



County of El Dorado

Airports, Parks and Grounds

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October 19, 2004

El Dorado County Transportation Commission
550 Pleasant Valley Road
Placerville, Ca 95667

Commissioners:

The El Dorado County Trails Advisory Committee is an appointed committee of El Dorado County. We are very interested in pedestrian, bicycle, and equestrian issues throughout the County. The El Dorado County Bicycle Transportation Plan has the goal of providing a safe, efficient and convenient network of bicycle facilities that establish alternative transportation as a viable option in El Dorado County and neighboring regions.

The Plan gives consideration, and has a relationship to the:

- Sacramento Placerville Transportation Corridor Master Plan
- El dorado County General Plan
- City of Placerville Non-Motorized Transportation Plan
- Cross State Bicycle Route Study
- El Dorado Hills Community Services District Bikeway Master Plan
- Lake Tahoe Regional Bicycle and Pedestrian Master Plan
- Sacramento Area Council of Governments (SACOG) Regional Bicycle Plan
- El Dorado County Pedestrian and Trails Master Plan

The bicycling community was involved in the development of the plan. A Bicycle Advisory Committee was formed to advise staff, and the El Dorado Hills Bicycle, Pedestrian and Trails Advisory Committee had early involvement.

After review by the Trails Advisory Committee, we find that the plan supports our established goals and recommendations on the opening of the El Dorado Trail, and access on current and future roadway, freeway and overpass construction.

Therefore the El Dorado County Trails Advisory Committee supports the plan and recommends its adoption.

Sincerely

Jerry Ledbetter
Chairman



EL DORADO HILLS
COMMUNITY SERVICES DISTRICT

September 22, 2004

Jerry Barton
Senior Transportation Planner
El Dorado County Transportation Commission
550 Main Street, Suite C
Placerville, CA 95667

RE: El Dorado County DRAFT Bicycle Transportation Plan

Dear Jerry;


Thank you for the presentation to our Community Services District Board of Directors. It was an excellent opportunity to review the DRAFT El Dorado County Bicycle Transportation Plan with them and the public. The Board was very impressed with the comprehensiveness of the plan and the projects proposed. They had some comments that I would like to share with you during the public comment period.

1. President Joe Chinn commented that he wanted to see more Class I trails in the southern part of the El Dorado Hills, as that area is still relatively undeveloped. It is easier to change plans now, before the improvements are built, then later. I have included copies of the Valley View Specific Plan Circulation map for reference and inclusion into the County Bikeway Master Plan, Chapter 5, page 18. I understand the streets aren't mapped yet, but the Specific Plan gives an indication of approximately where the Class I and Class II routes would be. Also, since the Specific Plan definitions are somewhat vague this could be our chance to set the definitions ourselves for which trails should be Class I and/or Class II.
2. Map of Euer Ranch trail systems showing the access points from the Business Park, White Rock Road and by the County line. Can we show these connections (Class I and some Class II) in the County Map. I don't have a good map for the southern part of Carson Creek Specific Plan yet.

3. I have included a copy of the Promontory Specific Plan circulation element and map for the same reasons listed above. If we can show the connection points in the County Plan as proposed facilities, it strengthens the likelihood that it will get done.
4. On page 8, chapter 5, the recommendation to develop a Countywide bicycle map is an excellent idea. I would like to suggest that at a minimum, it also show connections to the vast network of bike routes in Folsom and County of Sacramento, with at least the area along the border shown.

If you have any questions about these projects, please feel free to contact me directly at (916) 614-3210.

Sincerely,



Dianna Hillyer
Planning Director

COMMENT:

Eileen Crim

Suggestions and Thoughts:

Great job Jerry Barton!

1. Prior to the commencement of any and all projects the agency/developer implementing the project and/or preparing the environmental documents shall consider the needs of non-motorized travelers, including pedestrians, bicyclists, and persons with disabilities.
2. Can safety be quantified?
3. Are there some simple inexpensive things that can be done to improve bicycling in El Dorado County?
4. Where can I safely leave my bicycle for three hours?
5. The uphill shoulder on Carson Road needs to be improved!
6. When Forni Road (from Missouri Flat to Pleasant Valley Road) recently was overlaid the Department of Transportation created a dangerous drop off shoulder!

RESPONSE:

1. *Policy 3C in Chapter 3, page 2 should address your concern as follows: "Review new developments and road projects for consideration of bicycle needs and linkages consistent with this plan."*
2. *A recently developed model for Bicycle Level of Service (BLOS) is one method of evaluating the bicycling conditions of shared roadway environments. The model uses some of the same physical traffic and roadway factors used to assess highway level of service. However, unlike the motorized LOS measures that focus on speed and capacity, BLOS is an "experiential" measure rating comfort and perceived safety of a range of adult cyclists. This model reflects the effect on bicycling suitability or "compatibility" of factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface conditions, motor vehicles' speed and type and on-street parking. BLOS is used to analyze mid-block cross-sections, but not intersections.*
3. *In the existing conditions inventory in Chapter 4 several roadway segments were identified as "areas of opportunity." Areas of opportunity are roadway segments with shoulder widths of either 2 to 4 feet, or greater than four feet. These areas allow for low cost installation of Class II Bike Lanes due to the existing shoulder condition. Many of the areas of opportunity are included in Tier 1 of the proposed projects in Chapter 5.*
4. *A Bicycle Locker would be the best location to leave a bicycle for an extended period of time. Bicycle Lockers are located at several park and ride lots in El Dorado County. Bike locker locations are listed in Chapter 4, page 3.*
5. *Carson Road has proposed Class II Bike Lanes from Jaquier Rd. to Larson Drive (Chapter 5, page 15).*

COMMENT:

Good Afternoon:

I heard your presentation on the addition of the much welcomed bicycle lanes on various roads in the El Dorado Hills area last week at the EDH CSD meeting. Perhaps you are not aware but the section of Bass Lake Road that falls in the Bass Lake Hills Specific Plan (Highway 50 to Serrano Parkway) is planned for Class I bicycle lanes and in fact, the realigned section to be built this fall will have them with a walking path on the other side of the road.

I would suggest that the future new section of Bass Lake Road from Hill Road to Green Valley Road should also have Class I bike lanes as well because of the planned new High School and middle school on Green Valley Road. I know that there is a new development, Silver Springs, which hopes to break ground next summer that is driving the realignment of Bass Lake Road so perhaps they would be willing to share in the cost of these needed additions.

Thank you for your efforts on our behalf,

Kathy Prevost

RESPONSE:

The Silver Springs Development has already been approved and unfortunately, a Class I Bike Path along the new alignment of Bass Lake Road was not a condition of approval. El Dorado County Department of Transportation (DOT) does see the validity in a Bike Path connection between the proposed Bass Lake Regional Park and the two Schools near Green Valley Road. At the present time there are too many unknown factors including available right-of-way and drainage (some of which has already been installed) to include a proposed bike path in this plan. However, DOT staff will be working with the Silver Springs developers to determine the feasibility of a bike path along the new alignment of Bass Lake Road.

COMMENT:

1. I was reading the Mountain Democrat this morning when I noticed your plans for a public hearing about "Bicycle transportation Plan".

This notice is in this mornings paper Sept.22, 2004

IT SAID THAT THE HEARING WAS TO BE ON SEPT.16.2004. SOME BODY GOOFED HERE.

2. This county needs a lot more bicycle lanes. I live in Camino, and I will not ride on Pony Express, so I gave up bike riding. The motorist in Calif. drive so in consideration of others on the road it is even getting to the point where driving a car down Pony Express is a danger to ones life.

MORE BIKE LANES ARE VERY MUCH NEEDED.

FRED KRUPP

RESPONSE:

1. *The Mt. Democrat misprinted the advertisement on September 22. The Information was corrected and the advertisement was tripled in size on the following day.*

2. *Pony Express Trail has proposed Class II Bike Lanes (Chapter 5, page 15). The entire plan has 127 miles of Class II Bike Lanes proposed.*

COMMENT:

To Whom it May Concern:

I'm a resident of El Dorado Hills. I read from the news that the county is planning to put new bike path / bike lane in El Dorado Hills. I have read the map at www.edctc.org

It is good news to us since there really aren't any safe bike lanes in EDH. I usually ride my road-bike on Silva Valley Rd, I find it more difficult and less enjoyable riding my bike in the bike lane. The reason is that there is more and more traffic (schools, Serrano, etc...). At certain times of a day, school traffic would use up the bike lane, make it unusable and unsafe.

The bike lane on Silva Valley Rd, section between Green Valley to Harvard Way is narrow. Small obstacles such as rocks are everywhere, sometimes impossible to ride within the line without getting flat tire. The road condition makes me less willing to ride my bike.

Please don't get me wrong, I'm not trying to complain. I'm really excited to know the new plan, I think maybe my opinion would help. First, a nice bike lane / path would sure help the value of the houses in EDH. Second, more residents will be willing to ride. I had actually ridden to the bank and Great Clips several times. I believe the new bike plan will benefit serious bikers, families, and even cut down the road traffic a little.

Thank you for planning to put in bike lanes around El Dorado Hills.

Sincerely,

Kam Yin Li

RESPONSE:

The proposed Class II bike lanes on Silva Valley Road have been elevated to a Tier 1 project based on your comment and one other similar comment.

COMMENT:

Dear Jerry:

Unfortunately, I cannot make your meeting this evening but wanted to give you my input. I really want as much as we can possibly do to add bike lanes to major roads and add bike paths along the old railroad easement. Other places I have lived have great infrastructure for bikes and this is one thing I believe is seriously lacking in El Dorado County's quality of life.

I would both ride my bike to work as well as for recreation if we had more/better lanes. Currently, I ride quite a bit for recreation in the Camino area, on Crystal Blvd. and on the bike path between Placerville and Camino. Those are the only places I consider safe enough to ride today.

As pollution and obesity both continue to go up, I believe bike riding would help improve both as transportation and recreation.

Thanks for asking for community input. If you have questions, please let me know.

Sincerely, Val Akana

RESPONSE:

The plan contains 127 miles of proposed Class II Bike Lanes on major roads throughout the County. The plan also lays out a strategy for development of Class I Bike Path along the Sacramento-Placerville Transportation Corridor (Old Railroad Easement) on page 6 of Chapter 5.

COMMENT:

Stanley Price
3672 Millbrae Road
Cameron Park

1. Cameron Park under Highway 50, Share the Road
2. Bass Lake area to Cameron Park – non hilly route, Summer or Bridlewood Drive to Knollwood Drive (to library, bus, community center)
3. Encourage Class III from Tier II and Tier III at their low cost
4. Class III Knollwood from Cambridge Road to Country Club
5. Map #2, Library Community Center, stores at Cambridge and Merrychase

RESPONSE:

1. *Cameron Park Drive under Highway 50 has proposed Class II Bike Lanes (Chapter 5, page 12).*
2. *Based on your comment and a subsequent investigation of the area, an alignment was added to provide for an improved non-motorized connection between the Bass Lake Road developments and developments near Knollwood in Cameron Park see Map#2 and Chapter 5, page 12).*
3. *The projects included in Tier 1 were selected based on need, not cost.*

4. *With the addition of the alignment described in response #2 the need to address bicycle transportation and improve connectivity in this area of Cameron Park have been met.*
5. *Icons were added to Map #2 for the stores near Cambridge/Highway 50 interchange and Merrychase Drive. The library on Country Club Drive is shown as a 'Government Center' icon.*

COMMENT:

Richard Sandness
4004 Melrose Court
El Dorado Hills 95672

1. Silva Valley Parkway from Harvard going north. No existing bike lane for approximately ½ mile. Forces cars sharing the lane over the double yellow. Bikes sometimes ride on the wrong side. This is next to Oakridge High School and Rolling Hills Middle School. Can speed limit be lowered? Change this to Priority I. Thanks

2. Green Valley Road (at Purple Place) construction. Signs, pilons are forcing bikes into traffic lanes (bike lane disappears). Green Valley Road eastbound uphill left turn light leaves not enough time to make it across intersection. On coming traffic 50 mph, turn sensors do not recognize bikes.

RESPONSE:

1. *The proposed Class II bike lanes on Silva Valley Road have been elevated to a Tier 1 project based on your comment and one other similar comment. Speed limits are set by the El Dorado County Department of Transportation.*

2. *The following two recommendations and some discussion text were added to page 6 of Chapter 6 to address your concern of maintenance of shoulders and bike lanes during road construction projects:*

"Recommendation - Ensure that all construction projects adjacent to a roadway maintain both a clean swept shoulder and a through right-of-way for bicycles."

"Recommendation - Require all new construction projects to pay for street sweeping in the immediate vicinity as needed to keep streets and shoulders free of debris."

Additionally, the following recommendation was added to page 7 of Chapter 6 with regard to bicycle signal loop detectors. "Recommendation - Signal loop detectors should be considered for all arterial/arterial/collectors, and collector/collector intersections. The location of the detectors should be identified by a stencil of a bicycle and the words 'Bicycle Detector'."

COMMENT:

Chuck Ruark
3292 Kimberly Road
Cameron Park

1. When road construction takes place, even if accommodation is made for bicycles, that accommodation is not maintained. When Green Valley Road was being widened at Mormon Island there was an accommodation made for bicycles, but at the west end of the construction zone gravel and dirt were so deep that the only safe way to cross it was by walking the bicycle. Additionally, cuts were made across the bike lane and left uncovered. I fell into one hole and bent my fork, broke my mirror, and wrenched my shoulder.
2. Traffic school apparently has no agenda. Since the County Courts send offenders to traffic school, could the courts not also assure that some bicycle education is included in the education agenda?
3. When any work is done on roadways, warning signs usually completely fill the shoulder, and if the signs don't fill the shoulder, cones are added to block it the rest of the way.
4. Thank you for an opportunity to comment on the bicycle transportation plan. It is obvious that a great deal of work has gone into the creation of this document and everybody involved should be applauded for the effort. It is disappointing to realize how little progress has been made since 1979, but hopefully this plan will meet with quicker success.
5. Some attention was given to Park and Ride facilities. The focus seems to be on cyclists who ride their bicycles to the Park and Ride then take a bus or carpool to work. There seemed to be no emphasis on Park and Ride facilities along bicycling routes where a driver could drive part of the way to work then park and ride a bicycle the rest of the way. By and large this form of transportation seems to be underutilized. There was a Park and Ride facility located at Green Valley Road and Francisco until a year or two ago, the parking lot is still present, but it is no longer used for Park and Ride.
6. Under Safety and Education one of the things that could be done to encourage bicycle commuting is to publish information for the public (perhaps a booklet in the bike stores) on how to use a bicycle for commuting. Information such as what to do if a shower is not available or how to transport one's clothing can be quite helpful to the novice bicycle commuter. Also, knowing that one does not have to ride a bicycle every day or even all the way to work and back, (i.e. Drive part way and ride the rest of the way, or drive one way and ride the other way) may help to give somebody the resolve to start bicycle commuting.
7. Another Safety and Education issue is the education of motorists about bicyclists' right to the road. "Share the Road" signs may be of help, as would the addition of a few minutes on the subject in new drivers' education classes or drivers' safety classes. Perhaps if the law were enforced with regard to wrong-way cycling and failure to obey traffic signals there would be better compliance.
8. I saw no information about using bicycle friendly traffic signals. Many times traffic signal trigger devices do not recognize bicycles and pedestrian buttons are located too far from the street for a cyclist to be able to reach them without dismounting. (Would you drive if at every stoplight you had to get out of the car, walk to the sidewalk and push a button for the light to change?) Frequently the duration of the light is not long enough for a dismounted cyclist to get on the bicycle and clear the intersection before the light changes back to red.

9. In chapter 6.5 there is some mention of cleaning roadways. I would like to emphasize the importance of this element of a bicycling transportation system. In every poll I have ever seen the number one complaint of experienced cyclists is debris in the roadway. As a cycling commuter I find that this is the number one inconvenience I experience. Debris can come in many forms, including rocks, gravel, road kill, broken bottles, construction materials, landscaping garbage, and automobile accident debris. Most automobile tires are 5-6 inches high and 5-6 inches wide. If the roadways were sprinkled with rocks 6 inches in diameter the highway department would find a way to keep the roadways clear. Road bicycle tires are only about 1 inch high and 1 inch wide. A rock as small as one inch in diameter can cause a flat tire resulting at least in a large increase in commute time and possibly in damage to the bicycle and/or the rider. Yet bike lanes and road shoulders are sprinkled with rocks and other debris this size and larger and little effort is made to alleviate the problem.
10. Along Green Valley Road, where I commute, there are several private gravel driveways, which enter the roadway. When drivers leave these driveways they pull gravel across the shoulder leaving bicycling hazards in their wake. When it rains, rocks fall into the bike lane leaving an obstacle course for cyclists. Cleaning of the roadways is essential to success of this program.

RESPONSE:

1. The following two recommendations and some discussion text were added to page 6 of Chapter 6 to address your concern of maintenance of shoulders and bike lanes during road construction projects:

“Recommendation - Ensure that all construction projects adjacent to a roadway maintain both a clean swept shoulder and a through right-of-way for bicycles.”

“Recommendation - Require all new construction projects to pay for street sweeping in the immediate vicinity as needed to keep streets and shoulders free of debris.”

2. There are several traffic schools available to drivers in El Dorado County and surrounding areas. In an audit of local traffic schools, they stated that they do cover bicycle rights and rules, including discussions of drivers and bicyclists, overtaking bicyclists, and bicyclists' responsibilities.

3. Refer to response #1 above.

4. Comment noted.

5. Driving to a destination closer to work then riding part-way is certainly an efficient way to be multi-modal in a trip to work. Information suggesting this type of multi-modal trip is best distributed in marketing materials such as a bicycle map or bicycle commute guide. At the present time there is not a funding source or demand sufficient to develop park and ride lots specific for bicyclist's use on dedicated bicycle routes. However, in many cases parking is available for all day use in certain areas adjacent to or along bike routes.

6. Sacramento Area Council of Governments (SACOG) developed the “Bicycle Commuter Guide” which includes information on how to commute by bike. The guide can be ordered or viewed online at <http://www.sacregion511.org/bicycling/bikeguide.cfm>.

7. In an audit of traffic schools for new drivers, instructors stated that they do cover information regarding bicyclist's rights to the road including; how to overtake a bicyclist, right turn movements, and how to ride a bicycle in traffic. I have forwarded your comment regarding enforcing the law against wrong-way riding to local law enforcement authorities.

8. The following recommendation was added to page 7 of Chapter 6 with regard to bicycle signal loop detectors. “Recommendation - Signal loop detectors should be considered for all

arterial/arterial/collectors, and collector/collector intersections. The location of the detectors should be identified by a stencil of a bicycle and the words 'Bicycle Detector'."

9. Comment noted.

10. The bikeway maintenance reporting system suggested on page 6 of chapter 5 would be an excellent resource for those who cycle regularly. Additionally, the following recommendation was added to page 6 of Chapter 6 "Recommendation – Street sweeping operators should ensure that bike lanes and shoulder areas of roadways are swept as part of routine street sweeping operations."

COMMENT:

Bob Molinari
Good job Jerry!!

RESPONSE:

Comment Noted.

COMMENT:

Bob Smart

1. Zandonella provides a good opportunity to provide an uphill (climbing lane) alternative to Pleasant Valley Road. Recommend Class III
2. Carson Road from Jaquier to North Canyon needs a climbing lane, would be a good intermediate step if Class II is not constructed.
3. Somerset Loop or Happy Valley Loop is a good Class III alternative to having to stay on Mt. Aukum (low priority).

RESPONSE:

1. *Zandonella has been added as a proposed Class III Bike Route.*
2. *Carson Road has proposed Class II Bike Lanes from Jaquier Rd. to Larson Drive (Chapter 5, page 15). The concept of a climbing shoulder is a good one as an intermediate step toward a Class II bike lane.*
3. *Happy Valley Road/Cutoff has been added as a proposed Class III Bike Route.*

COMMENT:

Lee Weigand

1. Would like to see a Class I connection between Blue Shield Parking lot south of Highway 50 and the neighboring new housing development
2. Long term any possible connection from Blue Shield to the new Empire Ranch/Highway 50 interchange would be greatly desired
3. Any bicycle parking planned for the new El Dorado Hills library?
4. Thanks for the plans, they look great, hope they all come to pass

RESPONSE:

1. *Due to right-of-way and grade issues, this alignment appears to be infeasible.*
2. *A connection between the El Dorado County line and the Empire Ranch/Highway 50 Interchange has been included in the Sacramento Area Council of Governments' Regional Bicycle, Pedestrian and Trails Plan.*
3. *Based on your comment, Chapter 5, page 8 now includes a proposal for bicycle parking at all public libraries. Additionally, El Dorado County has stated that there will be bicycle parking at the new library in El Dorado Hills.*
4. *Comment noted.*

COMMENT:

Mary Crite
El Dorado Hills

Will bike paths that go through gated communities be accessible to all cyclists?

RESPONSE:

In general, gated communities are open only to those who live within them. However, in most communities like Serrano and Euer Ranch, the pedestrian and bicycle trails are open to the general public. A vast majority of the bike lanes and paths proposed in this document are on public roads or land.

COMMENT:

Jim Moore
Add Fort Jim Road as a Class III Bike Route – alternative to Newtown Road.

RESPONSE:

Fort Jim Road has been added as a Class III Bike Route alternative to Newtown Road.

COMMENT:

Jerry ELABA is off the ground and rolling. Thanks for putting me in touch with Dave and Lee. We decided on El Dorado Area Bicycle Advocates in order to include as many people in the area as possible. Dave was named our president and Lee and I are vice presidents. We currently have over 50 members with a goal of 2000 members of the community by the end of 2005. We have several goals including reminding you and our own CSD in El Dorado Hills and our county government that Silva Valley Pkwy should be moved to a Tier 1 in the priority list for the Bicycle Transportation Plan. As I mentioned at the public meeting, Silva Valley Pkwy will soon be connected under Hwy 50 with White Rock Rd and will become the route of choice for cyclists traveling to the Town Center. So far the new road construction toward Tong Rd going under Hwy 50 appears to have a nice wide and lined shoulder for cyclists. The problem appears when traveling north toward the four schools and soon the new library.

Immediately after Tong Rd, while traveling north, comes (Meadow Oaks)? school. Silva Valley Pkwy is only two lanes here and cars are often parked in the bike lane by users of the athletic field at the school. Cyclists are forced into the one shared lane and the cars are crossing the yellow line in order to pass. Our recommendation is for users of the fields to be directed to use the school parking lot and no stopping/parking signs should be placed in the area next to the athletic fields. Parking is again a problem for the two blocks from Serrano Pkwy to the three schools near the Harvard intersection. Bikes are forced into the center lane when cars are parked on Silva Valley. We recommend parking be eliminated. If parking is not eliminated on Silva Valley we recommend a separate bike lane and the elimination of one car lane and the lowering of the speed limit. This area of two blocks contain three schools and one library we believe 45 MPH is unsafe.

Traveling north from Harvard cyclists have no lane at all for about .6 mile. Cyclists obeying the law are forced to share one lane with cars who are traveling 45 MPH. These cars often cross the yellow line in order to pass a cyclist. Cyclists not obeying the law travel the wrong way on the road or sidewalk. This happens everyday by children and adults alike. We all have stories of cycling south, uphill, on Silva Valley and being confronted by a cyclist barreling downhill the wrong way in our 2 foot wide lane. Our concern here is that this road is an unsafe route to school.

The Bike route along EDH Blvd has several flaws which we talked about. One which might have been overlooked is the narrowness of the sidewalk at EDH Blvd and Serrano Pkwy. At this intersection is a stoplight that narrows the lane to about 3 feet. Only one bike can pass at a time and is a hazard for cyclists clearing the intersection.

The other bike route from Brittany and El Dorado Hills Blvd. to Sophia Pkwy is something we wish you to include in your considerations. This route is used by cyclists who prefer not to connect to Green Valley Rd at Francisco. The Promotory school is on this route and another area for safety. The new road (Elmores?) coming up from Sophia Pkwy deserves bike lane stripes!

We have initiated a plan. Our goal is to mobilize the community through education and action. We will be making presentations to the local PTA and using available media. We are investigating the "Safe Routes to School" program. So far Bobs Bicycle in EDH Town Center has agreed to be one of our sponsors and has agreed to give a discount to all members.

Richard Sandness
ELABA@att.net

RESPONSE:

Silva Valley Parkway has been added to Tier 1, and will be added to the High Priority list of projects in Chapter 6 in place of the El Dorado Hills Boulevard bike lanes.

There are specific guidelines in the Highway Design Manual, Chapter 1000, Bikeway Planning and Design, which discuss the relationship between parking and Class II bike lanes. Once Silva Valley Road becomes a project to develop the Bike Lanes, a certified engineer will review the Highway Design Manual standards to determine how the parking issue will be resolved. As for the area north from Harvard, additional pavement width would need to be accommodated to achieve the required four-foot wide bike lanes.

The 'sidewalk problem' at the end of the bike path on El Dorado Hills Boulevard near Serrano Parkway is a proposed project on page 9 of Chapter 5. The issue is also called out on page 6 of Chapter 5 as a challenge that will need to be addressed.

Brittany Way and Ambiance Drive have proposed Class II Bike Lanes. See map #1, and the table on page 9 of Chapter 5.

COMMENT:

September 22, 2004

Jerry Barton
Senior Transportation Planner
El Dorado County Transportation Commission
550 Main Street, Suite C
Placerville, CA 95667

RE: El Dorado County DRAFT Bicycle Transportation Plan

Dear Jerry;

Thank you for the presentation to our Community Services District Board of Directors. It was an excellent opportunity to review the DRAFT El Dorado County Bicycle Transportation Plan with them and the public. The Board was very impressed with the comprehensiveness of the plan and the projects proposed. They had some comments that I would like to share with you during the public comment period.

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3. I have included a copy of the Promontory Specific Plan circulation element and map for the same reasons listed above. If we can show the connection points in the County Plan as proposed facilities, it strengthens the likelihood that it will get done.
4. On page 8, chapter 5, the recommendation to develop a Countywide bicycle map is an excellent idea. I would like to suggest that at a minimum, it also show connections to the vast network of bike routes in Folsom and County of Sacramento, with at least the area along the border shown.

If you have any questions about these projects, please feel free to contact me directly at (916) 614-3210.

Sincerely,

Dianna Hillyer
Planning Director

RESPONSE:

1. *A review of the Valley View Specific Plan resulted in the addition of proposed Class I Bike Paths in the Valley View Specific Plan area. (See map 1)*
2. *Additional Class I and II connections have been included on map 1 near the business park and the Euer Ranch specific plan area. There is Class I bike paths proposed along the SPTC Corridor in the vicinity of the Carson Creek Specific Plan area.*
3. *The developers of the Promontory are exploring an option of a multi-use pathway that would be paved in some areas, and unpaved in other areas. The multi-use path would connect the Promontory with the vicinity of East Natoma and Sophia Parkway. The alignment is not fully determined yet and the developers indicated that steep topography would prevent the development of a Class I bike path, which is subject to grades of 5% or less.*
4. *Comment noted.*

COMMENT:

Jerry:

I had an opportunity to review your draft plan this weekend and would like to congratulate you on a well prepared comprehensive document that details existing conditions, clearly prioritizes projects and identifies funding sources. Adoption of this plan will be a major step toward obtaining funding to improve conditions for cycling in El Dorado County.

With its challenging terrain and lovely vistas, El Dorado County is such a beautiful place to ride. It reminds me of Tuscany. Sadly, no improvements were made to the roadway system to accommodate bicyclists when the human population exploded beginning 10 years ago. The county allowed developers to build without making improvements to the road system.

I have warm memories of meeting in El Dorado Hills nearly every weekend in the late 1980s and early 1990s with other cyclists to enjoy the great riding. We regularly rode over Lotus grade, Highway 49 and Salmon Falls. We also rode a lot on Latrobe, Brandon, French Creek, Greenstone, etc. Over time, however, we stopped meeting in El Dorado Hills because conditions for bicyclists became downright hazardous due to the dramatic increase in traffic and aggressive, hostile behavior of motorists.

In May 1999, my friend Eva Ueltzen was killed by a hit and run drunken driver while she was riding on Green Valley Road near Morman Island. That stretch of Green Valley Road was improved, but it seems to be under constant reconstruction and is not pleasant for cycling.

By hiring you, El Dorado County officials recognized that they need to make improvements to accommodate potential bike commuters as well as recreational riders. Someday, I hope El Dorado County is as much a tourist destination for cyclists as Tuscany.

Lea Brooks, President
SABA

RESPONSE:

Comment Noted.
