

ADVANCING BICYCLING IN RURAL AREAS – CHALLENGES AND OPPORTUNITIES

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El Dorado County Transportation Commission



THE RURAL DIFFERENCE

Rural roads present unique challenges to agencies due to the high amount of roadway miles; variety of roadway types; and physical, environmental, and economic constraints

Demands for improvements are increasing as rural communities grow, and have heavier traffic loads than originally intended

CHARACTERISTICS OF RURAL ROADWAYS

Greater Distances Between Residential and Commercial/
Employment/Education Uses

Local sensitivities to improvements

Community pride in rural character

Low volumes of active transportation

Originally designed to support resource based economic
activities such as logging, agriculture

CHARACTERISTICS OF RURAL ROADWAYS

Wide range of traffic speeds and volumes

High percentage of recreation and/or tourism related traffic

Unincorporated, remote and/or undeveloped areas

Rugged topography, narrow road widths, short sight distances,
scenic viewsheds

Greater likelihood for animal to vehicle collisions

Appeals to long distance and experienced bicyclists



PHYSICAL CONSTRAINTS

Middletown Road, City of
Placerville
Near two schools



PHYSICAL CONSTRAINTS

El Dorado Road
High speed, no shoulder



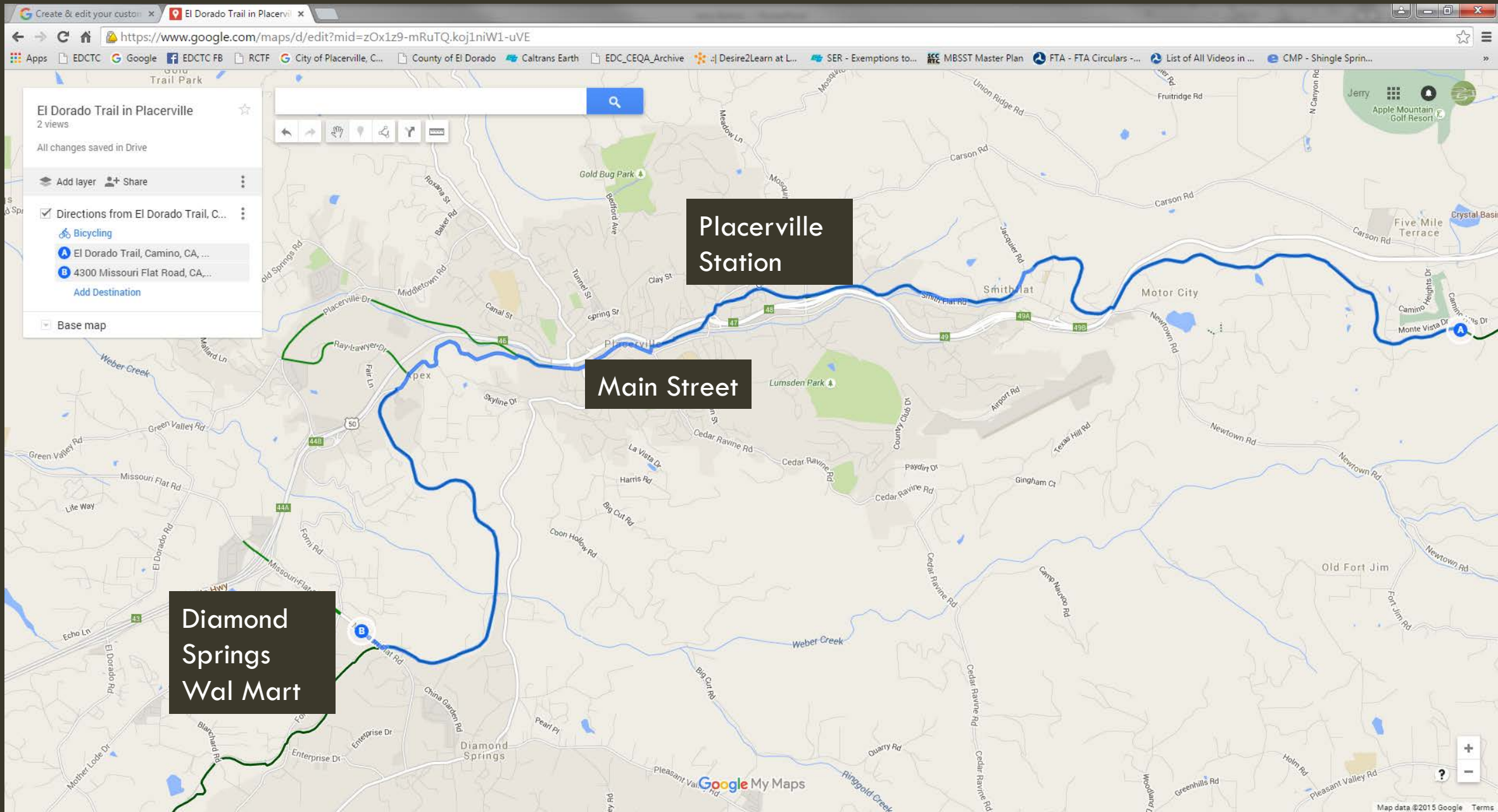
PHYSICAL CONSTRAINTS

Sly Park Road



CITY OF PLACERVILLE POPULATION, 10,464

El Dorado Trail
Main Street Sharrows
Connectivity to Government
Center, Library, Shopping,
Schools, Commercial Centers



EL DORADO TRAIL IN EAST PLACERVILLE





PLACERVILLE STATION MULTI MODAL CENTER

Park and Ride Lot
Local bus stop
Commuter Bus Stop
Trailhead for El Dorado Trail



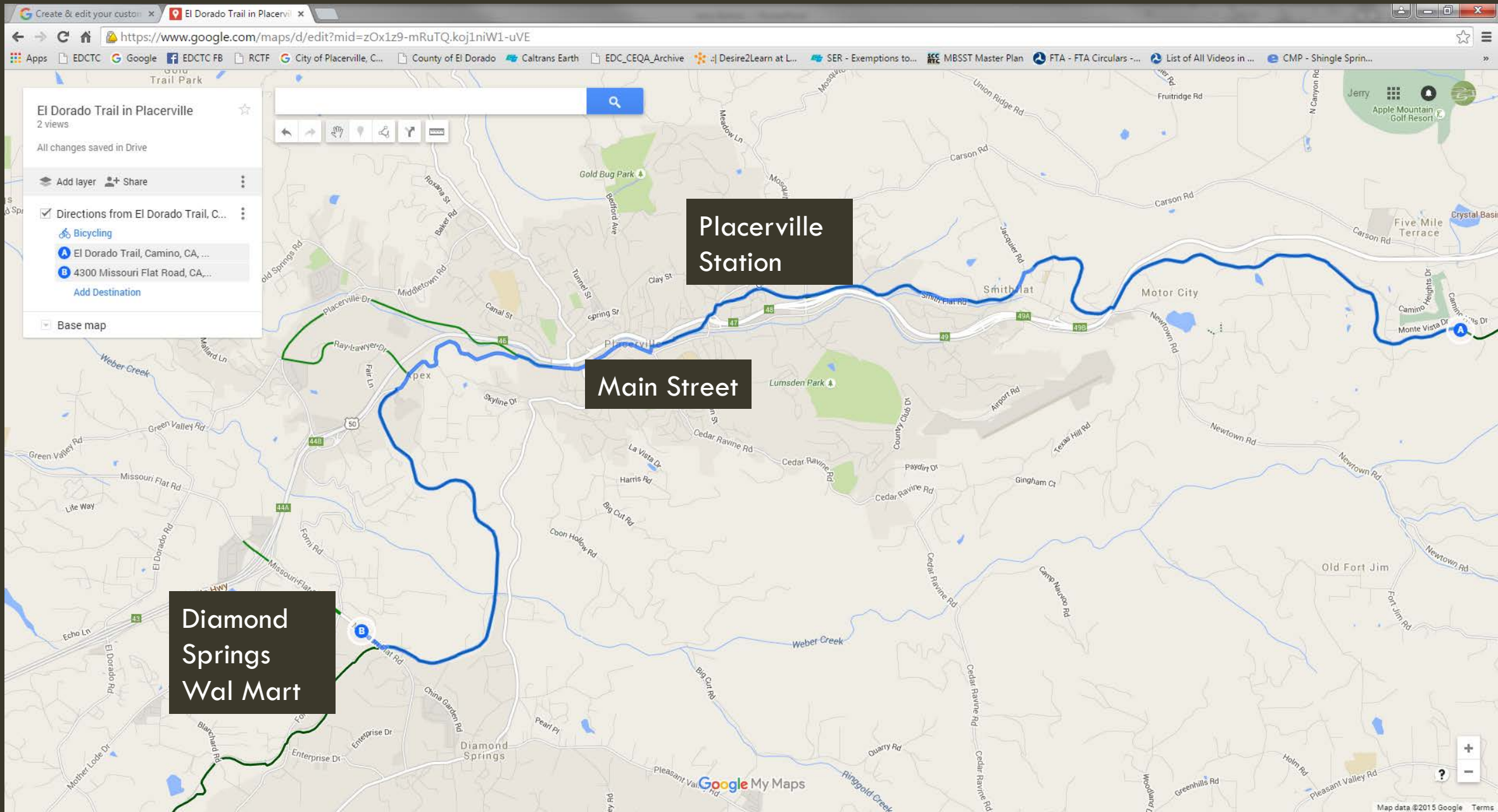
THE EL DORADO TRAIL- DOWNTOWN PLACERVILLE

Downtown Placerville



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Downtown Placerville

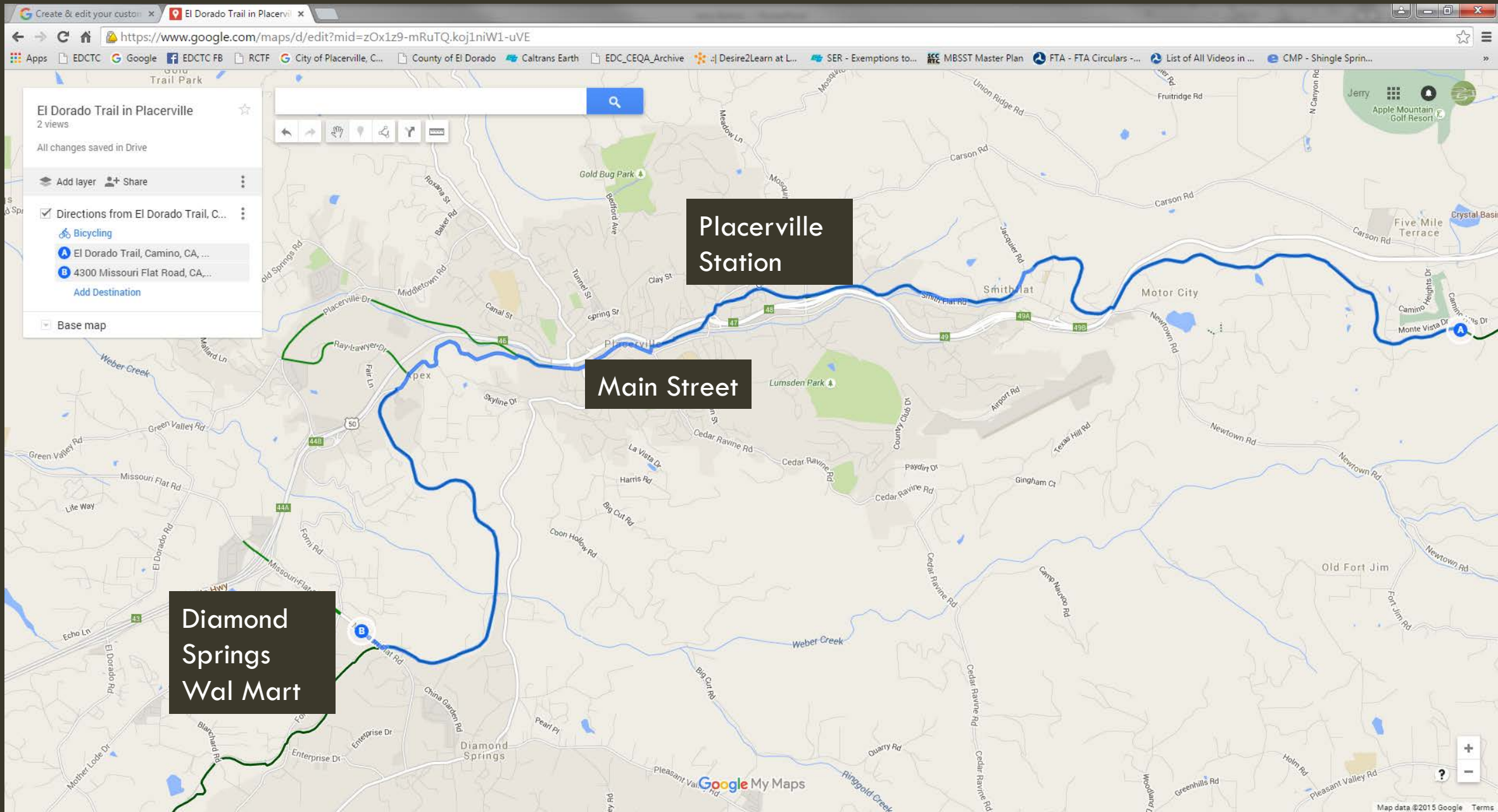


THE EL DORADO TRAIL- PLACERVILLE WEST



THE EL DORADO TRAIL – PLACERVILLE TO DIAMOND SPRINGS

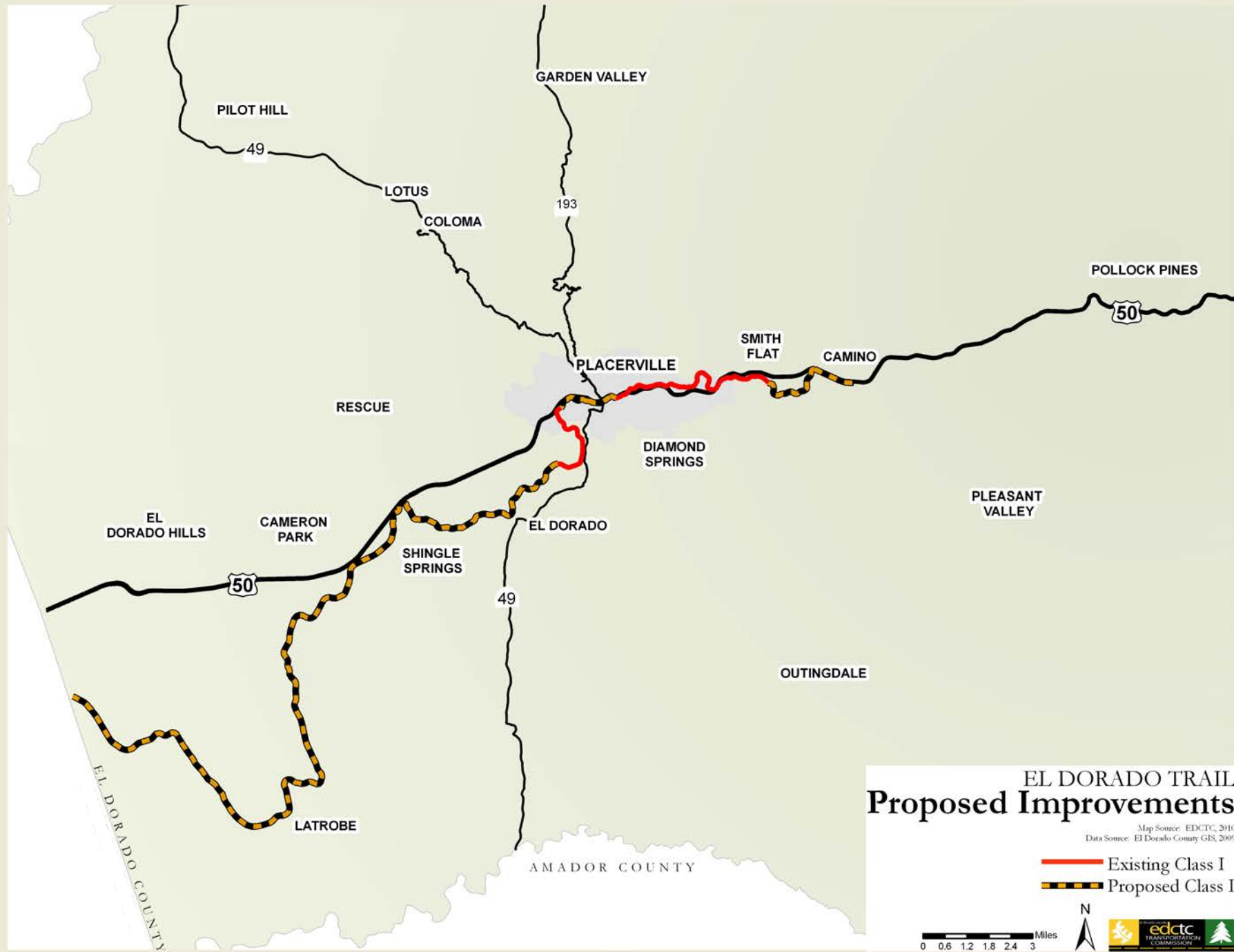




EL DORADO TRAIL

The El Dorado Trail concept is for a trail that spans the entire length of El Dorado County from the western county line to the Lake Tahoe Basin.

The current alignment of the El Dorado Trail includes two railroad rights-of-way, the Michigan-California railroad right-of-way, and the Sacramento-Placerville Transportation Corridor.





CHICO PLEASANTVILLE TRANSPORTATION CORRIDOR ALTERNATIVES ANALYSIS

[http://www.edctc.org/3/
SPTC_Analysis.html](http://www.edctc.org/3/SPTC_Analysis.html)



COOL, CA –
POPULATION 4,100

Rural Suburban
State Routes 49 and 193

COOL, CALIFORNIA POPULATION 4,100

Northside School Bike Path

Northside School Enrollment
approximately 350

K-8 School

Auburn Lake Trails, California is located in El Dorado County.

Auburn Lake Trails is a suburban community with a population of 3,325.

The median household income is \$79,820. In Auburn Lake Trails, 70% of residents are married, and families with children reside in 31% of the households.

Half the population of Auburn Lake Trails commutes 35 minutes or less to work, with 26% of residents holding white collar jobs and 74% residents holding blue collar jobs.

NORTHSIDE SCHOOL BIKE PATH



Google Maps

Northside School Bike Path

← → ↺ ↻

https://mapsengine.google.com/map/edit?hl=en&hl=en&authuser=0&authuser=0&mid=zOx1z9-mRuTQ.k4aOJgGizp2E

☆

Apps

EDCTC

Google

EDCTC FB

RCTF

City of Placerville, C...

County of El Dorado

Caltrans Earth

EDC_CEQ_Archive

Desire2Learn at L...

SER - Exemptions to...

MBSST Master Plan

FTA - FTA Circulars - ...

List of All Videos in ...

CMP - Shingle Sprin...

Northside School Bike Path

☆

All changes saved in Drive

Add layer

+ Share

✓ Directions from Auburn Lake Trail...

⋮

Bicycling

A Auburn Lake Trails, America...

B Northside Elementary Schoo...

Add Destination

Base map

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Westville Trail

Digger Tree Ct

Clipper Ct

Westville Trail

Boiled Rocks Trail

Paymaster Trail

Georgetown Rd

Cramer Ct

Cramer Rd

Cramer Ct

Ferry Kirley Rd

Upper Black Rock Rd

Brinke Ln

Wawona Way

Shaver Rd

Alvina Way

Auberry Way

Way Back Rd

Black Rock Creek

White Horse

Indian Rock Rd

Cherry Acres Rd

Cherry Acres Rd

Hamblen Way

Hamblen Way

Sevier Rd

Ski Ct

Overton Rd

Ranch Creek Rd

Knickerbocker Creek

Grand Fir Ct

St Florian Ct

Taurus Dr

Aaron Cool Dr

American River Pizza & Grill

Cool

Cork & Fork

Cool Beerwerks

Northside Elementary School

Cool Community Church

Google My Maps

Map data ©2015 Google

Terms

SUPPORT FOR NORTHSIDE SCHOOL BIKE PATH

AMANDA HOBBS

ME AND MANY OTHERS DO BELIEVE THAT THE BIKE TRAIL IS A VERY GOOD IDEA. US AS KIDS NEED A LOT OF EXERCISE AND RIDING OR WALKING IS A GREAT WAY TO GET EXERCISE. AT THE YOUNG AGE I KNOW WEIR NOT ALOUD TO VOTE. BUT A SCHOOL IS FOR KIDS. AND WE SHOULD HAVE THE WRIGHT TO BE APART OF THE DICISION SO TAKE MY WORD EVEN IF IM ONLY 10 AND. LISTEN TO THE KIDS.

Northside School Community Meeting
10/23/07

Do you agree with the project's primary goal of providing a path for school children to walk and bike to school?

☒ YES

☐ NO

Are you in support of the bike path project on the most feasible alignment along Highways 49 and 193?

☒ YES

☐ NO

Any additional comments?

Awesome idea. Model for healthy living.
I would be willing to provide safe drop for children also a pick up in the afternoon.

Name Kathy Kinkade / Sierra Mountain Express
Phone or e-mail gkinkade1@gmail.com

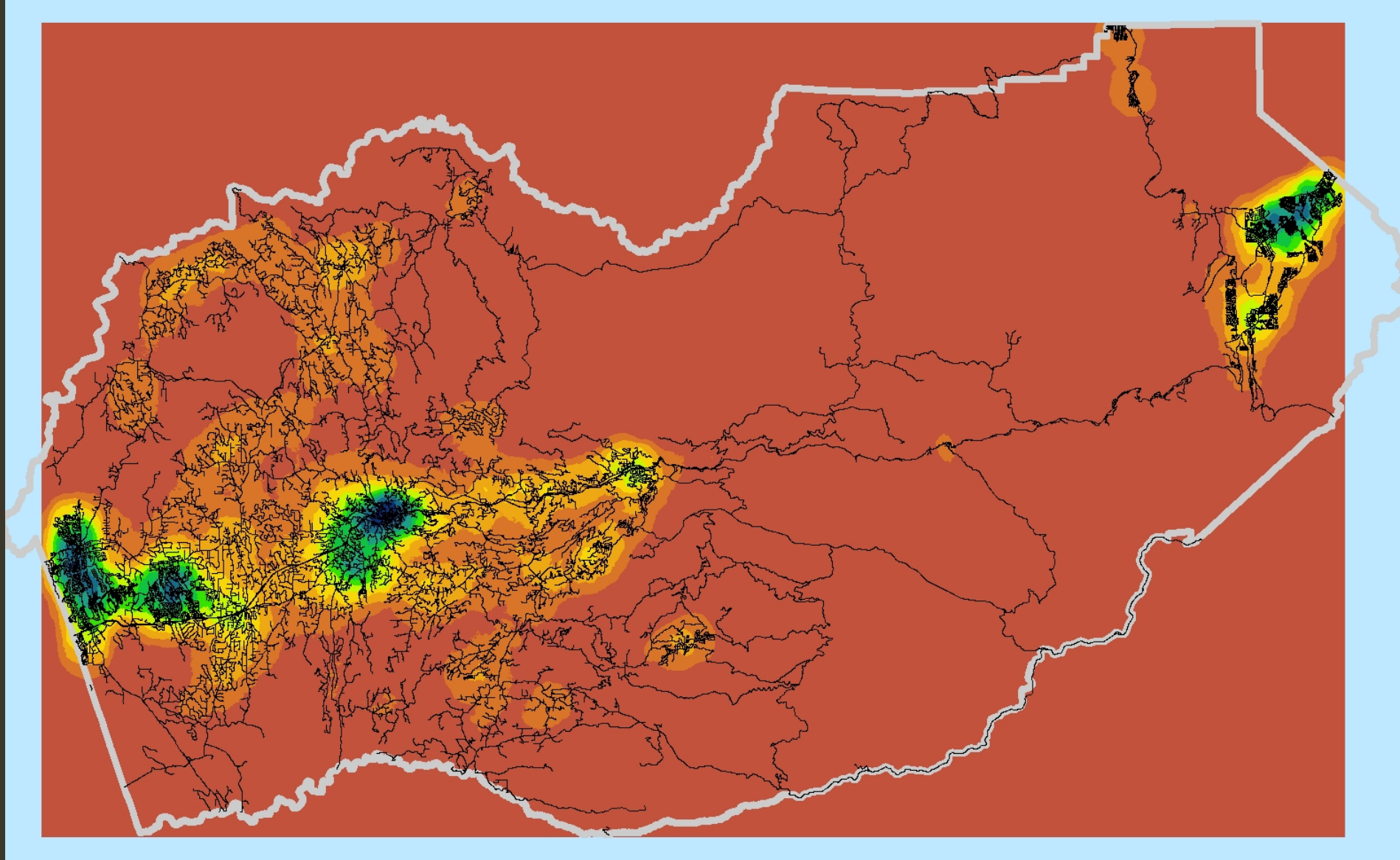
<u>390 Hwy 193 Cool CA</u>	<u>SARAH HINTONCA@aol.com</u>
<u>390 Hwy 193 Cool CA</u>	<u>rosjckrn2002@yahoo.com</u>
<u>Paymaster CT Cool</u>	<u>hberg@softcom.net</u>
<u>Deadwood CT Cool</u>	<u>jensens@pacifichill.net</u>
<u>American River TR</u>	<u>JREMILLARD@aol.com</u>
<u>Ball CT, COOL</u>	<u>greeses@inreach.com</u>

NORTHSIDE SCHOOL BIKE PATH

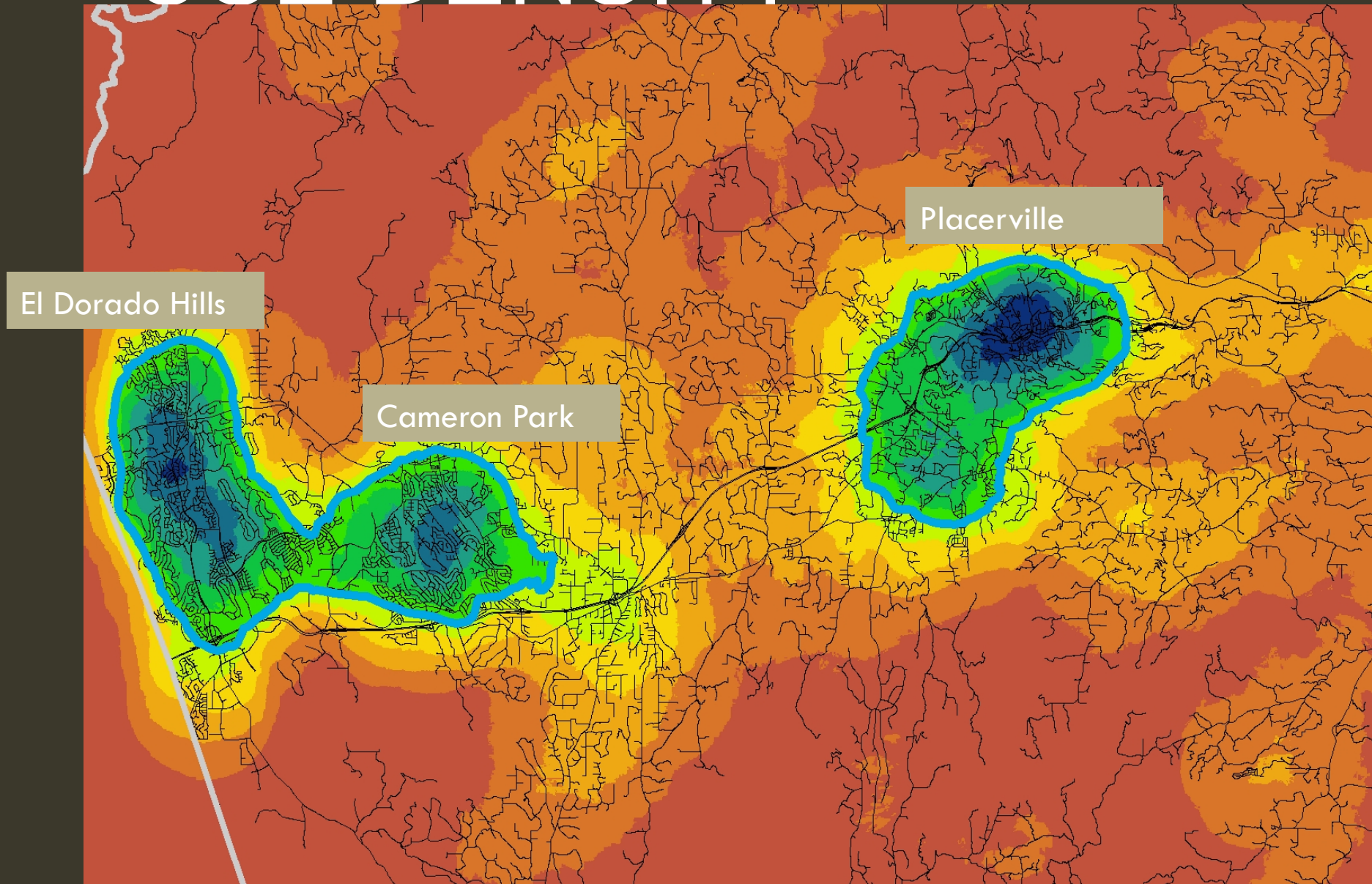


THE OBVIOUS RURAL LAND USE CHALLENGE

EL DORADO COUNTY LAND USE DENSITY



EL DORADO COUNTY LAND USE DENSITY



LAND USE CHALLENGES

27,990 residential parcels in 'dense zones:'

0.6% are within $\frac{1}{4}$ mile of grocery store

5.3% are within $\frac{1}{2}$ mile of grocery store

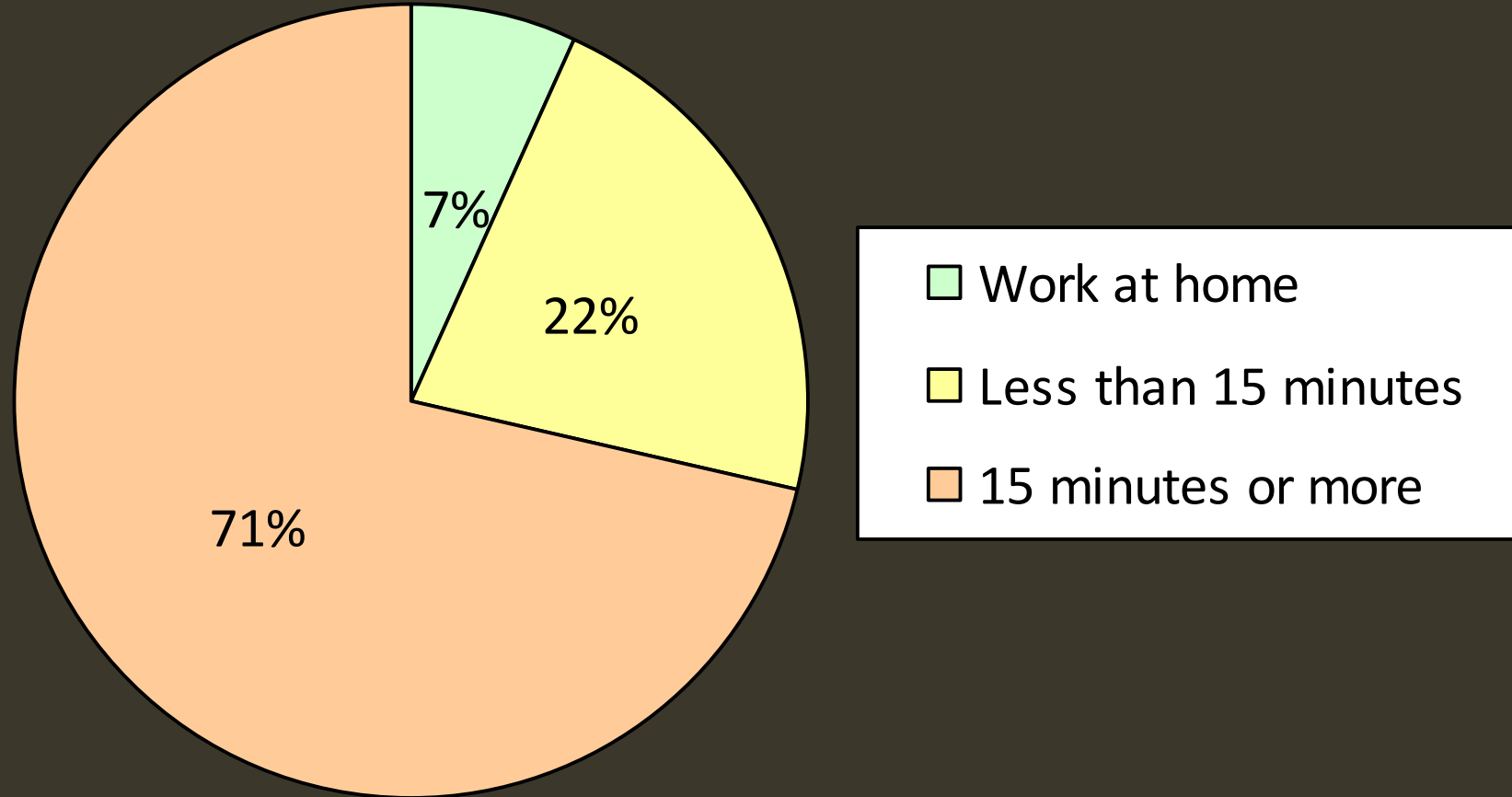
22.4% are within 1 mile of grocery store

Even in higher density areas, about 78% of potential residences are >1 mile from any grocery store

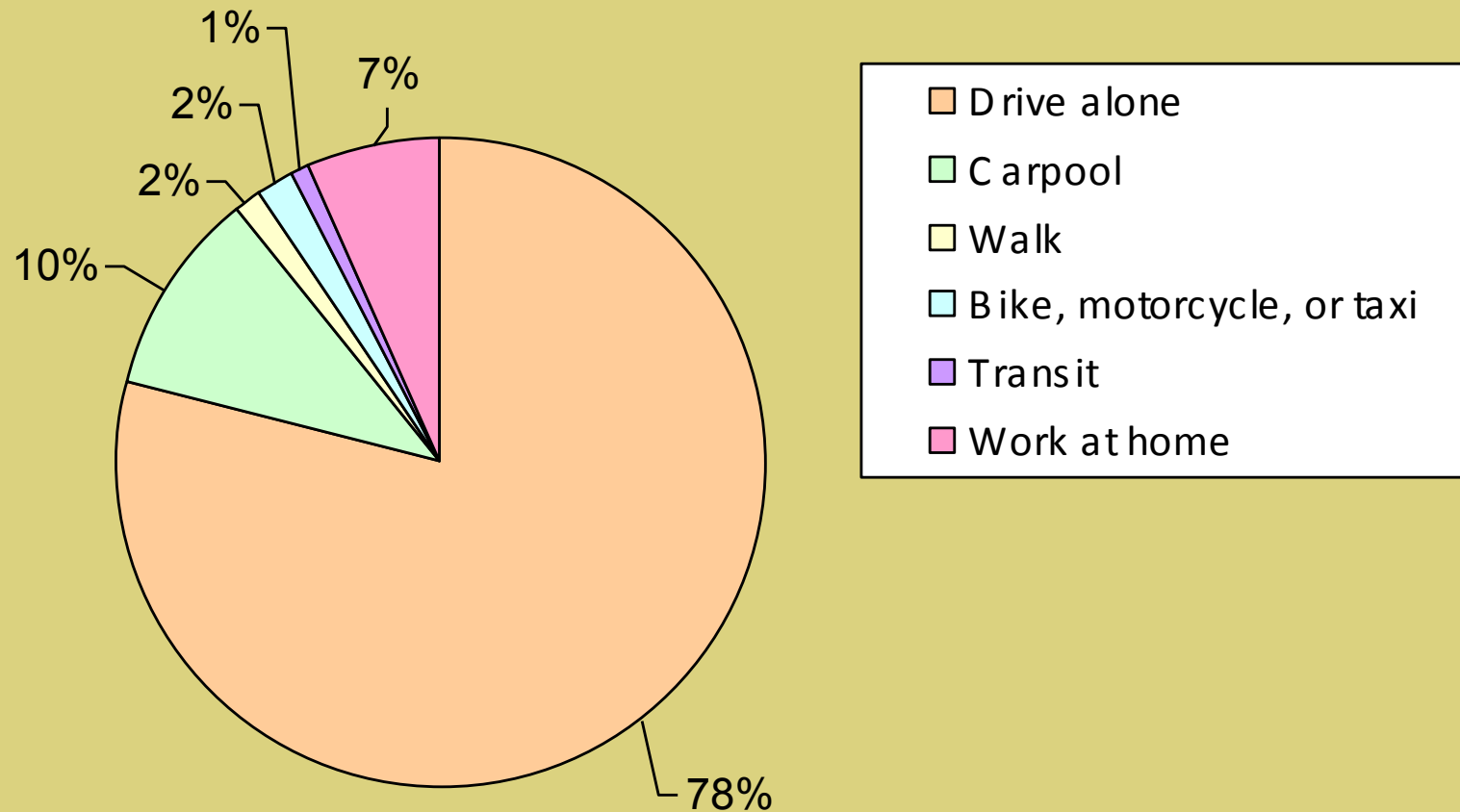
Commercial clusters
 $\frac{1}{4}$, $\frac{1}{2}$ and 1 mile radius



CAMERON PARK: POPULATION: 19,946 TRAVEL TIME TO WORK



CAMERON PARK – TRAVEL MODE TO WORK





Featuring
Line Beta

Census Block 30805-4
497 households
1,526 people (2004)
7267 people/sq mi
360 school-age children
88 seniors (< 65years)
675 work outside home
597 (88%) drive alone



Position 38.691642 -121.003963, Altitude 641 Meters

ESRI
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Royal Park Dr.
© 2007 i-cubed



CAMERON PARK

Sandpiper way

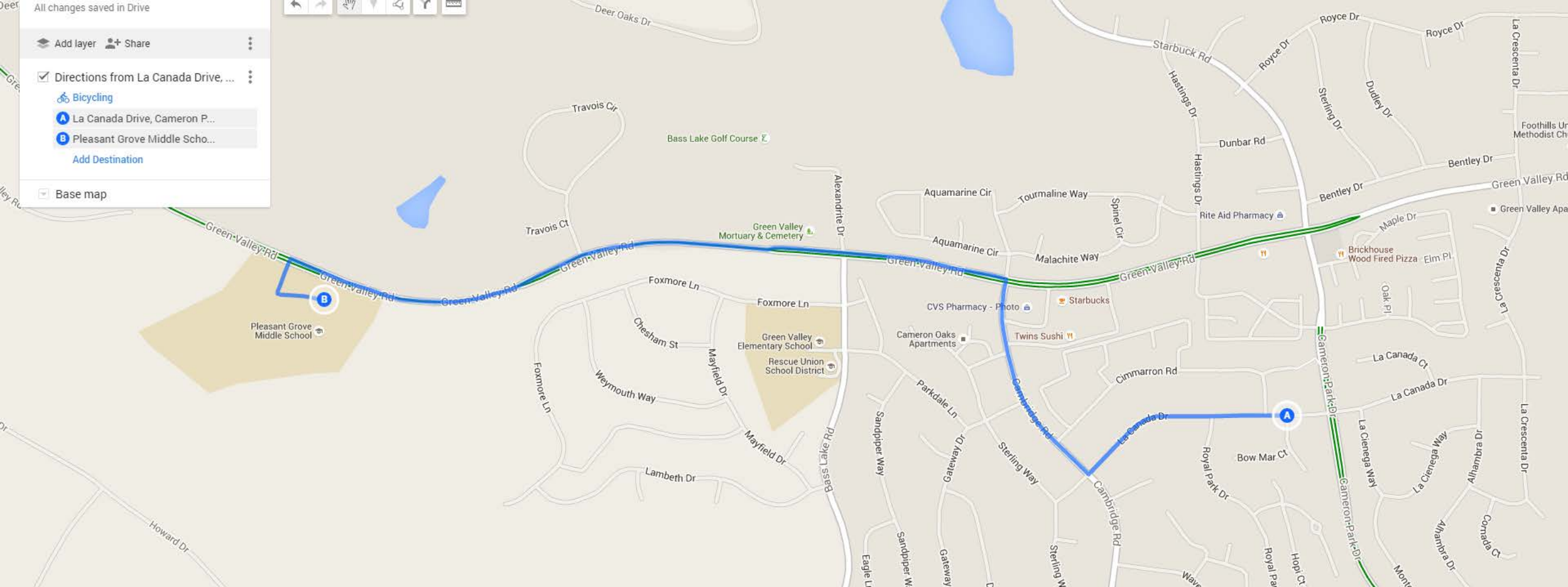


CAMERON PARK

Gateway Drive



CAMERON PARK



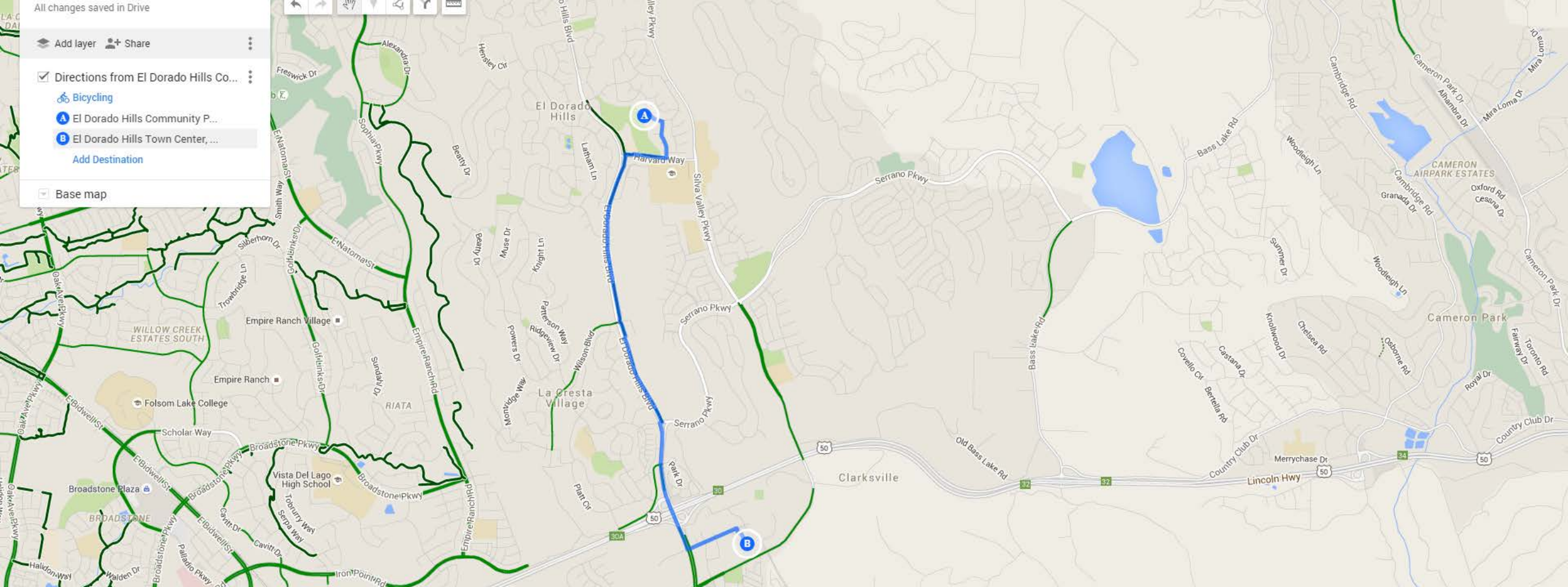
CAMERON PARK – SAFE ROUTES TO SCHOOL PROJECT



CAMERON PARK – SAFE ROUTES TO SCHOOL PROJECT

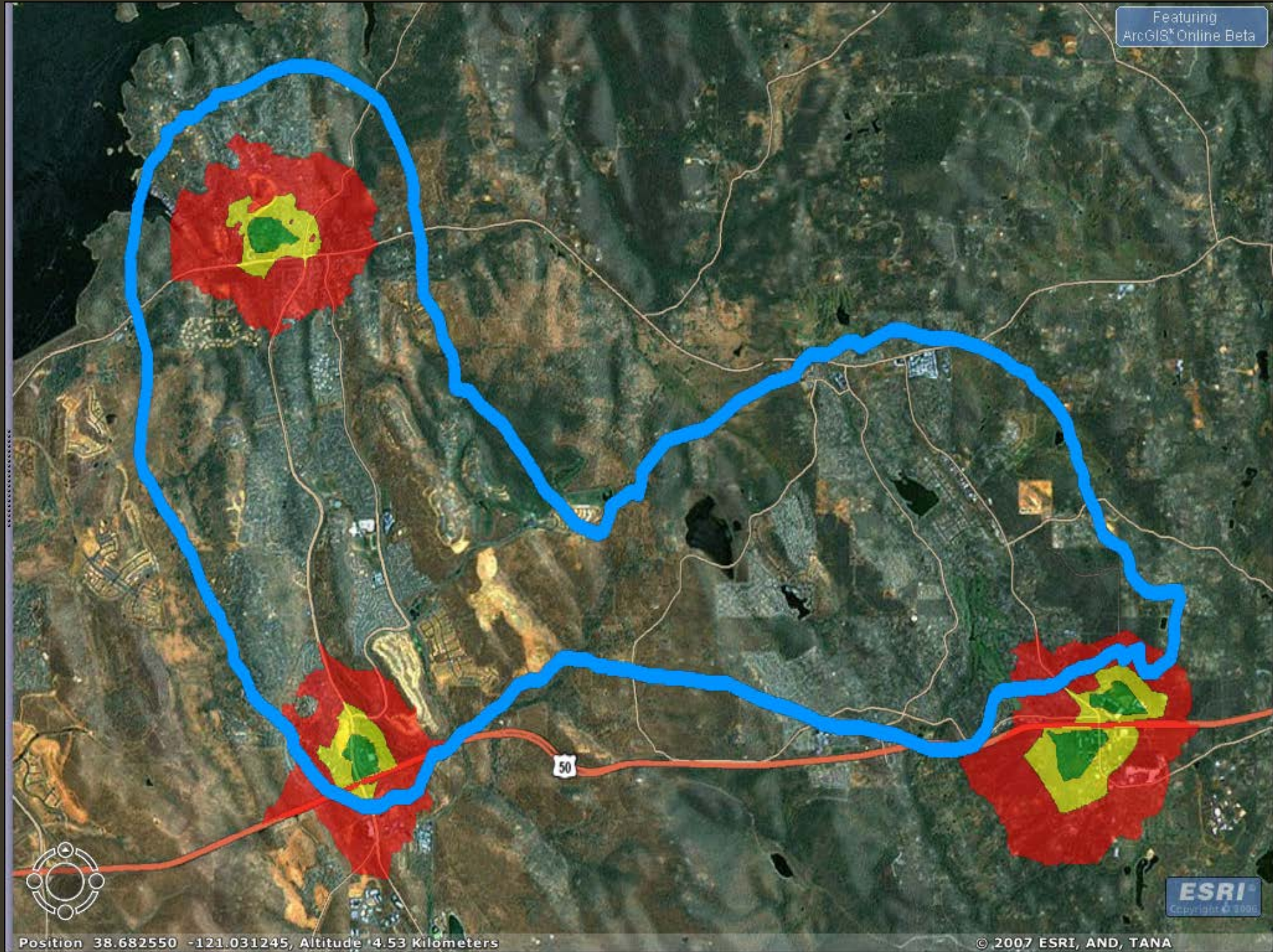


CAMERON PARK – SAFE ROUTES TO SCHOOL PROJECT



EL DORADO HILLS

Population 42,108



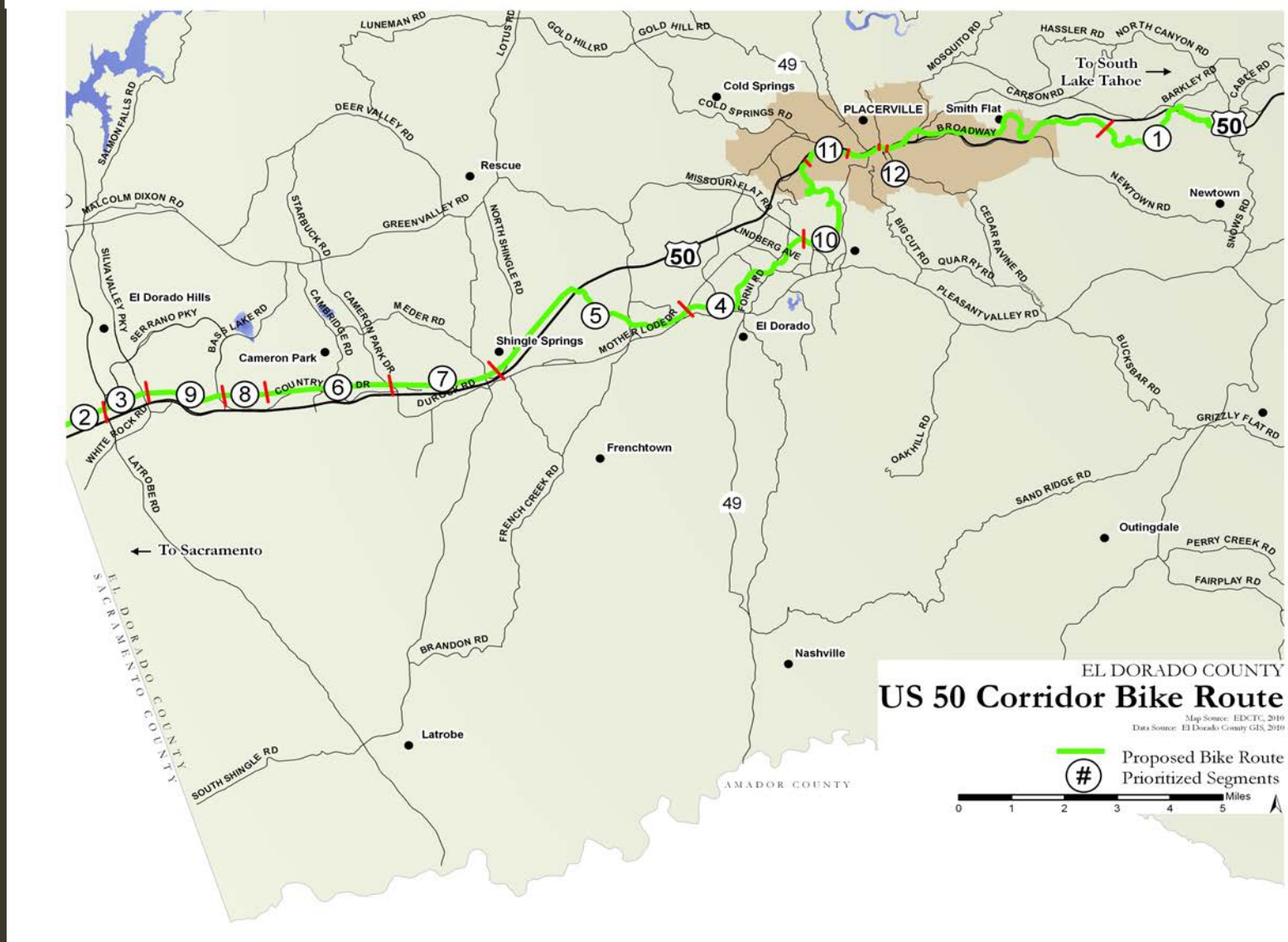


EL DORADO HILLS BOULEVARD BIKE PATH



EL DORADO HILLS BOULEVARD BIKE PATH

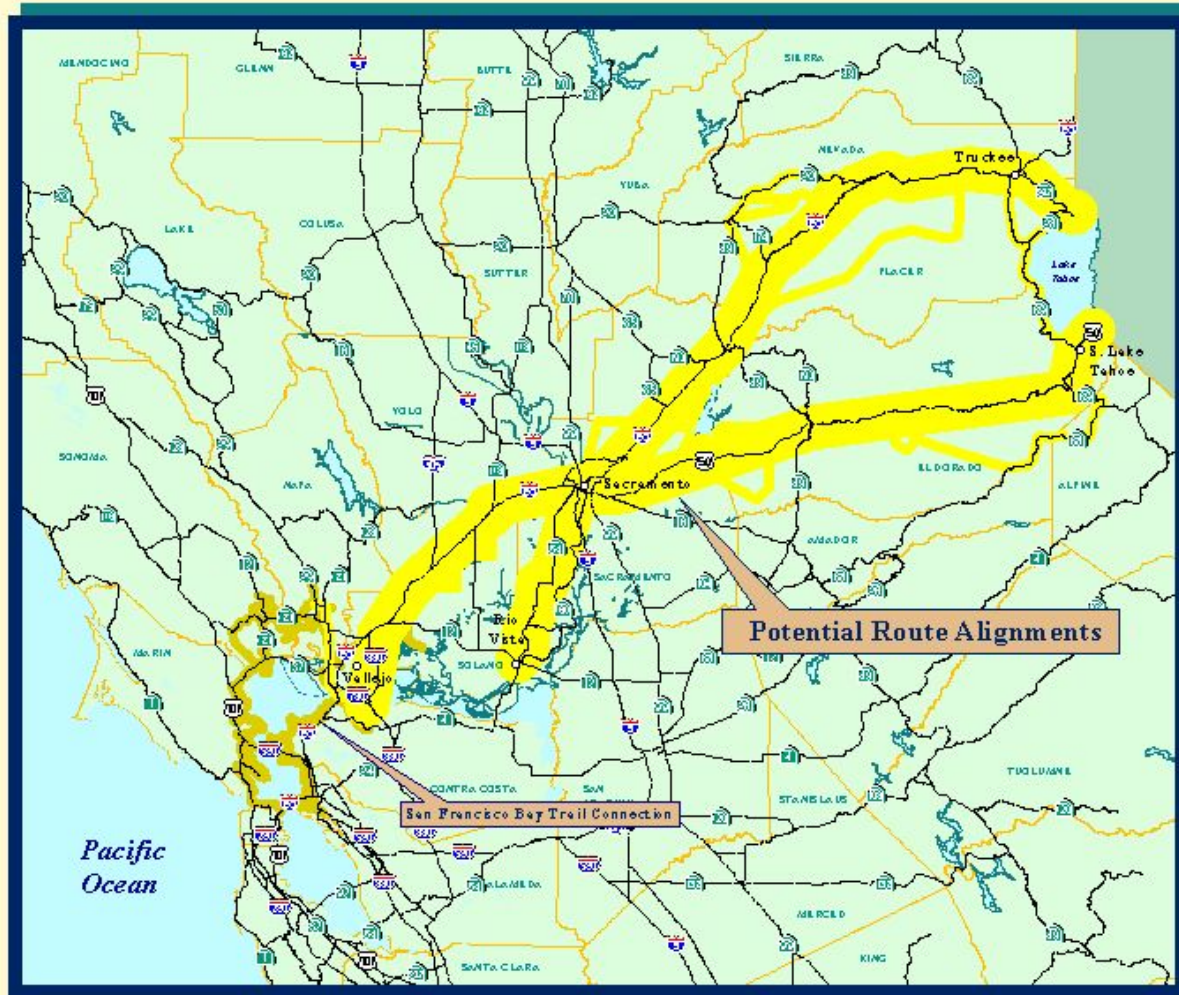
US 50 CORRIDOR BIKE ROUTE – EL DORADO COUNTY



CROSS STATE BIKE ROUTE-BAY AREA TO LAKE TAHOE



The Golden Pedal Route

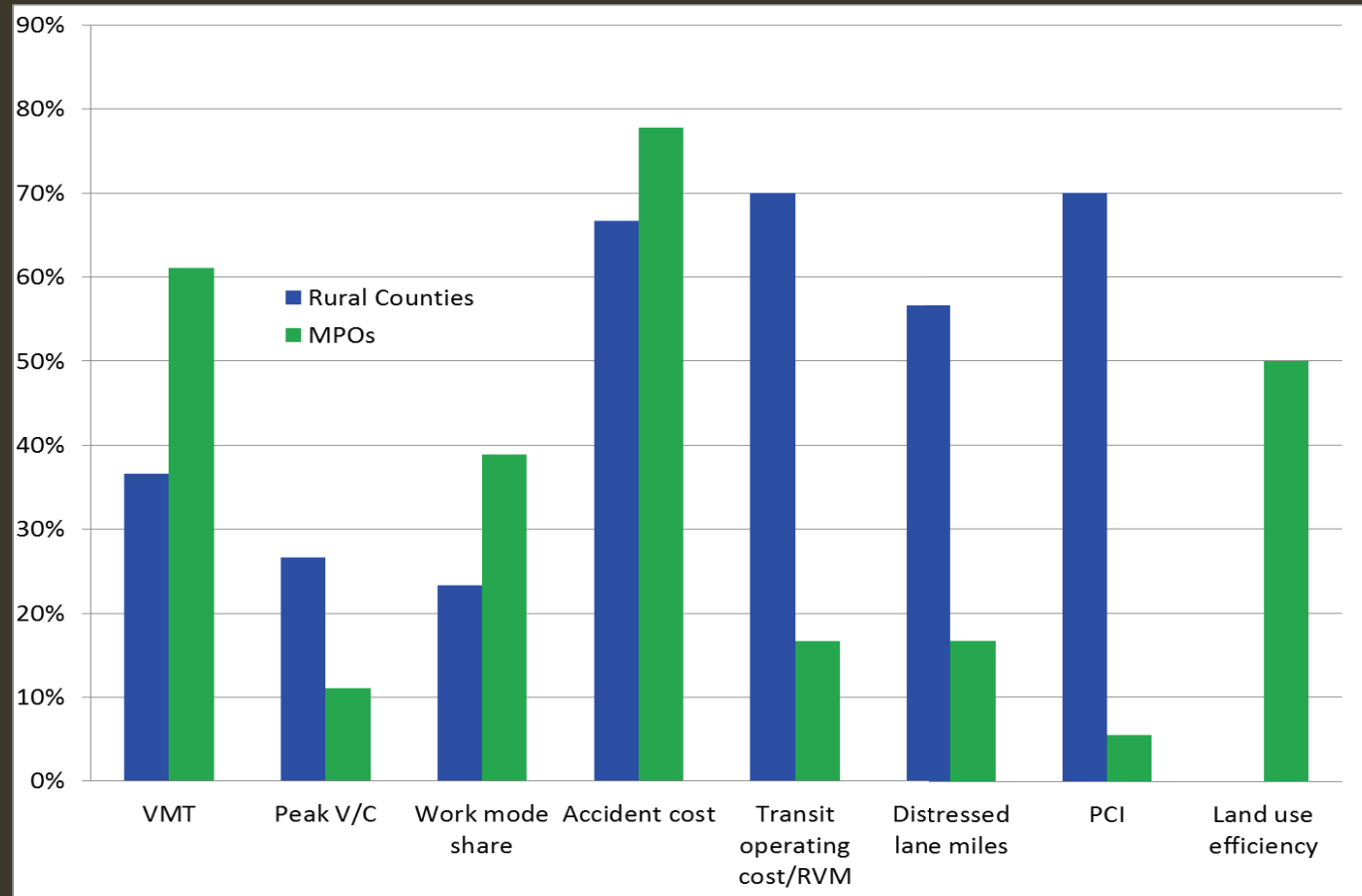


"The Golden Pedal"

**CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY
VICINITY MAP**

PERFORMANCE BASED FUNDING CHALLENGES

Performance Measures focused on urban areas



PERFORMANCE BASED FUNDING CHALLENGES

Traditional performance measures do not recognize rural area characteristics

Recreation and tourism hub for urban residents

Agriculture – food supply for urban areas

Vital links for freight transport to urban areas

Data sources focus on collection around Urban Areas: PeMS, HPMS

Urban areas have larger budget and staffing for maintaining performance measures

Performance based metrics place emphasis on urban socio-economic characteristics and exclude rural communities, i.e. Disadvantaged Communities

PERFORMANCE BASED FUNDING CHALLENGES

Rural Communities

Funding mechanisms are urban centric

Per Capita Needs are greater

System maintenance and connectivity

Maintaining lifeline transit service

Urban Communities

Air pollution

Congestion

Reliability

Transit for choice riders

Land Use

PERFORMANCE BASED FUNDING CHALLENGES

Congestion and System Reliability

Primarily a concern in urban areas

It's easy and convenient to drive in rural areas

Population Related Statistics

Strict benefit-cost measures favor urban areas because of higher traffic volumes, more active transportation options and users

Per-capita cost of accidents takes into account higher proportion of fatal crashes in rural counties

Benefit-cost ratios higher in urban areas because of higher population densities

CHALLENGE TO GETTING PEOPLE OUT OF THEIR CARS IN RURAL AREAS

Challenge

Greater daily distances travelled

Lack of facilities and connectivity

It's easy and convenient to drive

Challenging terrain, longer distances, limited safety, and route awareness

Urban centric funding forcing rural jurisdictions to invest limited resources in auto centric system

Opportunity

Take advantage of higher density and mixed-use areas

People with interest in outdoors and active transportation

Identify and build useful connections within and between rural communities

Encourage land use patterns which encourage multi-modal options by linking transit, active transportation, and auto trips.

MORE INFORMATION

El Dorado Trail

www.eldoradotrail.com

Cross State Bike Route Study

[http://edctc.org/C/Non-Motorized/
CrossStateComplete.pdf](http://edctc.org/C/Non-Motorized/CrossStateComplete.pdf)

SPTC Alternatives Analysis

[http://www.edctc.org/3/
SPTC_Analysis.html](http://www.edctc.org/3/SPTC_Analysis.html)