven to school by parents. There is one child who walks to school and there are four children who ride bikes to school with their parents. The school is going to get a bike rack soon. There are no sidewalks near or around the school.

Pedestrian and Bicycle Facilities Overall Rankings

Facilities/Conditions: 1 of 25 Possible Points

Walkability: 0 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

None

Potential Programs

1. Implement a school rideshare program through "Smart Routes to School."

Mountain Creek School: 6-8 with 163 Students

6862 Mt. Aukum Road, Somerset

Audit Conducted: 5/13/2008

School Location

The school is located in the rural south county area. The nearby parcels are large low-density ranches or mini-ranches. The roadway system surrounding the school has no shoulders or sidewalks.

Existing Pedestrian and Bicycle Facilities/Conditions

- ✘ No shoulders, sidewalks, or bike lanes on Mount Aukum Road.
- ✘ School location makes walking or bicycling an unlikely option.

Audit Summary

The school is in a very rural location where students either ride the bus or are driven to school. The rural nature of the schools' surroundings does not lend itself to bicycling or walking to school. School signage is present indicating 25 mph when children are present. There is also "School XING" paint on the roadway, although there is no crosswalk in front of the school. Pioneer Park is located nearby approximately half a mile from the school. If a bike path were developed between the school and the park some of the middle school students may be able to ride a bike or walk to the park for after-school activities.



Mt. Aukum Road where it passes Pioneer and Mt. Creek Schools

Pedestrian and Bicycle Facilities Overall Rankings

Facilities/Conditions: 1 of 25 Possible Points

Walkability: 1 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Develop a bike path between Pioneer Park and the school.

Potential Programs

1. Implement a school rideshare program through "Smart Routes to School."

Pioneer School: K-5 with 255 Students

6860 Mt. Aukum Road, Somerset

Audit Conducted: 5/13/2008

School Location

The school is located in the rural south county area. The nearby parcels are large low-density ranches or mini-ranches. The roadway system surrounding the school has no shoulders or sidewalks.

Existing Pedestrian and Bicycle Facilities/Conditions

- ✘ No shoulders, sidewalks, or bike lanes on Mount Aukum Road.
- ✘ School location makes walking or bicycling an unlikely option.

Audit Summary

The school is in a very rural location where students either ride the bus or are driven to school. The rural nature of the schools' surroundings does not lend itself to bicycling or walking to school. School signage is present indicating 25 mph when children are present. There is also "School XING" paint on the roadway, although there is no crosswalk in front of the school.

Pedestrian and Bicycle Facilities Overall Rankings

Facilities/Conditions: 1 of 25 Possible Points

Walkability: 1 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

None

Potential Programs

1. Implement a school rideshare program through "Smart Routes to School."

Hangtown Trade School: 7-12 with 49 Students

6187 Pleasant Valley Road, El Dorado

Audit Conducted: 8/18/2008

School Location

The school is located in the small rural community of El Dorado. Nearby development is primarily rural with the exception of some developments farther east on Pleasant Valley Road near Patterson Drive and Koki Lane.

Existing Pedestrian and Bicycle Facilities/Conditions

- ✓ The school has a bike rack.
- ✗ No shoulders, sidewalks, or bike lanes on Pleasant Valley Road.

Audit Summary

This small school has a student body of middle and high school age students does have a few kids that walk or bike to school. The school has a bike rack although there are no bike facilities or sidewalks on adjacent roadways. School Zone signage is present on Pleasant Valley Road. A sidewalk and bike lane between Patterson Drive and Highway 49 would serve as an excellent non-motorized connection from the more developed areas of Pleasant Valley with the town of El Dorado.

Pedestrian and Bicycle Facilities Overall Rankings

Facilities/Conditions: 2 of 25 Possible Points

Walkability: 2 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Sidewalk and Bike Lanes between Patterson Drive and the town of El Dorado.

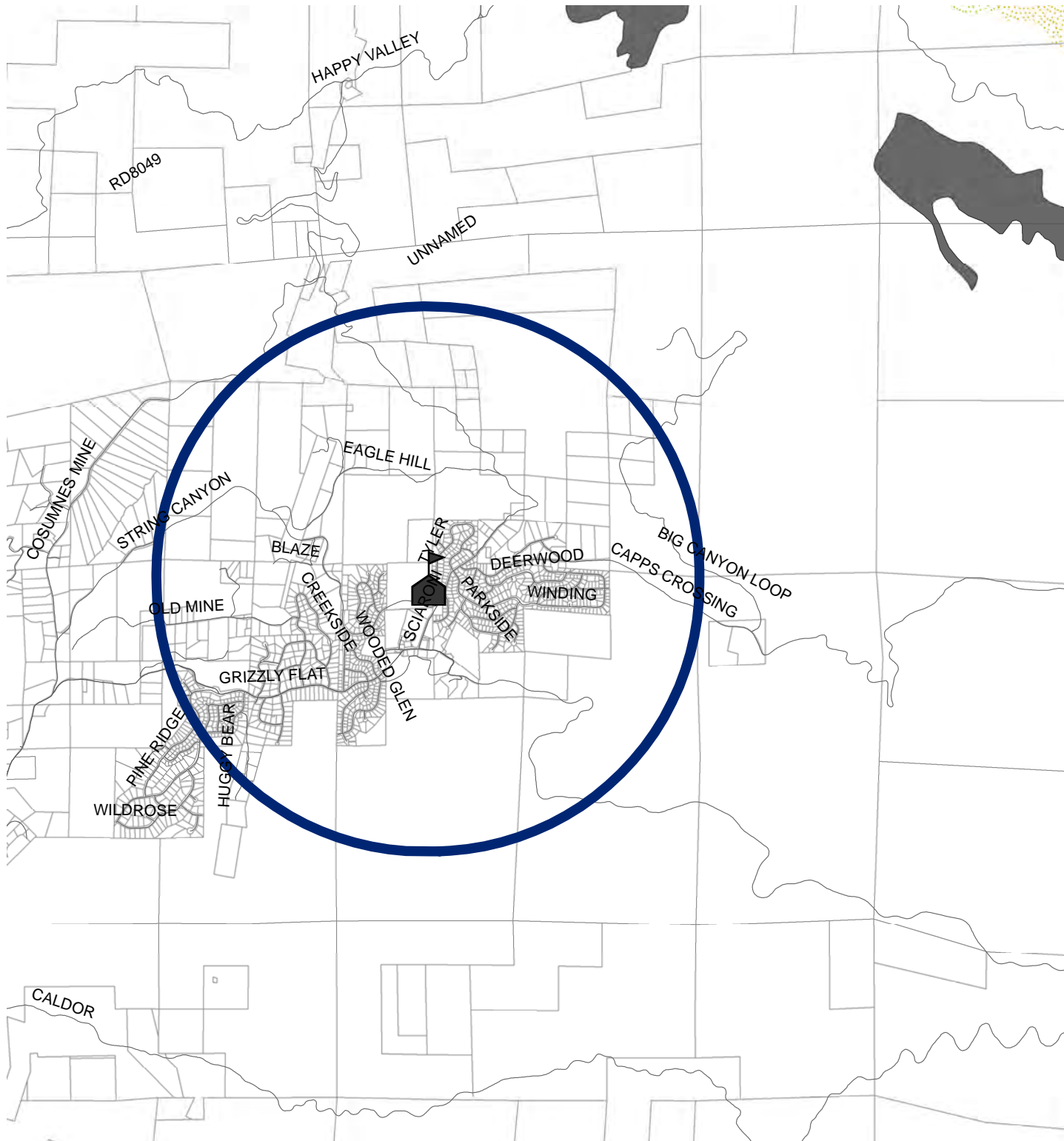
Potential Programs

1. Implement a school rideshare program through "Smart Routes to School."






Pioneer Union School District

Distribution of Children





Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



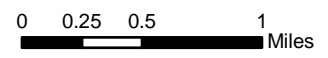
Map Key

- Schools 
- 1.5 Mile Buffer 
- Census Blocks 
- Parcel Lines 
- Roads 

Number of Children Ages 5-17 by Census Block

| | |
|-------|---|
| 0-10 |  |
| 11-20 |  |
| 21-30 |  |
| 31+ |  |

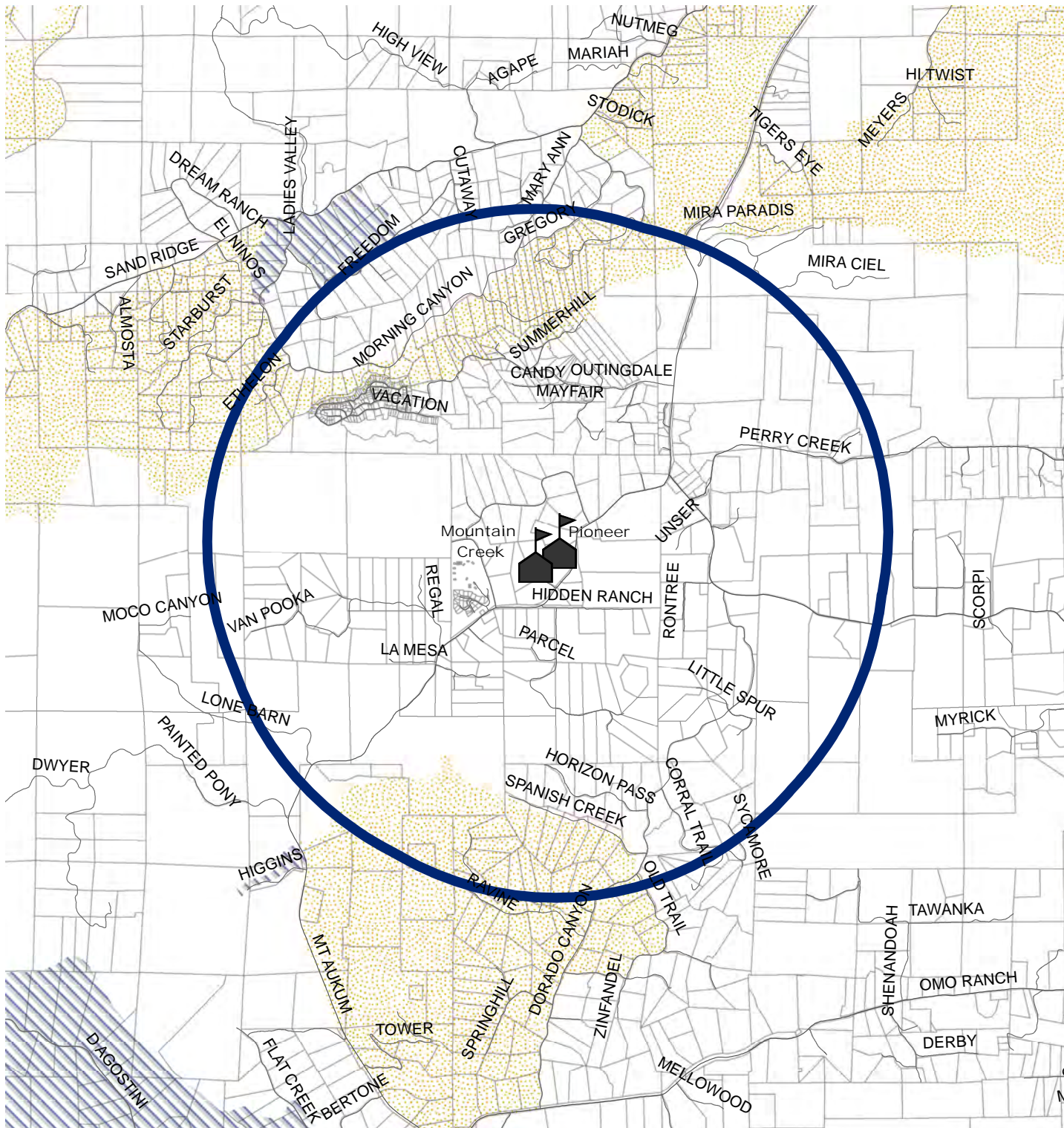
Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 25.








Pioneer Union School District

Distribution of Children





Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



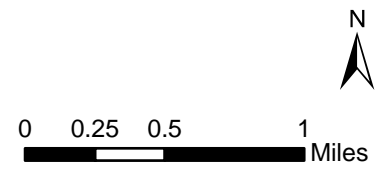
Map Key

- Schools 
- 1.5 Mile Buffer 
- Census Blocks 
- Parcel Lines 
- Roads 

Number of Children Ages 5-17 by Census Block

| | |
|-------|---|
| 0-10 |  |
| 11-20 |  |
| 21-30 |  |
| 31+ |  |

Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 25.



Edwin Markham School: 6-8 with 374 Students

2800 Moulton Drive, Placerville

Audit Conducted: 9/27/2007

School Location

Edwin Markham School is located on Canal Street in the City of Placerville. Edwin Markham is positioned on Markham Drive, a court off Moulton Drive, which connects to Canal Street. It is within a suburban neighborhood close to the commercial centers of Placerville Drive and Main Street. Edwin Markham is located adjacent to El Dorado High School. Canal Street, at Highway 50, is has a signalized at-grade crossing with a crosswalk on the east side.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ The school has an enclosed bicycle lock up area.
- ✓ The school is very accessible from surrounding neighborhoods.
- ✓ There is an unimproved connector trail to the High School field which provides access to and from Coloma Court and State Route 49.
- ✓ The City of Placerville intends to complete a Safe Routes to School sidewalk and bike lane project on Combella Road.
- ✗ Sidewalks are sporadic and narrow on Canal Street and nearby roadways.



Unimproved connector trail provides access to Coloma Court and State Route 49 via the High School field

Audit Summary

The audit was conducted in September 2007, during the morning drop off period. A number of children were observed walking to school as well as several being dropped off by automobiles or busses. The school starts relatively early which could be a deterrent for some students walking to school. Accessibility to the school is good, as noted by the connector trail mentioned above. The sidewalk network in the surrounding neighborhood is good but some sidewalks are segmented or narrow. Some nearby crosswalks could be restriped with enhanced ladder-style striping to improve visibility.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 12 of 25 Possible Points

Walkability: 9 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Restriping of crosswalks to ladder-style high visibility crosswalks.
2. Sidewalk on Canal Street from Moulton Drive to Combella Road.
3. Sidewalk on Combella Road east to existing sidewalk at David Circle.
4. Sidewalk on Middletown Road to Cold Springs Road.

Potential Programs

1. Implement a Walking School Bus Program.
2. Implement a Bike Train Program.
3. Implement a rideshare program through "Smart Routes to School."

Louisiana Schnell School: K-5 with 402 Students

2871 Schnell School Road, Placerville

Audit Conducted: 8/24/2007

School Location

Louisiana Schnell School is located on Schnell School Road in the eastern area of the City of Placerville. The school is accessible from US 50 and Broadway Street to the south and Carson Road to the north. The school can also be accessed from the El Dorado Trail which passes by the school in the east-west direction on the south side of the school.

Existing Pedestrian and Bicycle Facilities/Conditions

- ✓ School is accessible by the El Dorado Trail Bike Path.
- ✓ The school has a bike rack.
- ✓ The school is close to apartments and neighborhoods.
- ✓ The City of Placerville has a Safe Routes to School Grant to provide enhanced ladder-style crosswalk striping nearby the school.
- ✗ There is limited sidewalk network outside the immediate school area.
- ✗ Automobiles pass at high speeds even when crossing guard and children are present.



Sidewalk on Schnell School Road north of the school entrance

Audit Summary

The audit was conducted during the morning drop off period in August of 2007. Several children are bussed to this school, many are driven to school, and a relative few walk or bike to school. The school is in a good location to support more walking or bicycling, especially with the proximity to the El Dorado Trail. Walk to School Day events held at this school in 2005-2007 have demonstrated that an excess of 50-75 children will walk to school for a one-day event. The challenge is to create a program that can support more regular walking, i.e. Walk to School Wednesdays, or On Your Feet Friday's. Bicycling could be a real success at this school as well, if groups of riders were to meet at the Mosquito Station to ride down the El Dorado Trail to Schnell School. Sidewalks on Carson Road would help to allow students coming from the north walk to school.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 20 of 25 Possible Points

Walkability: 9 of 10 Possible Points

Potential Facility Projects

1. Enhanced Striping or Ladder Style Crosswalks (coming soon as a component of a City of Placerville Safe Routes to School Grant).
2. Sidewalk on Carson Road, westbound to Broadway.
3. Sidewalk on Carson Road, eastbound to Stonecrest Road.

Potential Programs

1. Walking School Bus Program.
2. Bike Train program from Mosquito Station.
3. Implement a rideshare program through "Smart Routes to School."

Sierra School K-5 with 399 Students & Placerville Community Day School

1100 Thompson Way, Placerville

Audit Conducted: 8/24/2007

School Location

The school is located in an established neighborhood in central Placerville. The school is in close proximity to Main Street and adjacent neighborhoods. The school is accessible from all sides; however, the older nearby neighborhoods do not have sidewalks. It is located on top of a fairly steep hill which may be a deterrent to walking.

Existing Pedestrian and Bicycle Facilities/Conditions

- ✓ The school is centrally located within a neighborhood in the City.
- ✓ The City of Placerville has a Safe Routes to School Grant to provide enhanced ladder-style crosswalk striping nearby the school.
- ✓ The school has a bike rack.
- ✗ The school lacks a continuous sidewalk network.
- ✗ School is located at the crest of a steep hill.



Thompson Way looking up the hill toward Sierra School

Audit Summary

The audit was conducted during the morning drop off period in August of 2007. A high number of parents drop off their children at this school. There are two drop off locations, one is in front of the school, accessible from Thompson Way, Sheridan, and Washington Streets; the other access point is from the rear of the School via Fowler Way which is off Marshall Road. There are a relatively small number of daily walkers to this school, most likely due to the lack of sidewalks leading to the school. A Safe Routes to School Grant has been pursued by the City of Placerville for a sidewalk on Thompson Way but has been unsuccessful to date. A sidewalk in that location would provide a consistent sidewalk from Main Street and Pacific Streets to the School. The El Dorado Trail parallels Main Street just north of the school and could also provide a safe access route for students traveling to school. Similar to Schnell School, Walk to School Day events held at this school in 2005-2007 have demonstrated that an excess of 50-75 children will walk to school for a one-day event. A program that can support more regular walking, i.e. Walk to School Wednesdays, or On Your Feet Friday's could be very successful. Group walking and bicycling could be very successful at this school if groups of bicyclists or pedestrians were to meet at the Ivy House or Mosquito Parking lot to walk or bike to School.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 18 of 25 Possible Points

Walkability: 9 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Restriping of crosswalks to ladder-style, high-visibility crosswalks.
2. Sidewalk on Thompson Way (as pursued in the past).
3. Sidewalk on Sheridan Road.

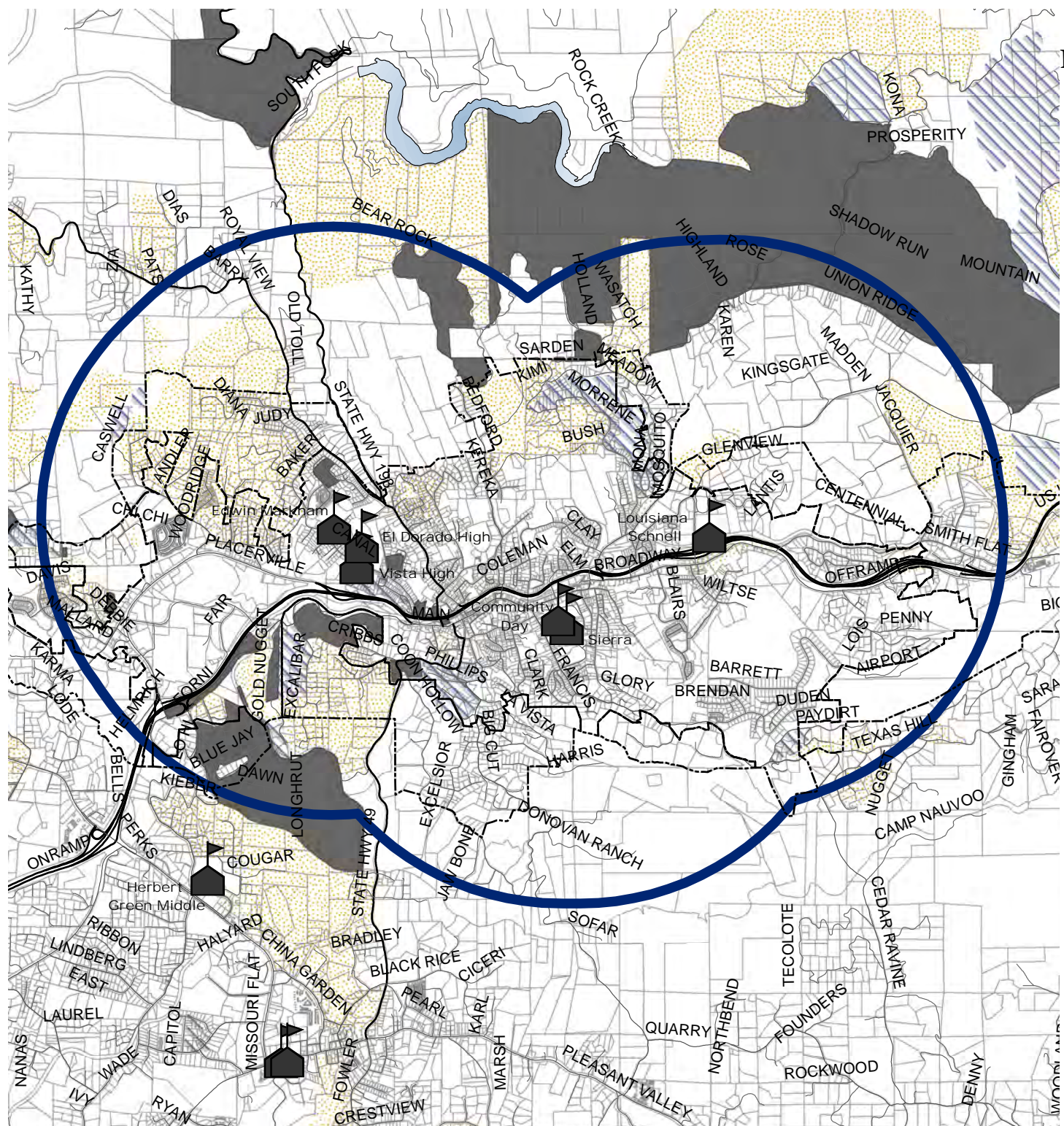
Potential Programs

1. Walking School bus from Ivy House Parking Lot in Placerville.
2. Implement a ride share program through "Smart Routes to School."

Placerville Union School District

Distribution of Children

Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



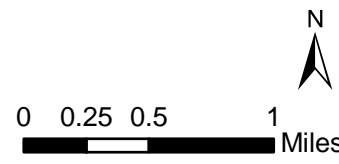
Map Key

- Schools
- 1.5 Mile Buffer
- Census Blocks
- Parcel Lines
- City of Placerville
- Roads

Number of Children Ages 5-17 by Census Block

| | |
|-------|--|
| 0-10 | |
| 11-20 | |
| 21-30 | |
| 31+ | |

Total Number of Children Ages 5-17 within 1.5 Mile Buffer from School: 759.



Pinewood School: K-4 with 415 Students

6181 Pine Street, Pollock Pines

Audit Conducted: 2/15/2008

School Location

Pinewood School is situated in a neighborhood in the Pollock Pines community. It is positioned near the local activity center including a grocery store, drug store, and places to eat. With the grade level of this school being K-4, it is unlikely children will walk to the activity center without a parent.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ Good location within a neighborhood.
- ✗ School does not have a bike rack.
- ✗ No shoulders or sidewalks at entrance or on nearby roads.

Audit Summary

The school was audited during the morning drop-off period in February of 2008. One parent was observed walking a child to school. This parent indicated that she usually walks on a dirt path adjacent to the tennis courts to stay away from the cars lined up at the entrance of the school. However, this day that area was covered in snow. This type of informal route makes for an excellent passage for pedestrians. Many children are bused to school and several are driven to school by parents. Approximately four to five cars were lined up at the parking lot entrance during this peak time. The roads adjacent to the school are narrow and have no sidewalks or shoulders. Typically, narrow roads such as these help keep car speeds low, but it does not leave room for pedestrians to feel comfortable. Additionally, Laurel Street is located on a hill, which tends to encourage higher car speeds.



Path between the rocks adjacent to the tennis courts provides a good alternative to walking on the roadway.



Pine Street is narrow and lacks sidewalks.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 4 of 25 Possible Points

Walkability: 4 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Restripe the crosswalk at Laurel and Pine Streets.
2. Add sidewalks on Pine Street.
3. Stripe crosswalks on all four legs of the intersection of Laurel and Pine Streets.
4. School zone signage.

Potential Programs

1. Implement a school rideshare program through "Smart Routes to School."

Sierra Ridge Middle School: 5-8 with 364 Students

2700 Amber Trail, Pollock Pines

Audit Conducted: 2/15/2008

School Location

Sierra Ridge Middle School is located at the top of a hill on Amber Trail in a relatively remote location of Pollock Pines. Housing adjacent to the school is widespread and rural with limited activity center or commercial destinations nearby.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ There are sidewalks on the school campus.
- ✓ The school has a bike rack.
- ✓ Road leading to school has wide dirt shoulders.
- ✗ Remote hilltop location makes walking less inviting.
- ✗ Winter snow makes walking a challenge.

Audit Summary

Schools were visited during the winter month of February while there was still snow on the ground. The traffic during the morning drop off period was relatively light, and did not appear to include children walking to school. The school has a bike rack positioned out front. According to one source approximately ten kids bike to school on good weather days. The sidewalk system on the campus is good, but there are no sidewalks exiting or entering the campus on Amber Trail. Amber Trail does have wide dirt shoulders which were covered in snow on the day of the audit.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 2 of 25 Possible Points

Walkability: 1 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Restripe the parking lot crosswalks.
2. Create a natural path behind the school to allow a short cut for those kids who bicycle to school.

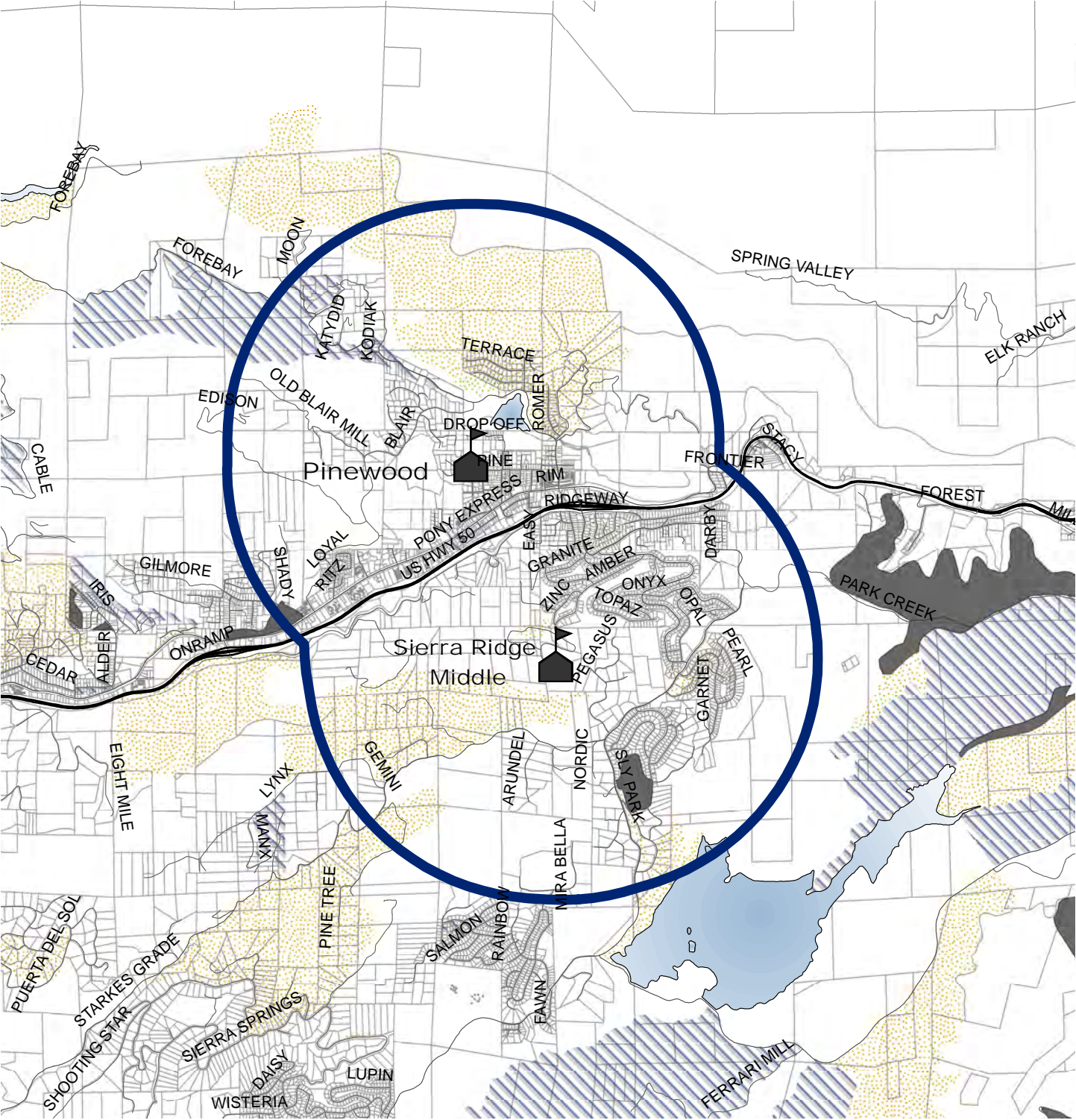
Potential Programs

1. There is potential for a Walking School Bus from the bottom of Amber Trail, but with the light traffic problem and hilly terrain it is less likely there will be the motivation in the school community to start such a program.
2. Implement a school rideshare program through "Smart Routes to School."

Pollock Pines School District

Distribution of Children

Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



Map Key

- Schools
- 1.5 Mile Buffer
- Census Blocks
- Parcel Lines
- Roads

Number of Children Ages 5-17 by Census Block

| | |
|-------|--|
| 0-10 | |
| 11-20 | |
| 21-30 | |
| 31+ | |

Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 744.

0 0.25 0.5 1 Miles

Green Valley School: K-5 with 654 Students

2380 Bass Lake Road, Rescue

Audit Conducted: 9/12/2007

School Location

Green Valley School is located on Bass Lake Road near the corner of Green Valley Road. The school is near suburban neighborhoods, as well as an apartment complex across the street. Also in close proximity to the school is Cambridge Road which holds a number of higher density housing units. Activity centers are located at the corner of Cameron Park Drive and Green Valley Road. Additionally, a new shopping center is being developed on Green Valley Road near Cambridge.

Existing Pedestrian and Bicycle Facilities/Conditions

- ✓ The school has a bike rack which is often full.
- ✓ There are existing sidewalks leading to the school.
- ✓ The school has a crossing guard.
- ✓ Bike Lanes exist along Green Valley Road.
- ✗ Sidewalk system near school could be expanded to encourage more walking.

Audit Summary

EDCTC conducted the audit during the afternoon pickup period. Northbound traffic on Bass Lake Road was backed up due to parents waiting to get into the school parking lot to pick up students. A number of parents arrived early to park along Foxmore Lane adjacent the school. There is a sidewalk on the opposite side of Bass Lake Road from the school, and along Green Valley Road heading east from Bass Lake Road. The El Dorado County Department of Transportation is currently working on a project to develop sidewalks westbound on Green Valley Road connecting with Pleasant Valley School. Several kids were noted walking home from school on the day of the audit and the crossing guard stated that the bike rack is full most days.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 14 of 25 Possible Points

Walkability: 8 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Sidewalk on Parkdale Road.
2. Extension of sidewalk on Bass Lake Road to the south.

Potential Programs

1. Walking School Bus Program could be very successful for this school from an area near Cambridge Road to the school.
2. Implement a school rideshare program through "Smart Routes to School."

Jackson School: K-5 with 437 Students

2561 Francisco Drive, El Dorado Hills

Audit Conducted: 12/07/2007

School Location

Jackson School is located near the intersection of El Dorado Hills Boulevard and Francisco Drive in northern El Dorado Hills. It is close to Green Valley Road and within walking distance to Harvard Way where the Community Services District Park and aquatics center is located. Two parks are located immediately adjacent to the school, which is situated within a suburban neighborhood.

Existing Pedestrian and Bicycle Facilities/Conditions

- ✓ The school has a bike rack.
- ✓ School is accessible from two sides.
- ✓ School has a crossing guard.
- ✓ A sidewalk was recently constructed near the school.
- ✗ There is no sidewalk or shoulder on El Dorado Hills Boulevard heading south from Francisco Drive.



New York Creek Trail Bridge access point

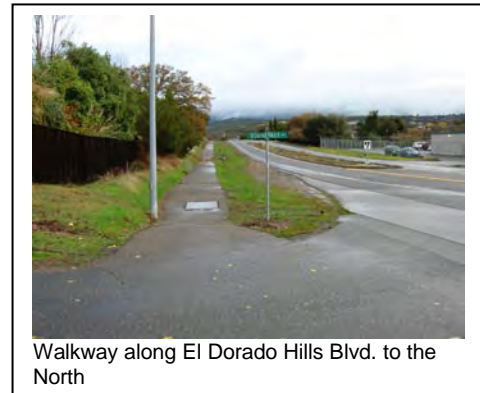
Audit Summary

EDCTC conducted the audit during the morning drop off period in December, 2007. There were several automobiles lined up on El Dorado Hills Boulevard waiting to turn onto Francisco Drive toward the school. Francisco Drive from El Dorado Hills Boulevard to Pendleton Drive has four-foot wide shoulders without sidewalks. During student drop off, this short roadway segment was experiencing traffic backup keeping low automobile speeds. A crossing guard was posted at the intersection of El Dorado Hills Boulevard and Francisco Drive on the north side intersection. According to the crossing guard, four to eight students cross at this intersection coming from the northeast side of El Dorado Hills Boulevard. There is a four-foot wide pathway along El Dorado Hills Boulevard on the east side between Francisco Drive and Green Valley Road. A sidewalk was recently constructed along Pendleton Drive in front of Art Weisburg Park. The crossing guard, posted at the Pendleton and Francisco Drive intersections, stated that approximately 30 students cross at this location. Both crossing guards also noted that more children walk home from school in the afternoon than to school in the morning. The school is also accessible by a paved pathway near New York Creek, which allows access from the neighborhood off Brackenwood Place. Brackenwood Place has sidewalks on both sides and Fairchild Park is located there. Nearby Fairchild Drive, which intersects with Brackenwood Place also has sidewalks.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 13 of 25 Possible Points

Walkability: 7 of 10 Possible Points



Walkway along El Dorado Hills Blvd. to the North

Potential Pedestrian and Bicycle Facilities Projects

1. Stripe bike lanes on Francisco Drive from El Dorado Hills Blvd to Pendleton Drive.
2. Add bike lanes to El Dorado Hills Boulevard.
3. Extend the bike path north from Brittany Way to Francisco Drive.

Potential Programs

1. Walking School Bus Program from the Brackenwood and El Dorado Hills Blvd north areas.
2. Bicycle education program, or "Bike Train" Program.
3. Implement a school rideshare program through "Smart Routes to School."

Lake Forest School: K-5 with 604 Students

2240 Salisbury Drive, El Dorado Hills

Audit Conducted: 11/7/2007

School Location

Lake Forest School is located on Francisco Drive in the northern area of El Dorado Hills adjacent to Marina Village School. The school is situated within a suburbanized area near a number of housing developments. There is a shopping center located at Green Valley Road and Francisco Drive approximately one mile to the south of the school, and a new park, yet to be developed, near the school at Schooner Drive.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ Excellent sidewalks with buffer leading to the school.
- ✓ School has an excellent crossing guard program.

Audit Summary

The audit was conducted during the morning drop-off period. Several students were walking to school with parents, some rode bikes, typically on the sidewalk. There is a sidewalk with a landscape buffer on Francisco Drive in front of the school. Kensington Drive has sidewalks but they lack curb cuts on the corner of Francisco and the school. The school has a number of access points, from Francisco, Kensington, or Salisbury. Eight morning crossing guards were on duty during the audit. Six crossing guards were students and two were adults. The program assigns students to certain areas to help facilitate safe pedestrian and automotive traffic through the parking lot. Adults were working the actual road crossings at Salisbury/Kensington and Schooner/Francisco. Schooner Drive does not have a sidewalk, but has a wide striped shoulder with potential to be upgraded to a bike lane. Salisbury does not have a sidewalk. Nearby neighborhoods appear to have low traffic volumes and relatively low automobile speeds.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 15 of 25 Possible Points

Walkability: 8 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Class II bike lane striping on Schooner Drive.
2. ADA accessible curb cuts at Francisco and Kensington.

Potential Programs

1. Implement a Walking School Bus Program.
2. Implement bike education programs, start a "Bike Train."
3. Implement a school rideshare program through "Smart Routes to School."

Lakeview Elementary School: K-5 with 523 Students

3371 Brittany Way, El Dorado Hills

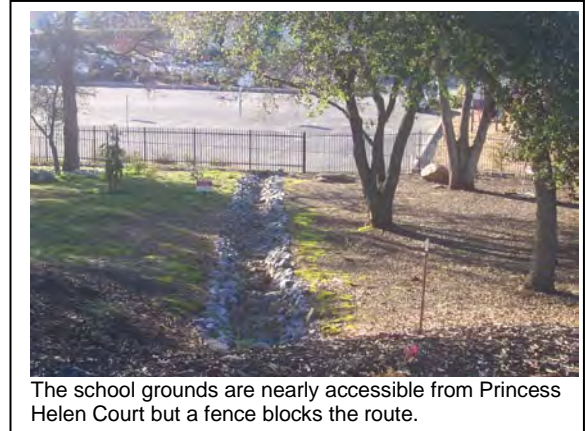
Audit Conducted: 12/17/2007

School Location

Lakeview Elementary is a new school that overlooks Folsom Lake on Brittany Way in El Dorado Hills. The school is accessible from El Dorado Hills Blvd via Brittany Way to the east, from Green Valley Road via Mormon Island Drive from the north, and from Sophia Parkway via Elmores Way and Suffolk Way to the west.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ The sidewalk network surrounding the school is good.
- ✓ The school has a bike rack.
- ✗ Access from Princess Helen Court and neighborhoods nearby on Mormon Island Drive is blocked by a fence preventing some students from making a short walk to school.
- ✗ There is a sidewalk on only one side of Brittany Way and crossing it can be difficult due to high automobile speeds around a curve at the bottom of the hill.



The school grounds are nearly accessible from Princess Helen Court but a fence blocks the route.

Audit Summary

The audit was conducted during the afternoon pickup in December 2007. A number of children were being picked up by parents driving cars. Several kids were walking or bicycling to school. A crossing guard was posted at the intersection of Brittany and Suffolk Way, as well as Elmores and Sophia Parkway. On this wet day there were a few kids riding home on bicycles but the bike rack was empty. There appears to be potential for increased walking and bicycling at this school. Targeted programs such as 'bike train' or walking school buses could prove to be successful as there is a good sidewalk network around the school, in the surrounding neighborhoods and the roadways have wide shoulders. While there are no bike lanes, the traffic lanes are wide providing ample room for bicyclists.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 15 of 25 Possible Points

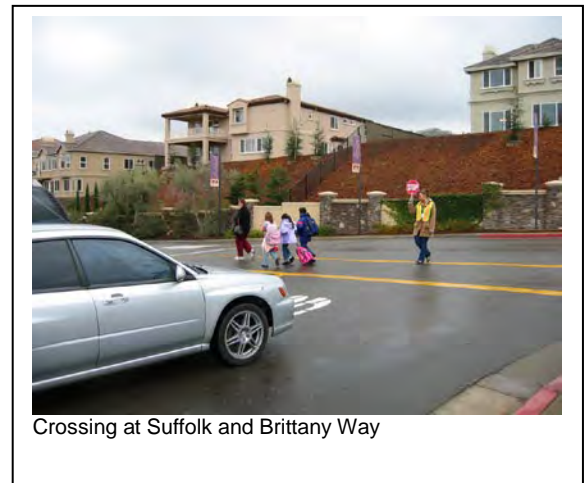
Walkability: 4 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Install a school crossing sign at the bottom of the hill along Brittany Way.
2. Add a sidewalk to the south side of Brittany Way between the school and Mormon Island Drive.

Potential Programs

1. Implement a Walking School Bus Program.
2. Implement bike education programs, start a "Bike Train."
3. Implement a school rideshare program through "Smart Routes to School."



Crossing at Suffolk and Brittany Way

Marina Village School: 6-8 with 750 Students

1901 Francisco Drive, El Dorado Hills

Audit Conducted: 11/7/2007

School Location

Marina Village School is located on Francisco Drive in the northern area of El Dorado Hills. The school is situated within a suburbanized area close to many residential developments. There is a shopping center located at Green Valley Road and Francisco Drive, approximately one mile to the south of the school, and a new park to be developed near the school at Schooner Drive.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ Excellent sidewalks with buffer lead to the school.
- ✓ School is accessible from the field to the east.
- ✓ School has two bike racks utilized by several students who bike to school.
- ✓ Approximately 200 students walk to school.



Sidewalk with buffer in front of the school

Audit Summary

This audit was conducted during the morning in November 2007. Francisco Drive does not have bike lanes but the shoulder width is approximately two to four feet from Green Valley Road to Hampshire Place. Schooner Drive also has wide, striped shoulders from Francisco Drive to Marina Park Drive. There are wide sidewalks with a landscaped buffer on the east side of Francisco Drive from Green Valley Road to Hampshire Place. A nearby development on Templeton Drive does not have sidewalks. The school is also accessible from the east, at the rear of the school, across the field from Salisbury Drive.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities /Conditions: 15 of 25 Possible Points

Walkability: 8 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

1. Utilize the striped shoulder on Schooner Drive to develop Class II Bike Lanes or Class III Bike Route.
2. Install bike route signage designating Francisco Drive as a Class III Bike Route.



Access from Salisbury Drive

Potential Programs

1. Implement a Walking School Bus Program.
2. Implement bike education programs, start a "Bike Train."
3. Implement a school rideshare program through "Smart Routes to School."

Pleasant Grove Middle School: 6-8 with 676 Students

2540 Green Valley Road, Rescue

Audit Conducted: 9/12/2007

School Location

Pleasant Grove School is located on Green Valley Road, west of Bass Lake Road. A new roadway, Silver Springs Parkway, will be constructed east of the school. A new high school site is proposed along the new Silver Springs Parkway, which will be adjacent to Pleasant Grove. Pleasant Grove's location is rather remote with one nearby development across from the school and slightly east. A signalized crosswalk provides these students a safe crossing of Green Valley Road. Other housing developments farther east are located off Bass Lake and Cambridge Roads. Considering the age of students, it is likely they will make slightly longer trips either on bikes or foot.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✓ A signalized crossing provides safe access across Green Valley Road.
- ✓ Green Valley Road has bike lanes heading east.
- ✓ A new sidewalk was recently constructed between the school and Bass Lake Road.
- ✗ High vehicle speeds on Green Valley Road discourage walking.

Audit Summary

The audit was conducted during the afternoon drop off in September, 2007. Due to a lack of facilities and somewhat remote location of the school a majority of the students are bussed or driven to school. A recently constructed sidewalk (October 2008) along Green Valley Road between Bass Lake Road and the future Silver Springs Parkway site next to the school provides a safe passage for the children who currently walk to and from school. Four-foot shoulders and Class II bike lanes also exist on Green Valley Road from the School east toward Cameron Park Drive. The school has a bike rack, which typically has about fourteen bikes and approximately 20 students walk or ride skateboards on any given day. The school frontage has wide sidewalks with a buffer from the road and a signalized crossing. In time, as development occurs and the new Silver Springs Parkway is developed, this school will become more pedestrian and bike friendly.



There is a signalized crossing at the school entrance and a sidewalk with landscaped buffer.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 14 of 25 Possible Points

Walkability: 5 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

None

Potential Programs

1. A bicycle education program to encourage safe bicycling to school.
2. Implement a Walking School Bus Program.
3. Implement bike education programs, start a "Bike Train."
4. Implement a school rideshare program through "Smart Routes to School."

Rescue School: K-5 with 498 Students

3880 Green Valley Road, Rescue

Audit Conducted: 10/02/2007

School Location

Rescue School is located along Green Valley Road in the community of Rescue. It is in a very rural area with widespread residential development.

Existing Conditions: Pedestrian and Bicycle Facilities

✘ The remote location and rural environment make walking to school an unlikely option.

Audit Summary

The audit was conducted during the morning drop off period in the month of October. The location of the school makes walking to school a less inviting transportation mode. It appears most children are either driven to school or ride the bus. There are sidewalks on campus, but not on adjacent roadways. Green Valley Road has a 40 mile per hour speed limit east of the school and a 50 mile per hour speed limit west of the school. There are "25 mph When Children are Present" signs posted along Green Valley Road, but no school zone warning signs.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 1 of 25 Possible Points

Walkability: 1 of 10 Possible Points

Potential Facility Projects

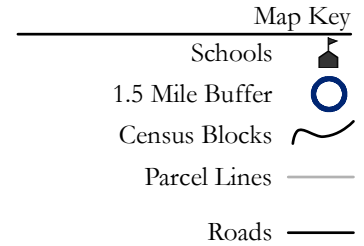
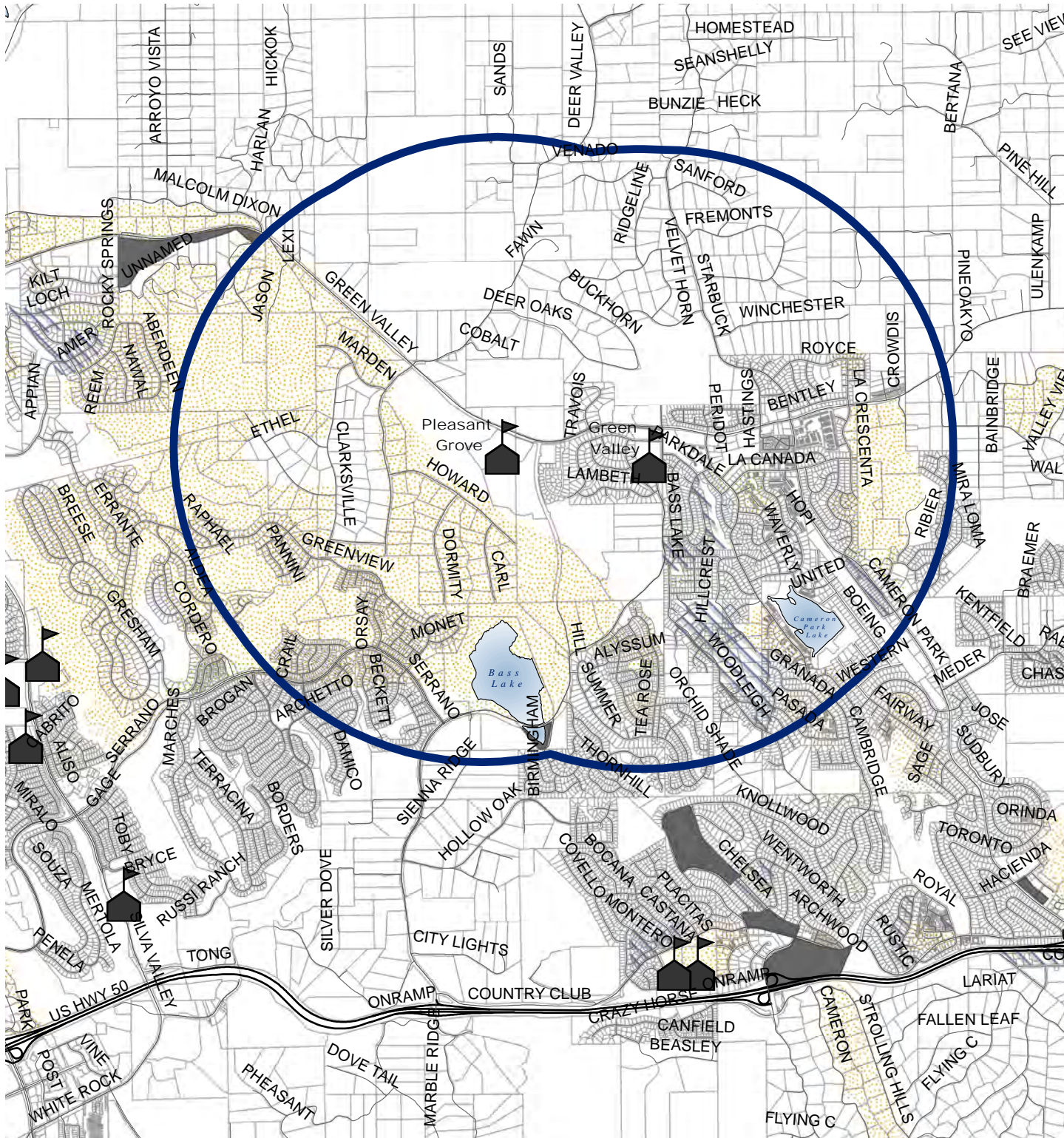
None

Potential Programs

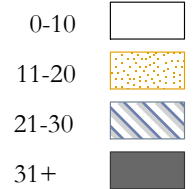
1. Implement a school rideshare program through "Smart Routes to School."

EL DORADO COUNTY PUBLIC SCHOOL
WALKABILITY & BIKEABILITY AUDIT
Rescue Union School District
Distribution of Children

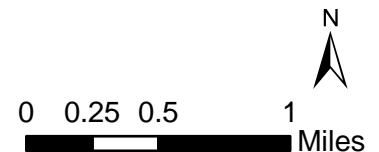
Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



Number of Children Ages 5-17 by Census Block

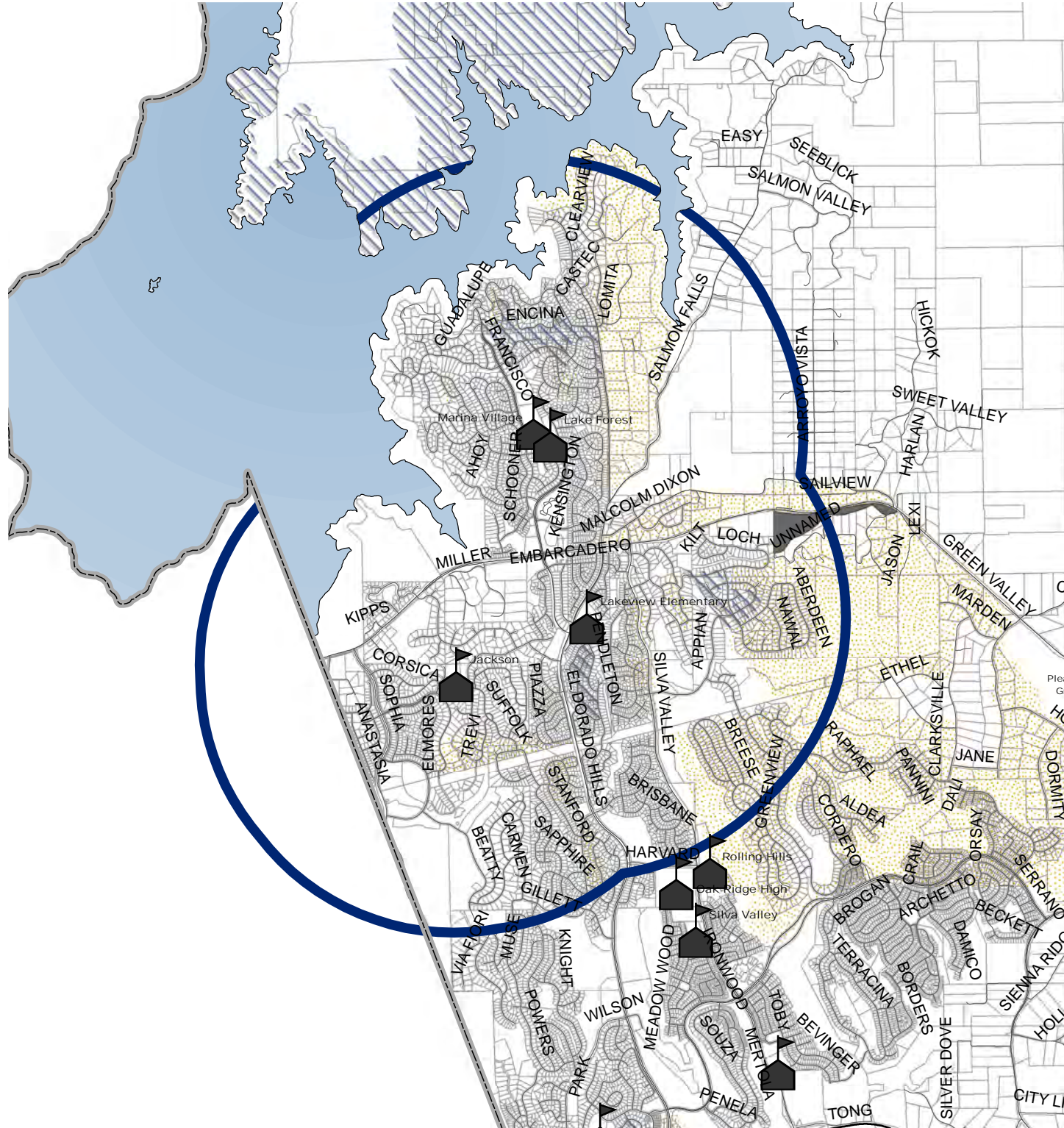


Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 848.



EL DORADO COUNTY PUBLIC SCHOOL
WALKABILITY & BIKEABILITY AUDIT
Rescue Union School District
Distribution of Children

Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



Map Key

- Schools
- 1.5 Mile Buffer
- Census Blocks
- Parcel Lines
- Roads

Number of Children Ages 5-17 by Census Block

| | |
|-------|--|
| 0-10 | |
| 11-20 | |
| 21-30 | |
| 31+ | |

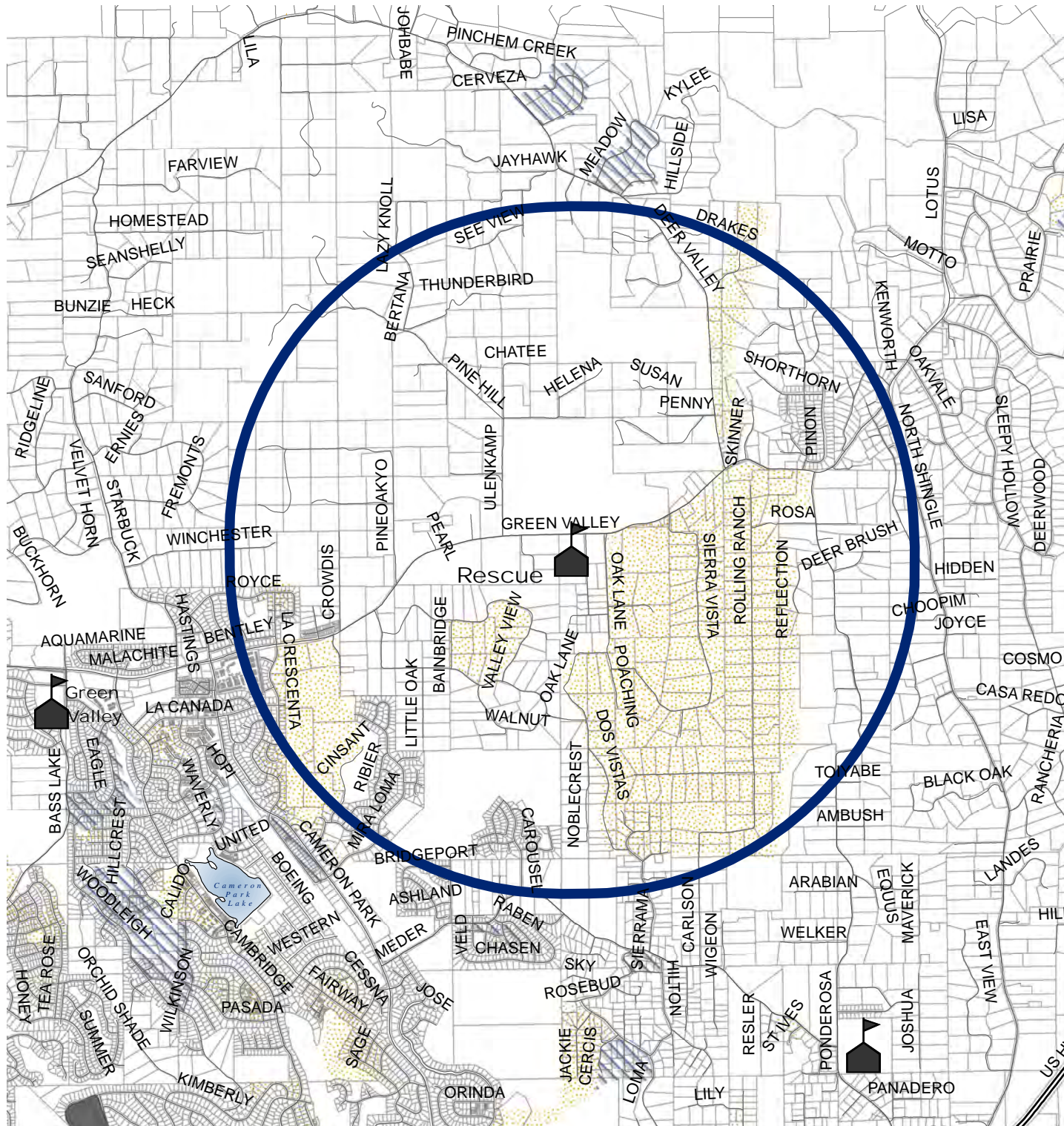
Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 967.

0 0.25 0.5 1 Miles






Rescue Union School District

Distribution of Children





Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



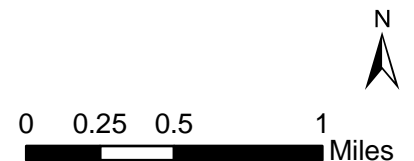
Map Key

- Schools 
- 1.5 Mile Buffer 
- Census Blocks 
- Parcel Lines 
- Roads 

Number of Children Ages 5-17 by Census Block

| | |
|-------|---|
| 0-10 |  |
| 11-20 |  |
| 21-30 |  |
| 31+ |  |

Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 744.



Silver Fork School: K-8 with 20 Students

1325 Sugarloaf Road, Kyburz

Audit Conducted: 8/15/2008

School Location

Silver Fork School is located on Sugarloaf Road off U.S. Highway 50 in the community of Kyburz. The small mountain community has a gas station and a number of cabins that primarily serve as seasonal recreation homes.

Existing Conditions: Pedestrian and Bicycle Facilities

- ✘ There are no sidewalks on campus or adjacent roadways.
- ✘ Remote location and rural environment makes walking an unlikely option.

Audit Summary

The audit was conducted via phone. At the present time, all of the students are driven to school. One child lives near the school but is too young to walk to school alone. The number one inhibitor for kids walking to school is the crossing of U.S. Highway 50. U.S. Highway 50 does have school a school zone sign in the westbound direction and a school "Xing" sign in the eastbound direction, although there is not a striped crosswalk.

Pedestrian and Bicycle Facilities Overall Ranking

Facilities/Conditions: 1 of 25 Possible Points

Walkability: 0 of 10 Possible Points

Potential Pedestrian and Bicycle Facilities Projects

None

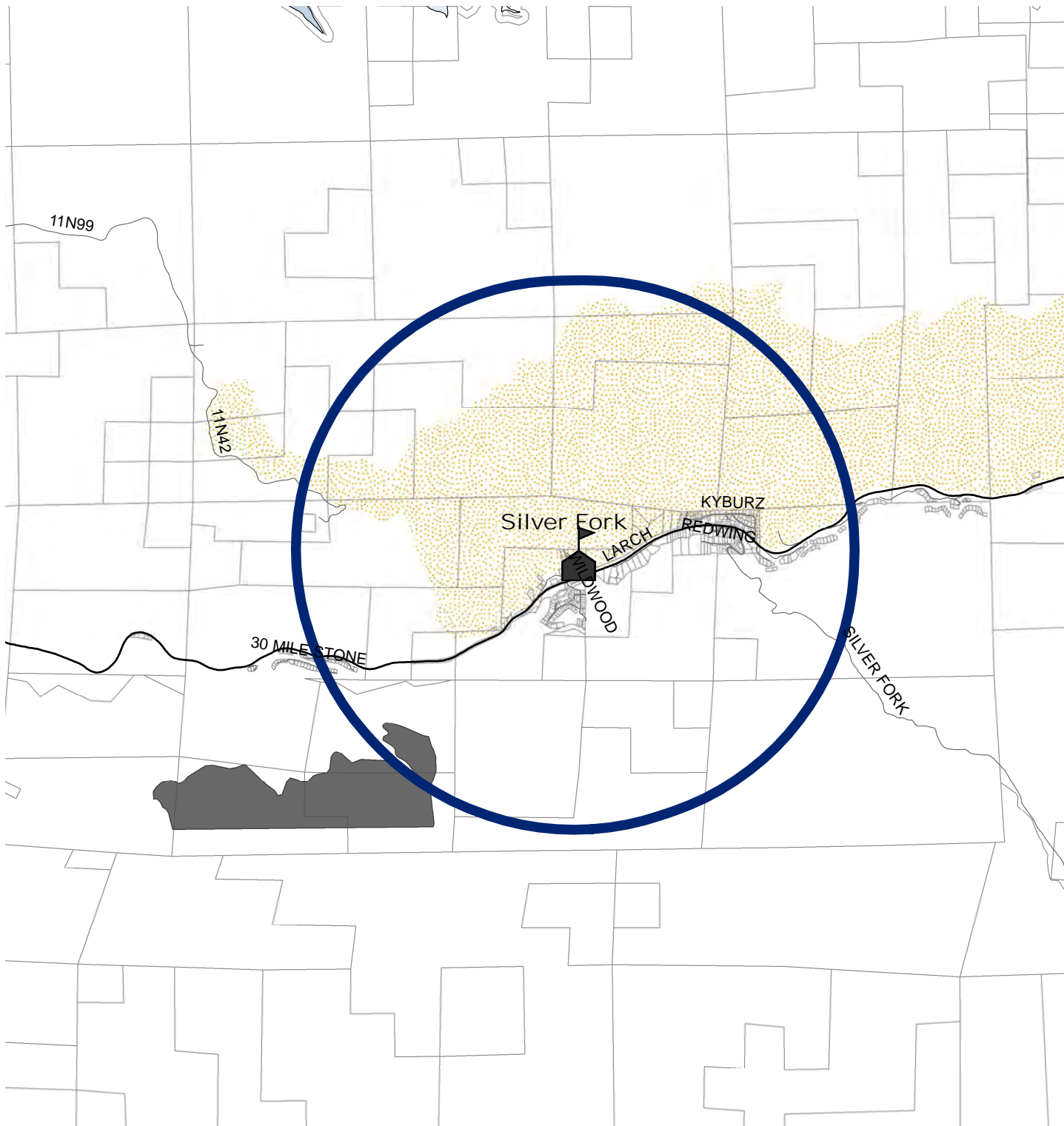
Potential Programs

1. Implement a school rideshare program through "Smart Routes to School."






Silver Fork School District

Distribution of Children





Data Source: El Dorado County Surveyor Dept. 2008; US Census, 2000
Map Source: El Dorado County Airport Land Use Commission



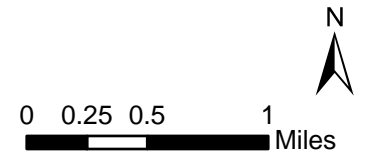
Map Key

- Schools 
- 1.5 Mile Buffer 
- Census Blocks 
- Parcel Lines 
- Roads 

Number of Children Ages 5-17 by Census Block

- 0-10 
- 11-20 
- 21-30 
- 31+ 

Total Number of Children Ages 5-17
within 1.5 Mile Buffer from School: 112.



From the Health Officer

*Jason Eberhart-Phillips, MD
El Dorado County Health Officer*



October 9, 2007

Walking to School is Good for Kids

If you grew up in the 1960s, as I did, chances are you walked or biked to school.

Back then, childhood obesity was rare. Most kids had a regular dose of exercise every day, just walking or biking with friends to school, or rambling down country lanes to the big yellow school bus.

Today the picture is very different. Streets around our schools are congested with the cars of parents dropping off and picking up their kids.

Fewer than 15 percent of children now walk or bike to school on a regular basis. Many kids never go anywhere unless someone drives them.

During the same time, childhood obesity rates have tripled. Is there a connection?

That's a question that parents, educators and public health experts are starting to ask. Are we depriving our kids of an easy opportunity to get physically fit, burn some fat and develop personal responsibility by providing them with private curbside transportation everywhere they go?

Earlier this month many parents, teachers and others joined kids from schools throughout our region in the annual Walk to School Day, a celebration of the joys of putting one foot in front of the other to get to and from school. For many adults who participated, the health benefits that kids get from walking were of greatest importance.

But the payback from walking to and from school doesn't stop there. Kids who are physically fit from a daily walk to school have been shown to do better academically than their peers in mom's taxi.

Children who walk to school also develop a stronger relationship with the natural world. Young people who spend unstructured time exploring the natural environment are better able to use parks, gardens and other green spaces to cope with stress throughout life.

By contrast, kids who ride everywhere in cars are said to suffer from "nature deprivation syndrome."

Having more kids walk and bike to school also reduces traffic congestion around schools, and cuts down on air pollution and pedestrian injuries in surrounding neighborhoods. More than one-quarter of morning traffic is now school-related. Wouldn't it be great to get those cars off the road?

Of course, we can't ask kids to walk to school where it is unsafe to do so. Fears of child abduction and other crimes against children are not unfounded, but the risk – especially in our local communities – may be overestimated by many parents.

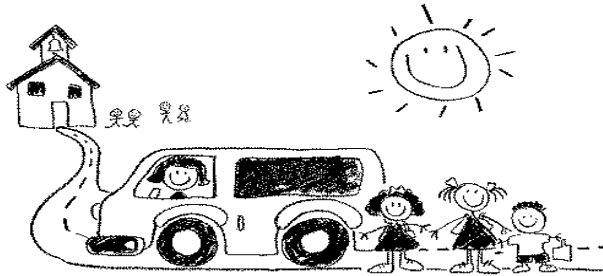
A more realistic barrier to walking is a lack of physical infrastructure, such as sidewalks, bike paths and protected crosswalks. Too often our schools have been located beside heavily traveled roads without adequate sidewalks linking them to neighborhoods where children live.

El Dorado County is fortunate to have professional transportation planners who are currently examining deficiencies in the pedestrian network around schools. They are committed to making it possible for every child who wants to walk to school to do so, as funding for new sidewalks and other improvements is found. They deserve our support.

In the meantime, the non-profit 50 Corridor TMA has teamed up with the elementary schools of El Dorado County and the Folsom Cordova Unified School District to launch a program called Smart Routes to School. The program's website is kid-friendly and very informative. Check it out at www.smarttroutestoschool.com.

If you have a question about this topic, you may contact Dr. Eberhart-Phillips at jeberhart-phillips@edcgov.us.

10 Ideas for SchoolPoolers



Schoolpooling is going to save you money, reduce your stress level, and improve the quality of the air you breathe.

To get the most out of your arrangement, we suggest that you read over the following tips for carpoolers. They will help you develop a plan for your schoolpool and get the group in the right direction.

1. Have lunch with a potential schoolpool parent before you start pooling.

A personal meeting is more helpful than a phone conversation when establishing schoolpool policies.

2. Draw up a driving schedule.

If you decide to share driving duties, assign a particular day (or days) of the week to each driver. This way others in your family can use the car regularly. Many poolers find rotating drivers weekly or monthly to be the most practical carpool arrangement.

3. Agree upon a regular pick-up schedule and be punctual.

Each pooler should know when and where to meet the schoolpool every day. Agree to wait five to ten minutes for all poolers to arrive. Be sure to call your poolers if you are running late.

4. Keep your fellow schoolpoolers' home and work phone numbers handy.

That way you can notify them when your student(s) will not be going to school, or in cases of emergency. Let pool partners know if you your students will miss a day's ride, either to or from school.

5. Keep your car in good mechanical condition.

Perform all regular maintenance to reduce emissions and prevent breakdowns.

6. Select an afternoon meeting spot or have the school designate one.

All of the students in the SchoolPool should know exactly where and when to meet the driver after school. The spot should be in a safe area from which it is easy for them to get into the car and that doesn't require crossing the street, if possible.

7. Consult your insurance agent.

Find out if your company offers lower rates for reduced driving or requires increased coverage for higher liability limits. Discuss with other drivers to find out if their coverage is adequate. Use this opportunity to address safety and driving records.

8. Plan to run your errands on your own time.

Your carpool is for taking children to school. Stopping for "quick errands" on the way can drastically increase commute time and lessen the value of a carpool.

9. Lay a few ground rules if necessary.

Set some rules on things like radio station and volume that may make the commute uncomfortable.

10. Establish a policy for driver reimbursement.

SchoolPools work best when everyone contributes to the carpool's operation and receives equal benefit. Agree upon a cost per mile for gas, add parking fees, and divide by the number of riders in your pool. Schedule payments on a weekly or monthly basis. If everyone takes turns driving, you shouldn't need to calculate driving expenses.

AUDIT FORM

Walk and Bikeability Audits of El Dorado County Schools

Auditor: _____

School Name: _____

Nearest Cross Streets: _____

I. Pedestrian and Bicycle Facilities/Conditions

Informal Walkways: Yes No

Points

Excellent (4) Good (3) Adequate (2) Poor (1) Inadequate (0)

Bike Lanes (with limits, from, to)

Points

Yes No

Shoulder Width (with limits from, to)

Points

| | | |
|-------------------------|-------------------------|-----------------|
| 2 – 4 foot shoulder (2) | 1 – 2 foot shoulder (1) | No shoulder (0) |
|-------------------------|-------------------------|-----------------|

Sidewalks (with limits from, to) Yes _____ No _____

Points

| | | | | |
|---------------|----------|--------------|----------|----------------|
| Excellent (4) | Good (3) | Adequate (2) | Poor (1) | Inadequate (0) |
|---------------|----------|--------------|----------|----------------|

Bike Path Yes No

Points

III. Walkability

Description of Nearby Residential

Density/Land Use

Points

| | | | |
|----------------|-----------|--------------|--------------------|
| Very Rural (0) | Rural (1) | Suburban (2) | Dense Suburban (3) |
|----------------|-----------|--------------|--------------------|

Nearby Activity Centers

Points

| | | | |
|-------------|----------------|--------------|---------------------|
| 2 miles (0) | 1.25 Miles (1) | .75 Mile (2) | .5 Mile or less (3) |
|-------------|----------------|--------------|---------------------|

Nearby Drop Zones for Walking School Bus Yes No

Points

| | | | | |
|---------------|----------|--------------|----------|----------------|
| Excellent (4) | Good (3) | Adequate (2) | Poor (1) | Inadequate (0) |
|---------------|----------|--------------|----------|----------------|

WALKABILITY OVERALL RATING of 10
