CHAPTER 11:
ACTIVE TRANSPORTATION

GOAL 6: ACTIVE TRANSPORTATION

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

Bicycle and pedestrian travel are the two primary modes of active transportation in El Dorado County. Many facilities designed for these two modes are also readily usable by other non-motorized and active transportation users, such as equestrians, wheelchair users, in-line skaters, scooter riders, and skateboarders. While bicycling and walking make up a relatively small portion of commuting activity in El Dorado County, these modes play an important role in local transportation systems throughout California. Infrastructure that supports bicycling and walking expands transportation options and may complement other forms of transportation by serving as connectors for segments of trips.

The El Dorado County Transportation Commission's (EDCTC) active transportation objective (Goal 6, Objective A) is to:

"Plan and establish an integrated, safe, and accessible active transportation network that connects urban, suburban, and rural communities across the region."

This includes the coordination of bike paths and lanes with transit stops and the implementation of bikeway and pedestrian projects in concert with transportation improvement projects and development of business and industry. Daily active transportation trips to and from transit and to and from vehicles are often overlooked but can be the most challenging for elderly individuals, youth, and people with mobility challenges. These trips, whether long or short, are often the only significant physical activity many people engage in each day, linking active transportation directly to public health and well-being.

The region's projected growth necessitates the development of safe and efficient active transportation facilities to support and encourage current and future use. These facilities should specifically address the needs of the most vulnerable pedestrians and bicyclists, including children, seniors, and people with disabilities. Providing active transportation infrastructure that effectively connects people not only goods and services but also to transit and automobile travel increases opportunities to improve health, well-being, and quality of life, while enhancing the independence of elderly individuals, youth, and people with disabilities.

ACTIVE TRANSPORTATION AND HEALTH

Walking and bicycling are simple and effective ways for individuals to increase their daily physical activity, which has been shown to lead to positive health outcomes. A growing body of literature links parks, trails, and other infrastructure that supports physical activity with lower risks of chronic disease, better weight management, improved mental health, reversal of Type II diabetes, and decreased healthcare costs. Designing transportation networks that allow residents to reach destinations without relying on a motor vehicle can increase the likelihood that they chose to walk or bicycle.

Projects that address public health considerations are often more competitive in grant programs such as the Caltrans Active Transportation Program (ATP). The most recent ATP application requirements emphasize projects that address the health vulnerabilities of targeted users and have the potential to promote healthier communities. Applications request that project sponsors describe the status of the proposed project's targeted users, how health benefits were factored into project development, and how the project will promote a health community.

BICYCLING

In El Dorado County, bicyclists enjoy a variety of terrain and climates. The western portion of the county—including El Dorado Hills and Cameron Park—is characterized by suburban neighborhoods with parks, schools, and shopping centers. The relatively compact layout of the City of Placerville provides opportunities for cyclists to ride short distances to numerous destinations.

The rural hills of the South County are lined with wineries and attract recreational road cyclists. In addition to local popularity, the rural areas of Rescue, Cool, Georgetown, and Coloma are also well-known destinations for cyclists. Coloma, in particular, is both a California State Historic Park and a recreational hub for visitors to the South Fork of the American River. The western portion of the county has mild winters and ideal weather in spring and fall, which supports year-round cycling. However, hot midday temperatures during summer months may discourage even the most avid cyclists.

WALKING

Virtually every trip includes a walking component, whether it is walking from the front door to a car, from a parking spot to a building, or on a longer journey such as commuting on foot to work. Many walking trips involve errands to nearby businesses, recreational walks, or walking to and from transit. A person's willingness to walk varies depending on age, health, time, safety, climate, and the quality of surroundings. It is generally accepted that most people are willing to walk for five to ten minutes, or approximately ¼- to ½-mile, to reach a transit stop or other destination.

PEDESTRIAN FACILITIES

The pedestrian network in El Dorado County includes Class I shared-use paths and sidewalks. Sidewalks. These facilities are essential for creating a safe and comfortable pedestrian environment and are foundational to meeting Americans with Disabilities Act (ADA) accessibility requirements.

Newer commercial developments in the county have sidewalks along roadways fronting shopping centers. Many new residential developments also include sidewalks on at least one side of the road. Several adopted specific plans include policies related to sidewalks, and equestrian, biking, and pedestrian trails and pathways within new developments.

While there are many streets with sidewalks or pathways throughout El Dorado County, the network remains inconsistent. Not every street without a sidewalk is recommended for improvement due to the county's rural nature, limited right-of-way, and lack of connection to key destinations. Sidewalk and pathway improvements are prioritized for corridors that serve large numbers of pedestrians or address a priority community concern, such as walking routes to and from schools, civic buildings, shopping centers or employment hubs.

Pedestrian improvements should align with the most current engineering standards and support connectivity to public transit, activity centers, employment hubs, educational institutes, and residential areas. Sidewalks and pathways should offer a smooth, obstruction-free surface. In areas where high pedestrian activity is anticipated, sidewalks wider than five feet may be desirable. Sidewalks and pathways may either be built adjacent to the curb or separated by a landscaped buffer strip.

In 2020, EDCTC prepared the El Dorado County and City of Placerville Active Transportation Plans. These plans include proposed sidewalk and pathway improvements for the City of Placerville and communities on the western slope of El Dorado County.

BICYCLE FACILITIES

The western slope of El Dorado County is a predominately rural region with varying topography and dispersed communities. The distance between homes, schools, workplaces, and services often necessitates automobile travel as the primary transportation mode. However, increased interest in livable, walkable communities and active lifestyle options has driven greater demand for bicycle connectivity. In response, El Dorado County has worked to incorporate bicycle facilities into new roadway construction and alongside residential and commercial development.

As with any transportation infrastructure, bicycle facilities must be designed using the most current applicable standards. Presently, these standards are outlined in the Caltrans Highway Design Manual (HDM), Chapter 1000 – Bikeway Planning and Design, Sixth Edition (last updated July 2, 2018). Chapter 1000 clarifies that the classification of bikeways (Class I, II, III and IV) does not reflect a hierarchy-each facility type serves a specific purpose and context. Facility design must be tailored to its setting, particularly given the rural character and construction challenges in El Dorado County.

Appendix A of the 2020 El Dorado County and City of Placerville Active Transportation Plans, Pedestrian and Bicycle Design Guidelines, provides a compilation of design treatments and tools for creating a safe, bicycle-friendly, and accessible community. This guidance references up-to-date national and state standards for active transportation infrastructure, including the California Manual on Uniform Traffic Control Devices (2014) and the 2018 AASHTO Guide for the Development of Bicycle Facilities.

Brief descriptions of common bikeway facility types are provided below:

Shared Roadway (No Bikeway Designation): Many bicycle trips occur on streets and highways without formal bikeway designations. Rural highways are often used by bicyclists for touring, intercity travel, and recreation. Providing and maintaining four-foot paved shoulders with a standard four-inch edge line can greatly enhance safety and convenience for both bicyclists and motorists.

Class I Shared Use Paths: These paved, multi-use trails are entirely separated from roadways. They allow two-way travel for bicyclists and pedestrians and are often favored by children and inexperienced bicyclists due to minimal conflicts with vehicle traffic. Several Class I paths currently exist throughout El Dorado County.

Class II Bikeway (Bike Lane): These are striped, one-way lanes on the roadway, designated for bicycle travel with pavement markings and signage. Some Class II lanes feature a striped buffer to increase separation for traffic lanes or parked cars. Variations include:

- Uphill Climbing Lane: Installed in the uphill direction where roadways are narrow, offering additional space and protection for bicyclists.
- Buffered Bike Lane: Includes painted buffers to enhance separation between bicyclists and adjacent travel or parking lanes.

Segments of Class II bikeways can be found in areas near Placerville, Cameron Park, Shingle Springs, Coloma, and in El Dorado Hills.

Class III Bikeway (Bike Route): Signed routes where bicyclists share travel lanes with motor vehicles. These routes are most appropriate on low-speed, low-volume or on higher-speed roadways that offer a wide outside lane or shoulder to allow for safe passing. Class III routes may include shared lane markings, or "sharrows," which promote proper lane positioning for bicyclists and alert drivers to their presence. Advisory Shoulders are a variation in which bicyclists use the shoulder when it is not occupied by parked vehicles. Some Class III bike routes have been designated in areas of El Dorado County.

As with bike lanes, the designation of bike routes should signal to bicyclists that these routes offer particular advantages over alternative roadways. This implies that responsible agencies have confirmed the route's suitability for shared use and will maintain it to meet the needs of bicyclists. Class III bikeways are typically intended to provide continuity within the larger bikeway network, particularly in areas not served by Class I or II facilities, or to connect segments of discontinuous bikeways.

Class IV Separated Bikeways: On-street bicycle facilities that are physically separated from motor vehicle traffic using a vertical barrier such as a curb, bollards, or parking lane. These facilities can accommodate one- or two-way bicycle travel and may be located on one or both sides of the roadway. Currently, no Class IV bikeways exist in El Dorado County.

In addition to formally designated bikeways, bicyclists frequently use wide shoulders on state highways and county roads to travel between communities in El Dorado County. In some locations, existing wide shoulders present an opportunity for the low-cost implementation of Class II bicycle lanes.

REGIONAL BIKEWAY FACILITIES

Where appropriate, bicycle facilities have been developed throughout El Dorado County to provide alternatives to typical automobile trips. While these facilities have primarily focused on the more populated areas of the County and City, additional efforts have been made to construct bicycle facilities that connect to rural communities as well as recreation and tourism destinations. El Dorado County has planned and adopted the US 50 Bike Route, which is intended to provide a regional bicycle corridor for both recreation and commuting purposes. This route extends from the western El Dorado County line to the Lake Tahoe Basin (Map 11-1).

MAP 11-1: US 50 Bike Route

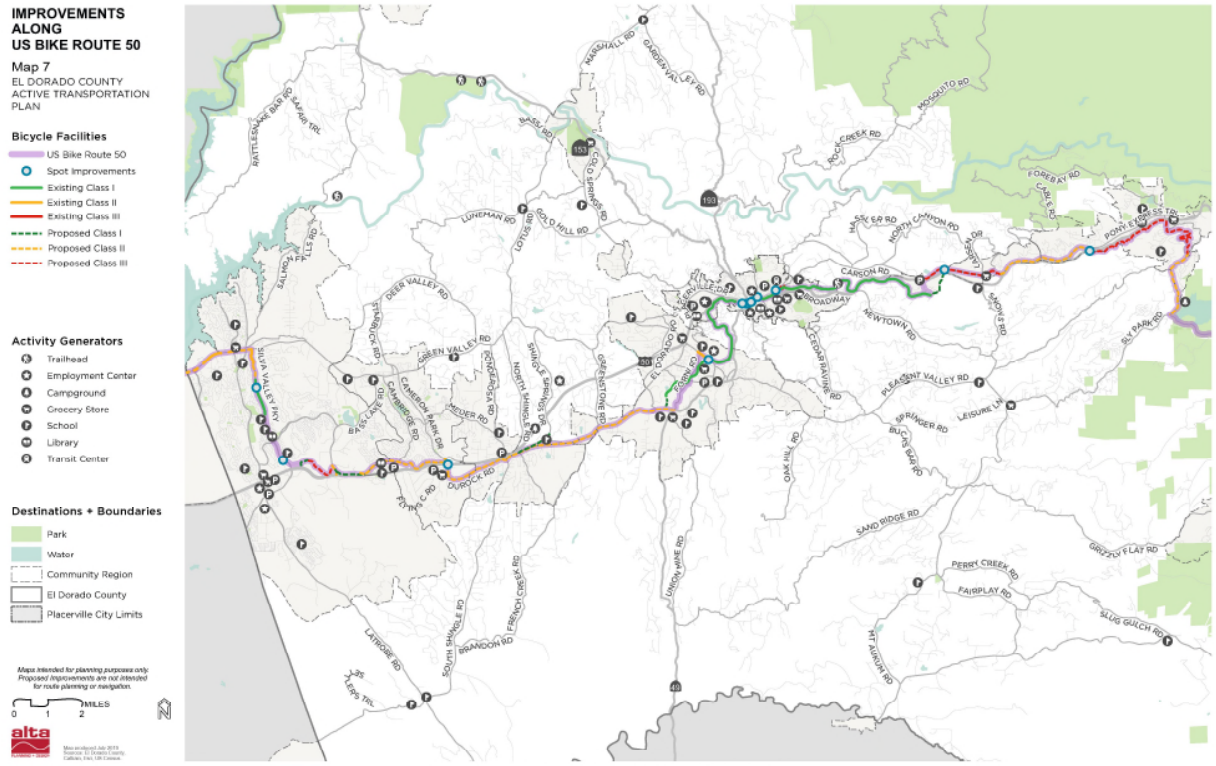


Figure 7-9: Proposed Bicycle Facility Projects along US Bike Route 50 in El Dorado County

EL DORADO TRAIL

The El Dorado Trail is envisioned as a continuous trail spanning the entire length of El Dorado County-from the western county line to the Lake Tahoe Basin. The current alignment includes two railroad rights-of-way: the Michigan-California railroad right-of-way and the Sacramento-Placerville Transportation Corridor (SPTC).

The Michigan-California Railroad right-of-way extends from Placerville east to Camino. Currently, the right-of-way features a Class I bike path from Ray Lawyer Drive in Placerville approximately 8 miles east to Halcon Road in Camino Heights. This segment includes approximately .5 miles of Class III facility along Main Street in Historic Placerville. The County has completed engineering and design work to extend the Class I path from Halcon Road to the Camino roundabout at Ponderado Road, providing a seamless connection to the Apple Hill™ agritourism region.

In 1996, the SPTC Joint Powers Authority, including members from El Dorado County, the City of Folsom, Sacramento County, and Sacramento Regional Transit, purchased the corridor from the Southern Pacific Railway Corporation under the “rails-to-trails” provision of the National Trails System Act. This provision preserves the rail corridor from abandonment and ensures it remains a public right-of-way. A master plan was developed for the SPTC covering the former Southern Pacific Railroad corridor from the western El Dorado County line near Latrobe to Ray Lawyer Drive in the City of Placerville. The 28-mile corridor is planned as a multi-use alternative

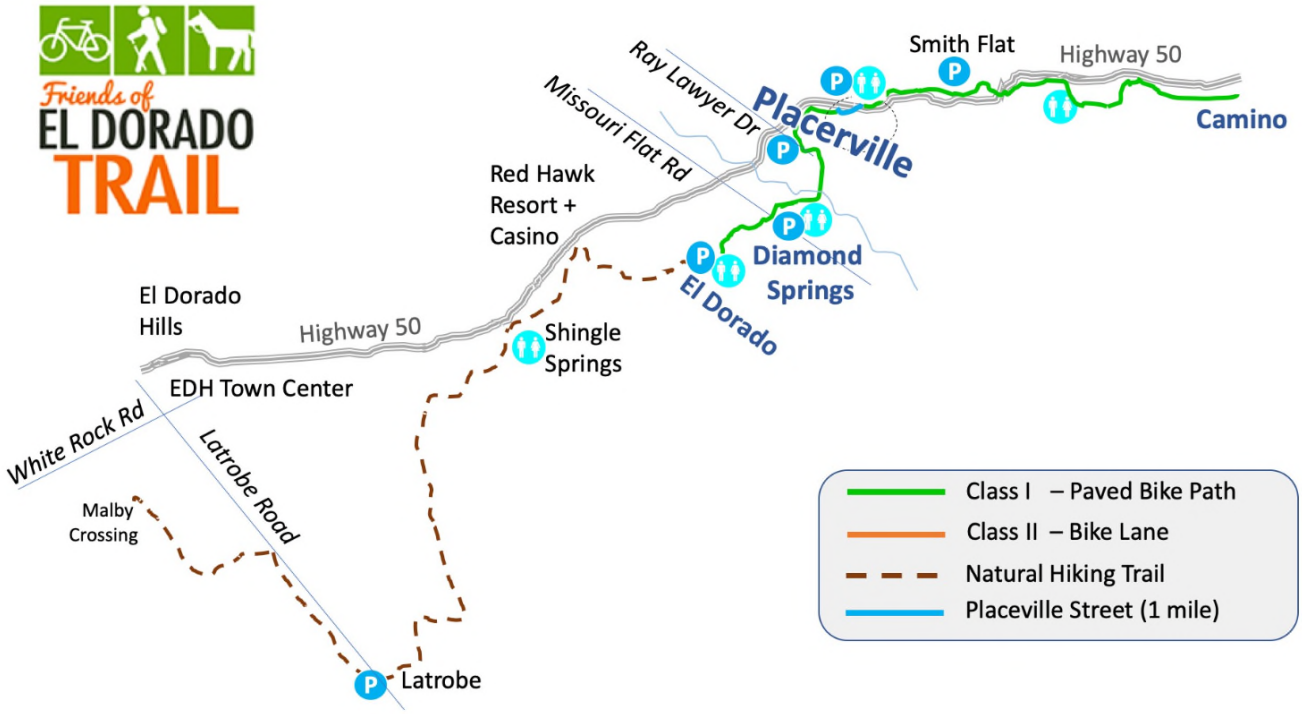
transportation route, accommodating bicycles, pedestrians, equestrians, excursion trains, and utilities.

Together, the Michigan- California and SPTC segments form a continuous trail corridor from the western county line near Latrobe to Camino and the Apple Hill™ agritourism region. While a formal alignment has not yet been determined for the remaining segment from Camino to Lake Tahoe, it is anticipated to follow the US 50 Corridor Bike Route east along Pony Express Trail Road to Sly Park Road, and into the Tahoe Basin via Mormon Emigrant Trail Road.

The SPTC portion of the El Dorado Trail is included as a proposed Class I bike path in the Regional Transportation Plan (RTP) and El Dorado County Active Transportation Plans. The SPTC Master Plan outlines three types of trails under "Guidelines for Corridor Uses": (1) 'natural' or hiking/bike trails, (2) improved trails, and (3) paved trails. The plan also includes a provision for an excursion train. It is anticipated that the corridor will initially include 'natural' or off-street hiking/bike trails, with future development of paved Class I bike paths as funding becomes available.

To date, a continuous Class I bike path has been constructed along the SPTC Corridor from Ray Lawyer Drive in Placerville west to Oriental Road in El Dorado, including the recently completed Missouri Flat Road Bicycle and Pedestrian Overcrossing in 2025. See Map 11-2 for a map of the El Dorado Trail.

MAP 11-2: Map of El Dorado Trail



ACTIVE TRANSPORTATION NEEDS ASSESSMENT

For the purposes of this needs assessment, active transportation facilities-both bicycle and pedestrian infrastructure-are discussed together, as both are widely used for recreation, leisure, and transportation. Increased interest in active lifestyles, greater awareness of the environmental impacts of greenhouse gas emissions, and a growing desire to live in livable, walkable communities have all contributed to rising demand for these types of facilities. While walking and bicycling are still not the primary modes of transportation in El Dorado County, numerous studies suggest strong potential for growth in their use.

The American Community Survey (ACS) remains one of the few sources of data on existing levels of walking and bicycling in the County. Table 11-1 presents data and estimates related to travel by walking, bicycling, and public transit in El Dorado County. These commuter travel estimates, derived from ACS data, show that mode shares have remained relatively stable since 2013. However, there has been a noticeable increase in bicycling and walking, along with a decline in single-occupancy vehicle travel (drive-alone commuting). Another notable trend is the increase in the number of people working from home.

TABLE 11-1: Means of Transportation Data for EDCTC Plan Area

	Total Workers	Drove alone	Carpooled	Public transportation	Bicycle	Walked	Taxicab, motorcycle, or other means	Worked at home
2013	64,477	50,782	6,189	597	91	659	899	5,260
2014	63,520	49,802	6,100	781	90	802	837	5,108
2015	62,789	48,958	6,019	950	130	742	795	5,195
2016	63,953	50,346	5,767	953	137	657	683	5,410
2017	64,079	50,605	5,661	989	124	551	638	5,511
2018	66,116	51,513	5,797	956	145	619	643	6,443
2019	67,808	53,104	5,860	765	185	525	600	6,769
2020	67,326	52,344	5,271	496	167	493	627	7,928
2021	68,709	51,001	5,519	403	129	406	620	10,631
2022	69,675	50,483	5,109	310	124	475	609	12,565

Source: Fehr & Peers, ACS 5-Year Estimate (2013-2022).

Many factors and personal preferences influence the decision to ride a bicycle or walk. Studies consistently show that the primary barrier to active transportation is the lack of safe, appropriate, and effective facilities that meet the needs of the potential users in each respective community. For walking and bicycling to become viable transportation options, facilities must be safe, attractive, and easy to use, while offering efficient connections to daily destinations such as goods and services, as well as from homes, transit stops, or other modes of travel to employment, education, and activity centers.

Effective active transportation planning generally includes facility design that promotes safety, enhances awareness, and improves access. These facilities must also be strategically located in sufficient numbers to ensure connectivity with important destinations like schools, parks, shopping centers, and residential areas. For example, a non-motorized facility in a more urbanized area—such as Cameron Park or El Dorado Hills—may look significantly different and serve different functions than a facility spanning longer distances in a rural community. Ultimately, the full range of facility types—whether bike paths, sidewalks, or roadway signage—must be integrated into land use and transportation planning and implementation processes.

ACTIVE TRANSPORTATION ACTION PLAN

The Action Element of the RTP consists of short-term and long-term projects and activities that address regional transportation needs. Federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) define the short-term horizon as projects occurring within 10 years and the long-term horizon as those 20 years and beyond. The Action Element serves to implement the goals of the Policy Element and must be aligned with the financial constraints outlined in the Financial Element, as well as be consistent with the air quality State Implementation Plan.

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

The Action Plan includes projects identified in the 2020 El Dorado County and City of Placerville Active Transportation Plans. The list below outlines ongoing and shelf-ready priority projects that El Dorado County and the City of Placerville are actively pursuing for full funding.

Table 11-2 shows average bicycle and pedestrian facility planning-level cost estimates.

TABLE 11-2: Countywide Active Transportation Plan Network and Costs

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

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

RTP ACTION PLAN PROJECTS AND PERFORMANCE MEASURES

Consistent with California Regional Transportation Plan Guidelines, EDCTC has developed Performance Measures for projects included in the RTP 2025-2045 Action Plan. The performance measures are tied to each goal of the Policy Element and demonstrate the connection between the Policy and Action Element, demonstrating the RTP's support in advancing advance statewide goals for transportation, sustainability and climate adaptation. Performance Measures for **Goal 6: Active Transportation** are as follows:

- **Measure 6.1; M11:** The project is consistent with this measure if it is located in an area with proposed improvements to sidewalks, bike lanes, or class I bike paths as shown in the El Dorado County and City of Placerville Active Transportation Plan maps. M11 refers to the maps in the Active Transportation Plans.
- **Measure 6.2; M12:** The project is consistent with the regional network shown in the SACOG Regional Trails Plan. M12 refers to the SACOG Regional Trails Map.

- **Measure 6.3; M13:** The project is consistent with this measure if it is located along any proposed sections of the US 50 corridor bike route. M13 refers to the US 50 Corridor bike route map.

Table 11-3 includes a list of active transportation (Bike and Ped) projects that best meet the performance measures for **Goal 6: Active Transportation**. The comprehensive RTP Project and Performance Measure List is included in **Appendix 6A.**

- Short-Range projects are displayed as 2025-2035.
- Long-Range projects are displayed as 2035-2045.
- Unconstrained Projects, which are not subject to the fiscal constraint of the RTP document as outlined in Chapter 13; The Financial Element, are listed as Beyond 2045.

TABLE 11-3: Active Transportation Projects

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)						GOAL 6: ACTIVE TRANSPORTATION		
						Proposed Project Performance Criteria		
						6.1 Projects are identified in Active Transportation Plans (ATPs)	6.2 Project is consistent with SACOG's Regional Trails Plan	6.3 Project is consistent with the US 50 Corridor Bike Route
						Performance Reference*		
Lead Agency	Year	MapID	Project Type Category	Title	Description	M11	M12	M13
						If the project was along an improved sidewalk, bike lanes, or trails category in the ATP map we marked it "Yes." If not, we marked it "No."	"Yes" was marked for projects that connected to or improved a trail in the SACOG regional trail network; otherwise, "No" was marked.	"Yes" was selected for projects on improved bike routes along the US 50 corridor; otherwise, "No" was selected.
City of Placerville	2025-2035	201	A- Bike & Ped	Combellack Rd Sidewalk Project	Along Combellack Rd, from the east end of David Cir to Canal St: Construct approximately 1,080 feet of new sidewalk.	Yes	No	Yes
City of Placerville	2025-2035	202	A- Bike & Ped	Mallard Ln/Green Valley Rd Bike Lanes	Install bicycle lanes on Mallard Ln at the intersection of Green Valley Rd, and on Green Valley Rd from Mallard Ln to Placerville Dr	Yes	No	Yes
City of Placerville	2035-2045	203	A- Bike & Ped	Middletown Rd Bike Lanes	Install bike lanes on Middletown Rd from Canal St to Cold Springs Rd	Yes	No	Yes
City of Placerville	2025-2035	204	A- Bike & Ped	Placerville Dr Pedestrian Connectivity Project	Along Placerville Dr between Fair Ln and Armory Rd: Construct sidewalks and improvements for pedestrian crossing	Yes	No	Yes

TABLE 11-3: Active Transportation Projects *(cont.)*

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)						GOAL 6: ACTIVE TRANSPORTATION		
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City of Placerville	2025-2035	205	A- Bike & Ped	Placerville Dr Bicycle and Pedestrian Facilities	Along Placerville Dr between Cold Springs Rd and the Ray Lawyer Dr and Green Valley Rd from Placerville Dr to Mallard Ln: construct Class 2 and Class 4 bicycle facilities, sidewalks, crossing improvements, curb ramps, and transit improvements.	Yes	No	Yes
El Dorado County DOT	2025-2035	206	A- Bike & Ped	Cameron Park Dr Bike Lanes	Install bike lanes from US 50 north to Meder Rd along entire length of Cameron Park Dr. (CIP72307)	Yes	No	Yes
El Dorado County	2035-2045	207	A- Bike & Ped	Carson Rd Bike Lanes	Install Bike Lanes on Carson Rd from Jacquier Rd to Larsen Dr (on climbing shoulder between Jacquier Rd and Union Ridge)	Yes	No	Yes

TABLE 11-3: Active Transportation Projects *(cont.)*

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El Dorado County	2025-2035	210	A- Bike & Ped	El Dorado Trail Extension - Halcon to US 50	Existing Class 1 trail (El Dorado Trail), from Halcon Rd to Pondorado Rd Extension Project and the US 50 interchange: Extend trail. Toll Credits for ENG, ROW, CON	Yes	Yes	Yes
El Dorado County DOT	2035-2045	211	A- Bike & Ped	Enterprise Dr Bike Route	Install bicycle route signs and markings on the entire length of Enterprise Dr	Yes	No	Yes
El Dorado County DOT	2025-2035	214	A- Bike & Ped	Jacquier Rd Bike Lanes	Placerville City limit to Carson Rd	Yes	No	Yes
El Dorado County DOT	2025-2035	215	A- Bike & Ped	La Canada Dr and Gateway Dr Pedestrian/ Bicycle Improvements	Along segments of Parkdale Ln, Gateway Dr, Cambridge Rd, La Canada Dr, and Cameron Park Dr: Construct new sidewalk, bike lanes, two crosswalks, install four solar flashing beacons, and replace or upgrade curbs, ramps, and gutters.	Yes	No	Yes

TABLE 11-3: Active Transportation Projects *(cont.)*

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)						GOAL 6: ACTIVE TRANSPORTATION		
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						Performance Reference*		
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El Dorado County	2035-2045	216	A- Bike & Ped	Latrobe Rd Bike Lanes	Investment Boulevard to Deer Creek/SPTC	Yes	Yes	Yes
El Dorado County DOT	2025-2035	220	A- Bike & Ped	Meder Rd Bike Lanes	Phase 1: Cameron Park Dr to Paloran Ct	Yes	No	Yes
El Dorado County DOT	2025-2035	222	A- Bike & Ped	Missouri Flat Rd Bike Lanes Phase 2	Phase 2: Golden Center Dr near Wal-Mart to Pleasant Valley Rd	Yes	No	Yes
El Dorado County DOT	2025-2035	223	A- Bike & Ped	Mother Lode Dr Bike Lanes	Phase 1: Missouri Flat Rd to Lindberg Ave	Yes	No	Yes
El Dorado County	2025-2035	224	A- Bike & Ped	Old Bass Lake Rd: Bass Lake Rd to Old Lincoln Highway	Phase 1: EDH to Bass Lake Connection. Between gates, using existing roadway as Class III path	Yes	Yes	Yes

TABLE 11-3: Active Transportation Projects *(cont.)*

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)						GOAL 6: ACTIVE TRANSPORTATION		
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						Performance Reference*		
Lead Agency	**Year**	**MapID**	**Project Type Category**	**Title**	**Description**	**M11**	**M12**	**M13**
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El Dorado County DOT	2035-2045	225	A- Bike & Ped	Palmer Dr Bike Lanes	Add bike lanes along full length of Palmer Dr	Yes	No	Yes
Caltrans	2035-2045	228	A- Bike & Ped	Pleasant Valley Rd Bike Lanes Phase 2	Phase 2: Missouri Flat Rd to Mother Lode Dr (split this off to only include the Caltrans segment)	Yes	No	Yes
El Dorado County DOT	2025-2035	229	A- Bike & Ped	Ponderosa Rd Bicycle and Pedestrian Improvements	Ponderosa Rd, between Foxwood Ln and Ponderosa High School (at Meder Rd): Install 0.72 miles of Class II bike lanes, 0.36 miles sidewalk, ADA upgrades, and other improvements.	Yes	No	Yes
El Dorado County DOT	2025-2035	231	A- Bike & Ped	Shingle Springs El Dorado Trail Class I Improvements	On the Sacramento-Placerville Transportation Corridor from Shingle Springs Dr to South Shingle Rd: Construct El Dorado Trail Class I multi-use bicycle and pedestrian path	Yes	Yes	Yes

TABLE 11-3: Active Transportation Projects *(cont.)*

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)						GOAL 6: ACTIVE TRANSPORTATION		
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El Dorado County	2035-2045	233	A- Bike & Ped	Bike Path Parallel to US 50 on the north side -EDH to Bass Lake Connection	Phase 2: EDH to Bass Lake Connection From Silva Valley Rd to El Dorado Hills Village Center Shopping Center	Yes	Yes	Yes
El Dorado County	2035-2045	234	A- Bike & Ped	El Dorado Hills Blvd Bike Lanes	Phase 1: Saratoga Wy to Governor Dr/St. Andrews	Yes	Yes	Yes
El Dorado County	2035-2045	236	A- Bike & Ped	El Dorado Hills to Bass Lake Connection (phase 1)	Class III Bike Route on Tong Rd, Class III Bike Route on Old Bass Lake Rd	Yes	Yes	Yes
El Dorado County	2025-2035	237	A- Bike & Ped	Silva Valley Pkwy Bike Facilities	Class 4 bike facilities on Silva Valley Pkwy from Old Bass Lake Rd to White Rock Rd	Yes	Yes	Yes

TABLE 11-3: Active Transportation Projects *(cont.)*

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)						GOAL 6: ACTIVE TRANSPORTATION		
						Proposed Project Performance Criteria		
						6.1 Projects are identified in Active Transportation Plans (ATPs)	6.2 Project is consistent with SACOG's Regional Trails Plan	6.3 Project is consistent with the US 50 Corridor Bike Route
						Performance Reference*		
Lead Agency	**Year**	**MapID**	**Project Type Category**	**Title**	**Description**	**M11**	**M12**	**M13**
						If the project was along an improved sidewalk, bike lanes, or trails category in the ATP map we marked it "Yes." If not, we marked it "No."	"Yes" was marked for projects that connected to or improved a trail in the SACOG regional trail network; otherwise, "No" was marked.	"Yes" was selected for projects on improved bike routes along the US 50 corridor; otherwise, "No" was selected.
El Dorado County	2025-2035	239	A- Bike & Ped	Green Valley Rd Bike Lanes	Class II bike lanes from Loch Wy to Francisco Dr	Yes	Yes	Yes
El Dorado County DOT	2035-2045	240	A- Bike & Ped	Bass Lake Rd Bike Lanes	Class II bike lanes on Bass Lake Rd from Silver Springs Pkwy to Green Valley Rd	Yes	No	Yes
El Dorado County	2035-2045	244	A- Bike & Ped	Bike lanes on Mother Lode Dr	Class II bike lanes on Mother Lode Dr from French Creek Rd to Pleasant Valley Rd	Yes	Yes	Yes
El Dorado County DOT	2035-2045	249	A- Bike & Ped	Durock Rd bike lanes	Class II bike lanes on Durock Rd from S Shingle Rd to west	Yes	No	Yes
El Dorado County DOT	2035-2045	250	A- Bike & Ped	Cameron Park Dr bike lanes at US 50 interchange	Class II bike lanes on Cameron Park Dr from Durock Rd to County Club Dr	Yes	No	Yes
El Dorado County DOT	2025-2035	251	A- Bike & Ped	Country Club Dr bike lanes	Class II bike lanes on Country Club Dr from Tierra De Dios Dr to Cameron Park Dr	Yes	No	Yes

TABLE 11-3: Active Transportation Projects *(cont.)*

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)						GOAL 6: ACTIVE TRANSPORTATION		
						Proposed Project Performance Criteria		
						6.1 Projects are identified in Active Transportation Plans (ATPs)	6.2 Project is consistent with SACOG's Regional Trails Plan	6.3 Project is consistent with the US 50 Corridor Bike Route
						Performance Reference*		
Lead Agency	**Year**	**MapID**	**Project Type Category**	**Title**	**Description**	**M11**	**M12**	**M13**
						If the project was along an improved sidewalk, bike lanes, or trails category in the ATP map we marked it "Yes." If not, we marked it "No."	"Yes" was marked for projects that connected to or improved a trail in the SACOG regional trail network; otherwise, "No" was marked.	"Yes" was selected for projects on improved bike routes along the US 50 corridor; otherwise, "No" was selected.
El Dorado County DOT	2025-2035	253	A- Bike & Ped	Cambridge Rd Bike Lanes	Class II bike lanes on Cambridge Rd from Oxford Rd to Green Valley Rd	Yes	No	Yes
El Dorado County DOT	2025-2035	254	A- Bike & Ped	Oxford Rd Bike Routes	Class III bike route on Oxford Rd from Cambridge Rd to Cameron Park Dr	Yes	No	Yes
El Dorado County DOT	2035-2045	257	A- Bike & Ped	Green Valley Road Bike Route	Class III bike route on Green Valley Rd from N Shingle Rd to Gold Hill Rd	Yes	No	Yes
City of Placerville	2035-2045	263	A- Bike & Ped	Armory Drive bike route	Class III bike route on Armory Dr connecting Placerville Dr to Ray Lawyer Dr	Yes	No	Yes
City of Placerville	2025-2035	265	A- Bike & Ped	Fair Ln bike lanes	Class II bike lanes on Fair Ln east of Placerville Dr	Yes	No	Yes
El Dorado County	2035-2045	266	A- Bike & Ped	Pony Express Trail Bike Lanes	Class II bike lanes on Pony Express Trail from Sanders Dr to Carson Rd	Yes	Yes	Yes

TABLE 11-3: Active Transportation Projects *(cont.)*

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)						GOAL 6: ACTIVE TRANSPORTATION		
						Proposed Project Performance Criteria		
						6.1 Projects are identified in Active Transportation Plans (ATPs)	6.2 Project is consistent with SACOG's Regional Trails Plan	6.3 Project is consistent with the US 50 Corridor Bike Route
						Performance Reference*		
Lead Agency	Year	MapID	Project Type Category	Title	Description	M11	M12	M13
						If the project was along an improved sidewalk, bike lanes, or trails category in the ATP map we marked it "Yes." If not, we marked it "No."	"Yes" was marked for projects that connected to or improved a trail in the SACOG regional trail network; otherwise, "No" was marked.	"Yes" was selected for projects on improved bike routes along the US 50 corridor; otherwise, "No" was selected.
El Dorado County	2025-2035	268	A- Bike & Ped	Sly Park Rd bike lanes	Class II bike lanes on Sly Park Rd from Gold Ridge Trail to Pony Express Trail	Yes	Yes	Yes
El Dorado County DOT	2035-2045	269	A- Bike & Ped	Gold Ridge Trail Bike Route	Class III bike route on Gold Ridge Trail from Sly Park Rd to Onyx Trail	Yes	No	Yes
El Dorado County	2035-2045	270	A- Bike & Ped	Onyx Trail Bike Route	Class III bike route on Onyx Trail from Gold Ridge Trail to Sly Park Rd	Yes	Yes	Yes
El Dorado County	2035-2045	271	A- Bike & Ped	Sly Park Rd bike lanes	Class II bike lanes on Sly Park Rd from Onyx Trail to Mormon Emigrant Trail	Yes	Yes	Yes
El Dorado County	2025-2035	272	A- Bike & Ped	Snows Rd bike lanes	Class II bike lanes on Snows Rd from Valley Vista Dr to Carson Rd	Yes	No	Yes
El Dorado County	2025-2035	273	A- Bike & Ped	Diamond Springs Pkwy bike lanes	Class II bike lanes on Diamond Springs Pkwy connecting Missouri Flat Rd and SR 49	Yes	No	Yes
El Dorado County DOT	2035-2045	274	A- Bike & Ped	Suffolk Wy bike route	Class III bike route on Suffolk Wy from Sophia Pkwy to El Dorado Hills Blvd	Yes	No	Yes

TABLE 11-3: Active Transportation Projects *(cont.)*

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)						GOAL 6: ACTIVE TRANSPORTATION		
						Proposed Project Performance Criteria		
						6.1 Projects are identified in Active Transportation Plans (ATPs)	6.2 Project is consistent with SACOG's Regional Trails Plan	6.3 Project is consistent with the US 50 Corridor Bike Route
						Performance Reference*		
Lead Agency	**Year**	**MapID**	**Project Type Category**	**Title**	**Description**	**M11**	**M12**	**M13**
						If the project was along an improved sidewalk, bike lanes, or trails category in the ATP map we marked it "Yes." If not, we marked it "No."	"Yes" was marked for projects that connected to or improved a trail in the SACOG regional trail network; otherwise, "No" was marked.	"Yes" was selected for projects on improved bike routes along the US 50 corridor; otherwise, "No" was selected.
El Dorado County DOT	2025-2035	275	A- Bike & Ped	Golden Foothill Pkwy bike lanes	Class II bike lanes on Golden Foothill Pkwy connecting to Latrobe Rd	Yes	No	Yes
El Dorado County DOT	2025-2035	276	A- Bike & Ped	Windfield Wy bike lanes	Class II bike lanes on Windfield Wy from Golden Foothill Pkwy to White Rock Rd	Yes	No	Yes
El Dorado County DOT	2025-2035	277	A- Bike & Ped	Suncast Ln bike lanes	Class II bike lanes on Suncast Ln from Monte Mar Dr to Latrobe Rd	Yes	No	Yes
El Dorado County DOT	2035-2045	278	A- Bike & Ped	Ponderosa Rd bike route	Class III bike route on Ponderosa Rd from Meder Rd to Green Valley Rd	Yes	No	Yes

***Performance Reference:**
M11: Included in the ATP Map
M12: Included in the SACOG Regional Trails Plan Map
M13: Included in the US 50 Corridor Bike Route Map