



Stakeholder Advisory Committee Meeting Summary

On April 5, 2018, El Dorado Transportation Commission (EDCTC) held the first Stakeholder Advisory Committee (SAC) meeting. The meeting took place at the El Dorado Hills Community Services District Pavilion located at 1021 Harvard Drive in El Dorado Hills.

The following project team members attended the stakeholder meetings:

Dan Bolster, EDCTC
Adrian Engel, Fehr and Peers
David Robinson, Fehr and Peers
Carly Panos, Fehr and Peers
Gladys Cornell, AIM Consulting
Isabelle Gaillard, AIM Consulting
Taylor Coover, AIM Consulting

Representatives from the following organizations that attended the meeting included:

Caltrans District 3
El Dorado County Commission on Aging
El Dorado County Office of Education
El Dorado County Office of Emergency Services
El Dorado County Health and Human Services
El Dorado County Sheriff
El Dorado County Transit Authority
El Dorado Hills Area Planning Advisory Committee
El Dorado Hills Business Park
El Dorado Hills Community Services District
El Dorado Hills Senior Center
El Dorado Union High School District
Friends of El Dorado Hills
Social Service Transportation Advisory Council

Project Overview

The current transit facility in El Dorado Hills is not adequate to meet existing or future demand for park-and-ride parking, transit service or vehicle fueling. The El Dorado County Transportation Commission (EDCTC), in partnership with El Dorado County Transit Authority (Transit Authority), is undertaking a plan to develop a new transit facility that will meet current and future transit service and fueling demand and to provide access of multi-modal transportation system and alternative fuels needed to build climate preparedness, community sustainability and reduce GHG emissions.

El Dorado County Line Multi-Modal Transit Center Study objectives will provide the data, analysis, and information necessary to identify the best long-term plan to:

- Meet current and forecasted transit services;
- Address existing and future demand for park-and-ride capacity and transit service in El Dorado Hills;
- Identify ways for safe and efficient auto, bus, pedestrian and bike access to the future transit center;
- Collaborate with local residents, stakeholders, and regional partners, including Caltrans, El Dorado Transit, Sacramento Regional Transit, Capital SouthEast Connector, and the Sacramento Area Council of Governments.

Presentation Summary

Dan Bolster, Senior Transportation Planner at EDCTC, welcomed stakeholders to the kick-off SAC meeting.

The following is a summary of his comments:

In 2014, the Western El Dorado County Short-and-Long Range Transit Plan was completed and indicated that adding 172 parking spaces would not address the future demand for transit services

in El Dorado Hills. Growth both planned and already approved in El Dorado and neighboring Folsom will bring up to 30,000 new residents to the area between now and 2035. In addition, the Capital Southeast Connector project is building a new four-lane expressway to link residential and job centers between US 50 and Interstate 5 and State Route 99. All of this activity points toward significant new demand for transit facilities and services in El Dorado Hills over the next 20 years. EDCTC and the Transit Authority worked together to submit an application and received funding for a planning grant to develop a holistic solution for meeting current and future transit demands in the context of current and future land use as well as current and future transportation technologies.

The role of the Stakeholder Advisory Committee (SAC) is to partner with EDCTC, the Transit Authority and the consulting team and provide your knowledge and expertise to assure that the study's objectives will be met. In addition to the two SAC meetings, there will be two public meetings, with the first one happening later in May. The draft plan will be taken to the Board in October and then will provide an opportunity for public input and comments.



Interactive Presentation and Discussion

Adrian Engel, Senior Associate at Fehr and Peers, continued the meeting with an interactive presentation and discussion with stakeholders to provide and discuss a project overview, develop a shared understanding of the existing conditions and plan for the future.

The following is a summary of the interactive presentation from Fehr and Peers. Each section was accompanied by a question and answer/comment session with the Project Development Team and the Stakeholders.

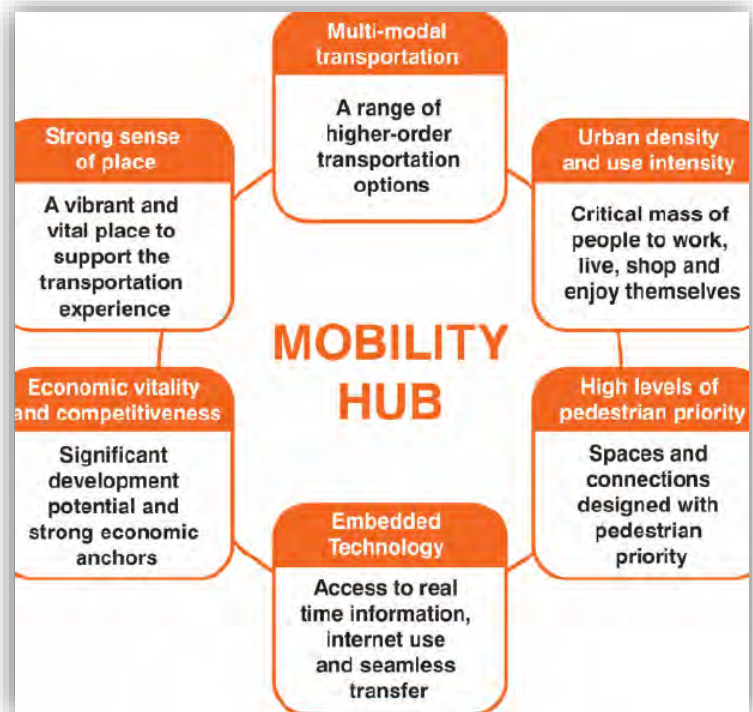
Introduction:

Engel presented an overview of the study and the spectrum of transit station facilities (bus stop, transfer center, park-and-ride, fueling station and mobility hub.) The type of facility chosen is predicated upon user demand, service type, amenity, and land use context.



Transit Station Spectrum

The future El Dorado Hills transit center has the opportunity to serve as a mobility hub which connects multiple types of transportation and can create a sense of place. The study will develop an understanding of required access and circulation, determine site needs including location and size, how people are getting there (i.e. driving, walking, biking), community context and consider the future of transportation.



Questions and Answer/Comment Session:

- Is the first mile / last mile scope of the study specific to this transit center or comprehensively?

Answer: The first mile / last mile component is specific to the El Dorado County Line Multi-Modal Transit Center, both site amenities and site development, as well as connections to the site.

- Are we talking about charging for electric vehicles? Is there any insight from the DMV about electric vehicles in El Dorado County or any thoughts down the road of the increase in electric vehicles and charging stations?

Answer: Most likely it will be electric, but it could be diesel, natural gas, or gasoline in the near term, depending on what the needs are of the transit agency.

I don't have numbers, but as we work through the study, we will make sure to quantify that to understand what that trend will be in the future. However, as the study progresses the needs and numbers could change.

- For the senior community, there is no transportation, no bus services. There have been multiple studies that produced no services for the senior community that don't have the ability to bike or walk. It is a very sad situation in El Dorado Hills since this is the largest town in the County. I feel like the seniors are still ignored. How can you focus on a transit center when transit doesn't take people anywhere? The current bus doesn't stop at the senior center.

- Is Sacramento County and Folsom talking about a transit center also? If they are, is there a way it could be jointly developed?

Answer: At this point, we have not had any specific discussion with Sacramento Regional Transit about this particular project. They will be included in the conversation. We don't know besides the light rail stations, and the multi-modal aspects of those in Folsom, how they are expanding their bus service, especially south of Folsom. We will look into that. All the big regional agencies are part of the Project Development Team (PDT). We will be able to ask them in two weeks at our meeting.

- Have we considered other counties, like Placer County? It's a job center, and their involvement would be helpful.

Answer: We can certainly invite them to the PDT meeting.

- Is the study only looking at the Town Center for the location?

Answer: Three sites were previously identified, but we may be able to expand it to look at some other sites as well. Multiple locations around the Town Center are being considered, with vacant parcels near Latrobe and White Rock Road being more feasible since they are vacant and undeveloped and have good freeway access.

Existing Conditions

The current park-and-ride is one of the major issues that is currently driving the need to seek a new transit location. A recent study, “El Dorado Hills Transit Facility, January 25, 2017”, concluded that the capacity of the park-and-ride lot will keep growing by up to 20 percent, with 300 spaces anticipated for the park-and-ride facility. Seven different sites were considered for the transit center, and three sites are remaining as possible sites.



Source: El Dorado County Transportation Commission

The study will develop an understanding of the opportunities and challenges to these three remaining sites which consist of three vacant parcels on the opposite side of Latrobe Road. Feasibility of the sites takes into consideration how people are getting to transit today:

- Are transit riders driving and parking to the location? Is the parking demand number realistic?
- What is the current rate of people being dropped off? By paratransit versus taxi?
- What path do people take when walking and biking? What direction are they coming from?
- Are people in El Dorado Hills using ride-sharing services such as Uber and Lyft?

With the El Dorado Hills Town Center, the El Dorado Hills Business Park and companies like Blue Shield, El Dorado Hills serves as a hub for big employment centers. For many companies, a transit center may serve as a recruitment and retention tool as many employees are looking for access to a vibrant and active transit centers. TDM programs, Travel Demand Management, are used by companies who are trying to minimize the amount of driving through carpooling, active transportation, and transit incentives. Companies in El Dorado Hills can take advantage of a transit centers as employees could easily commute in from where they live to be directly linked with their employment center.

Questions and Answer/Comment Session:

- With the configuration of the parking lot, could you consider how the school district could utilize the space? Students take light rail and busses, both sides of the county line. Will we have access without being too much of an impact to public transit. We also need to accommodate special type 2 wheelchair busses. It will be a multi-agency use.
- There are needs for young adults and students in our district that need wheelchair buses to get to school and the workplace.
- The study will be look at many components of transit, including carpool and vanpools, coming to the El Dorado Hills Business Park from places like Sacramento County and Elk Grove. This is an opportunity for us to think bigger in terms of transit services for users, and to ensure we create an efficient way for people to get to work and their other various appointments.
- I am pleased you are considering drop-off/pick-up. The current bus timing is fairly awkward for drop-off and pick-up, so the study will need to design a system that works for those quickly dropping people off.
- Will there be site security at the transit center? There will be students using public transit at all hours of the day. This is something we will need to consider because you're talking about a public location close to Highway 50.

Answer: Site security will be addressed throughout the study to ensure safety at the transit center.

- In the past, we did a survey that found where people live who work in the El Dorado Business Park. It's time for us to do another survey to see how they get to work.
- There needs to be a clear area for Dial-A-Ride services as well as pick-up and drop off. There needs to be safety for seniors with lights and seating.
- Besides Blue Shield, El Dorado County is the largest employer in the area, and we need to look at transit services that go in both directions (toward Sacramento and Placerville.)

Site amenities

A mobility hub can improve the sense of place through site amenities.

The study will take into account the types of amenities each site location could accommodate including charging stations, safe and secure locations for bike parking and service, waiting areas and cafes, the opportunity for 18-hour activation to make it a nice place to be, as well as site security. Various amenities will be considered before a transit center is in place, as it is much easier to build them into the site than to retrofit after.

Questions and Answer/Comment Session:

- Who is your target? Will it be the residents of El Dorado Hills, seniors, people that work in El Dorado Hills, or others in the region? We do not want a huge regional center, try to keep the components relevant to the residents and employees of El Dorado Hills. You need to provide long term parking for people who use transit and avoid putting the parking lot in an undesirable area.

Answer: I think there is a nexus to the residents and employees of El Dorado Hills and how this will interact with existing transit service. It should have strong connections up the hill, to Placerville. It could be a transfer point for Eastern El Dorado County. We will also look at how it connects to Regional Transit.

- Vehicle access, with good pedestrian and bicycle access with a large park-and-ride will be a challenge. The current location has quite a few lanes of traffic to cross, so design with a street that encourages a slower speed limit. A design that has bicycle access, and pedestrian crossing with safe conditions, short and long-term bicycle parking and long-term bike lockers.
- In the study, how many new types of bus routes will be coming in from Sacramento County or Elk Grove? When we are weighing security, this is a question we have.

Answer: The Capital SouthEast Connector has the potential to change dramatically from what it is today. There is going to be more development and a bigger connection to that part of Sac County that does not exist. It's hard to imagine now because that does not exist yet. It's not just accommodating what it is today but planning for the future as well.

- Are there plans for light rail and commuter trains in El Dorado Hills?

Answer: No, I have not seen any plan for implementation of Light Rail to El Dorado Hills yet. I will let you know if that changes.

- How will ride-sharing services be regulated? If the county is invested in this, it's not fair for Uber and Lyft to come in. They could transport 5-6 people and defeat what you are trying to do.

Answer: Many communities are discussing how ride-sharing services are affecting transit use. There are secure locations (like some airports) that have excluded them, but they tend to find the next closest space outside of a regulated boundary and people will walk to that location. We need to think about how to accommodate it smartly. We will look to see what other transit centers are doing.

- Security at the transit center needs to be efficient, so will it be implemented into the study or will it be something that becomes more efficient over time?
- The mobility hub will need to have the technology to produce real time schedules on buses and notify the transit riders if they are running late with correct bus information for riders to access.

Future of Transportation

The future of transportation is uncertain and changing rapidly. As EDCTC and its partners plan for a future transit center, it will need to identify short term and long term changes to the industry. Recently the California Air Resources Board implemented an “Innovative Clean Transit Program,” which stipulates that by 2040, all public transit buses will need to be “clean”, which means they include zero-emission technologies. EDCTC will look at transitions such as these and consider how to build facilities and infrastructure that can accommodate these changes.



An example of a bus powered by electricity.

EDCTC will also look at what is changing locally for transportation. In the short term, the City of Sacramento is looking at closing gaps in HOV lanes that lead into the City, which will work to relieve congestion and could increase ridership as it will shave minutes off transit trips. The Capital SouthEast Connector will create another level of demand and opportunity, perhaps creating a bigger user-base and new geography for El Dorado Hills.

A recently approved multifamily housing project in the El Dorado Town Center has the potential to provide more transit dependent users. The high level of age-restrictive housing in El Dorado Hills continues to create the need to accommodate senior transportation. All this activity continues to point towards significant new demand for transit facilities and services in El Dorado Hills over the next 20 years.

The long-term goal is to understand travel behavior. Big data, which is not specific to a user, identifies where people are coming from and going to and can be used to plan for more efficient transit systems.

Big Data also serves to coordinate land use and infrastructure decisions. With more accurate information about existing travel behavior, the County will make informed decisions before developing land and infrastructure as they make lasting transportation investments.

Regional jurisdictions are implementing new programs and transit services, like small automated busses, bike share, and car share programs, that change how people arrive and depart from transit locations. It is expected that in the future less people will own cars, and instead use mobility as a service. The development of automated vehicles is expected to increase the number of Vehicle Miles Traveled and change the capacity of cars on the freeway. Both mobility as a service and automated vehicles are expected to change demand for parking and raise the question of where cars will be stored.



Example of a bikeshare program.

Questions and Answer/Comment Session:

- Universal design – access for the elderly is important.
- Currently, young adults cannot ride their bikes in some parts of El Dorado Hills because the paved bike paths are fragmented. The amenities need to be relatively close to the transit center, so people can ride their bikes to the center.
- What is the relationship between El Dorado County, the Council of Government, and Sacramento County? Will we be bringing light rail into this center?

Answer: A study was done in 2005 and it was not feasible from a projected-use standpoint to for light rail in El Dorado County.

- If light rail is not an option for El Dorado County, make sure there is connection service in the transit center to the closest light rail station.
- The existing site is efficient. The park-and ride site is always full because it is convenient. Moving it further away from the freeway could potentially be a challenge.
- Folsom is proposing an interchange at Empire and Russell Ranch that would connect and provide another access point to El Dorado Hills.

- When will the construction begin?

Answer: Once the study is finished, we will create a next step implementation plan and have a better idea of what the transit center would be. We would then begin looking for funding sources with our regional partners.

- Do other park-and-ride facilities play into the design?

Answer: Yes, we have looked at other park-and-ride facilities to help shape the design of the proposed park-and-ride facility in El Dorado Hills.

Stakeholder Feedback

The project team distributed a feedback form to the stakeholders and below is a summary of the comments.

1. What types of services do you think would be beneficial to the community in a transit center/mobility hub?

- Appropriate access for school buses with and without wheelchair ramps. Security for early mornings and later evenings, and protection for all types of weather.
- Have a public safety/transit office on site for ongoing site security. The site will be a target for some folks and with law/transit in and out of site will help with site security.
- Moni Gilmore Senior Center and CDHCS District related. Also, to make it bike friendly.
- Other possible stakeholders might include motorcycle riders, Veteran's Affairs, and Red Hawk Casino/Shingle Springs Rancheria (I know they have their own buses and that El Dorado Transit stops there). Most services seem to be covered by the Stakeholder Advisory Committee members that were present at the kick-off meeting.
- Restrooms. Good (comfortable, convenient, and safe) pedestrian and ADA circulation to and throughout the site. (If topography limits ADA access in some location, provide a good alternative route and wayfinding that indicates accessible vs. inaccessible routes.) Senior Zone signage may be appropriate at the Transit Center. Good (comfortable, convenient, and safe) bicycling access. Easily accessible bicycle parking for various types of bicycles (adult tricycles, handcycles, cargo bicycles, tandems, bicycles with trailers attached). Bicycle racks as well as a bicycle enclosure or lockers with pay per use options rather than only rent by the month. Provide access via low-speed roads for those aging drivers who need to drive to transit via low-speed routes and avoid high-speed traffic. Design using Crime Prevention Through Environmental Design (CPTED) including pedestrian scale night-time lighting that adequately lights the area but is not overly bright. For people exiting the area, adjusting from bright light to darkness is a problem, especially for older eyes. Wayfinding information for pedestrians, bicyclists, drop-off/pick-up, and parking. Provide signage, mapping, and include wayfinding with transit information. Shelter from rain, shade from summer afternoon sun. Be sure that waiting areas will be shaded at the hottest times of the day and year. Good drainage, so that people do not have to stand in or walk through water to access transit service. Acoustic design, for example, an acoustic shell that provides a space for buskers, or music or drama students to entertain people at the transit stop, walls positioned to help direct sound where wanted and screen unwanted sound. A mailbox, so that it is easy for transit

users to drop off mail that is either on-site or adjacent to site, easily accessible and staffed snack bar, coffee shop or similar amenities.

- Bike paths throughout El Dorado Hills and El Dorado Hills Business Park, as well as public transportation throughout El Dorado Hills to the mobility hub.

2. What are your thoughts about the existing transit site in terms of community context, opportunities and constraints? What is missing?

- Nothing to add. I take EBT from Placerville to the Town Center to shop, eat and walk around.
- There are no paved connected bike paths from the proposed transit to the neighborhoods. The bike path that stops on Silva right before Target needs to be connected to the transit center and the El Dorado Hills Boulevard bike path needs to cross the Highway 50 interchange to connect to the proposed transit location.
- Lacks adequate pedestrian access, especially needs better pedestrian crossings of wide, high-speed streets. Also needs pedestrian routes via narrower, lower-speed streets. Lacks adequate bicycling access. Needs access along lower speed streets with good designs at intersections to accommodate bicycling with appropriate bicycle detection and signal timing. Needs better provisions for drop-off and pick-up of transit users. Restrooms are currently not on-site. The immediately adjacent businesses do not provide amenities that transit riders are most likely to want such as eating places, groceries, etc.

3. What ideas or thoughts do you have regarding the future of transit services? (i.e. ridesharing services, emerging technology)

- I am “old school” and worry that the speed of technology (I know it’s coming) is going faster than even some of our transit needs.
- Available charging stations, and Wi-Fi.
- Need outreach to services accessible by transit to coordinate their schedules with transit schedule to facilitate both transit use, and participation in their services. Include transit service and potential transit service in all planning and design decisions, for example, before permitting grading of a site require plan for pedestrian and ADA access, bicycling access, and any needed transit access. Need to plan for and coordinate with schools, senior services, etc. (government, private, non-profit), as well as other transit agencies, for appropriate access to the transit center to facilitate access to the Transit Center's transit services. Establish an ongoing process for reviewing and updating policies, communication and facilities as circumstances change, for example in response to emerging technologies. Zone adjacent parcels for transit supportive uses.

4. Are there other ideas, concerns, or solutions that you would like the project team to consider?

- My profession focuses on shifting or transferring potential general liability risks to others who have more control (i.e. who create the risks). So, liability to El Dorado County should always be considered.
- Do not make the transit center close to schools. Please research which schools and non-public schools are near the transit center location.
- El Dorado County needs to improve its road design standards to provide better circulation for pedestrians, transit users, bicyclists, and aging drivers. The current standards are unlikely to provide the needed access. El Dorado County needs to establish both a Pedestrian Advisory Committee and a Bicycling Advisory Committee to advise the Board of Supervisors on improving mobility and access, especially for our large aging population as well as for our youth. A comprehensive review is needed for placement of Senior Zone signage on roads in the appropriate locations. Build pedestrian facilities that are separate from bicycling facilities; pedestrian facilities can be adjacent to but separate from bicycling facilities. Bicyclists and pedestrians move very differently, so need separate facilities. People who are disabled or aging are especially vulnerable. First mile/last mile to transit needs to be included in many other decisions, for example, El Dorado County's Traffic Advisory Committee needs to include transit stops and access when making decisions about speed limits and signage. Why are all the sites under consideration south of US 50, when most of the population is north of US 50? US 50 is a barrier to access, especially for pedestrians and bicyclists.

5. Do you have any other recommendations to improve future El Dorado County Line Multi-Modal Transit Center Stakeholder Advisory Committee meetings?

- I am honored to serve the needs of the Social Service Transportation Advisory Council and plan on identifying their needs more clearly in my own mind. I believe the first meeting was informative, well-organized and well-run. I look forward to further participation. Thank you.
- For all group discussion, when speaking, please face the room and speak to everyone, even when responding to someone near you, so that everyone is included in the discussion and can hear. Give a response that is sufficiently complete to make sense, even for those who did not hear the question. What

other groups should be represented on the Stakeholder Advisory Committee?
Since I don't see a list of which groups are currently included, I don't know which groups to suggest.

- Consider public transport circuit for Sunday mornings to churches and grocery stores.

Next Steps

The project team concluded the meeting by thanking all stakeholder representatives for participating in the first Stakeholder Advisory Committee (SAC) meeting.

The first SAC meeting presentation and summary will be posted to the website. During the project, there will be one more SAC meeting and two public workshops.

The first public workshop will be in late May. The second SAC meeting will be in summer where the project team will present the findings and conclusions from the site analysis.

Stakeholder Advisory Committee Meeting #2 Summary

On May 30, 2019, El Dorado Transportation Commission (EDCTC) held the second Stakeholder Advisory Committee (SAC) meeting. The meeting took place at the El Dorado Hills Fire Department, Station 85, located at 1050 Wilson Boulevard in El Dorado Hills.

The following project team members attended the stakeholder meetings:

Dan Bolster, EDCTC
Adrian Engel, Fehr and Peers
Carly Panos, Fehr and Peers
Isabelle Gaillard, AIM Consulting
Taylor Coover, AIM Consulting

Representatives from the following organizations that attended the meeting included:

El Dorado County Commission on Aging
El Dorado County Health and Human Services
El Dorado County Transit Authority
El Dorado Hills Business Park
El Dorado Hills Chamber of Commerce
El Dorado Hills Community Services District
Friends of El Dorado Trails
Utilitarian Cyclists

Project Overview

The current transit facility in El Dorado Hills is not adequate to meet existing or future demand for park-and-ride parking, transit service or vehicle fueling. The El Dorado County Transportation Commission (EDCTC), in partnership with El Dorado County Transit Authority (Transit Authority), is undertaking a plan to develop a new transit facility that will meet current and future transit service and fueling demands and provide access to the multi-modal transportation system and alternative fuels needed to build climate preparedness, community sustainability and reduce GHG emissions.

The County Line Multi-Modal Transit Center Study objectives will provide the data, analysis, and information necessary to identify the best long-term plan to:

- Meet current and forecasted transit services;
- Address existing and future demand for park-and-ride capacity and transit service in El Dorado Hills;
- Identify ways for safe and efficient auto, bus, pedestrian and bike access to the future transit center;
- Collaborate with local residents, stakeholders, and regional partners, including Caltrans, El Dorado Transit, Sacramento Regional Transit, Capital SouthEast Connector, and the Sacramento Area Council of Governments.

Meeting Format

The meeting consisted of a presentation to provide an overview of the study, what has been done so far and the candidate sites that have been identified. During the presentation, stakeholders were welcome to ask questions or make comments. At the end of the presentation, the project team discussed the next steps for the project and stakeholders had the opportunity to ask additional questions.

Presentation Summary

Dan Bolster, Senior Transportation Planner at EDCTC, welcomed stakeholders to kick-off SAC meeting.

The following is a summary of his presentation:

The current park-and-ride on White Rock and Latrobe Road is at capacity. In 2014, the Western El Dorado County Short-and-Long Range Transit Plan was completed and indicated a need for a transit center and additional parking in the future. The current site is not suitable for a transit center because there is no room to expand. At the start of the project, EDCTC looked at what sites would work for a transit center, but instead EDCTC began looking at a mobility hub that would include automobiles, pedestrians and bikes. EDCTC is interested in seeing how people get to the transit center, whether it be by bike, shuttle, car, or ride shares. Scooters and JUMP bike are now becoming more popular as a first mile / last mile option. E-bikes and JUMP bikes are also a great way to commute for the last few miles. Electric buses and electric vehicles are now becoming more popular as well. At the previous SAC meeting, the project team and stakeholders discussed data information and analysis to identify transit sites. At the meeting today, the project team is sharing what has been done so far and what information has been developed.



Dan Bolster, EDCTC, begins the presentation at the Stakeholder Advisory Committee Meeting

Interactive Presentation and Discussion

Adrian Engel, Senior Associate at Fehr and Peers, continued the meeting with an interactive presentation and discussion with stakeholders. The following is a summary of the interactive presentation from Fehr and Peers.

Engel presented the first slide on the existing conditions at the current transit center site at White Rock and Latrobe Road. The current park and ride lot holds 120 parking spaces within 1.7 acres of the full transit center. The parking lot is at capacity daily, which results in people parking in nearby neighborhoods. As Dan mentioned, the study in 2017 determined a need for more parking and estimated about 300 spaces are needed at the future site.

- *Is the park and ride overflow lot near the El Dorado Hills Town Center at capacity?*
 - *Follow-Up: Yes, over 50-60 vehicles park in that lot per day.*

300 parking spaces is what the project team is looking for in the new transit center. EDCTC is also planning for bus storage, on-site charging and loading / unloading zones as the transit fleet will be changing to an all-electric station in the future.

The region is changing with new projects coming to the area. El Dorado Hills is growing as the Business Park and Town Center are expanding through projects including HOV lanes on US 50 that are extending into downtown Sacramento, the Capital Southeast Connector that provides a direct connection to South Folsom and when it's fully built, it would connect El Dorado Hills to Elk Grove and help bring commuters to the area.

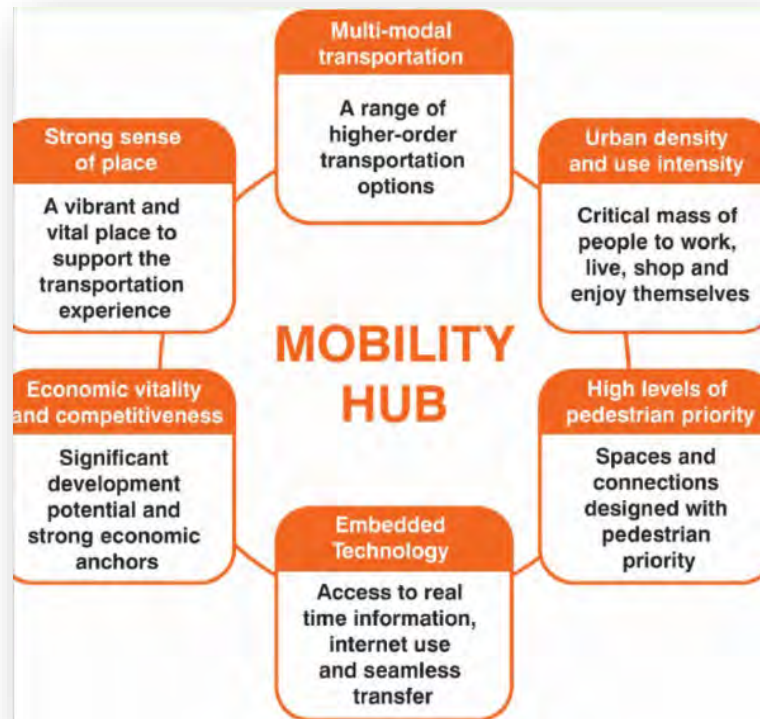
Engel presented the third slide, which discussed the future of transportation, which included micro transit, bike share and car share, and JUMP bikes to access the less dense areas of El Dorado Hills. JUMP bike tends to make a ride easier since they are electric. A bike share program could be an option for a mobility hub. Another option is an on-demand car service, where you can access a car with your phone and then park it anywhere once your trip is done. Ultimately, AV vehicles are something the project team needs to plan for as they will become a transportation option within the next 10 years, which matches the approximate timeline for a new transit center.



Adrian Engel, Fehr and Peers, continues the presentation at the Stakeholder Advisory Committee Meeting

Engel continued the presentation by providing an overview of the principal elements for the transit center. The first two principal elements are multi-modal transportation, which would include a range of transportation options, and urban density and use density, areas where a critical mass of people come to work, live, shop and enjoy themselves. Another principal element is including high levels of pedestrian priority with spaces and connections designed specifically for pedestrians.

Embedded technology is the principal element how providing access to real time information that facilitate seamless transfers makes transit easier to use. The last two principal elements consider how the new transit center will provide a vibrant and vital place to support the transportation experience and enhance the economic vitality and competitiveness of the area.

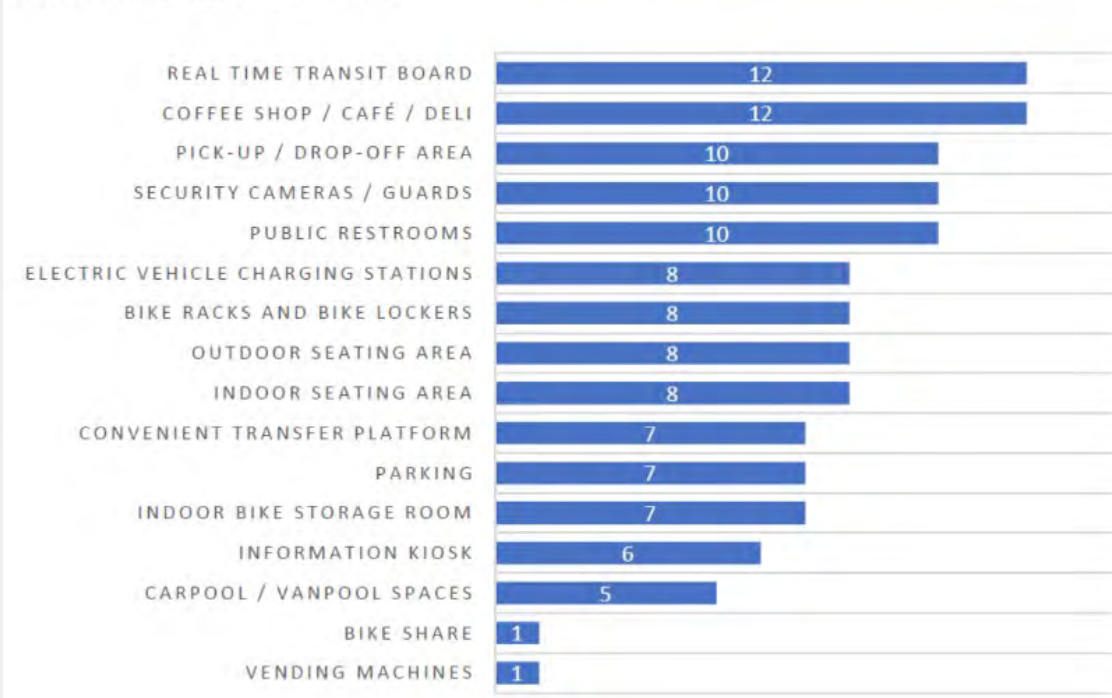


For example, the El Dorado Hills Town Center has great businesses and that are assets for the community and a mobility hub could provide added value to those businesses. The transit center could also be integrated into the natural spaces surrounding the hub, enhancing the sense of place.

Engel continued the presentation by discussing the possible amenities of the mobility hub. In previous outreach efforts the project team asked current transit users about types of amenities they would like to see in the new transit center. Some transit features could include platforms to connect to different buses and provide information kiosks and real time transit information. The transit center could also provide parking, charging stations, carpool spaces, car share spaces as well as pick-up and drop-off areas. It could feature outdoor and indoor bike storage, bike lockers and bike share options. Site amenities could include seating areas, security, restrooms, vending machines and a café.

Engel presented the findings from the public workshop held on May 18, 2018 to indicate the preferred amenities. Amenities can include a real time transit board, coffee shop or café, a pick-up and drop-off area, restrooms, security, indoor / outdoor seating areas, bike storage, and parking. The project team uses this information to highlight the phasing of the mobility hub and what is most important to the community.

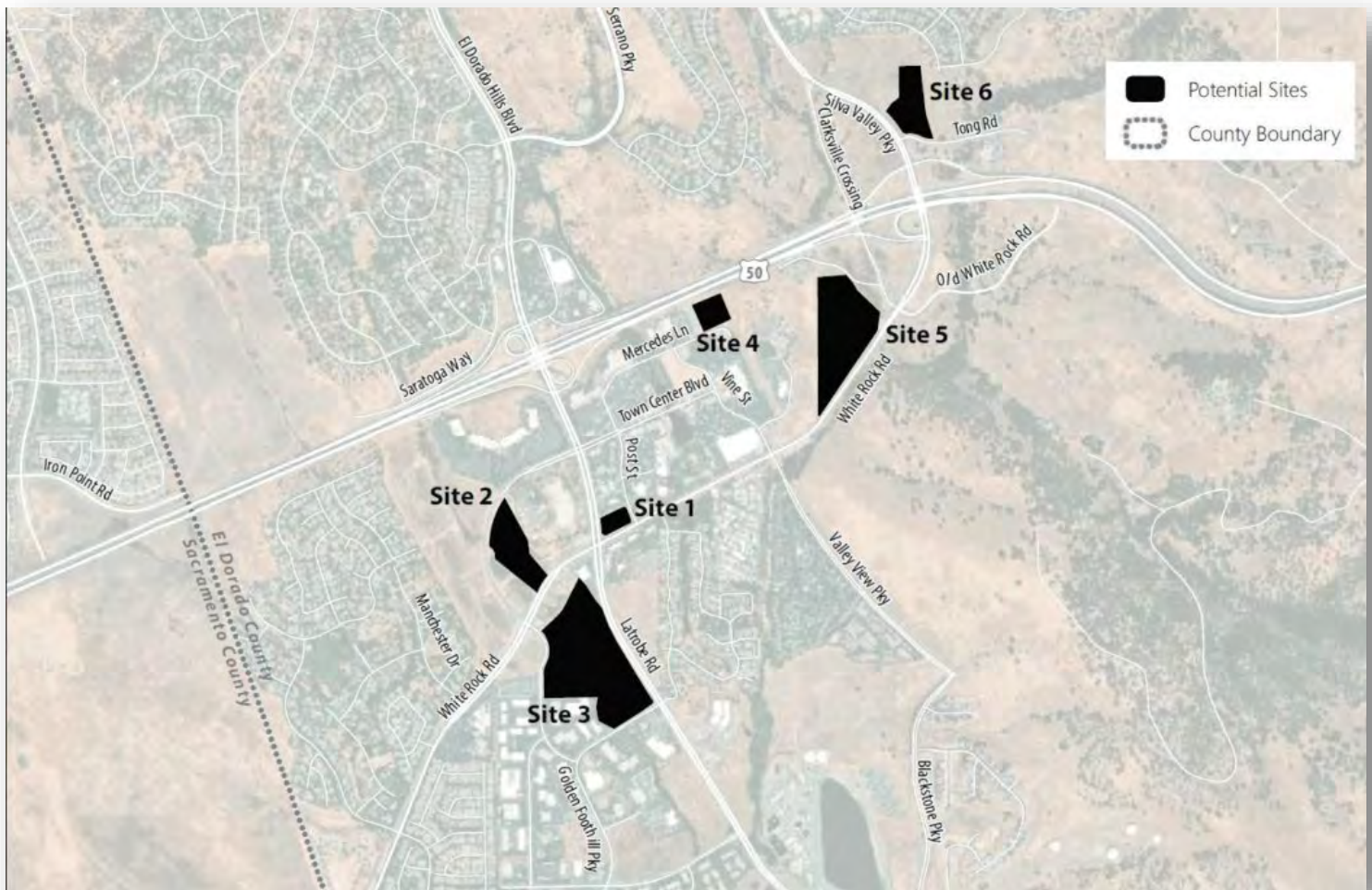
Station 5: What site amenities would you like included in the El Dorado County Transit Center?
You can choose up to 8 amenities.



Below are two questions and answers regarding the information in the chart above:

- Do the numbers in the chart correlate with how many people participated in the workshop?
 - Follow-Up: No, workshop participants chose up to eight amenities. More than 25 people attended the meeting.
- Biking is a big part of El Dorado Hills, so I am surprised to see such a low number prioritized bike share.
 - Follow-Up: This was only based on who attended the meeting.

Engel continued the presentation by providing an overview of the potential transit center sites that were evaluated. After the project team looked at general areas where the sites could be located, they initially determined five candidate sites and then added a sixth site to see if a site north of Highway 50 would work.



Candidate Sites

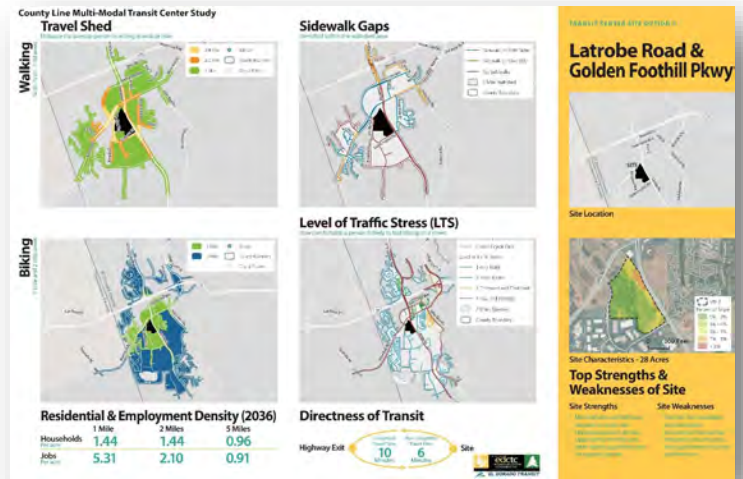
Site 1: The first site is the current transit center located at White Rock Road and Latrobe Road. The project team looked at the current levels of walking, biking and traffic stress as well as sidewalk gaps near the current site. A key factor in determining the candidate sites was the level of efficiency and the proximity to transit and future residential and employment density.

Site 2: The second candidate site is located at White Rock Road and Town Center Boulevard. It is currently undeveloped, has good access and is on flat terrain with two traffic signals on each side.

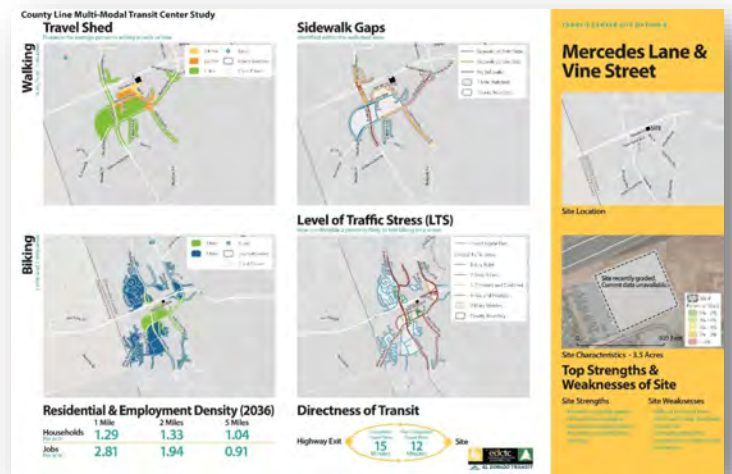
- *How many Blue Shield employees are commuters? The parking lot is never full.*
 - *Follow-Up: Not many.*
- *What is the typical transit walk?*
 - *Follow-Up: We used a ¼ mile and a ½ mile range. The gold represents a quarter-mile radius for pedestrians and the orange represents a half-mile range for pedestrians.*



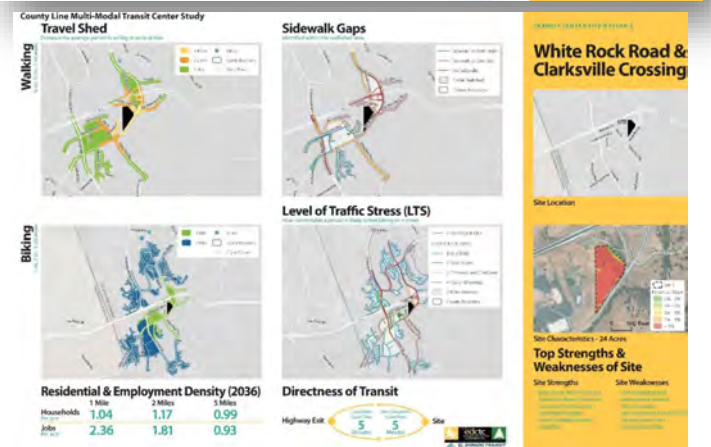
Site 3: The third site is located at Latrobe Road and Golden Foothill Parkway. This site provides high employment density and provides easy access into the site. The site is surrounded by undeveloped parcels, which creates an opportunity for transit development. Pedestrians will have to cross two major streets to access retail and other services.



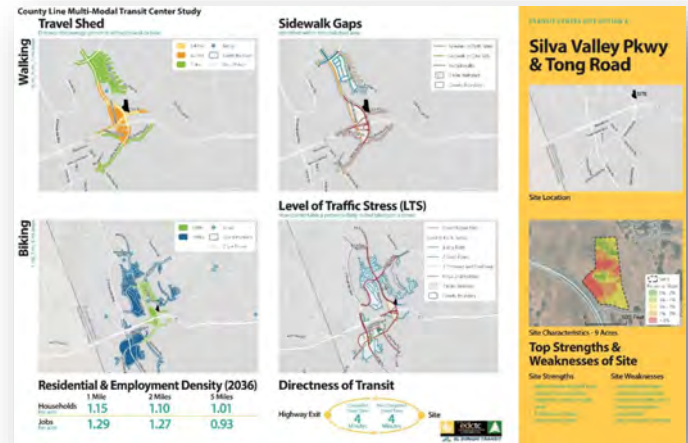
Site 4: The fourth site is located at Mercedes Lane and Vine Street. It is currently an undeveloped parcel of land near the east part of the El Dorado Hills Town Center. It is flat and ready for development but doesn't quite meet the size requirements needed to meet parking demand and bus storage. Access to the site would also be challenging as it is very isolated and backs up against Highway 50.



Site 5: The fifth site is located at White Rock Road and Clarksville Crossing near the south side of the Silva Valley Interchange. The site is steep sand provides access to the El Dorado Hills Town Center but not to the Business Park. The steep topography introduces possible constraints to access due to the need for stairs between the bus bays and some parking areas.



Site 6: The sixth and final site is located at Silva Valley Parkway and Tong Road. While it provides access to nearby schools it also presents terrain challenges as it is located on a hill. However, above Silva Valley Parkway it does become flatter than site #5. The lot was targeted for storage units, but it might not be available since Costco might be developed in this area.



Engel continued the presentation by providing an overview of the recommended sites and the goals and criteria used to determine their suitability as the location for a new transit center. The first set of goals considered all modes of transportation and their proximity to Highway 50, the Capital Southeast Connector, the number of turns required to access site, bicycle accessibility and the bicycle level of stress for bicyclists, parking accommodations, and the potential use of the site by transit operators providing connecting service. The second set of criteria include levels of pedestrian priority including accessibility and comfort for people walking. The third looked at urban density and use intensity including residential and employment density. The fourth set of criteria considered economic vitality, competitiveness and cost effectiveness, opportunity for transit-oriented development, proximity to retail, ability to accommodate electric vehicles and solar, and potential terrain constraints. The fifth criteria evaluate each site's potential for creating a strong sense of place by looking at a site's proximity to public spaces and its visibility. The sixth and final criteria included a consideration of embedded technology and each site's ability to accommodate interactive maps and transportation GPS, pick-up and drop-off by transportation network companies and the potential to implement a successful bike share program.

Recommended Sites

In December 2018, the El Dorado Transit Board authorized the start of discussions with the property owners of the six selected sites. El Dorado Transit sent letters of inquiry to the owners of sites 2, 3, 5 and 6, sites that were identified as recommended or recommended for consideration. While it was learned that site 2 had already been sold, the initial feedback from the owners of sites 3 and 5 was positive. No response was received from the owner of site 6.

Engel continued the presentation by showing a layout of sites 3 and 5, the two recommended sites, and where the opportunities and constraints are. Site 3 could accommodate 300 parking spaces with two access points into the mobility hub from White Rock Road and Latrobe Road. Emerging technology such as electrification of the transit's bus fleet may require changes to the layout proposed for the site. Additionally, a bridge may need to be built over the seasonal creek on the western edge of the site in order to access Windfield Way.



Site 3

- What is the total acreage of the site?
 - Follow-Up: The total acreage of the site is 13 acres with 9-10 acres developable.

Site 5's primary access comes off the Clarksville Crossing on a steep slope. All pedestrian access would need to be aligned with the flattest part of the parking lot as it moves up the hill. There are 300 total parking spaces; 150 parking spaces on each side of the bus bays.

Engel continued the presentation by describing the implementation of the mobility hub. The first scenario proposed could be to expand park-and-ride capacity and services, provide bike parking with storage and lockers, layover parking for buses, multiple bus bays with shelters, electric bus charging and accommodation for future personal vehicle charging. The second scenario would build off the first by expanding first mile / last mile accessibility and enhanced pick-up and drop-off areas for taxis, Uber and Lyft or other rideshare services. This scenario would also accommodate indoor bike parking and work with third party vendors for car share and autonomous vehicle (AV) shuttles.



Site 5

The third scenario builds off the first two scenarios by providing an indoor facility for transit drivers, maintenance and administrative staff. The space could also include an indoor waiting area for passengers with food, beverage and other services provided by third-party vendors.

Next Steps

The next steps in the study are to continue to meet with potential site owners, provide detailed mapping and survey of potential sites, complete technical studies and the development of a concept plan and cost estimates. The draft study will be presented at the August 1, 2019 EDCTC Board meeting and will be available for public review in late July. The project team will take comments from the EDCTC Board and public then revise the document and present the final plan to the EDCTC Board on September 5, 2019.

Questions / Comments

Below is an overview of questions and comments received from the stakeholders.

- For scenario two, I am looking for a circulation plan for pedestrians, bicycles and disabled people. I personally don't like walking in a parking lot without protection from vehicles. This is a good opportunity to put in safety measures. People are always rushing to get to the bus, and safety measures are sometimes ignored – shouldn't that go in right from the beginning? You have to look at the bike and pedestrian circulation plan now – I am surprised it's not in there already.

- I am disappointed in the County's standards for sidewalks and shared use paths for disabled and older pedestrians. Some pedestrians are not comfortable sharing paths with bikes as it can be very dangerous. What opportunities are there with this study to put in something with a higher standard for sidewalks separated from the road with good drainage? This way, if someone does rely on walking to and from transit, they don't have to be splashed by bikes and vehicles. Also, there needs to be high level pedestrian crossings.

- *Follow-Up: The study cannot comment on elements of the County's standards outside of the transit center. We understand the levels of stress getting to and from the transit sites. If we put a landscape to separate the sidewalk from the road, that could protect pedestrians from being splashed while walking. Crosswalks can also be designed to not collect puddles when it rains.*

- The population of people over the age of 65 will double in the next decade. We need to make sure the mobility hub is not too steep and that it is safe. Flat is better.
 - *Sites 2 and 3 are the best choice based on terrain.*
- The Cameron Park Community Center has handicap parking, but the sidewalk that many people take to the library has no ramp.
- Site 3 seems to be that buses are all on one side and aren't entering the lot. That means there is no mixing of people walking or getting out of their cars. Put in crosswalks since the buses are only on one side of the platforms.



Adrian Engel, Fehr and Peers, discusses the project at the Stakeholder Advisory Committee Meeting with a committee member

- I was looking at sites 2 and 3 initially, but now I am looking at sites 3 and 5.
- There are more transit projects coming out as the state has made it a priority from a fleet perspective.
- I live in Cameron Park and the local bus stop has a park and ride, that has reached its 7-year capacity, but it is not safely accessible for bikes and pedestrians.

Stakeholder Feedback

The project team distributed a feedback form to the stakeholders and below is a summary of the comments.

1. What are your thoughts on the recommended sites? What is missing?

- ADA accessibility is missing and there needs to be a pedestrian and bicycle rider circulation plan. Please include 24/7 e-bicycle storage (heavy bike), for workers who live elsewhere.
- Site 3 seems like the best option based on size. There is room for expansion, proximity to the El Dorado Hills Town Center and the El Dorado Hills Business Park, as well as a connection to Folsom via the Capital Southeast Connector, both from a transit and bicycle transportation aspect.
- Site #3 sounds ideal and I hope the property can be acquired.
- Sites 3 and 5 are the only feasible sites.



Stakeholders at the meeting

2. Beside the commuter bus service, are there mobility services that you would use at the Transit Center?

- We need a system for local transfers.
- We need TNC, micro transit, bike share / JUMP bike and the like, PEV charging and car share.
- I would utilize bicycle options, both to the park and ride bike and bike share programs.

- I would like clear designated spaces for paratransit services for hand-off (regional trips) and other designated spaces for third party.

3. What ideas or thoughts do you have regarding the future of transportation services for El Dorado Hills? (i.e. ridesharing services, emerging technology)

- We always need to include all modes of transportation. On build-out scenarios, don't train people to drive to the site. Provide alternative transportation from day one.
- We need micro transit, especially considering the growth in the senior population by 2030. Think about bike share with JUMP bike.
- California has the climate for outdoor / active transportation all year round, so e-bikes and scooters should be taken into consideration.
- Encourage passage of the 1/2 cent sales tax in El Dorado County to pay for transportation including seniors, disabled, cyclists, pedestrians, freeway and roads, etc. We need a volunteer driver program for El Dorado County seniors and a more robust Dial-A-Ride service.



Dan Bolster, EDCTC, continuing the presentation at the Stakeholder Advisory Committee Meeting

Appendix

- PowerPoint Presentation
- Agenda
- Feedback Form

COUNTY LINE MULTIMODAL TRANSIT CENTER STUDY

FEHR & PEERS

May 29, 2019



TRANSIT CENTER STUDY

AGENDA

- Overview of the study
- Public Outreach Overview
- Site Review



EXISTING CONDITIONS

EL DORADO TRANSIT

- Existing Park-and-Ride lot at the corner of Latrobe Road and White Rock Road
- 1.7 acres with 120 parking spaces



Source: Google Maps 2018

EXISTING CONDITIONS

EL DORADO TRANSIT

- *White Paper: El Dorado Hills Transit Facility January 25, 2017*

Community	Existing Parking Capacity Deficits						
	Existing Utilization			Year 2010		Year 2027	
	Existing Spaces	Existing Use	Existing Deficit	Additional Short-Term Need	Total Deficiency	Additional Long-Term Demand	Total Need
El Dorado Hills	120	143	23	9	60	170	230
Cameron Park	33	47	14	15	30	40	70

* Calculation prior to expansion of Cambridge Road Park-and-Ride facility, completed in 2006.

Sources: U.S. Highway 50 Corridor Short Term Transit Plan (LSC Transportation Consultants, Inc, March 2006), Western El Dorado County Park-and-Ride Facilities Study: Preliminary Assessment of Potential Sites (Matthew C. Boyer and Associates, 2014)

FUTURE OF TRANSPORTATION

WHAT'S CHANGING FOR TRANSIT?

- Innovative Clean Transit (ICT) by 2040
- Electrification of buses



Source: *Charged Electric Vehicles Magazine*, 2014

FUTURE OF TRANSPORTATION

WHAT'S CHANGING LOCALLY?

- HOV lanes on Highway 50 to downtown Sacramento
- Capital Southeast Connector
- New multifamily housing at EDHTC
- New residential development
- Business Park and Town Center Growth



Source: Sacramento Bee, Jose Luis Villegas

FUTURE OF TRANSPORTATION

WHAT'S CHANGING WITH TECHNOLOGY?

- Micro transit
- Electric assist bikes
- Bike share and car share
- Mobility as a service
- Automated vehicles

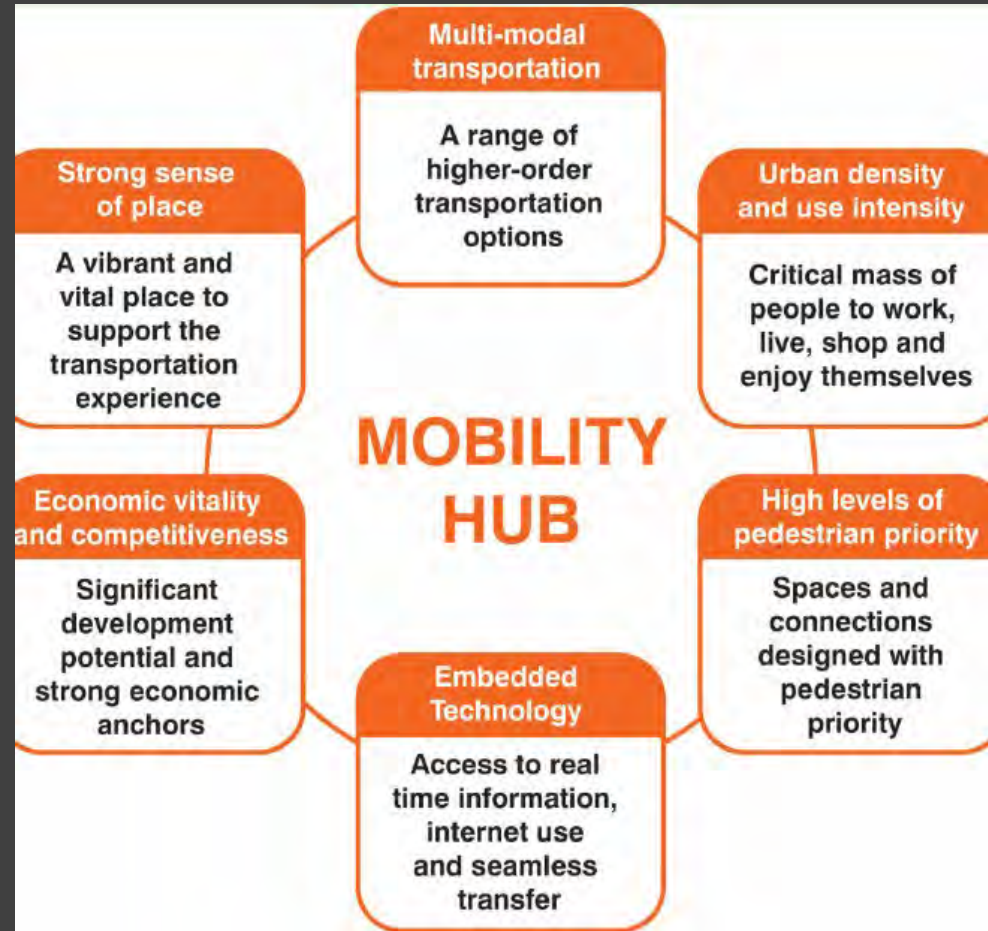


Source: SACOG

OVERVIEW

MOBILITY HUBS

- Connecting multiple types of transportation
- Creates a sense of place



Source: Metrolinx, Mobility Hubs Green Paper #2

Mobility Hub Amenities

What site amenities would you like included in the new El Dorado County Transit Center?

Transit Features

CONVENIENT TRANSFER PLATFORM

place
stickers
here



INFORMATION KIOSK

place
stickers
here



REAL TIME TRANSIT BOARD

place
stickers
here



Automobile Features

PARKING

place
stickers
here



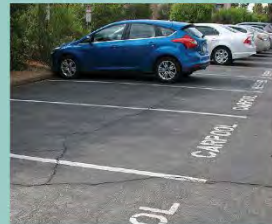
ELECTRIC VEHICLE CHARGING STATION

place
stickers
here



CARPOL/VANPOOL SPACES

place
stickers
here



CAR SHARE

place
stickers
here



PICK-UP/DROP-OFF AREA

place
stickers
here



Mobility Hub Amenities

What site amenities would you like included in the new El Dorado County Transit Center?

Bicycle Features

BIKE RACKS & BIKE LOCKERS

place
stickers
here



INDOOR BIKE STORAGE ROOM

place
stickers
here



BIKE SHARE

place
stickers
here



Site Amenities

OUTDOOR SEATING AREA

place
stickers
here



INDOOR SEATING AREA

place
stickers
here



SECURITY CAMERAS/GUARDS

place
stickers
here



PUBLIC RESTROOM

place
stickers
here



VENDING MACHINES

place
stickers
here



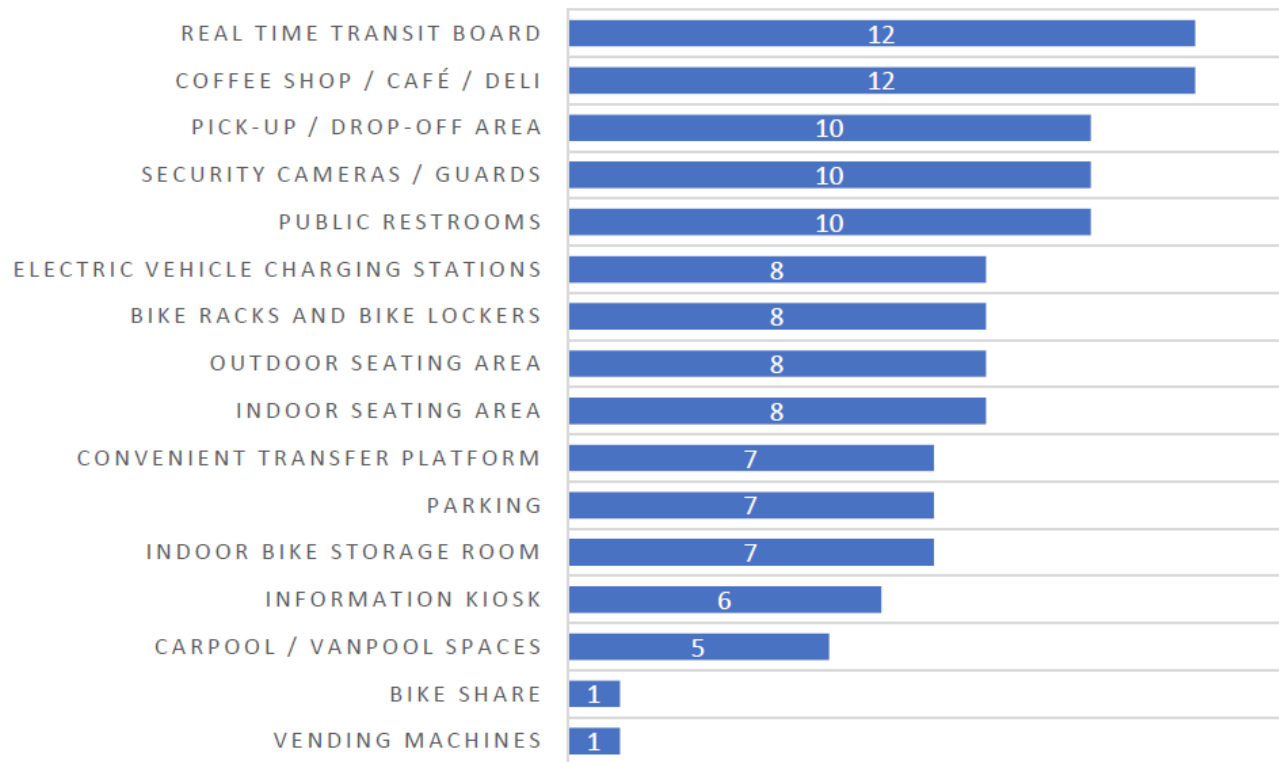
COFFEE SHOP/CAFE/DELI

place
stickers
here

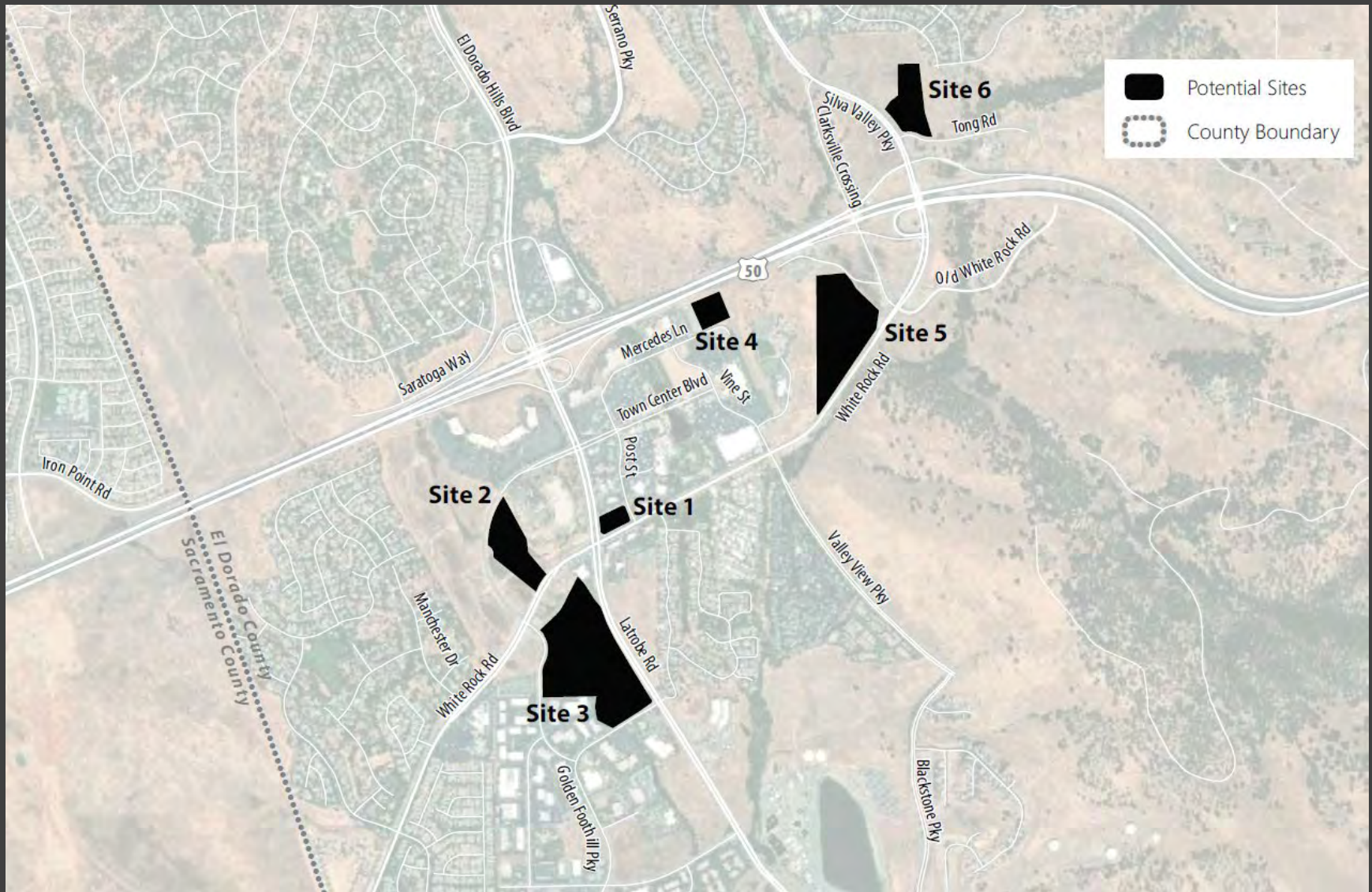


Mobility Hub Amenities

Station 5: *What site amenities would you like included in the El Dorado County Transit Center?*
You can choose up to 8 amenities.



Potential Sites for Evaluation



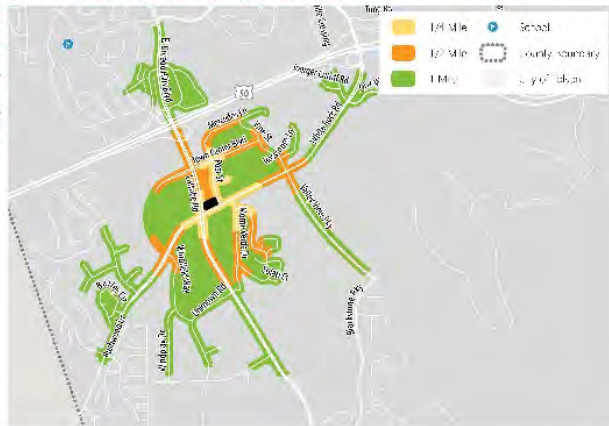
County Line Multi-Modal Transit Center Study

Travel Shed

Distance the average person is willing to walk or bike

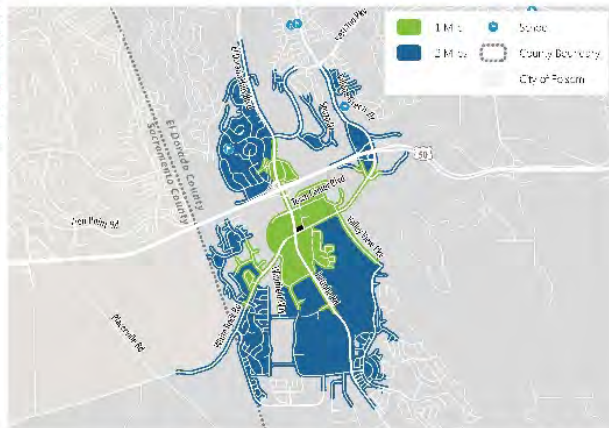
Walking

¼ mile, ½ mile, 1 mile areas



Biking

1 mile and 2 mile areas

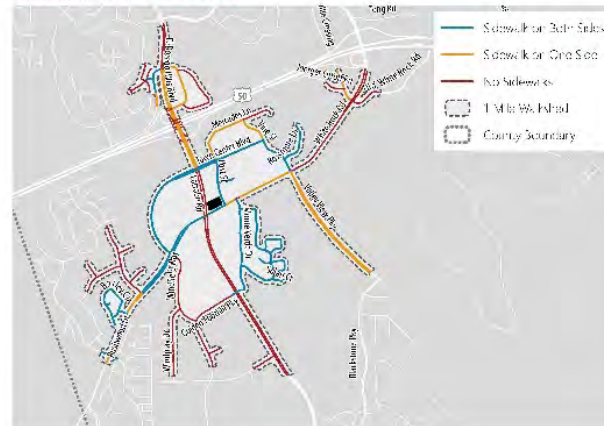


Residential & Employment Density (2036)

	1 Mile	2 Miles	5 Miles
Households Per acre	1.38	1.46	1.00
Jobs Per acre	4.54	2.11	0.92

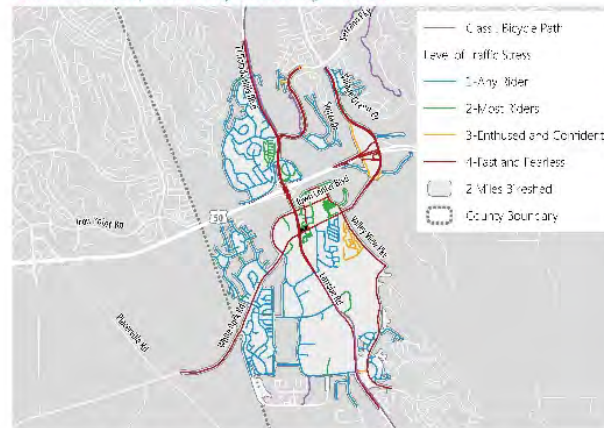
Sidewalk Gaps

Identified within the walkshed area



Level of Traffic Stress (LTS)

How comfortable a person is likely to feel biking on a street



Directness of Transit



TRANSIT CENTER SITE OPTION 1

Latrobe Road & White Rock Road



Site Location



Site Characteristics - 1.9 Acres

Top Strengths & Weaknesses of Site

Site Strengths

- Site visibility
- Proximity to public spaces
- Limited site constraints (environmental and terrain)

Site Weaknesses

- Parcel size
- Existing and future parking demand cannot be accommodated without parking garage
- Overhead power lines present

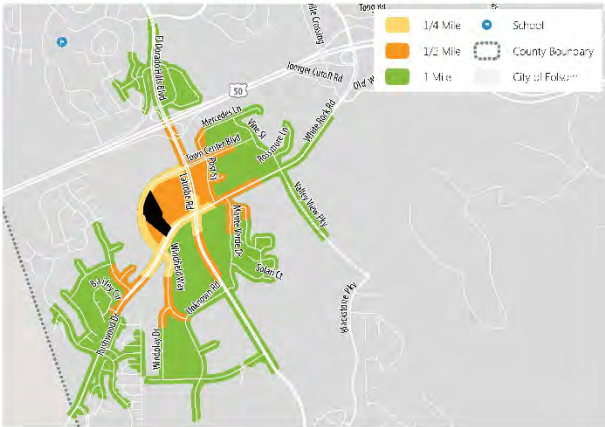
County Line Multi-Modal Transit Center Study

Travel Shed

Distance the average person is willing to walk or bike

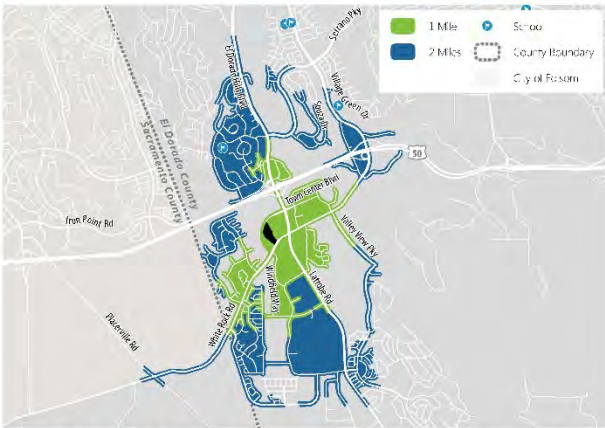
Walking

¼ mi, ½ mi, 1 mi areas



Biking

1 mile and 2 mile areas

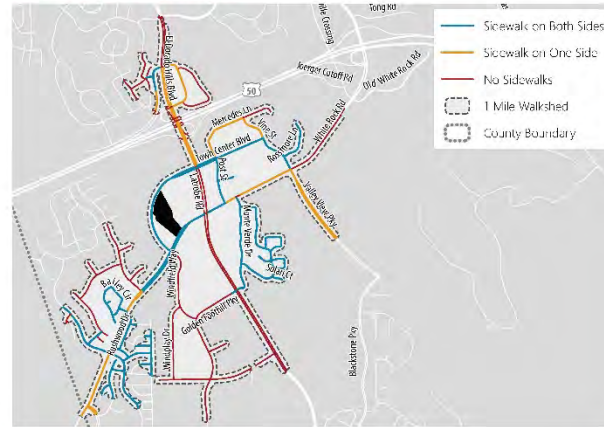


Residential & Employment Density (2036)

	1 Mile	2 Miles	5 Miles
Households Per acre	1.73	1.55	1.00
Jobs Per acre	4.63	2.16	0.99

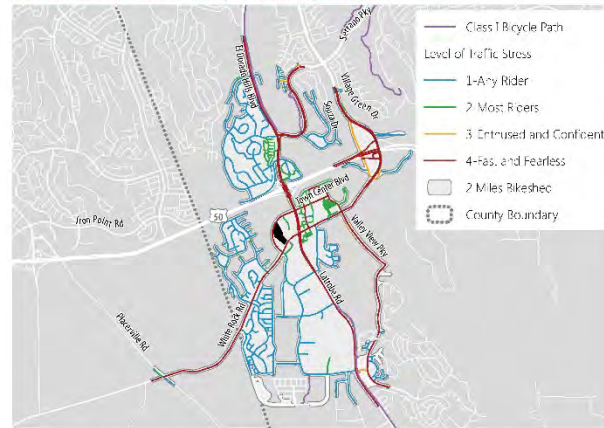
Sidewalk Gaps

Identified within the walkshed area



Level of Traffic Stress (LTS)

How comfortable a person is likely to feel biking on a street



Directness of Transit



TRANSIT CENTER SITE OPTION 2

White Rock Road & Town Center Blvd



Site Location



Site Characteristics - 6.5 Acres

Top Strengths & Weaknesses of Site

Site Strengths

- High residential density
- Pedestrian comfort/ accessibility
- Site visibility

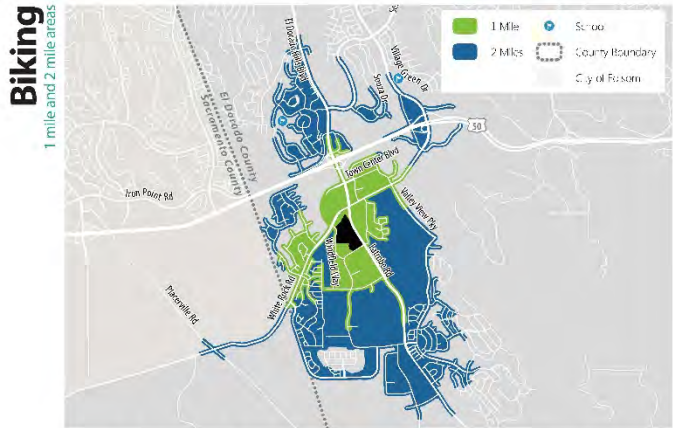
Site Weaknesses

- Located away from major retail
- Zoning amendment may be required
- Indirect route to US 50

County Line Multi-Modal Transit Center Study

Travel Shed

Distance the average person is willing to walk or bike

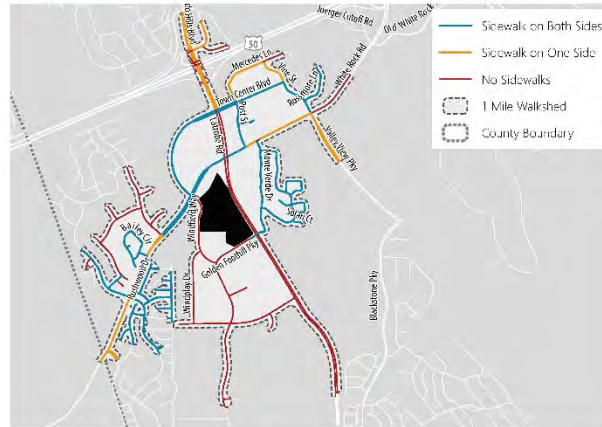


Residential & Employment Density (2036)

	1 Mile	2 Miles	5 Miles
Households Per acre	1.44	1.44	0.96
Jobs Per acre	5.31	2.10	0.91

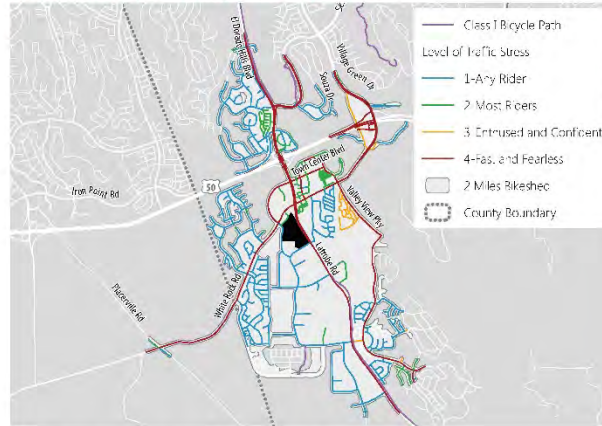
Sidewalk Gaps

Identified within the walkshed area



Level of Traffic Stress (LTS)

How comfortable a person is likely to feel biking on a street



Directness of Transit



TRANSIT CENTER SITE OPTION 3

Latrobe Road & Golden Foothill Pkwy



Site Location



Site Characteristics - 28 Acres

Top Strengths & Weaknesses of Site

Site Strengths

- Minimal turns and left turns required to access site
- High employment density
- Opportunity for TOD and other transit supportive uses on adjacent parcels

Site Weaknesses

- Potential site constraints (environmental)
- No existing infrastructure
- Pedestrians have to cross two major streets to access retail/services

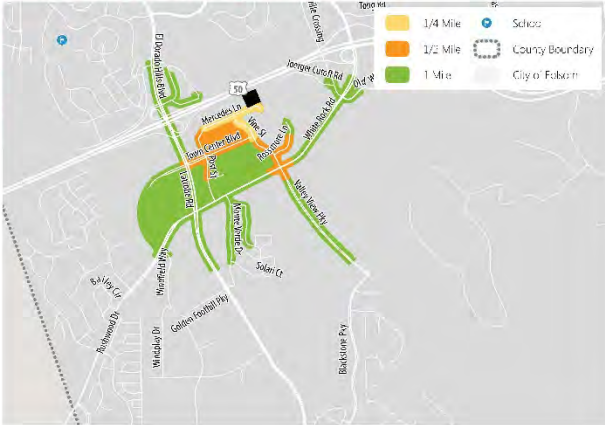
County Line Multi-Modal Transit Center Study

Travel Shed

Distance the average person is willing to walk or bike

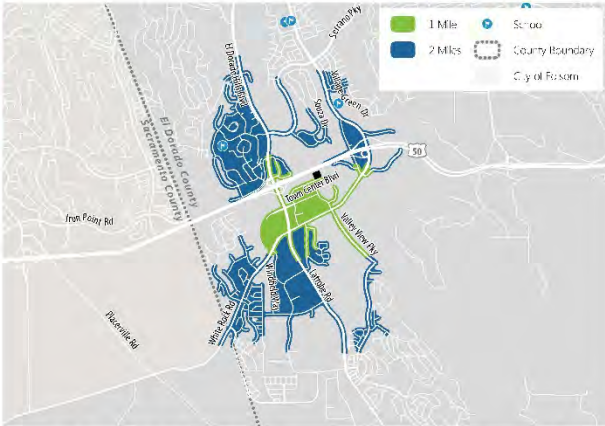
Walking

¼ mi, ½ mi, 1 mi areas



Biking

1 mile and 2 mile areas

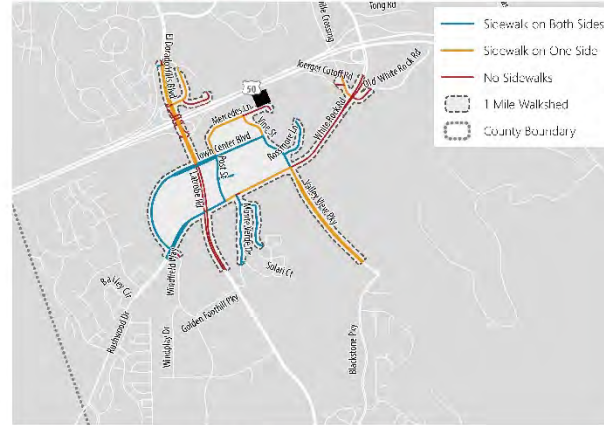


Residential & Employment Density (2036)

	1 Mile	2 Miles	5 Miles
Households Per acre	1.29	1.33	1.04
Jobs Per acre	2.81	1.94	0.91

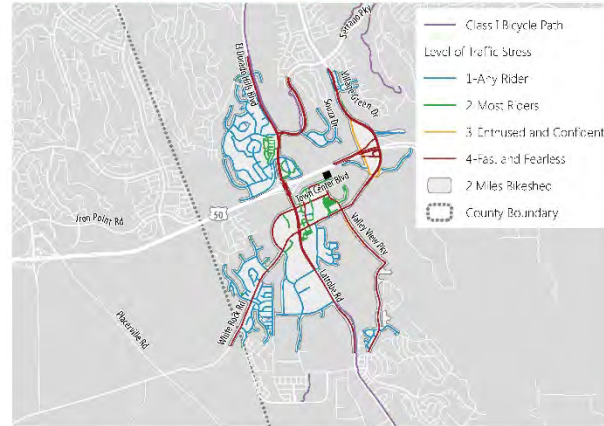
Sidewalk Gaps

Identified within the walkshed area



Level of Traffic Stress (LTS)

How comfortable a person is likely to feel biking on a street

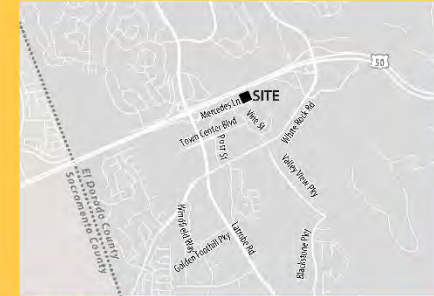


Directness of Transit

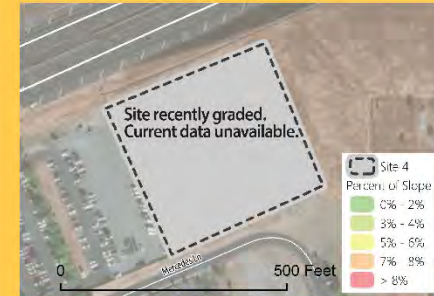


TRANSIT CENTER SITE OPTION 4

Mercedes Lane & Vine Street



Site Location



Site Characteristics - 3.5 Acres

Top Strengths & Weaknesses of Site

Site Strengths

- Proximity to public spaces
- Limited site constraints (environmental and terrain)
- Proximity to multi-family housing

Site Weaknesses

- Difficult to access from US 50 and future Southeast Connector
- Limited potential for connection to other transit
- Smaller site

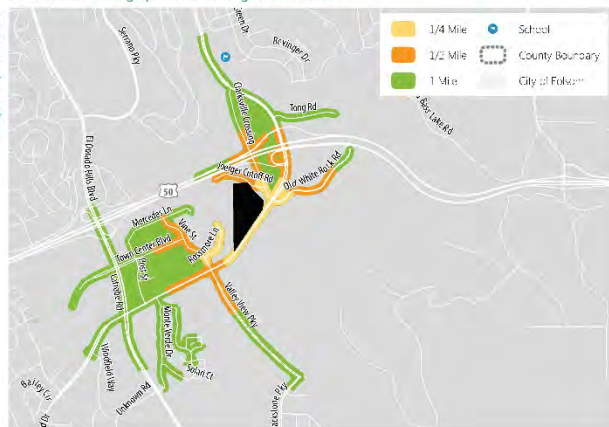
County Line Multi-Modal Transit Center Study

Travel Shed

Distance the average person is willing to walk or bike

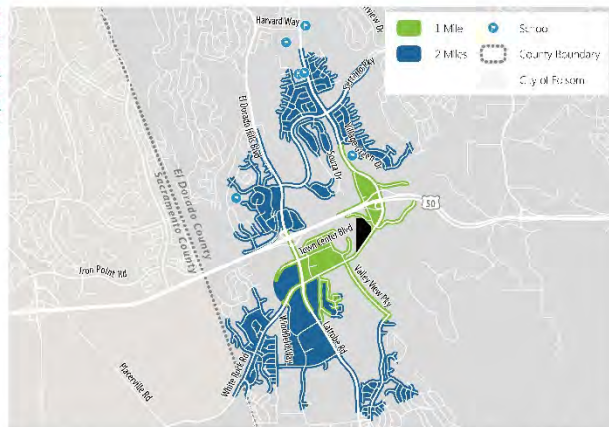
Walking

¼ mi, ½ mi, 1 mi areas



Biking

1 mi, 2 mi, 5 mi areas

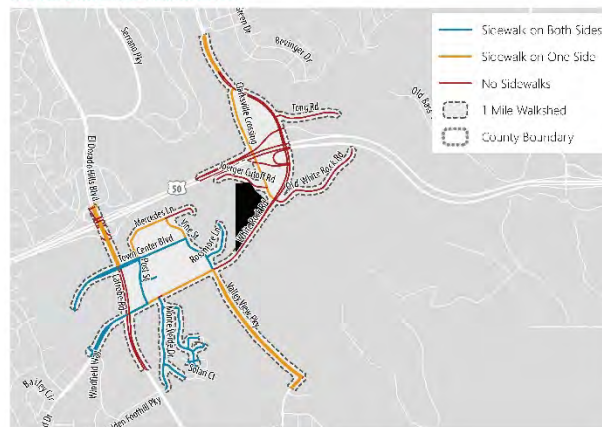


Residential & Employment Density (2036)

	1 Mile	2 Miles	5 Miles
Households Per acre	1.04	1.17	0.99
Jobs Per acre	2.36	1.81	0.93

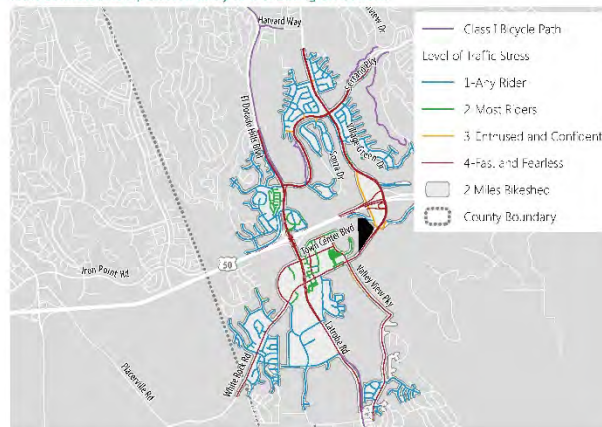
Sidewalk Gaps

Identified within the walkshed area



Level of Traffic Stress (LTS)

How comfortable a person is likely to feel biking on a street



Directness of Transit



TRANSIT CENTER SITE OPTION 5

White Rock Road & Clarksville Crossing



Site Location



Site Characteristics - 24 Acres

Top Strengths & Weaknesses of Site

Site Strengths

- Easy access from US 50 and future Southeast Connector
- Consistent with zoning - permitted by right
- Good frontage loading potential

Site Weaknesses

- Low residential and employment density
- Site constraints (environmental and terrain)
- Located away from convenience retail

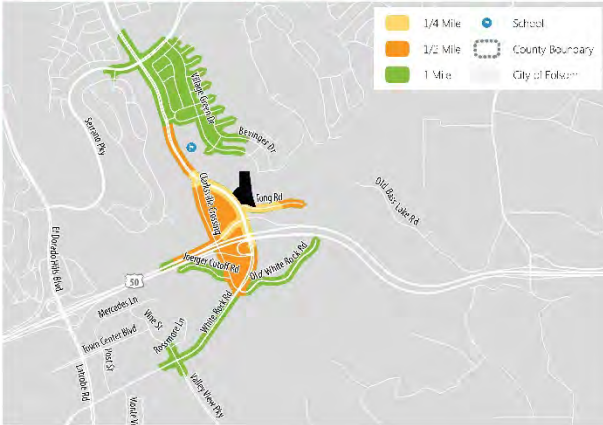
County Line Multi-Modal Transit Center Study

Travel Shed

Distance the average person is willing to walk or bike

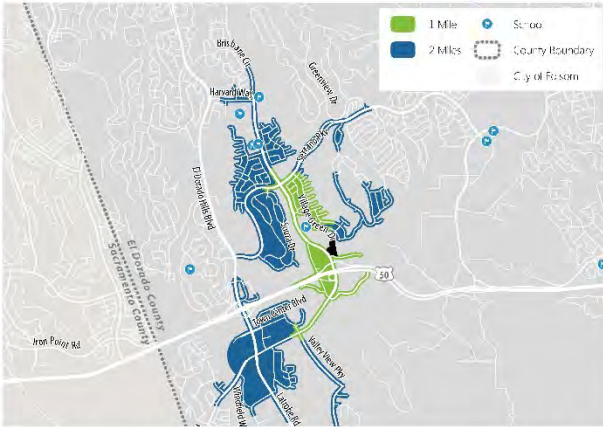
Walking

¼ mi, ½ mi, 1 mi areas



Biking

1 mi, 2 mi, 5 mi areas

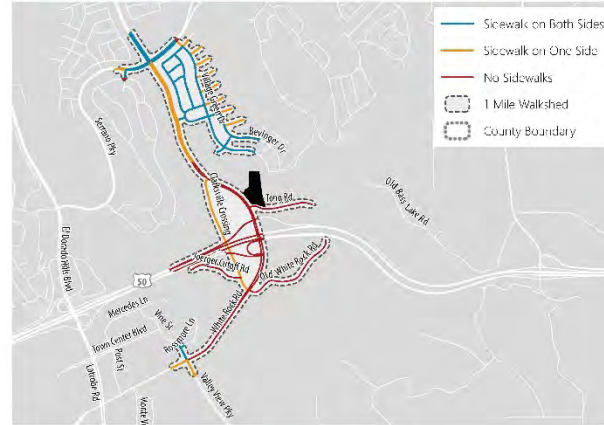


Residential & Employment Density (2036)

	1 Mile	2 Miles	5 Miles
Households Per acre	1.15	1.10	1.01
Jobs Per acre	1.29	1.27	0.93

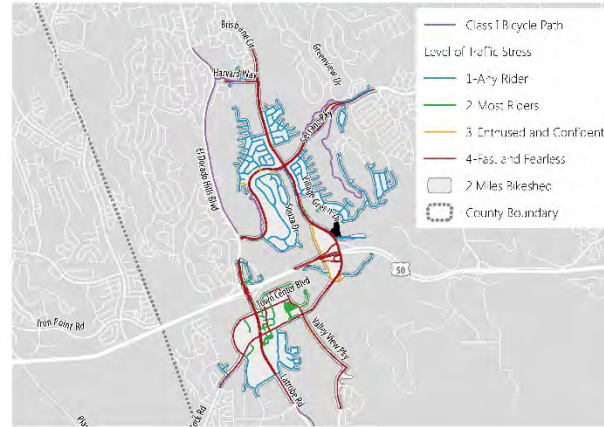
Sidewalk Gaps

Identified within the walkshed area



Level of Traffic Stress (LTS)

How comfortable a person is likely to feel biking on a street



Directness of Transit

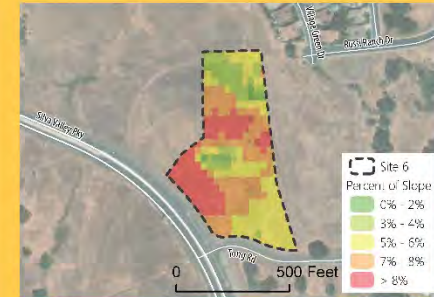


TRANSIT CENTER SITE OPTION 6

Silva Valley Pkwy & Tong Road



Site Location



Site Characteristics - 9 Acres

Top Strengths & Weaknesses of Site

Site Strengths




































































































































































































- Minimal turns and left turns required to access site
- Proximity to future major retail
- Proximity to future convenience retail

Site Weaknesses

- Low residential and employment density
- Poor site visibility and bicycle/pedestrian accessibility
- Site constraints (terrain)

Recommended Sites

County Line Multi-Modal Transit Center Study

Goals		Analysis Factor					
		Site 1	Site 2	Site 3	Site 4	Site 5	Site 6
		 Good  Fair  Poor  Recommended Sites  Recommended For Consideration					
		RECOMMENDED SITES    					
Multi-Modal Transportation	Proximity to US 50						
	Proximity to Capital Southeast Connector						
	Limited Number of Turning Movements Required to Access Site						
	Limited Number of Left Turns Required to Access Site						
	Bicycle Accessibility						
	Bicycle Comfort						
	Ability to Accommodate Necessary Parking						
	Roadway Access						
	Frontage Loading Potential						
	Connection to Other Transit						
High Levels of Pedestrian Priority	Pedestrian Accessibility						
	Pedestrian Comfort						
Urban Density and Use Intensity	Residential Density						
	Employment Density						
Economic Vitality, Competitiveness, and Cost Effectiveness	Size						
	Opportunity for Transit-Oriented Development on Adjacent Parcels						
	Adjacent Land Designated for Development						
	Compatibility with Adjacent Transit Supportive Uses						
	Proximity to Major Retail						
	Proximity to Convenience Retail						
	Ability to Accommodate Electric Vehicles						
	Ability to Accommodate Solar						
	Opportunity to Utilize Existing Infrastructure						
	Zoning Consistency						
	Minimal Potential Environmental Constraints						
	Minimal Potential Terrain Constraints						
	Minimal Potential Utility Constraints						
Strong Sense of Place	Proximity to Public Spaces						
	Site Visibility						
Embedded Technology	Ability to Accommodate Interactive Maps, Real Time GPS, and Other Technology						
	Ability to Accommodate Transportation Network Company Pick-Up/Drop-Off						
	Ability to Implement Successful Bike Share						

Property Owner Discussions

- El Dorado Transit Board authorization on December 6th, 2018
- Begin the real estate discussion with the property owners
- Property owners were identified for sites 2, 3, 5, and 6 that were previously categorized as “recommended” or “recommended for consideration”.
- Initial positive feedback from Sites 3 and 5



Site 3



Site 5



Implementation

Scenario 1

- Expanded park-and-ride services
- Basic bicycle parking with racks and lockers
- Layover parking for express busses
- Multiple bus bays with shelters
- Electric charging for busses and accommodations for future personal vehicle charging



Implementation

Scenario 2

- Building off of Scenario 1
- Expanded first/last mile options
- Enhanced pick-up and drop-off areas for taxis, Uber/Lyft, or other rideshare
- Indoor bicycle parking to accommodate all weather riding
- Work with third party vendors to provide shared mobility such as electric car share, autonomous shuttles, electric assist bike share



Implementation

Scenario 3

- Building off of Scenarios 1 and 2
- Expanding the site by going vertical
- Building to accommodate transit driver, maintenance, and administration staff
- Indoor waiting area
- Third party vendors for food, beverages, or services



Implementation

Next Steps

- Conversations with potential site owners
- Detailed mapping and survey of potential site
- Environmental, geotechnical, other technical studies
- Engineered concept plan and cost estimates
- Property acquisition
- Assemble funding
- Site development



Questions



County Line Multi-Modal Transit Center Study Stakeholder Advisory Committee Meeting #2 Agenda

Thursday, May 30, 2019, 9:30 – 11:00 am

El Dorado Hills Fire Department, Station 85, 1050 Wilson Boulevard

- I. **Welcome and Introductions** – Dan Bolster (15 minutes)
- II. **Presentation and Discussion** – Adrian Engel (70 minutes)
- III. **Next Steps** – Dan Bolster (2 minutes)



County Line Multi- Modal Transit Center Study Stakeholder Advisory Committee Meeting Feedback Form

May 30, 2019 | 9:30 - 11:00 AM

El Dorado Hills Fire Department | Station 85

Please give us your feedback....

1. What are your thoughts on the recommended sites? What is missing?

2. Besides the commuter bus service, are there mobility services that you would use at the Transit Center?

3. What ideas or thoughts do you have regarding the future of transportation services for El Dorado Hills?
(ridesharing services, emerging technology)



**County Line Multi- Modal Transit Center Study
Stakeholder Advisory Committee Meeting
Feedback Form**

May 30, 2019 | 9:30 - 11:00 AM

El Dorado Hills Fire Department | Station 85

4. Are there other ideas, concerns, or solutions that you would like the project team to consider?

5. Do you have any other recommendations to improve future Stakeholder Advisory Committee meetings with other projects for EDCTC?

Please provide your contact information to receive project updates and information about future meetings.

Name: _____

Phone: _____

Email: _____

In addition, you may submit your comments directly to Taylor Coover by emailing tcoover@aimconsultingco.com, fax (916) 442 - 1186 or via mail: 2523 J Street Suite 202 Sacramento, CA 95816

El Dorado County Line Multi-Modal Transit Center Study

Community Open House #1

5.17.2018

PREPARED BY AIM CONSULTING

May 17, 2018 | 4:30 – 6:30 p.m.

El Dorado Hills Community Services District Pavilion
1021 Harvard Way, El Dorado Hills, CA

Open House Summary

Introduction

On Thursday, May 17, 2018, in coordination with the El Dorado Transit Authority, the El Dorado County Transportation Commission (EDCTC) held a community open house for the El Dorado County Line Multi-Modal Transit Center Study. The open house was held from 4:30 – 6:30 p.m. at the El Dorado Hills Community Services District in the Pavilion, located at 1021 Harvard Way, El Dorado Hills, CA. More than 25 community members signed-in at the community open house.



Project Overview

The El Dorado County Line Multi-Modal Transit Center Study will consist of a plan for a new transit facility that will replace the existing El Dorado Hills Park and Ride lot and include a new fueling station to meet current and future transit service and fueling demand and provide multi-modal transportation access for El Dorado County residents.

Open House Purpose and Format

The open house provided community members with an opportunity to learn about the study and share input on the potential transit center locations and transit center amenities.

The open house objectives included the following:

- Provide an overview of the El Dorado County Line Multi-Modal Transit Center Study
- Gather input on potential locations and amenities, demographics and bike routes
- Gather community questions and concerns

The meeting was held in an “open house” format, with five information stations that included maps as well as illustrations for attendees to review and comment. Project team members were available to assist with exercises and answer questions.

May 17, 2018 | 4:30 – 6:30 p.m.

El Dorado Hills Community Services District Pavilion
1021 Harvard Way, El Dorado Hills, CA

Stations

The open house consisted of the following staffed information stations:

Station 1: Where do you live and/or work near the current transit center?

The objective of this station was to understand current commute patterns. The station featured a map of El Dorado County in which community members were asked to place a green dot to indicate where they live and a yellow dot to indicate where they work.



Station 2: How do you get to the El Dorado Hills Park-and-Ride or bus stop?

The objective of this station was to gather input on how community members travel to the existing El Dorado Hills Park-and-Ride and bus stop. Community members were asked to indicate how they travel to the park-and-ride and/or bus stop by placing a dot next to the mode in which they travel, including transferring from another bus or dial-a-ride, getting dropped off, carpool, driving alone, riding a bike, walking, Uber or Lyft or other. This station also featured a map of the El Dorado Hills Town Center and Existing Transit Routes near El Dorado Hills.

Station 3: What is your experience walking and/or riding your bike around the El Dorado Hills area?

The objective of this station was to gather input from community members about their walking and biking experience in the El Dorado Hills area. Community members were asked to place a green dot where they enjoy walking and/or riding their bike and to place a red dot in areas they avoid walking and/or riding their bike. An aerial map of the paved Class I, Class II and Class III bike trails, natural surface trail routes and rural cycling routes in El Dorado Hills was displayed.



El Dorado County Line Multi-Modal Transit Center Study Community Open House



May 17, 2018 | 4:30 – 6:30 p.m.

El Dorado Hills Community Services District Pavilion
1021 Harvard Way, El Dorado Hills, CA

Station 4: Preferred Transit Center Location

The objective of this station was to gather input from community members about their preferred transit center location based upon three quadrant locations.

Quadrant locations included:

- El Dorado Hills Town Center West (Northwest of Latrobe Road and White Rock Road)
- El Dorado Hills Town Center East (Northeast of Latrobe Road and White Rock Road)
- El Dorado Hills Business Park (Southwest of Latrobe Road and White Rock Road)

Community members shared their thoughts on a post-it note and place it in their preferred quadrant.

Station 5: Amenities

The objective of this station was to gather input from community members on what amenities they would like to see in the new El Dorado County Transit Center.

Community members were able to choose up to 8 amenities. Types of amenities included vending machines, bike share, carpool / vanpool spaces, information kiosk, indoor bike storage room, parking, convenient transfer platform, indoor seating area, outdoor seating area, bike racks and bike lockers, electric vehicle charging stations, public restrooms, security cameras / guards, pick-up / drop-off area, coffee shop / café / deli and a real time transit board.





El Dorado County Line Multi-Modal Transit Center Study Community Open House



May 17, 2018 | 4:30 – 6:30 p.m.

El Dorado Hills Community Services District Pavilion
1021 Harvard Way, El Dorado Hills, CA

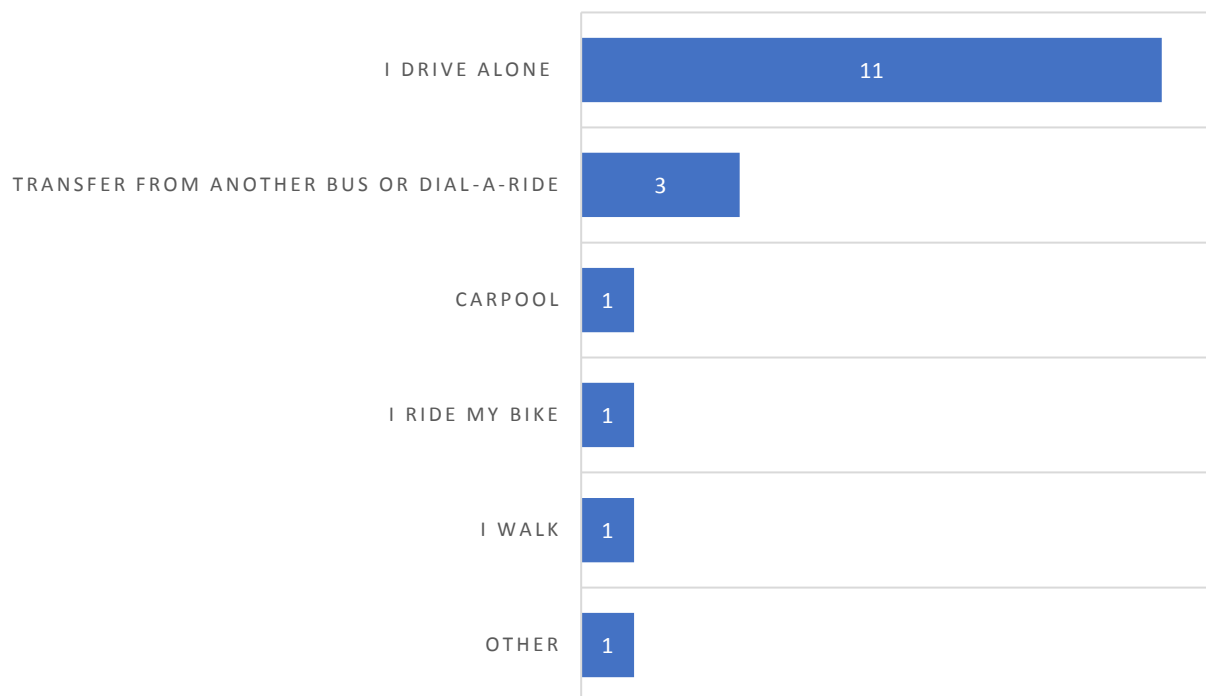
Community Feedback

Below are the comments submitted by the 26 open house attendees through the display boards.

Station 1: *Where do you live and/or work near the current transit center? Place a green dot to indicate where you live. Place a yellow dot to indicate where you work.*

- Where do you live?
 - Valley View Parkway, Ridgeview, North up Highway 50 Parkview Heights, Crown, and Highland View
- Where do you work?
 - Park Village, South up Highway 50, and North up Highway 50

Station 2: *How do you get to the current El Dorado Hills Park-and-Ride lot or bus stop? Place a dot to indicate how you get there.*



May 17, 2018 | 4:30 – 6:30 p.m.

El Dorado Hills Community Services District Pavilion
1021 Harvard Way, El Dorado Hills, CA

Station 3: *What is your experience walking and/or riding your bike around the El Dorado Hills area? Place a green dot where you enjoy walking and/or riding your bike. Place a red dot where you avoid walking and/or riding your bike.*

- Where do you enjoy walking and/or riding your bike?
 - El Dorado Hills Boulevard
 - Serrano Parkway
 - Valley View Parkway
 - Town Center Boulevard
 - Tong Road
- Where do you avoid walking and/or riding your bike?
 - White Rock Road
 - Latrobe Road
 - Town Center Boulevard
 - El Dorado Hills Boulevard
 - Silva Valley Parkway
 - Windfield Way
 - Highway 50 ramps



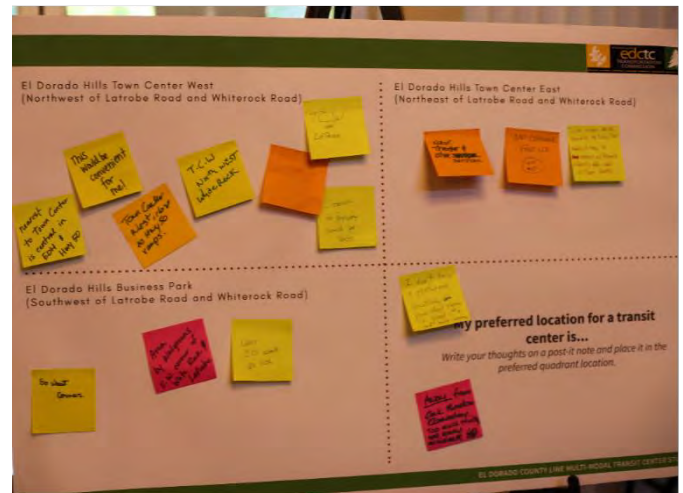
May 17, 2018 | 4:30 – 6:30 p.m.

El Dorado Hills Community Services District Pavilion
1021 Harvard Way, El Dorado Hills, CA

Station 4: *My preferred transit center location is...*

Write your thoughts on a post-it note and place it in the preferred quadrant location.

- El Dorado Hills Town Center West (Northwest of Latrobe Road and White Rock Road)
 - Nearest to Town Center is central in El Dorado Hills and Highway 50.
 - This would be convenient for me.
 - Town Center West, which would be northwest of White Rock Road.
 - Town Center West, close to Highway 50 ramps.
 - This is a good location.
 - Town Center West off of Latrobe Road.
 - Closest to the freeway would be best.
- El Dorado Hills Town Center East (Northeast of Latrobe Road and White Rock Road)
 - Near the theater and other services.
 - No change for us.
 - I like it here due to proximity to the Town Center. It makes it easy to connect with friends and family after work in the Town Center.
 - Higher-density housing.
- El Dorado Hills Business Park (Southwest of Latrobe Road and White Rock Road)
 - Transit center located in the southwest corner.
 - The area by Walgreens at the southwest corner of White Rock and Latrobe Road.
 - Transit center near the CVS would be nice.



Other Comments

- I don't have a preferred location, provided there is good first and last mile access.
- Make the transit center away from Oak Meadow Elementary School. Too much traffic and too many accidents.



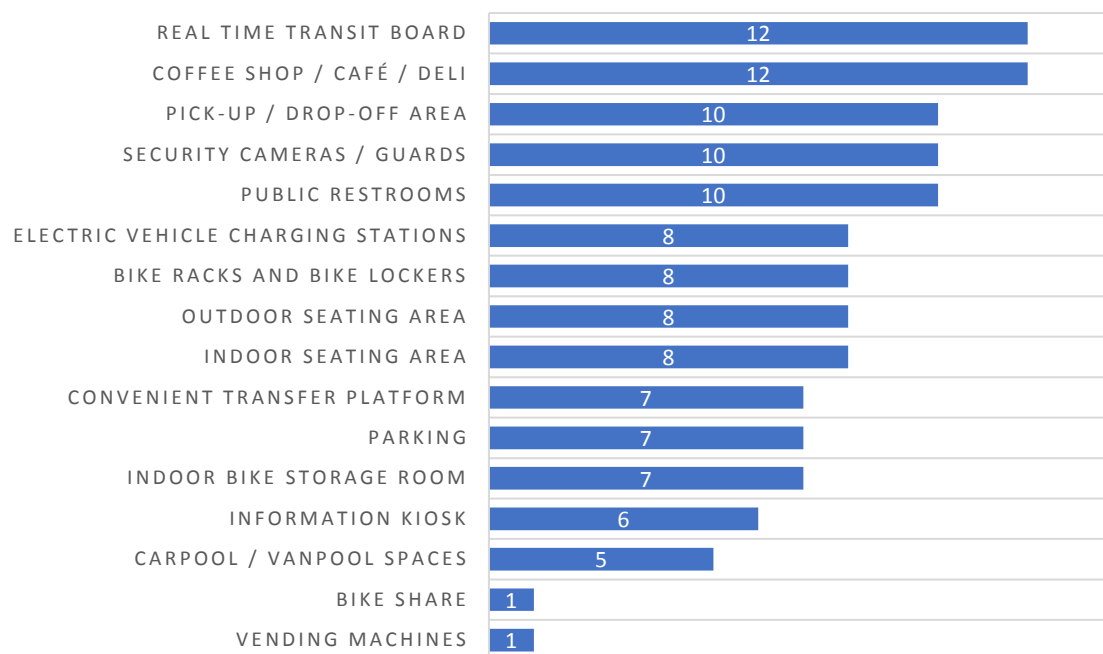
El Dorado County Line Multi-Modal Transit Center Study Community Open House



May 17, 2018 | 4:30 – 6:30 p.m.

El Dorado Hills Community Services District Pavilion
1021 Harvard Way, El Dorado Hills, CA

Station 5: *What site amenities would you like included in the El Dorado County Transit Center?*
You can choose up to 8 amenities.



Community Input

Below are the comments submitted by community members through comment cards.

- I would love for the new transit center to be as close to Highway 50 for purposes of efficiency. Try not to increase the cost and if parking is provided, some electric stations would be nice.
- Most disabled transit users who likely have limited to very limited resources and support groups dispute focus and involvement / participation. When both federal and state political parties are essentially bought and paid by lobbyist or industry non-profits (research) so as to not vote or vote only on issues just as it was since Greeks or Romans, but not candidates. Thus, why bother when rigged or following serial wars and bought as power brokers - too many people seem to always trickle-down economics.



El Dorado County Line Multi-Modal Transit Center Study Community Open House



May 17, 2018 | 4:30 – 6:30 p.m.

El Dorado Hills Community Services District Pavilion
1021 Harvard Way, El Dorado Hills, CA

- I will not store my all-weather bicycle for more than a very short time without a locker or indoor bike storage facility. Consider some short-term lockers (bring your own lock), for occasional users.
- Thank you for hosting the open house. Please consider bike repair stations at bike rack locations. Re-proposed locations of the El Dorado Hills transit station and site selection should consider costs associated with infrastructure needs (i.e. if water and sewer already exist, permit and construction costs will reduce substantially). Cost savings may outweigh quadrant choice determined say by rider's homes / business proximity. A crucial need regardless of location is maintaining a sufficient transportation system for persons with disabilities because medical issues are sporadic for disabled persons (unpredictable, immediate), then an accurate market study cannot be conducted. At least, not in the traditional sense, it is a difficult issue.
- Please make transportation with as few transfers as possible to Marshall Center in Cameron Park and El Dorado Hills a priority. In Placerville, it requires three transfers to get to an appointment in Cameron Park, which makes it very difficult if you are ill. Booking dial-a-ride is next to impossible, especially if you need an appointment very soon.
- What is current ridership? Are El Dorado Hills "feeder" vehicles envisioned? Is El Dorado County line and light rail inter-linked as to fares? Are any late PM schedules considered related to sporting / entertainment events in Sacramento? Does this type of transit center qualify related to proposed legislation affecting zoning near such centers?
- There needs to be a gated community for transit and TNC access. There needs to be access for the senior center (1st / last mile) shuttle and also seating areas with site lines. Without seating areas, I would rather wait in the car. What is the scope for paratransit? There should be a bus stop at the fire station and the park and ride in Bass Lake.
- There needs to be separated bicycle access from pedestrian access. Do not rely on only shared bike and pedestrian facility. There should be 24 hour and 7 days a week access to provide reliable access for a family without a motor vehicle (or without an auto for every worker). 24/7 may be overreaching.
- Add electric vehicle charging stations without a 2-hour time limit. Get a new connect card machine or add money to the existing one. There needs to be clear information on





El Dorado County Line Multi-Modal Transit Center Study Community Open House



May 17, 2018 | 4:30 – 6:30 p.m.

El Dorado Hills Community Services District Pavilion
1021 Harvard Way, El Dorado Hills, CA

transfer options / apps. Add additional amenities - coffee shop, drinking fountain, bottle filler, community bulletin board. Make the new transit center walking distance to Town Center services and shopping. Net zero or net positive energy - PV panels could be covered parking and could charge electric buses. Good weather protection while waiting for the bus, recycling containers, and security cameras are a must. Ensure that there is a connection to the senior center. I take the bus to Sacramento from Placerville but would love to weekly park my electric car in El Dorado Hills and charge it, so that I can shop, dine and go to the theater in the Town Center on my way home. There should be a strong, convenient connection to the Town Center so that the bus system and the center can economically support each other - a coin-win scenario. Make it convenient to the freeway so that it doesn't take a long time to pick up and drop off. You will find a good balance.

- The parking lot space for school buses to load and unload students would need space for smaller type 2 buses as well as large transit type 1 school buses, with and without wheelchair access.
- I like the current park-and-ride location due to the proximity to the Town Center. This makes it easy to meet up with friends and family after work. Open up the New York Creek trail to bikes and add a bike lane to Silva Valley northbound of Harvard. A small and quick coffee shop or cart at the bus stop would be awesome. In winter, support a bus that runs to North and South Lake Tahoe ski resorts. Make sure lighting is adequate, it feels safer in the winter when you get off the 7:00 p.m. bus.





El Dorado County Line Multi-Modal Transit Center Study Community Open House



May 17, 2018 | 4:30 – 6:30 p.m.

El Dorado Hills Community Services District Pavilion
1021 Harvard Way, El Dorado Hills, CA

Community Input

To promote the community open house, email notifications were sent to El Dorado County, the El Dorado Transit Authority, the El Dorado Hills Community Services District and Caltrans District 3 distribution lists. Local news stations in El Dorado County were notified. The project team reached out to community-based organizations and local businesses to share the event through their social media, newsletters and fliers.

A-frame signs were posted at the El Dorado Hills Park-and-Ride and bus stop, as well as the El Dorado Hills Business Park.

The open house was promoted on EDCTC and El Dorado Transit Authority's website and social media. The following organizations shared the event through social media and/or newsletter:

- El Dorado Hills Chamber of Commerce
- Caltrans District 3
- Bass Lake Action Committee
- El Dorado Hills Area Planning Advisory Committee
- Living in El Dorado Hills
- El Dorado Hills Bowmen
- Folsom and El Dorado Hills News
- Noelle Mattock
- Style Magazine



Next Steps

Over the summer, the project team will develop a plan for the new El Dorado Hills transit center. In the fall, the project team will host a second public workshop to explore proposed transit center options. The project team will present a recommended plan to the public and the EDCTC Board at the end of the year.

County Line Multi-Modal Transit Center Study



Community Open House #2

11.27.2018

PREPARED BY AIM CONSULTING

Open House Summary

Introduction

On Tuesday, November 27, 2018, in coordination with the El Dorado Transit Authority, the El Dorado County Transportation Commission (EDCTC) held the second community open house for the County Line Multi-Modal Transit Center Study. The open house was held from 4:30 – 6:30 p.m. at Silva Valley Elementary School, located at 3001 Golden Eagle Lane, El Dorado Hills, CA. Sixteen community members signed-in at the community open house.

Project Overview

The El Dorado County Line Multi-Modal Transit Center Study will consist of a plan for a new transit facility that will replace the existing El Dorado Hills Park and Ride lot and include a new fueling station to meet current and future transit service and fueling demand and provide multi-modal transportation access for El Dorado County residents.

Open House Purpose and Format

The open house provided community members with an opportunity to learn about the study and potential site locations.



Dan Bolster, EDCTC Senior Transportation Planner, speaking with a community member

The open house objectives included the following:

- Present information on potential site evaluations
- Obtain input on current travel behavior and expected future travel behavior

The meeting was held in an “open house” format, with five information stations that included maps and illustrations for attendees to review and comment. Project team members were available to provide additional information and answer questions.

Stations

The open house consisted of the following staffed information stations:

Project Overview

The project overview board provided an opportunity for community members to learn about the study and next steps in the study, which are as follows:

- Station prototypes to be developed in winter 2018
- Draft plan available for public review in spring 2019
- El Dorado County Transportation Commission Board Meeting presentation in late spring 2019



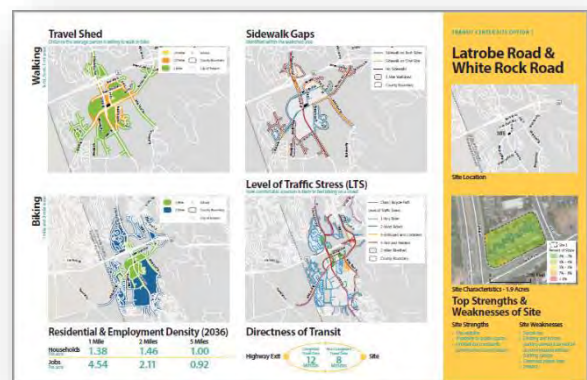
Adrian Engel, Senior Associate at Fehr & Peers, speaking with a community member

Potential Site Locations (6)

The objective of this station was to provide an opportunity for community members to review each site evaluation. The boards provided background information on each site option, including strengths and weaknesses.

Community members provided input through a feedback form. The feedback form (located in Appendix A with full size renderings of the boards) asked if they use the current park and ride location and if they would continue or start using it if the new transit center were located at the following sites:

- Site #1: Current El Dorado Hills Park and Ride Site Map



County Line Multi-Modal Transit Center Study
Community Open House #2
November 27, 2018 | 4:30 – 6:30 p.m.
Silva Valley Elementary School
3001 Golden Eagle Lane, El Dorado Hills, CA

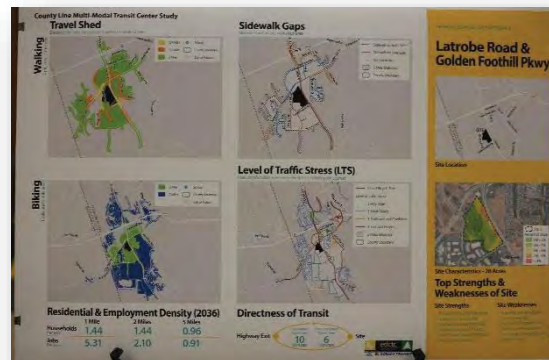
- Site #2: Latrobe Road and White Rock Road



- Site #3: White Rock Road and Town Center Boulevard

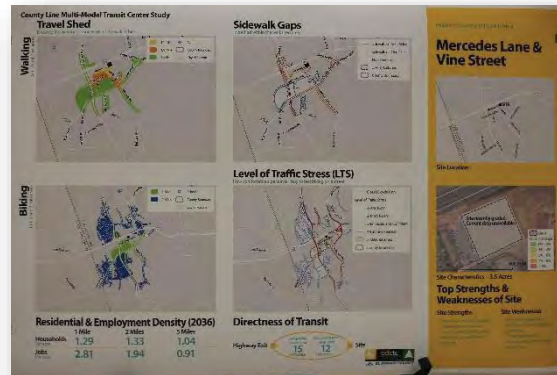


- Site #4: Latrobe Road and Golden Foothill Parkway

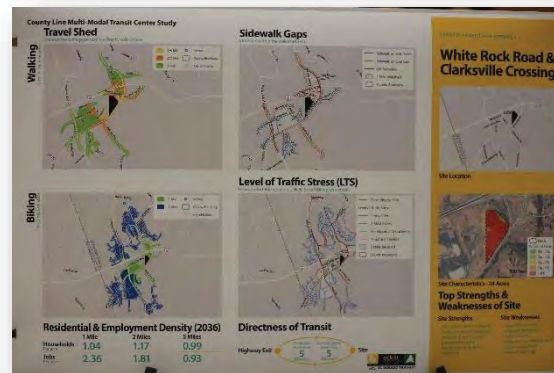


El Dorado County Line Multi-Modal Transit Center Study
 Community Open House #2
 November 27, 2018 | 4:30 – 6:30 p.m.
 Silva Valley Elementary School
 3001 Golden Eagle Lane, El Dorado Hills, CA

- Site #5: Mercedes Lane and Vine Street



- Site #6: White Rock Road and Clarksville Crossing



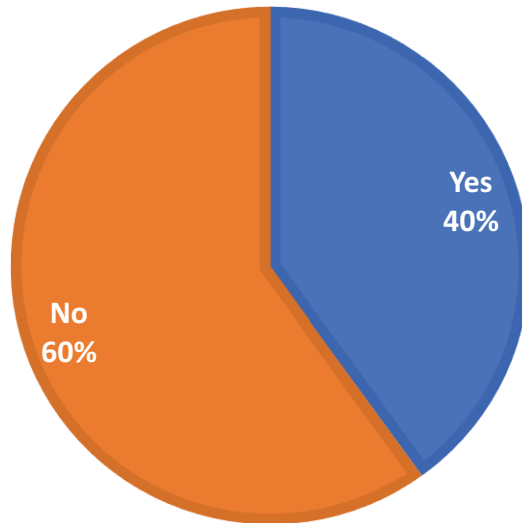
Summary and Recommendations

The summary and recommendations board displayed a summary of the key findings from the first community open house earlier this year, as well as recommendations determined by the project team, based on community feedback and technical analysis.

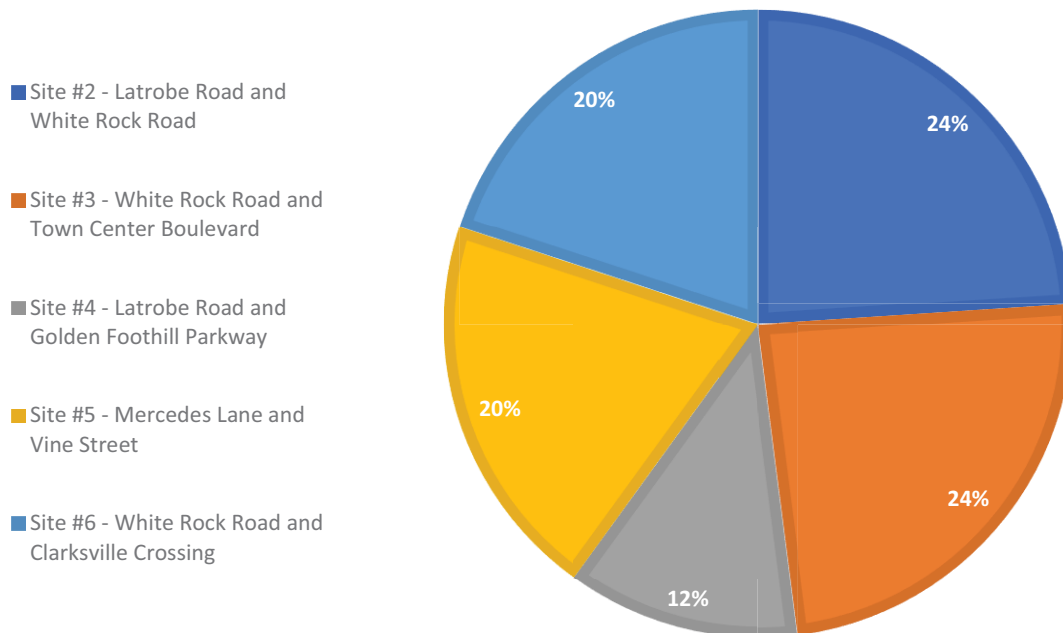
Community Feedback

Below are graphs depicting responses submitted by the open house attendees through the feedback forms.

Do you currently use the existing park and ride at Site #1?



If you answered yes, would you continue to use this amenity if located at the following locations?



Are there any other ideas, concerns or solutions that you would like the project team to consider?

- Potential sites near Silva Valley Elementary School would probably help encourage riders who drop off children at local schools to possibly utilize more. I would love to see the new facility have a restroom or coffee shop on-site. As long as the sites are near Highway

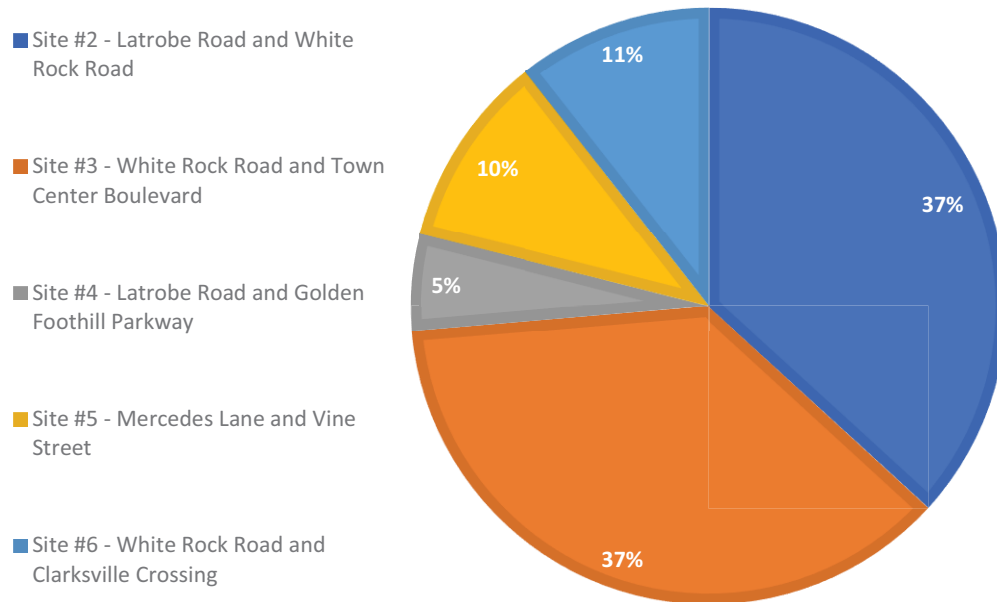
50, they all look good. Most people don't bike in El Dorado Hills and the emphasis on bike commute / pedestrian friendly may be misplaced.

- Drop off for carpools / vanpools should be considered. A staging lot and cell phone lot, like at airports for pick-up would be nice. There should be a study of the traffic capacity on access roads into the transit center. Does this study where the current users originate? For example, residents in Salmon Falls, Bass Lake and Green Valley Road areas. A small collector lot in the north or more remote areas.
- I would like the project team to consider the ease of in and out access, parking, bike storage and walking distance to the Town Center.
- As a through bus rider, I used the existing location hundreds of times. Can the next facility be better than the existing site in every category? Yes.
- Note El Dorado County's high percentage of aging folks. Plan the facility to accommodate needs of an aging population. Facilitate and encourage shuttles to and from nearby shopping and services and senior housing. Some of these could be provided by shopping centers, senior housing facilities or community services districts, for example. Design the transit center to enable this option and to enable coordination of schedules and information.
- Offer convenient pedestrian and ADA access within the site, to neighboring businesses and to the surrounding community. Offer convenient passenger loading (drop-off and pick-up) for individuals and for the possibility of increased ride-hailing and shuttles from senior housing facilities. Consider the potential need for car-share parking (such as Zipcar) and for electric car charging. Build the transit center to enable expansion. For example, if you are anticipating four busses at once, provide initial capacity for five or six busses.



Brian James, Planning and Marketing Manager with El Dorado Transit, Tauni Fessler, Director of Parks & Planning with EDH Community Services District, and Dan Bolster, Senior Transportation Planner with EDCTC

If you answered no, would you begin to use it at the following locations?



Are there any other ideas, concerns or solutions that you would like the project team to consider?

- The Valley View Parkway location is closer to multifamily zones. Consider Bass Lake Road to take traffic off Highway 50 sooner or deeper into Bass Lake for potential mixed use.
- As a former user of El Dorado Transit until retirement, Mercedes Lane and Vine Street site for small to deeply imbedded in the Town Center to get busses out.
- Consider the sheriff substation and commercial shuttle to the Town Center.
- Nothing that has not been covered.
- Excellent work by Adrian, El Dorado Transit and Dan Bolster. It seems like site #3 is the best choice for bicycle riders and it is closer to the retail shops. I live in Placerville so I would need to commute to the Town Center anyway. With site #3, I am still concerned about pedestrian safety crossing White Rock Road.
- As an El Dorado County aging advocate, I would ask that when considering the final project and viable current and future transportation options are available to this growing population / demographic. Please also consider El Dorado Hills and its growing and projected older adult population.
- The objective appears to focus on transportation limited public. If I have to drive to the MMTC, parking availability is critical. How reliable will that be? If I drive from within El Dorado Hills, I have driven to Folsom light rail, which provides more options to

Sacramento only. Cost differences are minimal, but frequency is greater with light rail. However, if you'll forget demographic is a scheduled commuter than parking is foremost, other amenities are minimal. Sooner or later we can all be transportation limited, but that will apply to accessing the MMTC as well.

Community Input

Below are the comments submitted by community members through comment cards.

- Thank you for holding this informational event. When planning / finalizing this project and future projects throughout El Dorado County, we consider the growing older adult population and needs / restraints and even address the resistance with assistance from the El Dorado County Adult System of Care.
- Unfortunately, I commute the opposite direction right now and don't foresee that changing in the near future. However, as an El Dorado Hills resident and landscape architect, site #2 in the Town Center West area seems to be an ideal location.
- I like the idea of site #2 and #3, they seem like the more feasible option. I would like to see how it will pan out after the study to see how the transit hub will look like and what amenities it will have as well.
- Facilitate an east to west active transportation corridor parallel to State Route 50 toward Folsom, which would be easy for sites 2 and 3. The major difficulty of crossing State Route 50 without a motor vehicle makes Saratoga access very difficult. One third of Americans do not drive, so this does not meet their needs. You should provide retail space for handling packages. To avoid packages left on a porch for hours, secure lockers could increase customer satisfaction through additional utility.
- Develop and show the stakeholder group circulation plans for all modes. One for pedestrians, one for bicyclists and maybe one for scooters as well as others.



Carly Panos, Transportation Planner with Fehr & Peers, speaking with a community member

El Dorado County Line Multi-Modal Transit Center Study
 Community Open House #2
 November 27, 2018 | 4:30 – 6:30 p.m.
 Silva Valley Elementary School
 3001 Golden Eagle Lane, El Dorado Hills, CA

- It is very important to plan for all modes. If the design team does not receive a request for specific modes, they will not be included. Fifty years from now will the experts view the facility as having served the residents and workers well?
- How many busses can be staged at the same time for transfers? Four, six or more? How many routes? Talk to the El Dorado County Department of Public Health and have them assist in contacting youth for their views.



EDHCSD General Manager Kevin Loewen and EDCTC Senior Transportation Planner Dan Bolster

Notification

To promote the community open house, email notifications were sent to El Dorado County and El Dorado Transit Authority distribution lists. Local news stations in El Dorado County were notified. The project team reached out to community-based organizations and local businesses to share the event through their social media, newsletters and fliers. An A-frame sign was posted at the El Dorado Hills Park-and-Ride and bus stop.

The open house was promoted on EDCTC and El Dorado Transit Authority's website and social media as well on El Dorado Transit buses. The following organizations shared the event through social media and/or newsletter:

- El Dorado Hills Chamber of Commerce
- Caltrans District 3

Join us for a
Community Open House
 for the El Dorado County Line Multi-Modal Transit Center Study

Tuesday, November 27
 Drop by any time between 4:30-6:30 pm

Silva Valley Elementary School Multi-Purpose Room
 3001 Golden Eagle Lane
 El Dorado Hills, CA 95762

The El Dorado County Transportation Commission (EDCTC) is studying the feasibility of building a new transit facility in El Dorado Hills. EDCTC is hosting a second community open house to provide an opportunity for the public to provide input on potential site evaluations.

The open house will include information stations with maps and illustrations of possible site locations, first and last mile access, site characteristics, as well as other evaluation considerations for assuring that the new transit center will serve the community now and into the future.

RSVP (requested but not required):
 transitcenterstudy.eventbrite.com

Questions?
 Contact Taylor Coover
 (916) 442-1168
 tcoover@aimconsultingco.com

www.edctc.org/transitcenterstudy

El Dorado County Line Multi-Modal Transit Center Study
Community Open House #2
November 27, 2018 | 4:30 – 6:30 p.m.
Silva Valley Elementary School
3001 Golden Eagle Lane, El Dorado Hills, CA

- El Dorado County Chamber of Commerce
- El Dorado Union High School District
- Folsom Stage Line
- Social Services Transportation Advisory Council
- Friends of El Dorado Trails
- El Dorado County Council on Aging



Community Open House A-Frame at the current El Dorado Hills Park and Ride

APPENDIX A

- Board Displays
- Feedback Form
- Comment Card



El Dorado County Line Multi-Modal Transit Center Study

The El Dorado County Transportation Commission (EDCTC), in partnership with El Dorado County Transit Authority, is undertaking a plan to develop a new transit facility to replace the existing El Dorado Hills Park and Ride Lot. The proposed transit facility will include a new transit center, new park and ride lot, and fueling station needed to meet current and future transit service and fueling demand for El Dorado County residents.

The study objectives will provide the data and analysis necessary to identify the best long-term plan to meet future demand at a new transit center and park and ride lot including access, amenities, and parking.

Next Steps:



**STATION PROTOTYPES TO
BE DEVELOPED IN WINTER**



**DRAFT PLAN AVAILABLE
FOR PUBLIC REVIEW IN
SPRING 2019**



**EDCTC BOARD MEETING
LATE SPRING 2019**



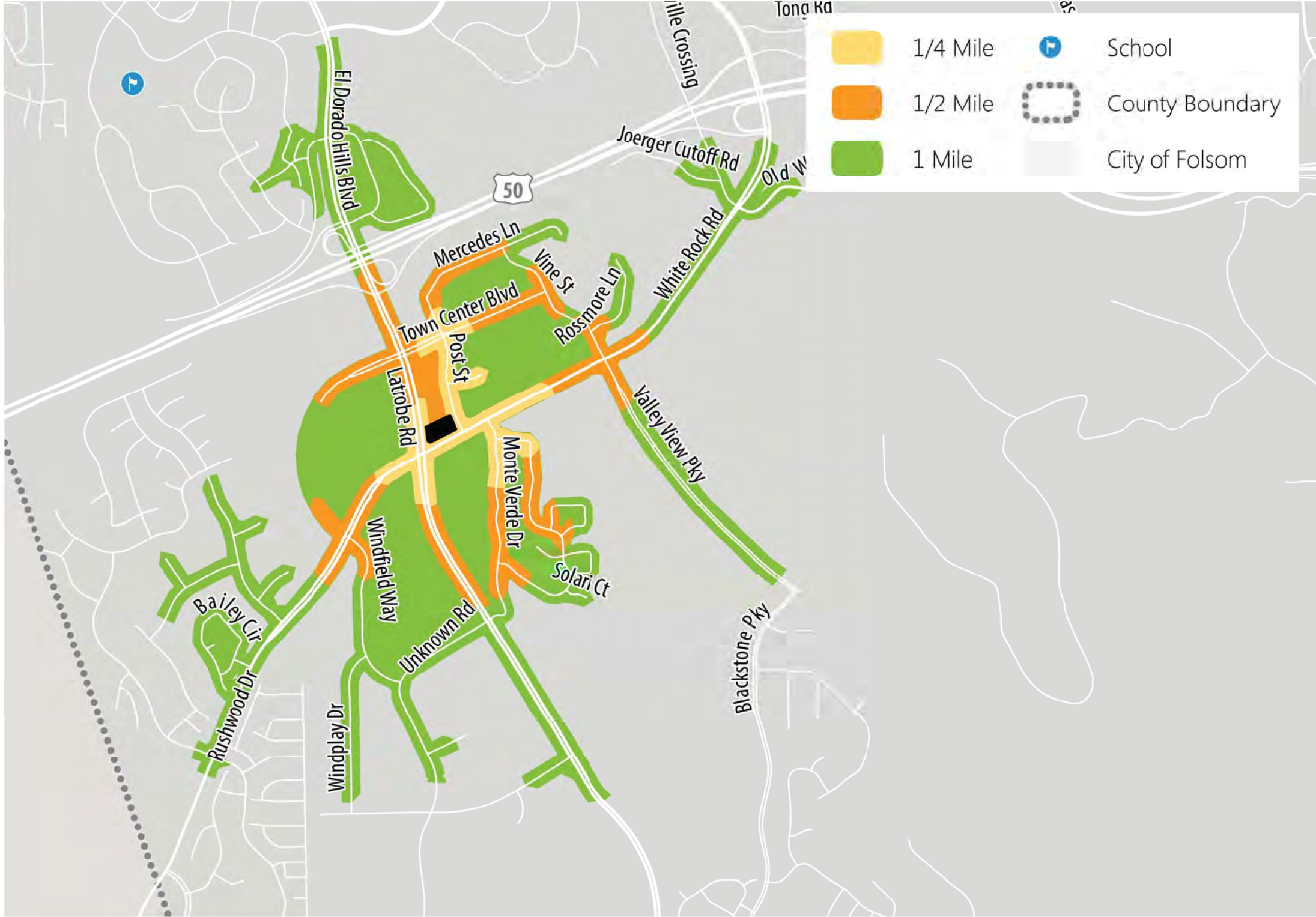
Question? Contact Taylor Coover
(916) 442-1168 or tcoover@aimconsultingco.com
For more information, visit the EDCTC website:
www.edctc.org/transitcenterstudy

County Line Multi-Modal Transit Center Study

Travel Shed

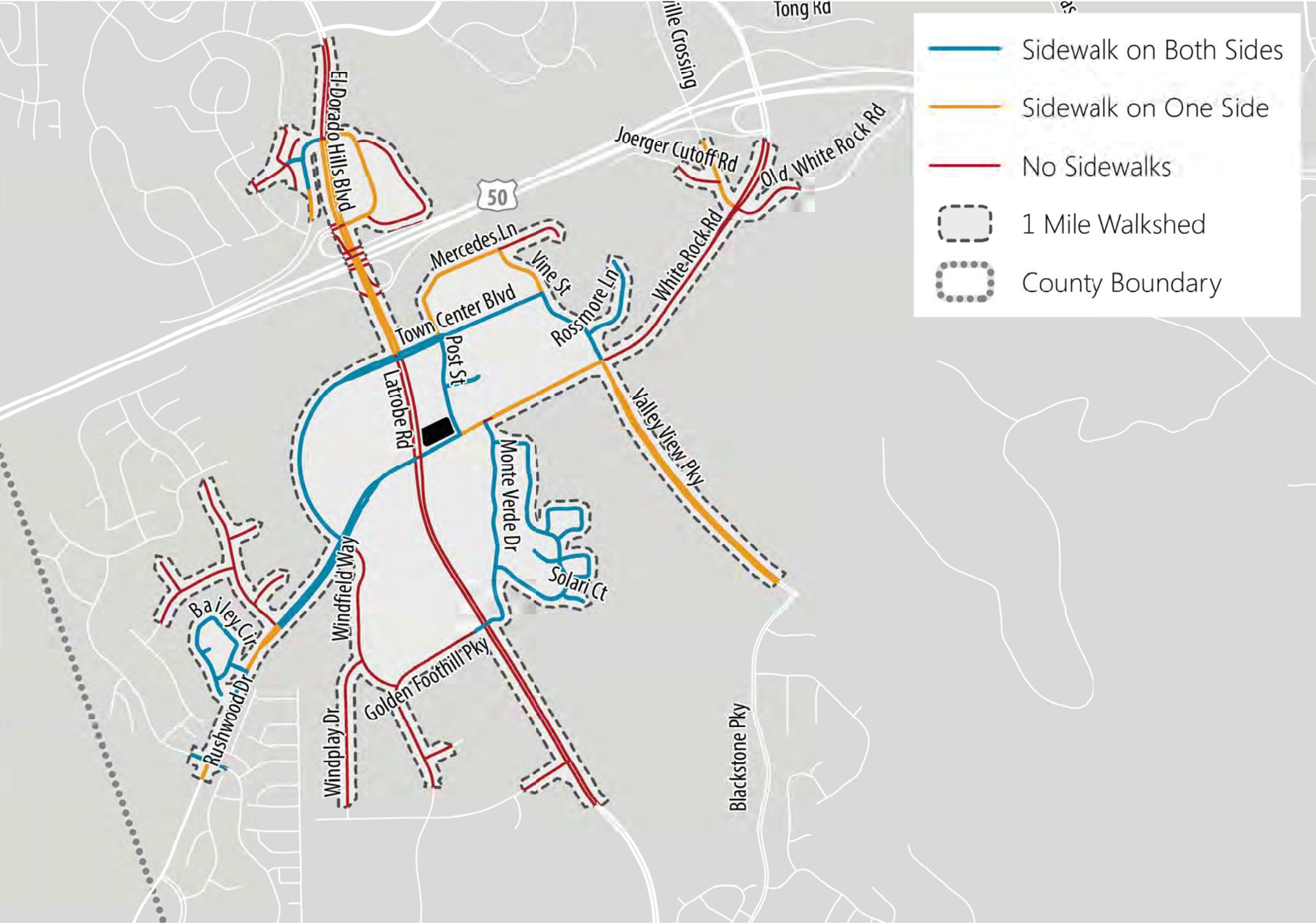
Distance the average person is willing to walk or bike

Walking
1/4 mi, 1/2 mi, 1 mi areas

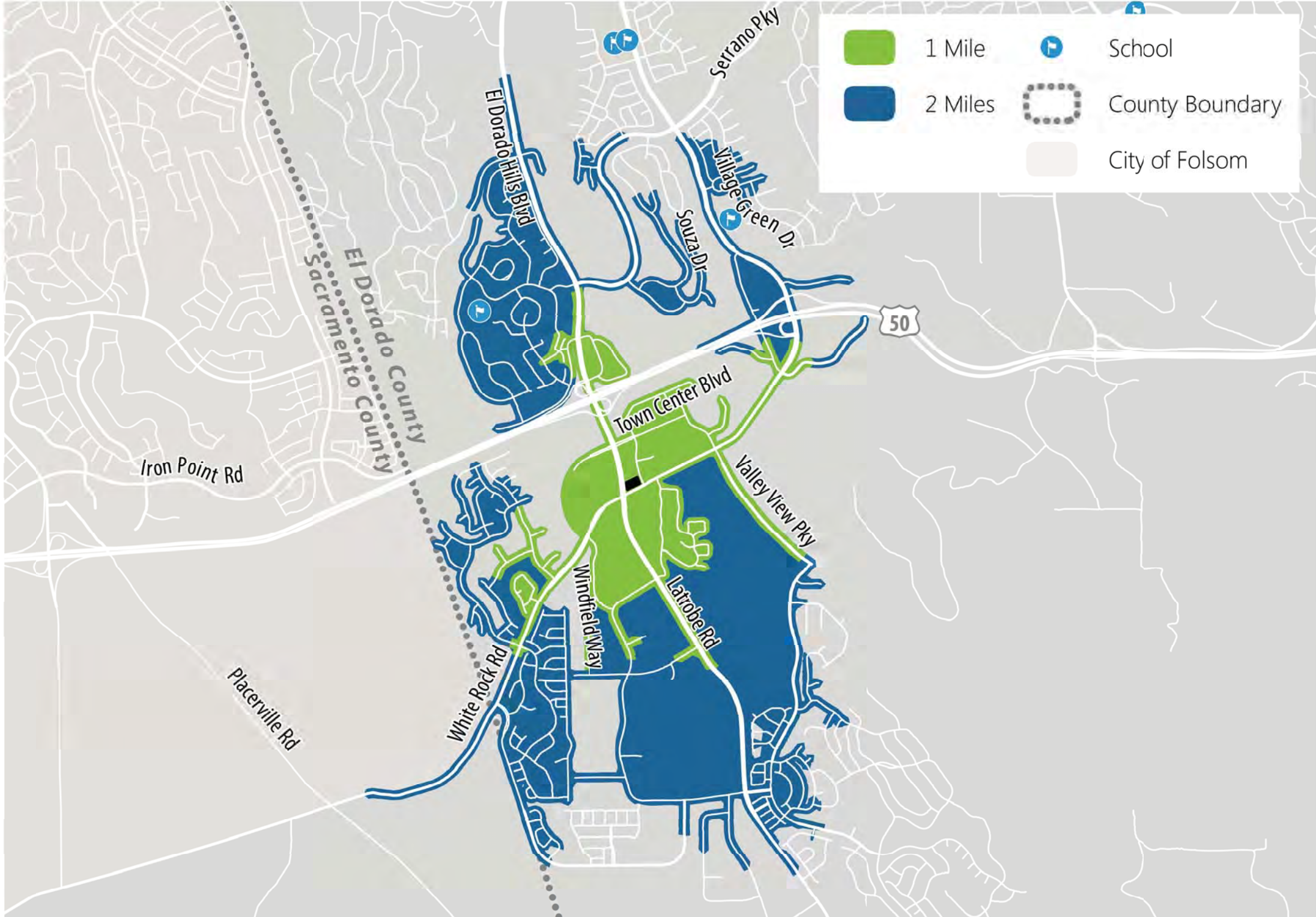


Sidewalk Gaps

Identified within the walkshed area

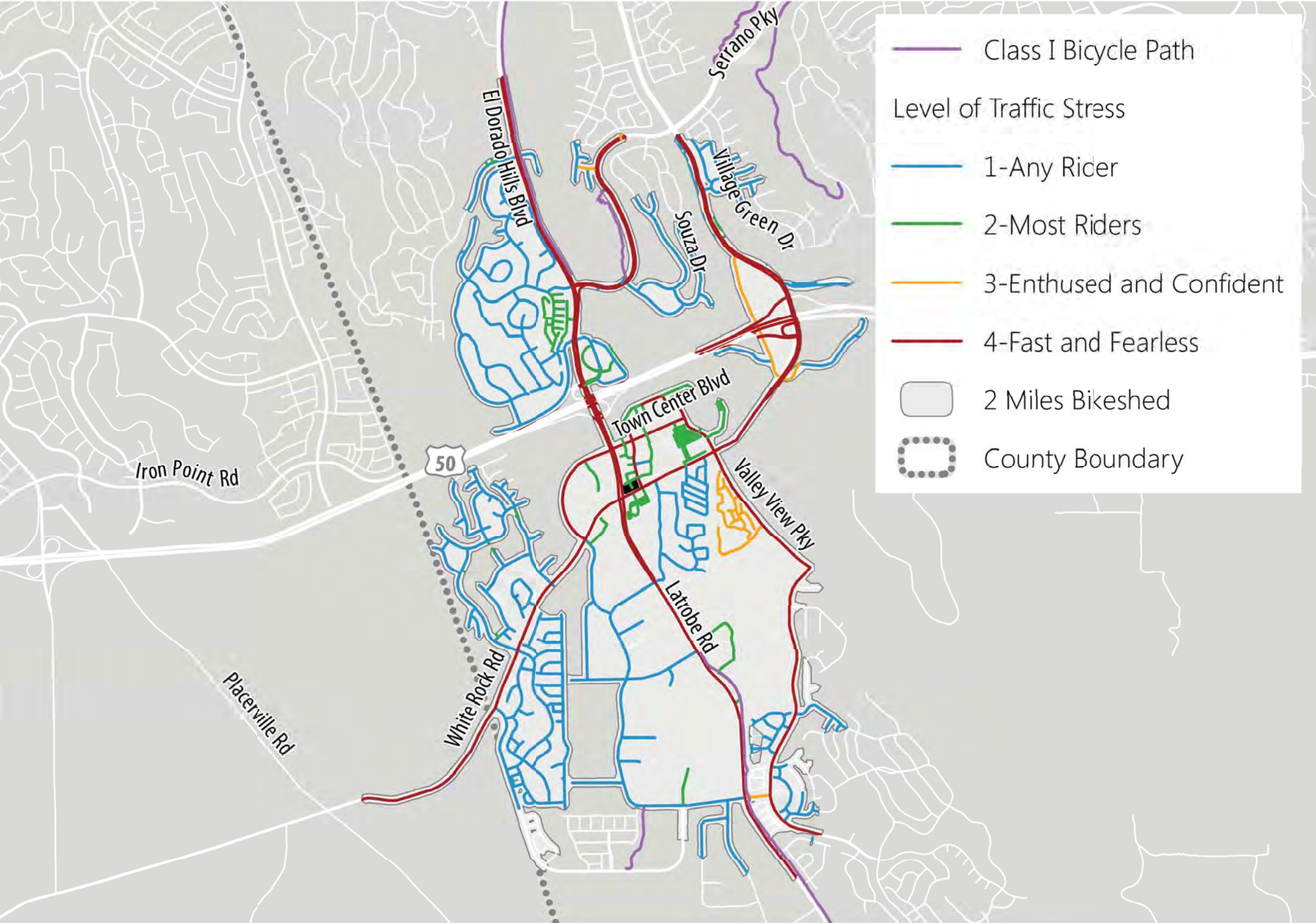


Biking
1 mile and 2 mile areas



Level of Traffic Stress (LTS)

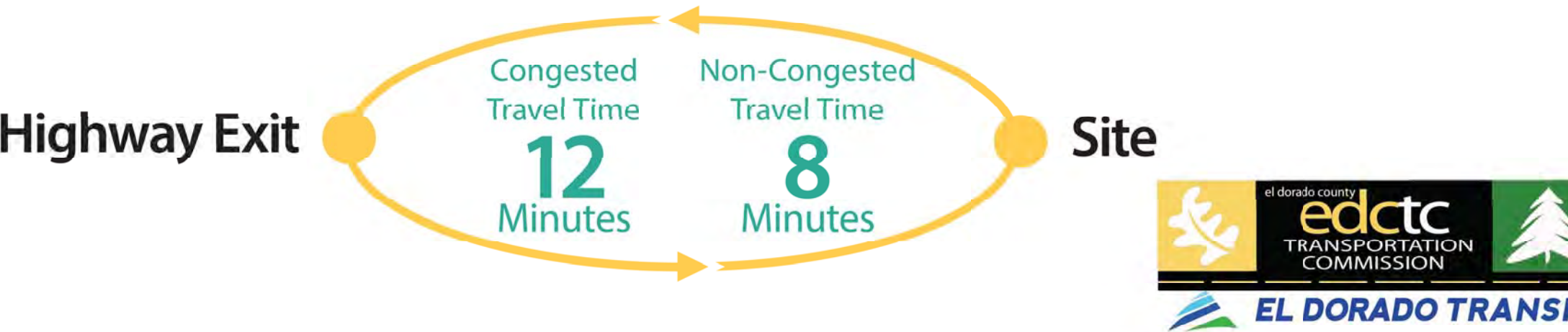
How comfortable a person is likely to feel biking on a street



Residential & Employment Density (2036)

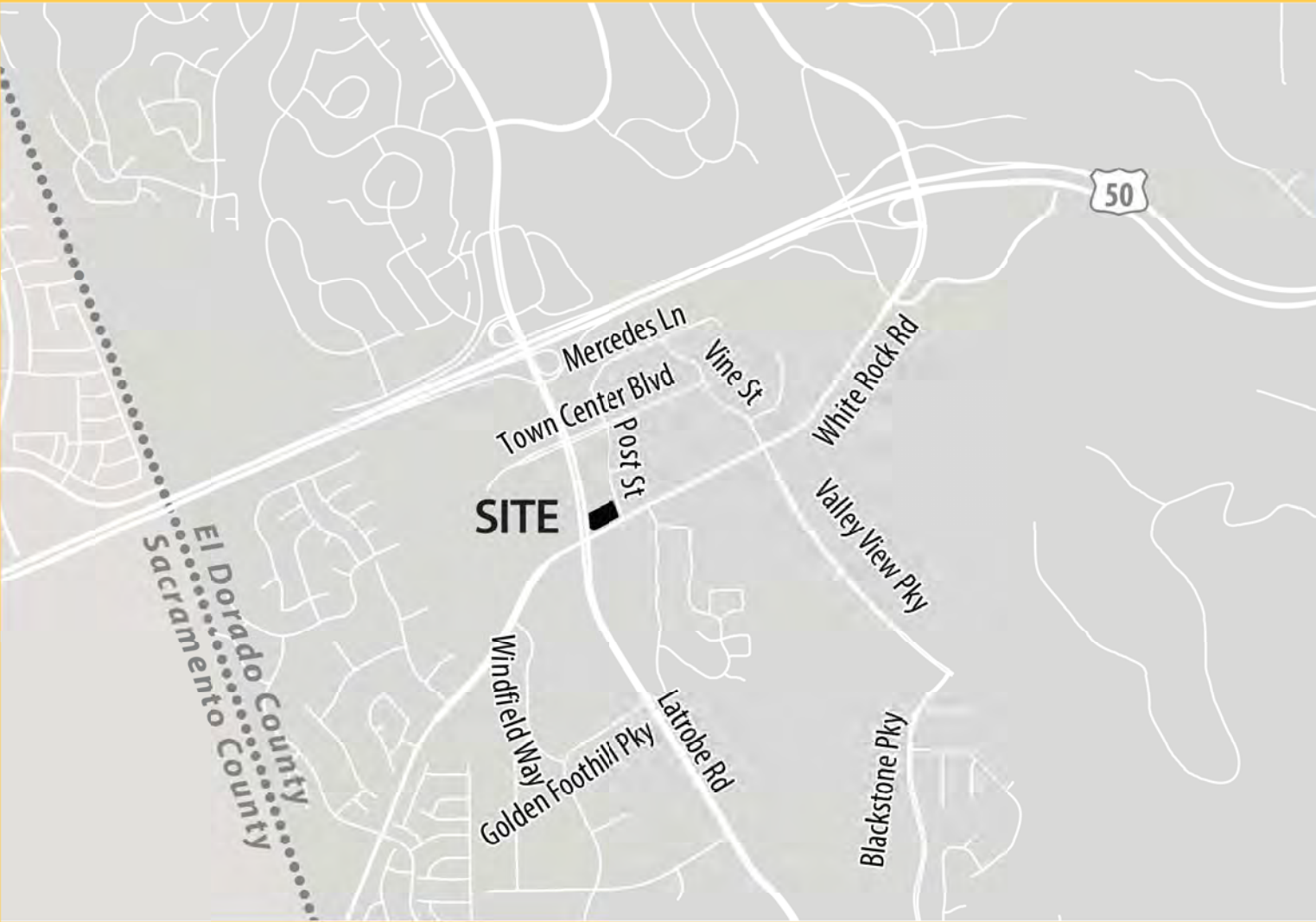
	1 Mile	2 Miles	5 Miles
Households Per acre	1.38	1.46	1.00
Jobs Per acre	4.54	2.11	0.92

Directness of Transit



TRANSIT CENTER SITE OPTION 1

Latrobe Road & White Rock Road



Site Location



Site Characteristics - 1.9 Acres

Top Strengths & Weaknesses of Site

Site Strengths

- Site visibility
- Proximity to public spaces
- Limited site constraints (environmental and terrain)

Site Weaknesses

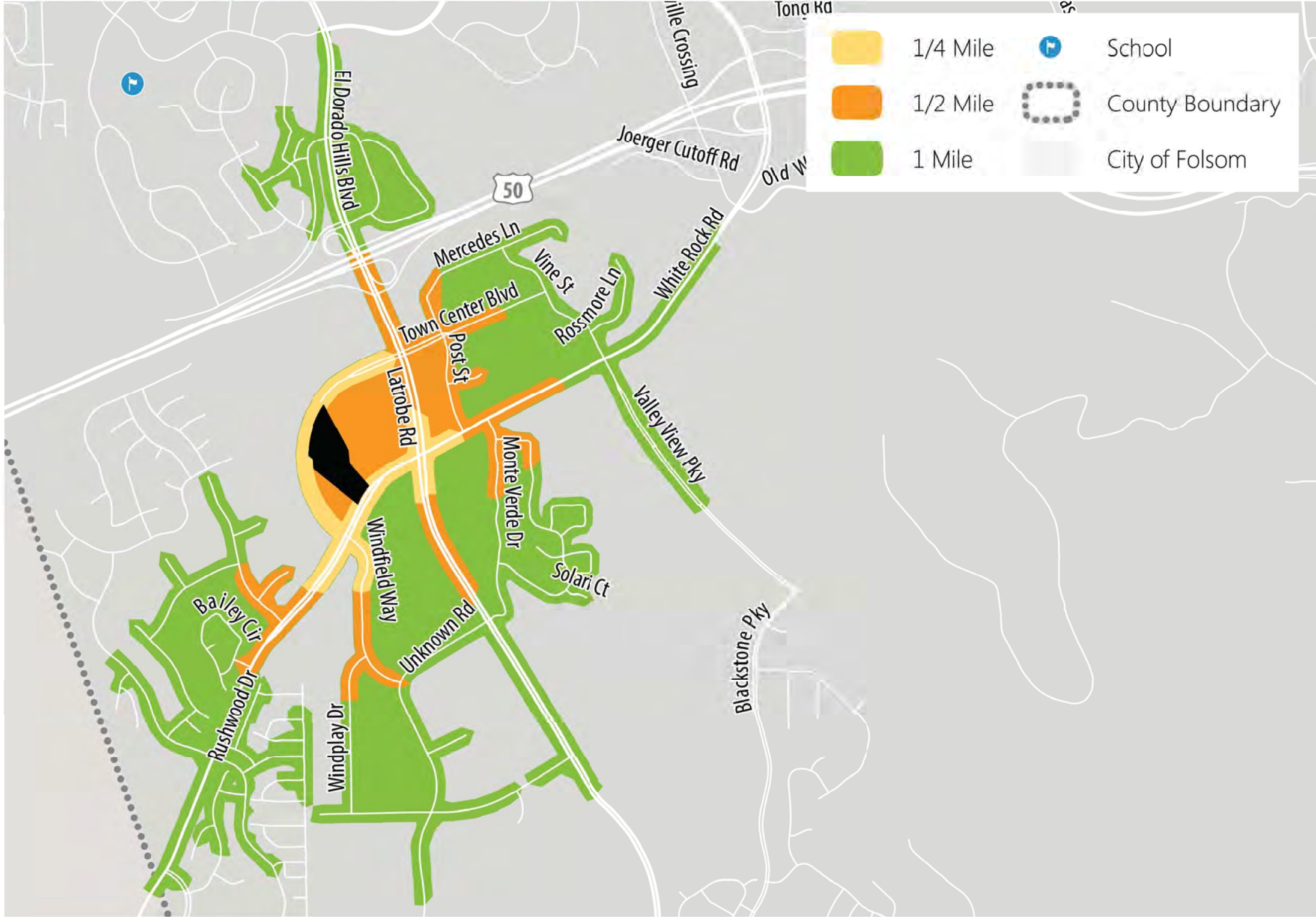
- Parcel size
- Existing and future parking demand cannot be accommodated without parking garage
- Overhead power lines present

County Line Multi-Modal Transit Center Study

Travel Shed

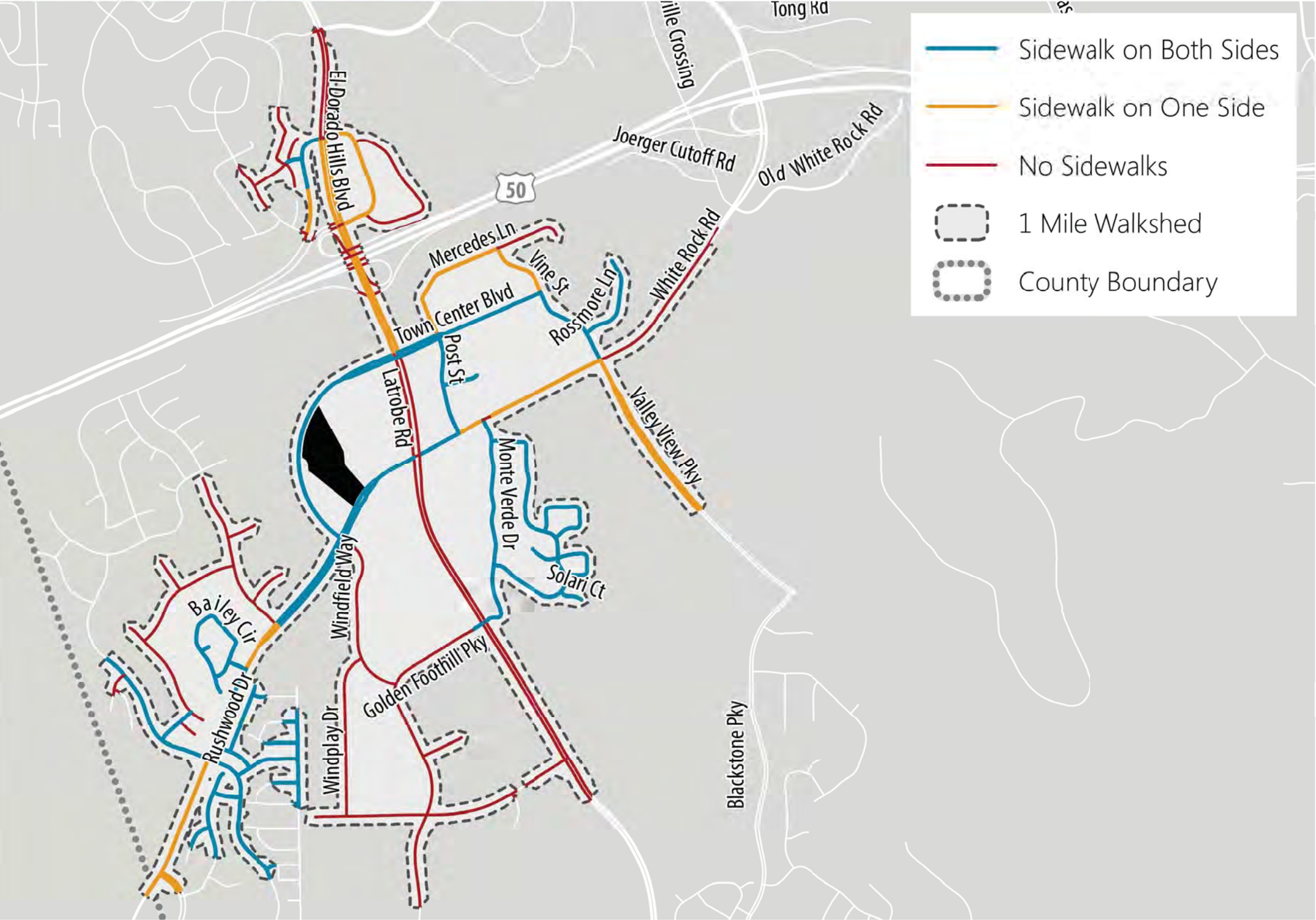
Distance the average person is willing to walk or bike

Walking
1/4 mi, 1/2 mi, 1 mi areas

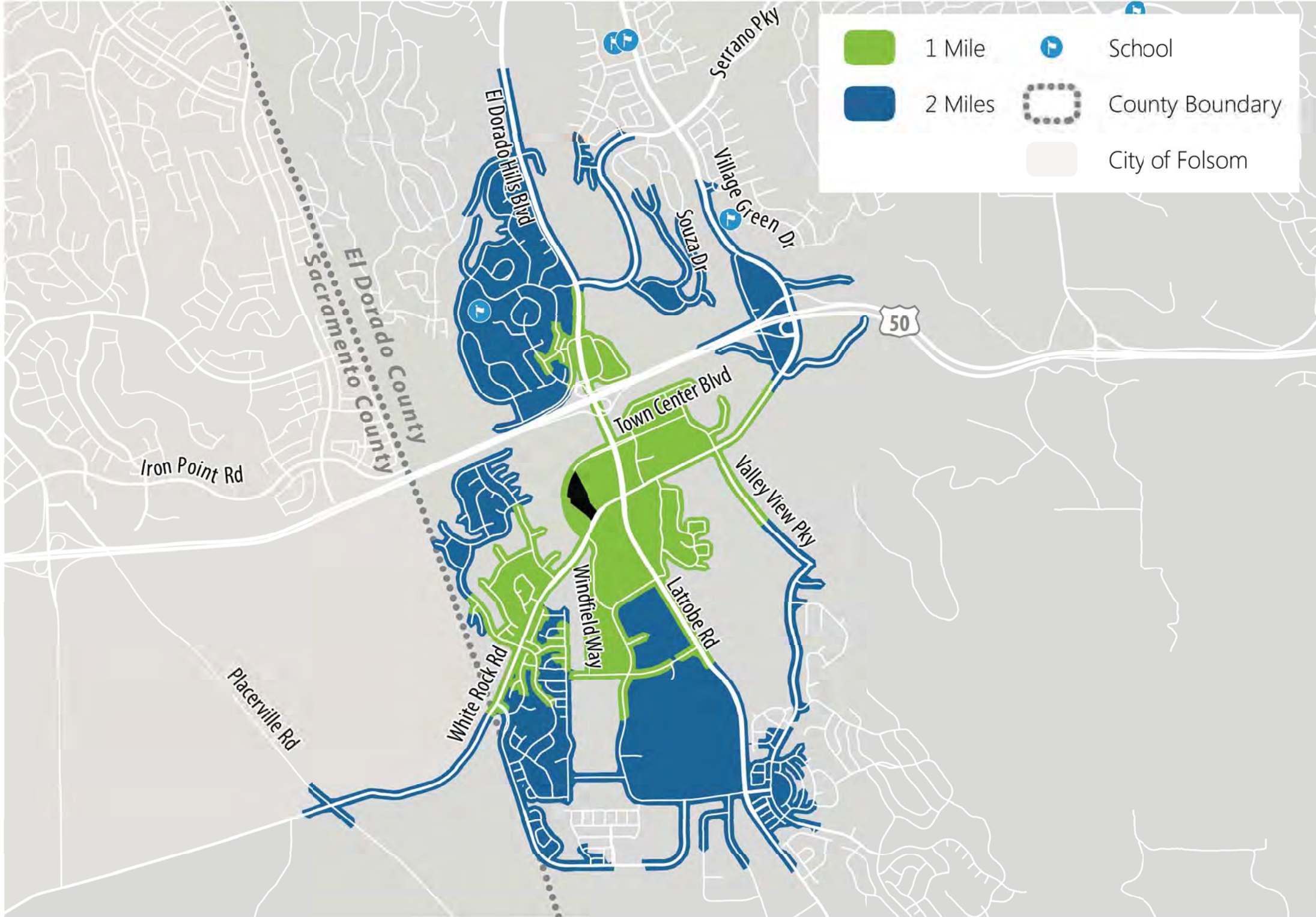


Sidewalk Gaps

Identified within the walkshed area

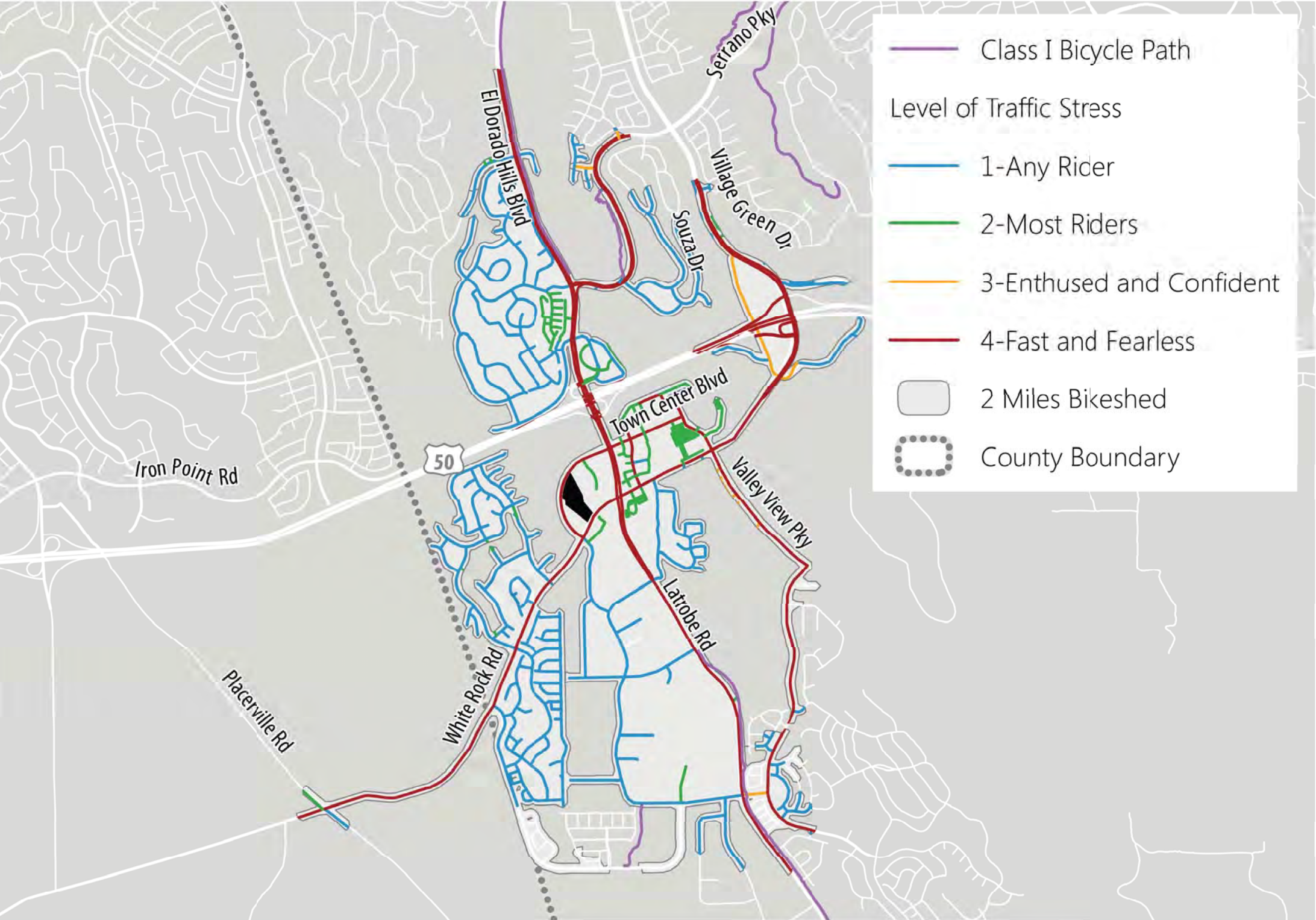


Biking
1 mile and 2 mile areas



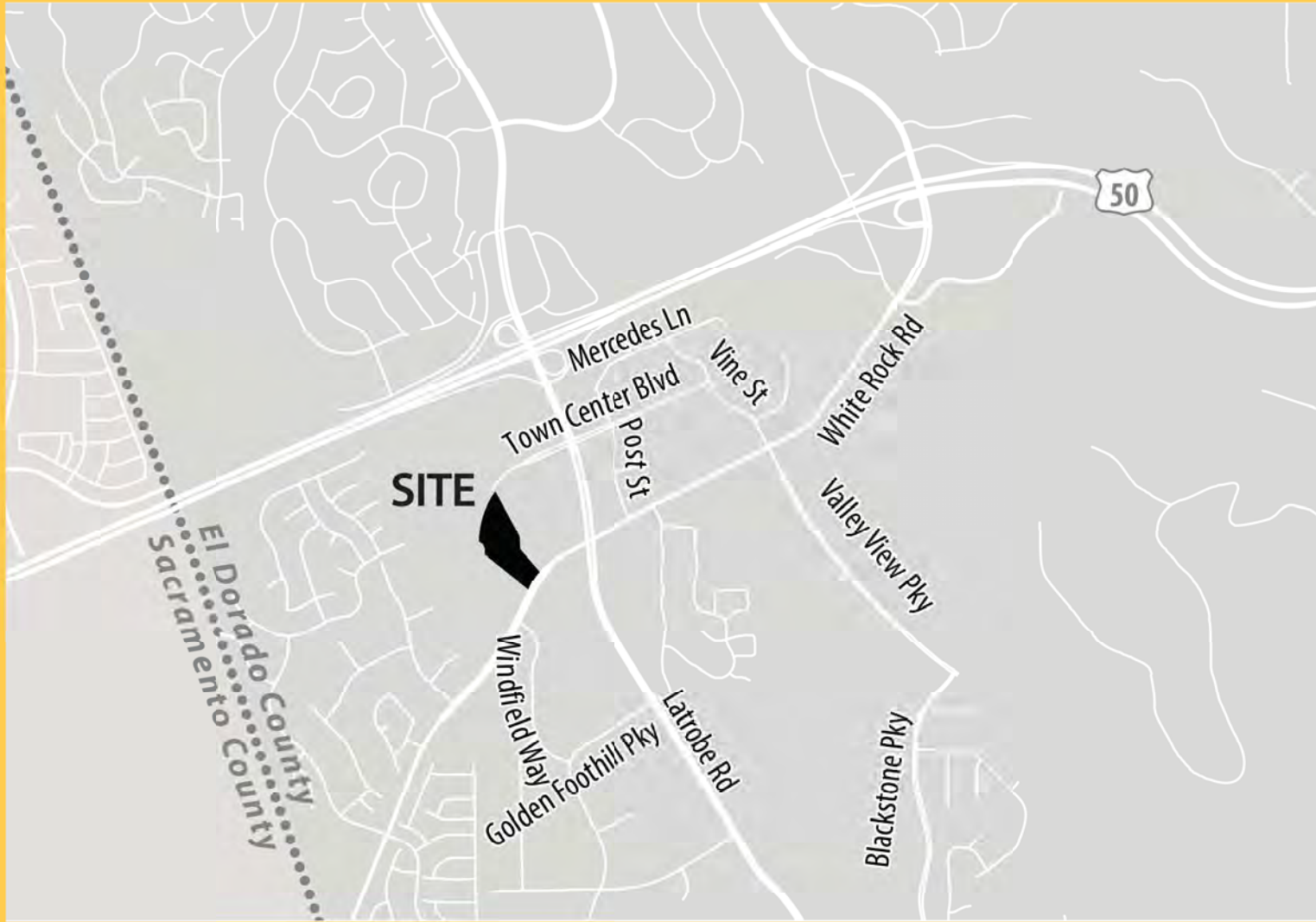
Level of Traffic Stress (LTS)

How comfortable a person is likely to feel biking on a street

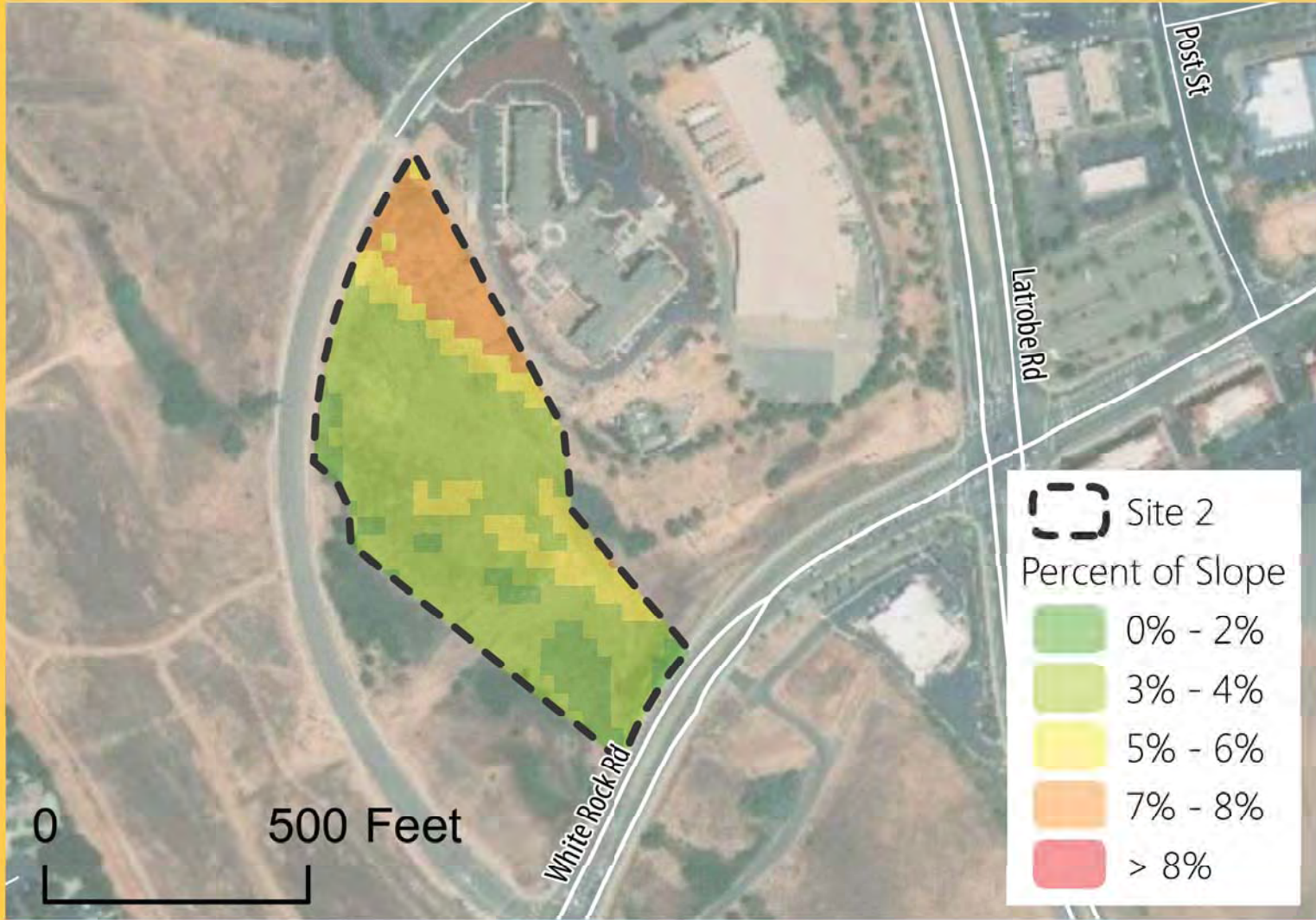


TRANSIT CENTER SITE OPTION 2

White Rock Road & Town Center Blvd



Site Location



Site Characteristics - 6.5 Acres

Top Strengths & Weaknesses of Site

Site Strengths

- High residential density
- Pedestrian comfort/ accessibility
- Site visibility

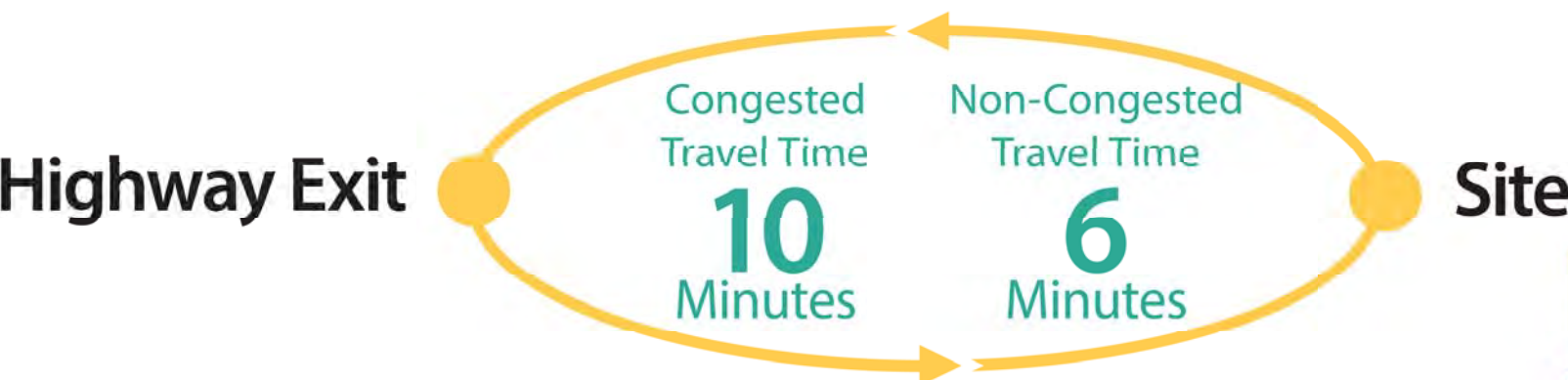
Site Weaknesses

- Located away from major retail
- Zoning amendment may be required
- Indirect route to US 50

Residential & Employment Density (2036)

	1 Mile	2 Miles	5 Miles
Households Per acre	1.73	1.55	1.00
Jobs Per acre	4.63	2.16	0.99

Directness of Transit

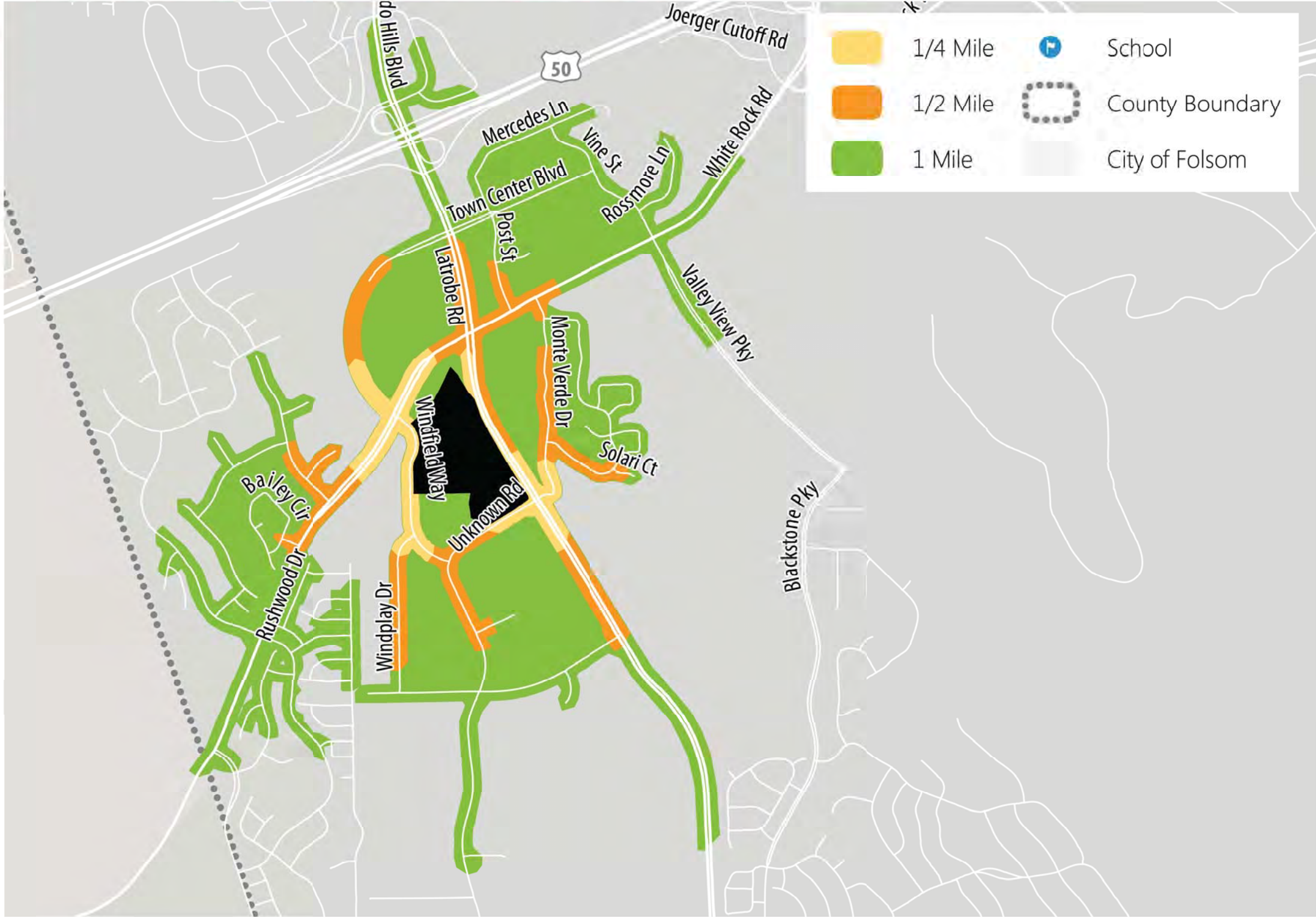


County Line Multi-Modal Transit Center Study

Travel Shed

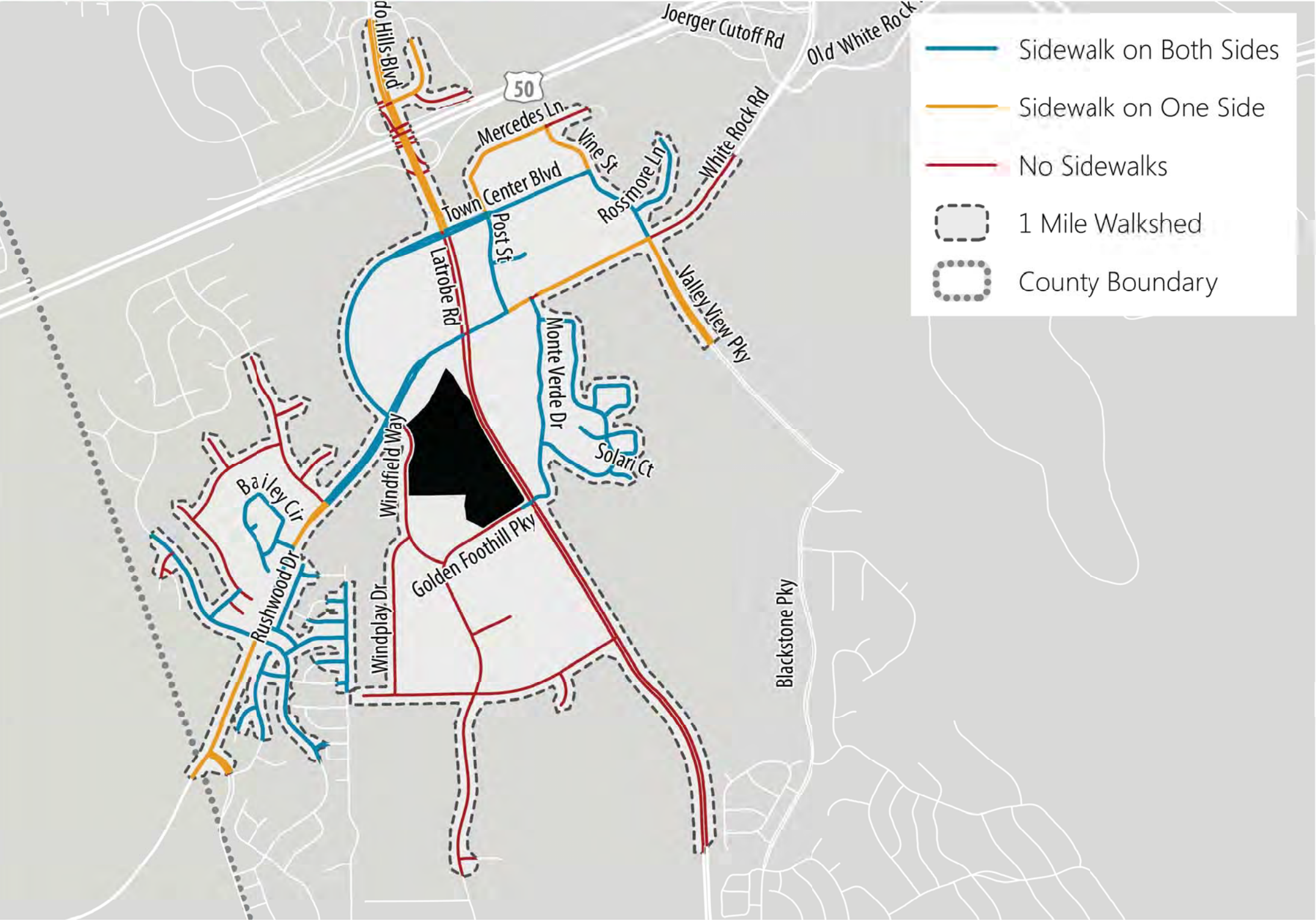
Distance the average person is willing to walk or bike

Walking
1/4 mi, 1/2 mi, 1 mi areas

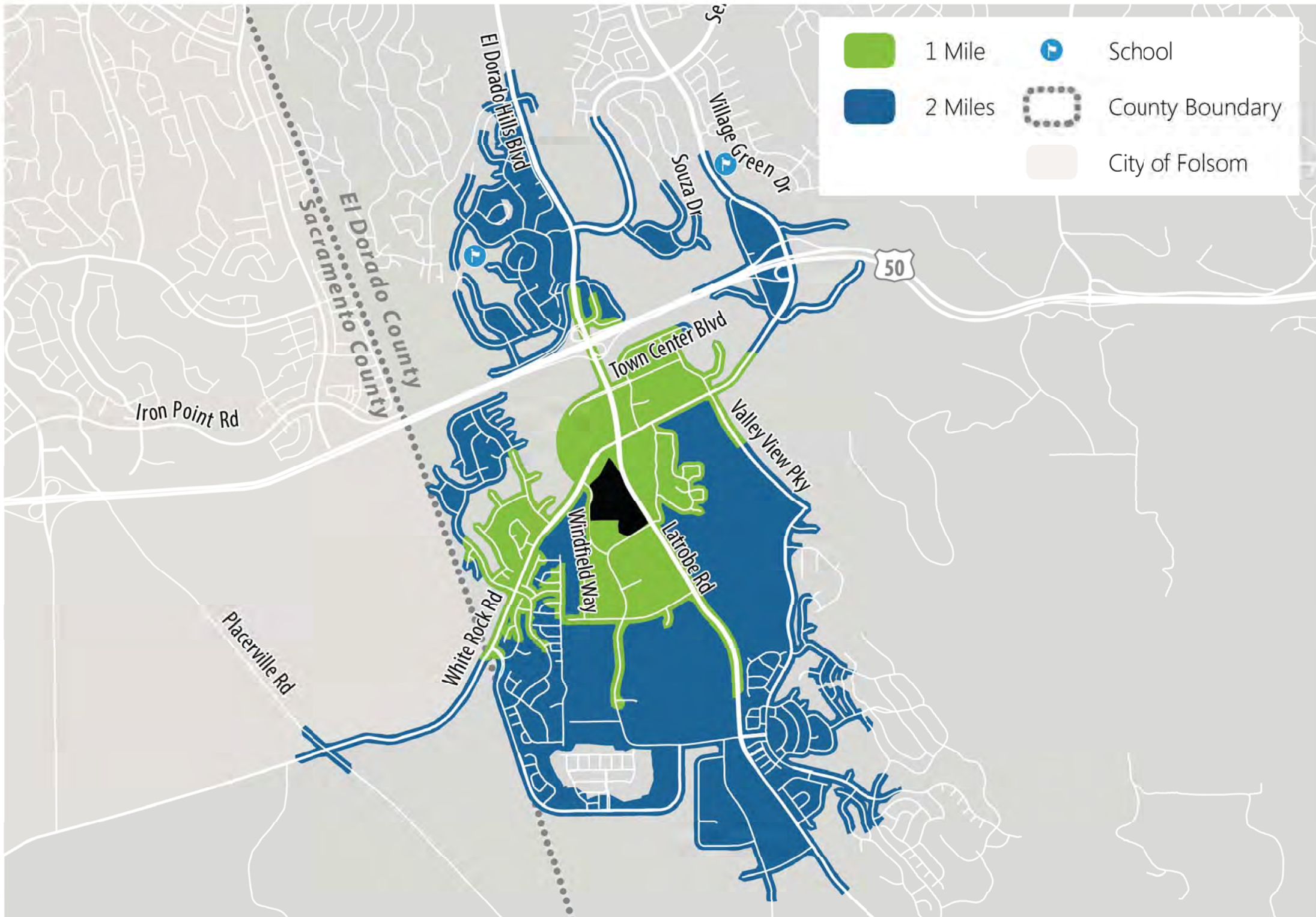


Sidewalk Gaps

Identified within the walkshed area

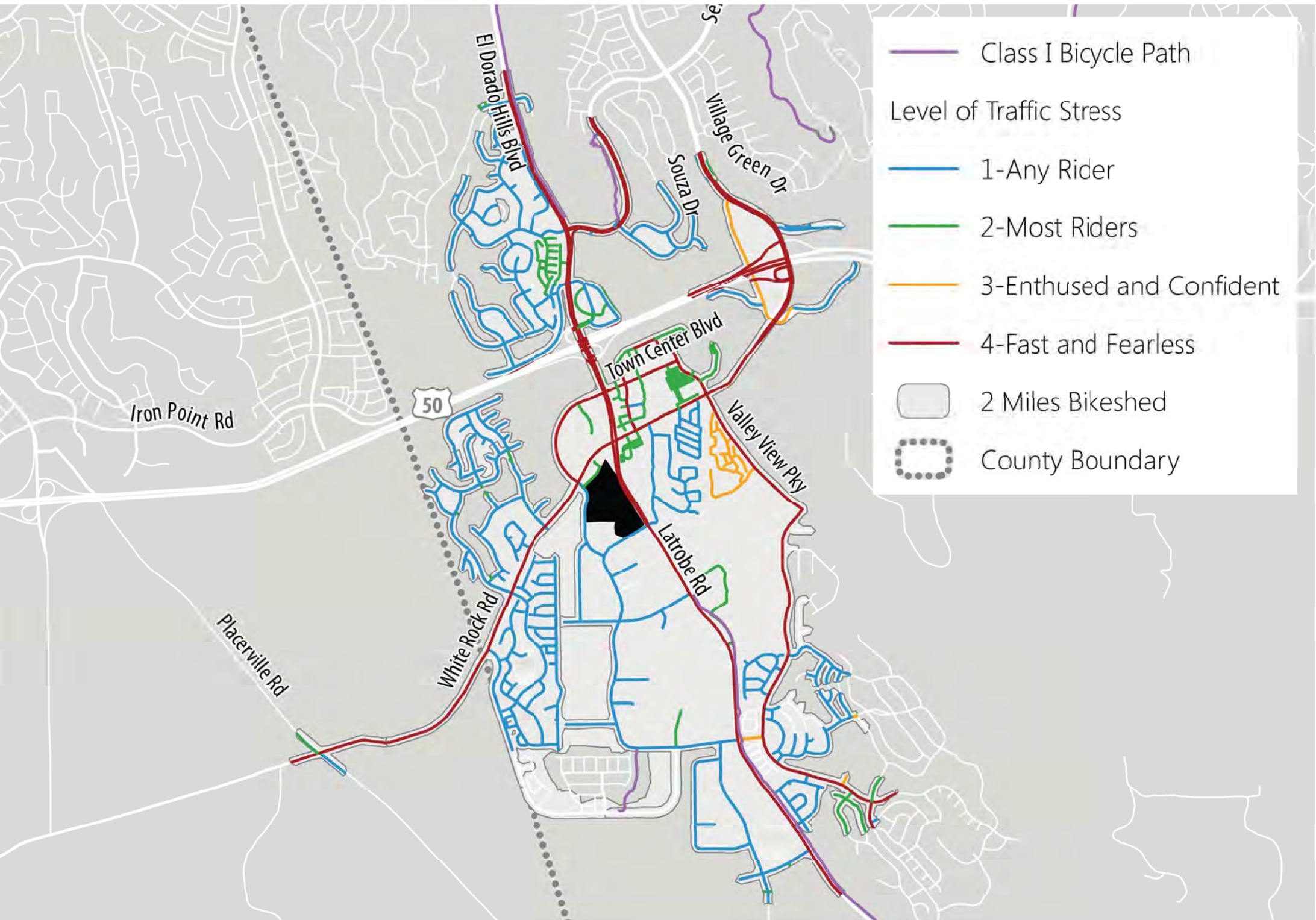


Biking
1 mile and 2 mile areas



Level of Traffic Stress (LTS)

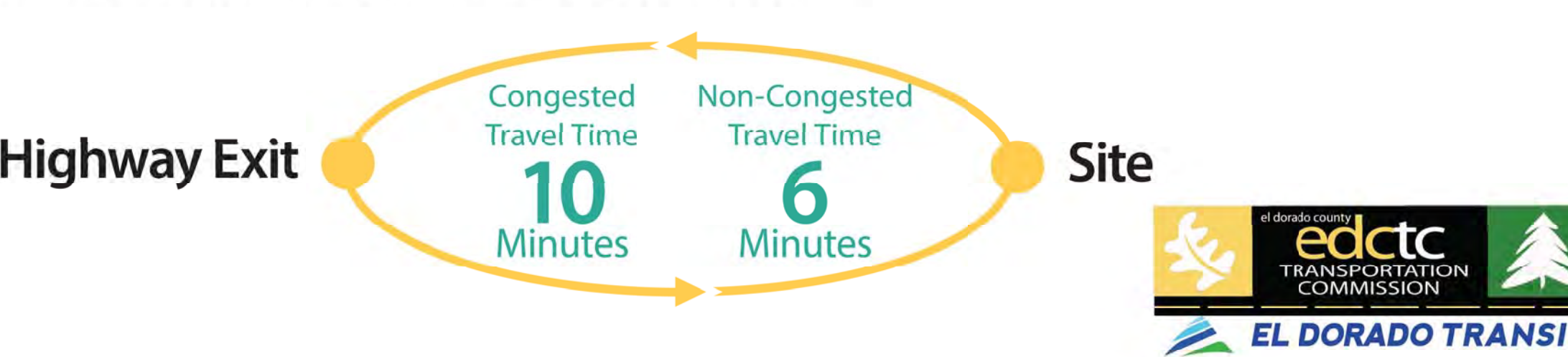
How comfortable a person is likely to feel biking on a street



Residential & Employment Density (2036)

	1 Mile	2 Miles	5 Miles
Households Per acre	1.44	1.44	0.96
Jobs Per acre	5.31	2.10	0.91

Directness of Transit

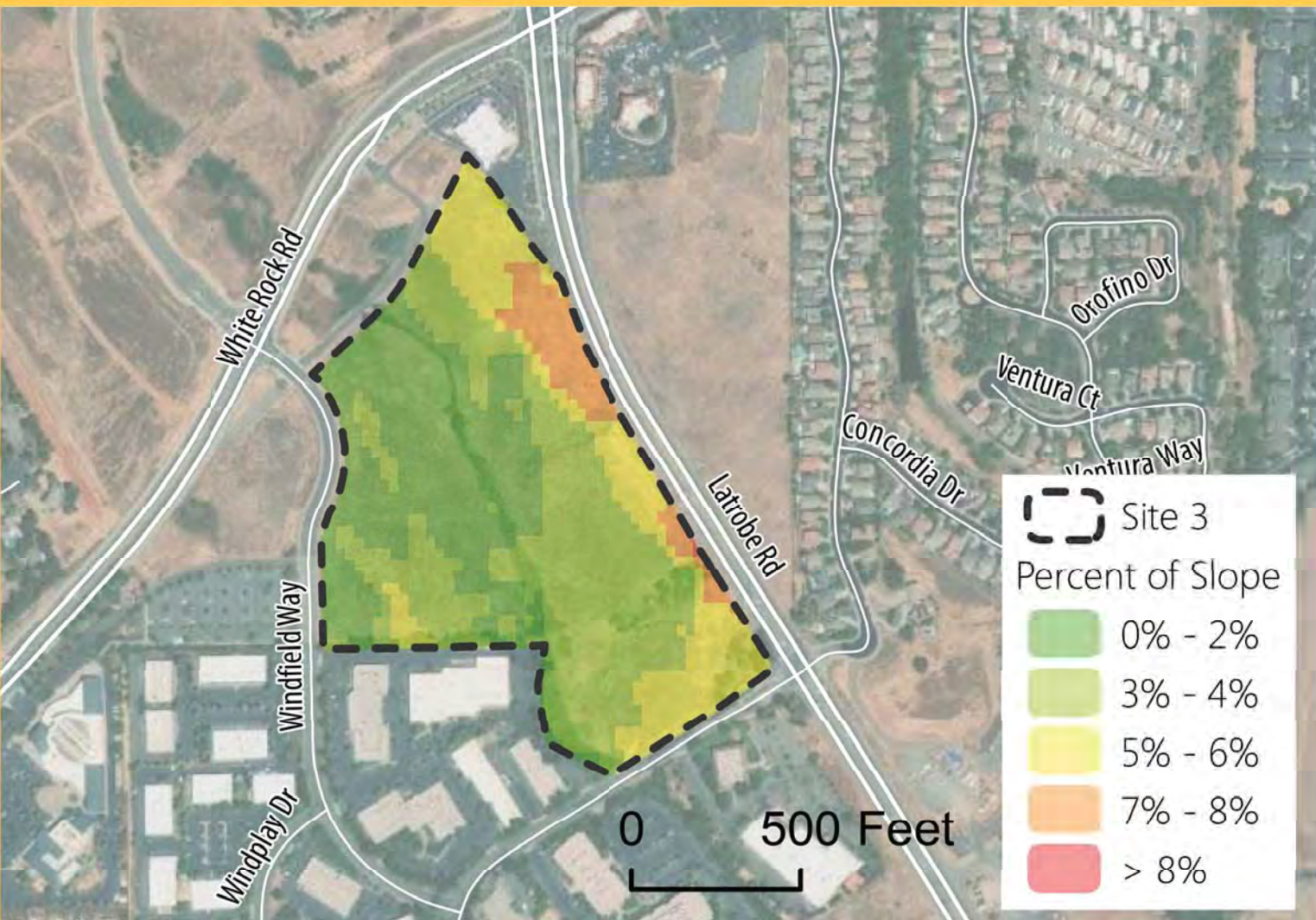


TRANSIT CENTER SITE OPTION 3

Latrobe Road & Golden Foothill Pkwy



Site Location



Site Characteristics - 28 Acres

Top Strengths & Weaknesses of Site

Site Strengths

- Minimal turns and left turns required to access site
- High employment density
- Opportunity for TOD and other transit supportive uses on adjacent parcels

Site Weaknesses

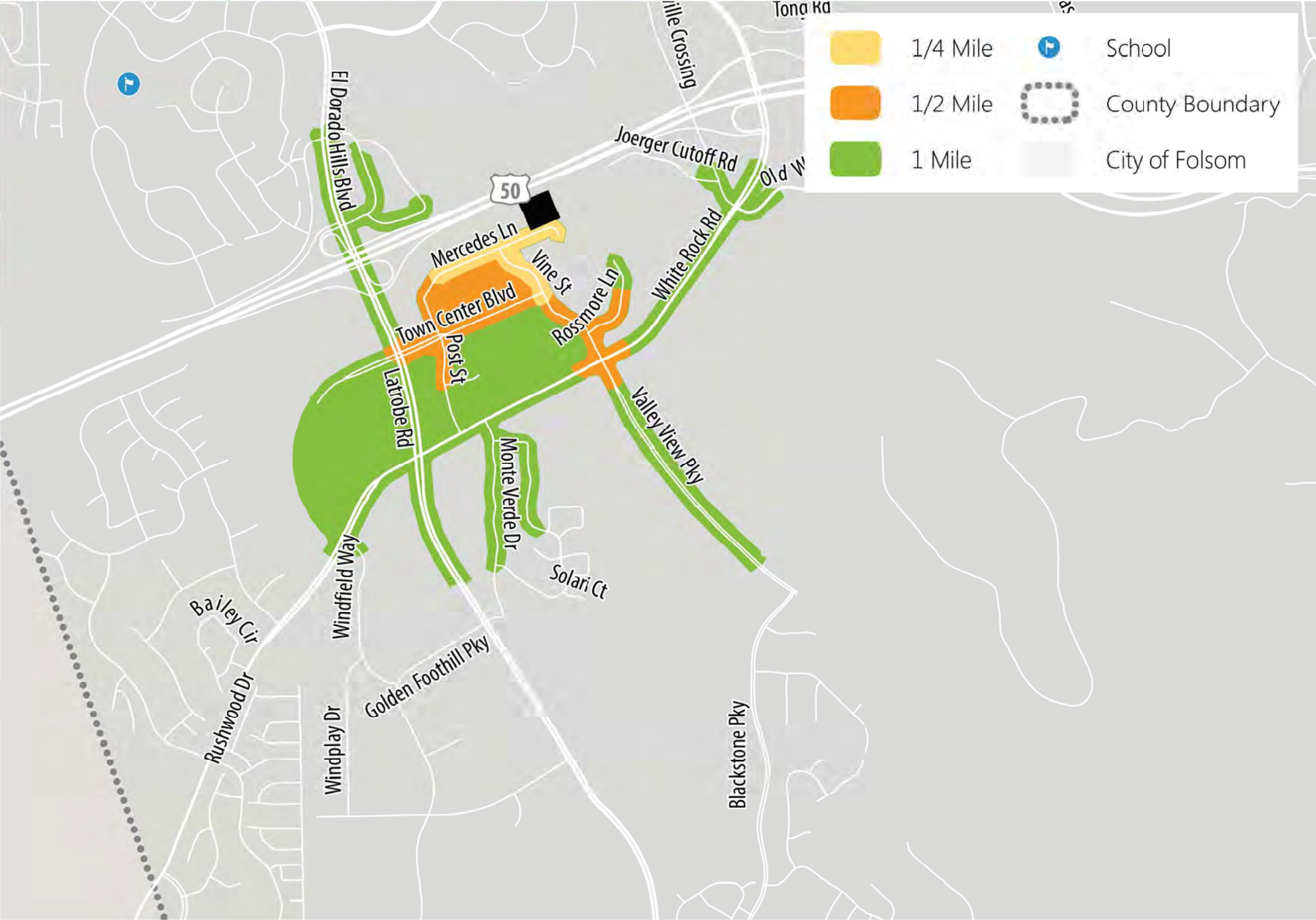
- Potential site constraints (environmental)
- No existing infrastructure
- Pedestrians have to cross two major streets to access retail/services

County Line Multi-Modal Transit Center Study

Travel Shed

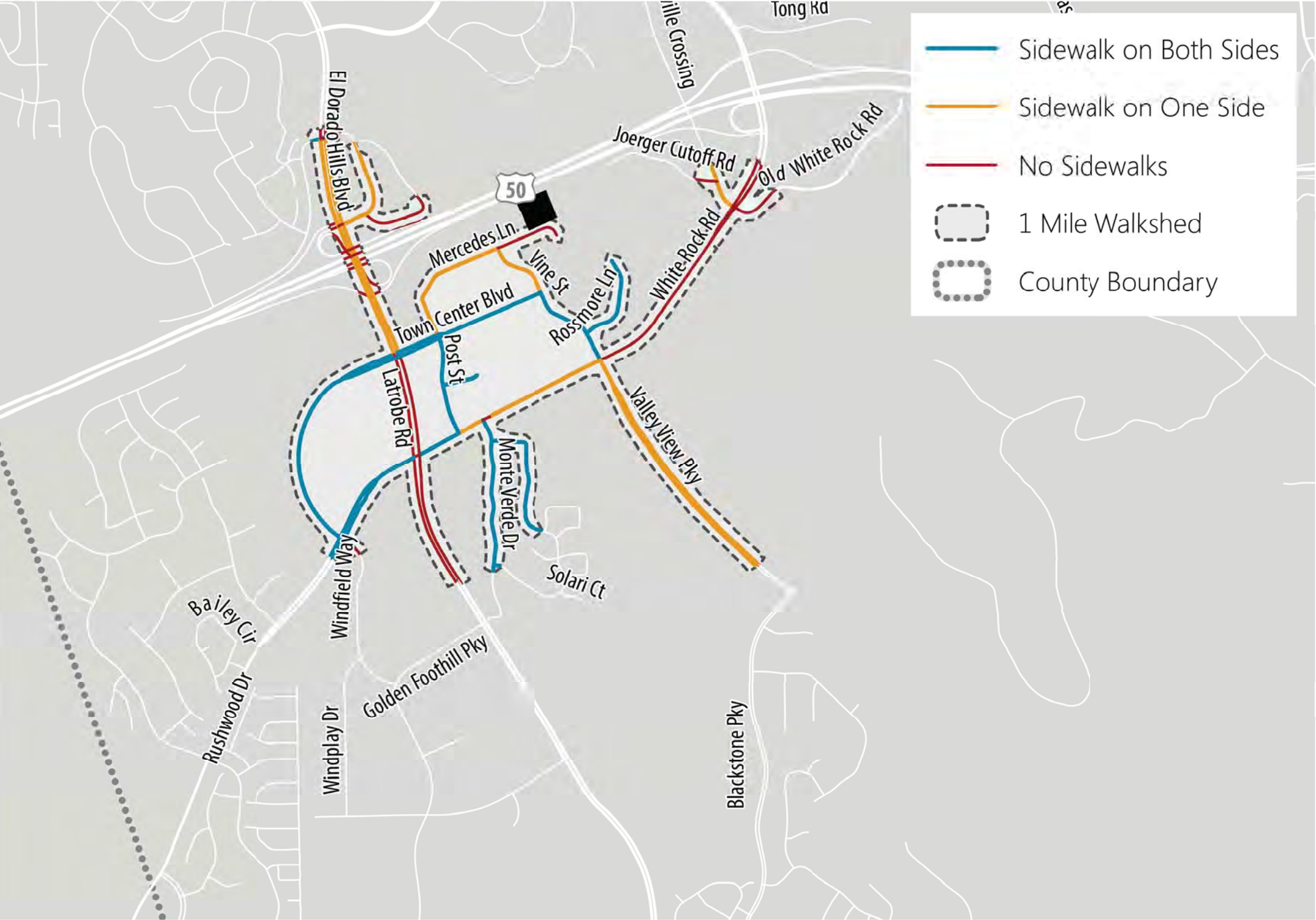
Distance the average person is willing to walk or bike

Walking
1/4 mi, 1/2 mi, 1 mi areas

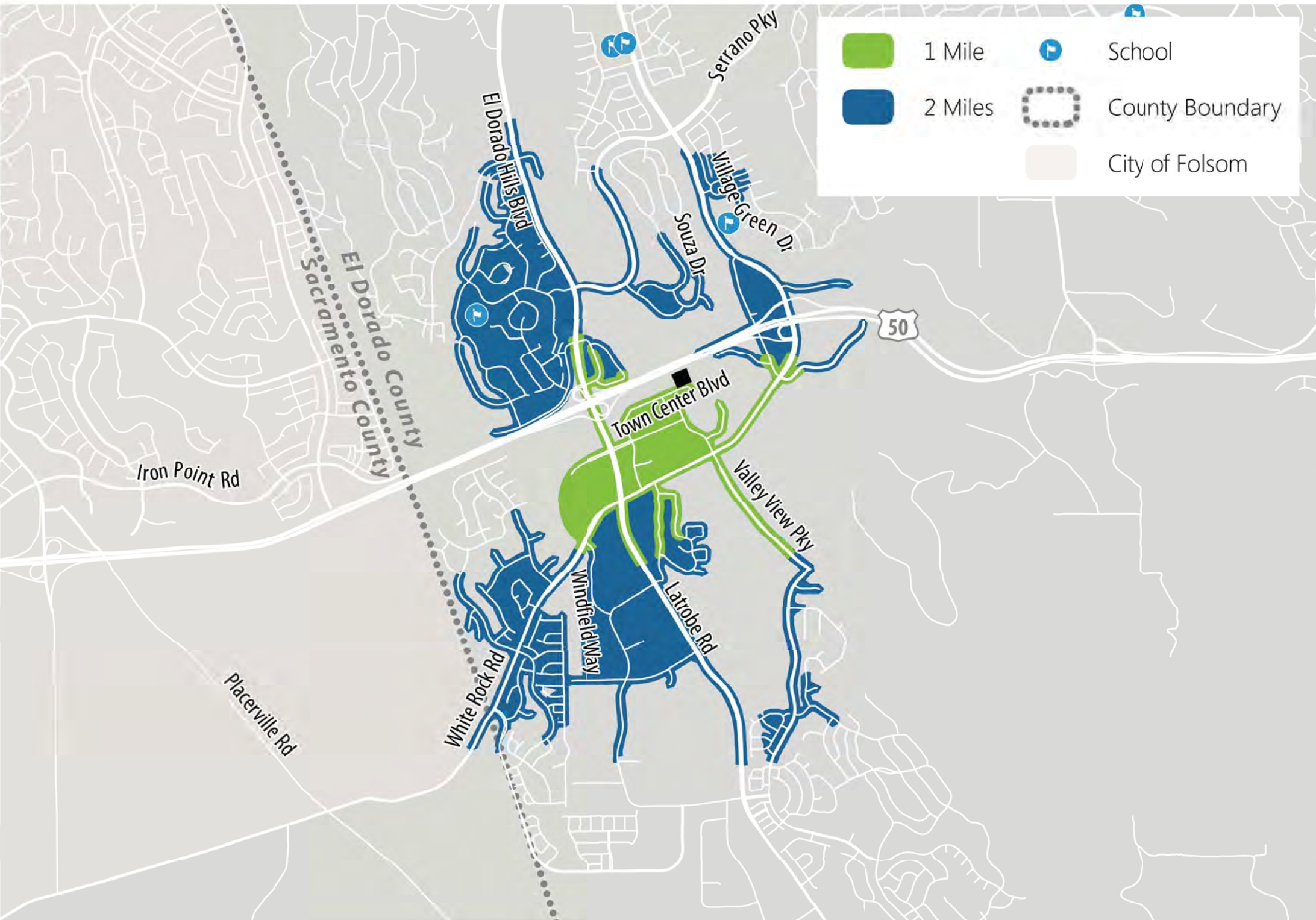


Sidewalk Gaps

Identified within the walkshed area

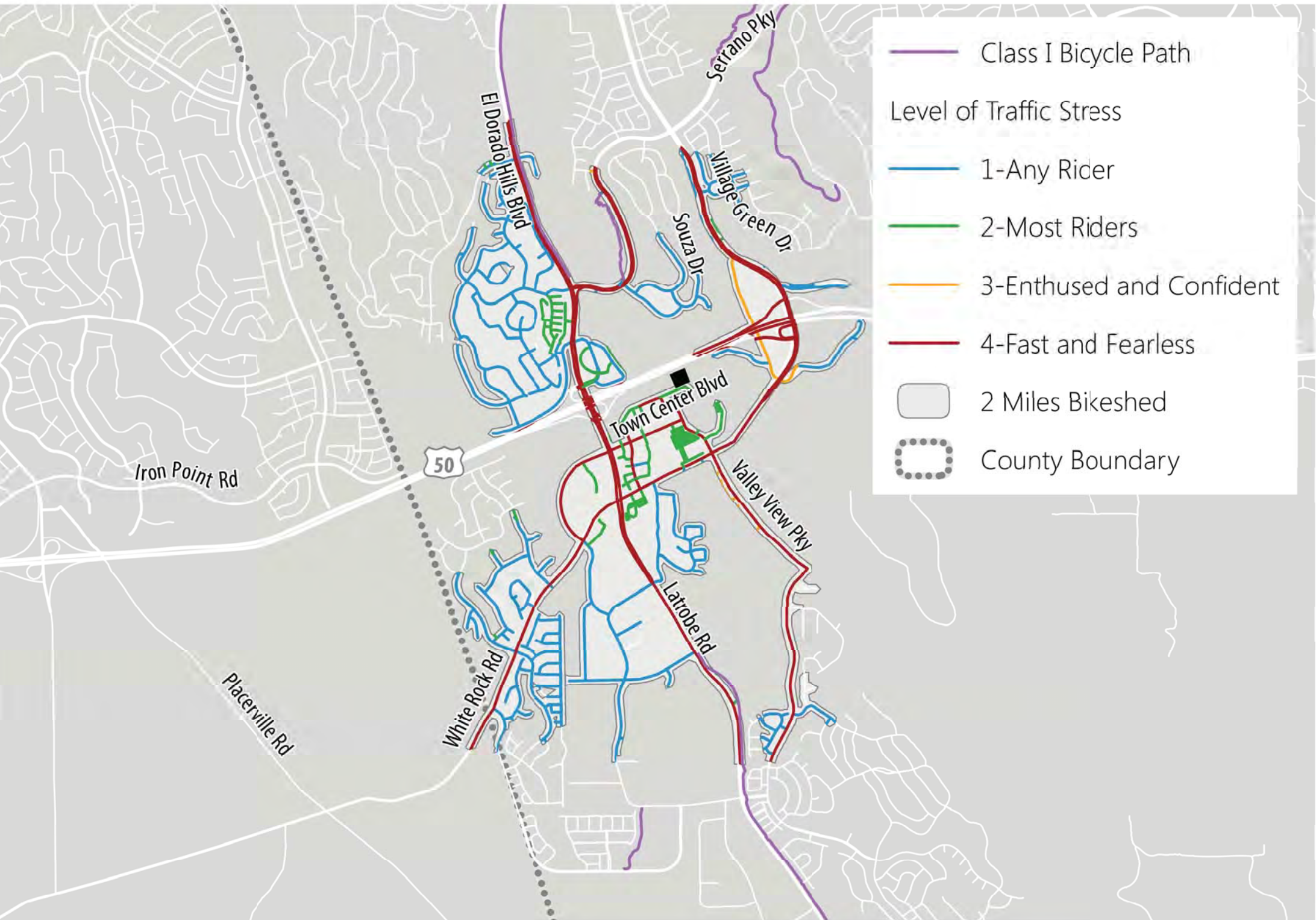


Biking
1 mile and 2 mile areas



Level of Traffic Stress (LTS)

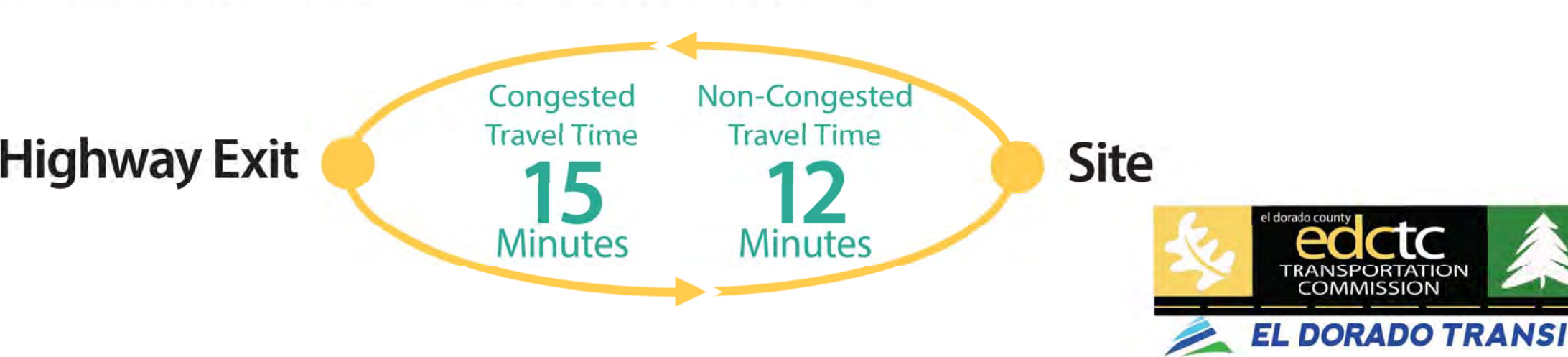
How comfortable a person is likely to feel biking on a street



Residential & Employment Density (2036)

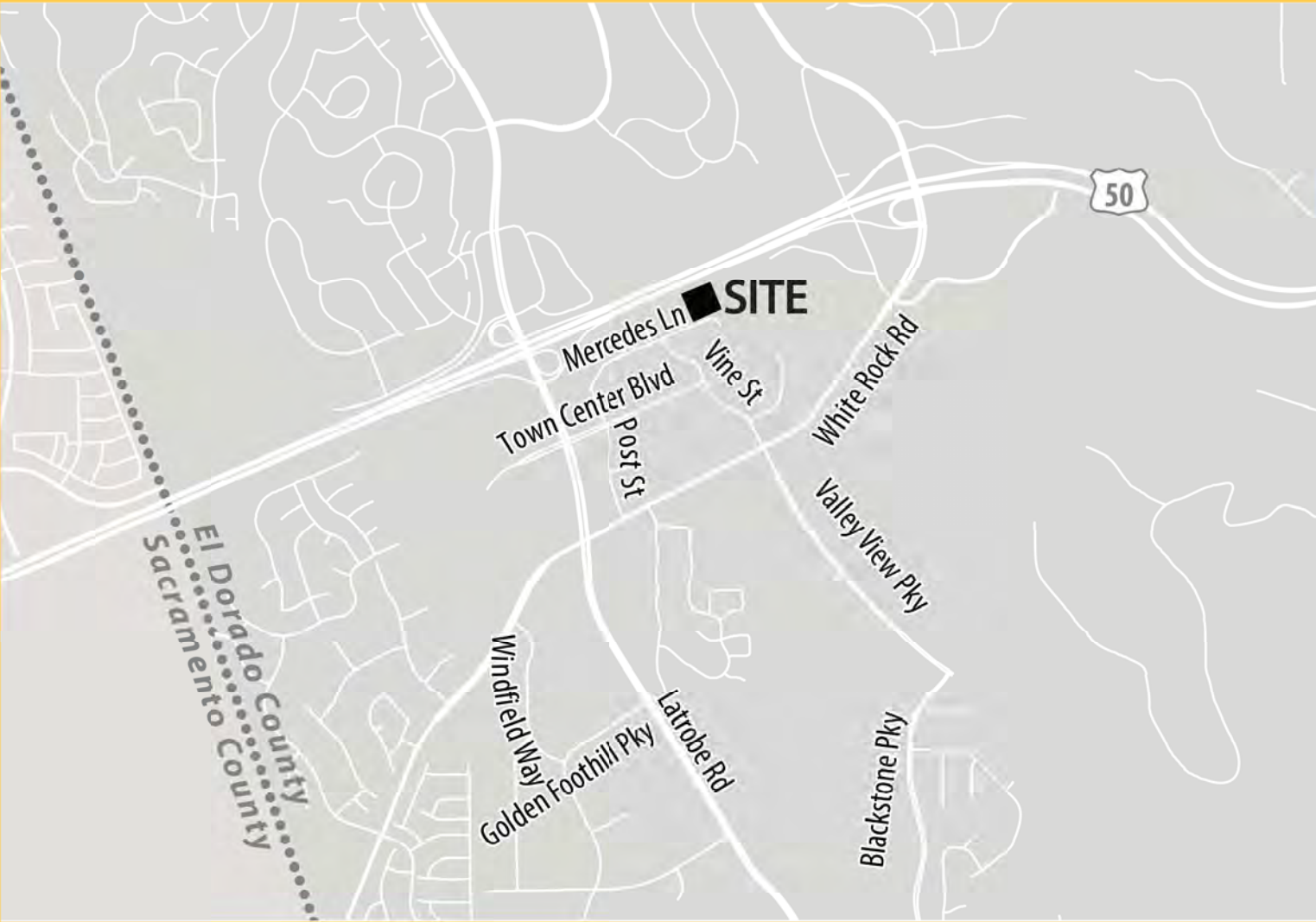
	1 Mile	2 Miles	5 Miles
Households Per acre	1.29	1.33	1.04
Jobs Per acre	2.81	1.94	0.91

Directness of Transit

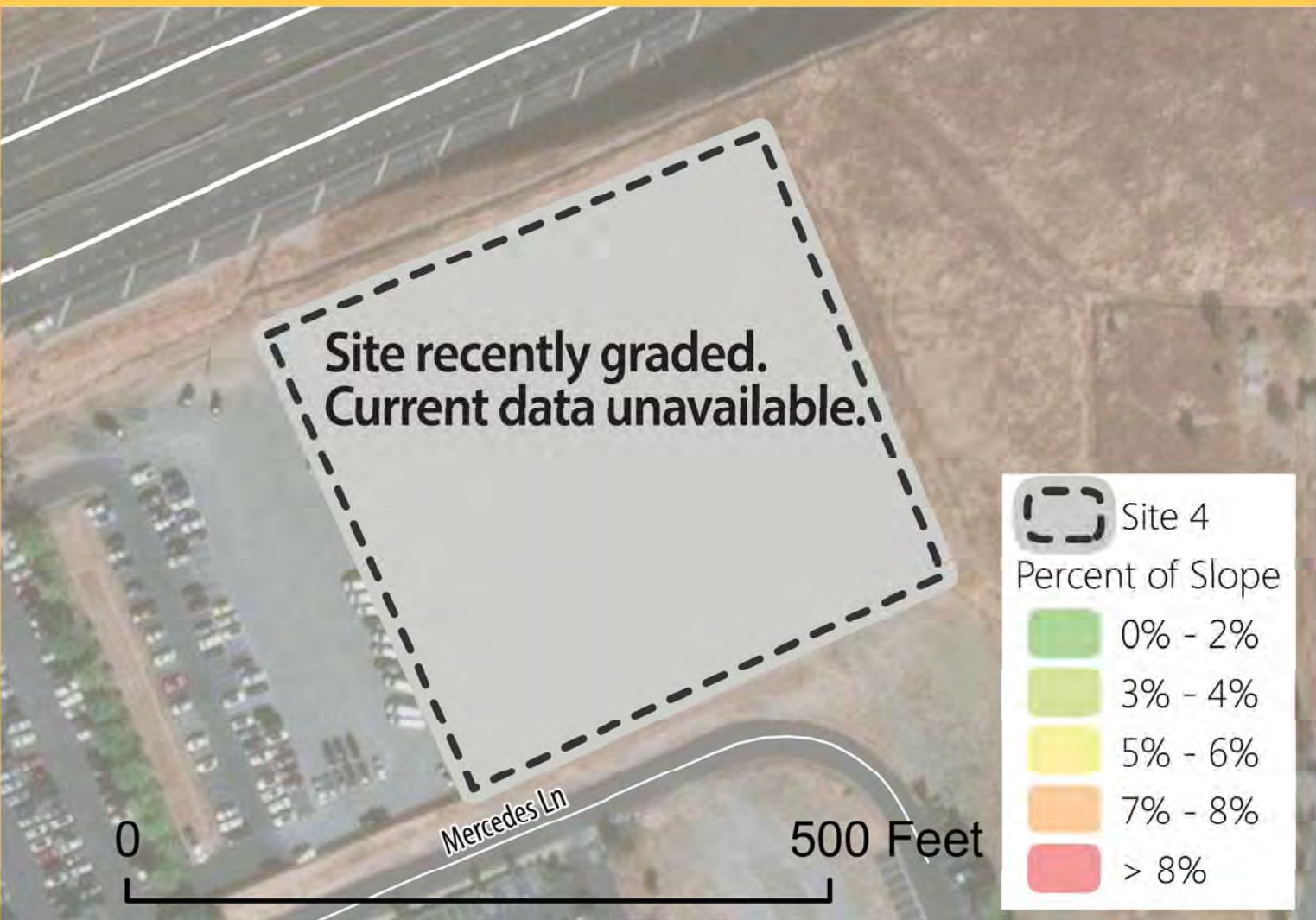


TRANSIT CENTER SITE OPTION 4

Mercedes Lane & Vine Street



Site Location



Site Characteristics - 3.5 Acres

Top Strengths & Weaknesses of Site

Site Strengths

- Proximity to public spaces
- Limited site constraints (environmental and terrain)
- Proximity to multi-family housing

Site Weaknesses

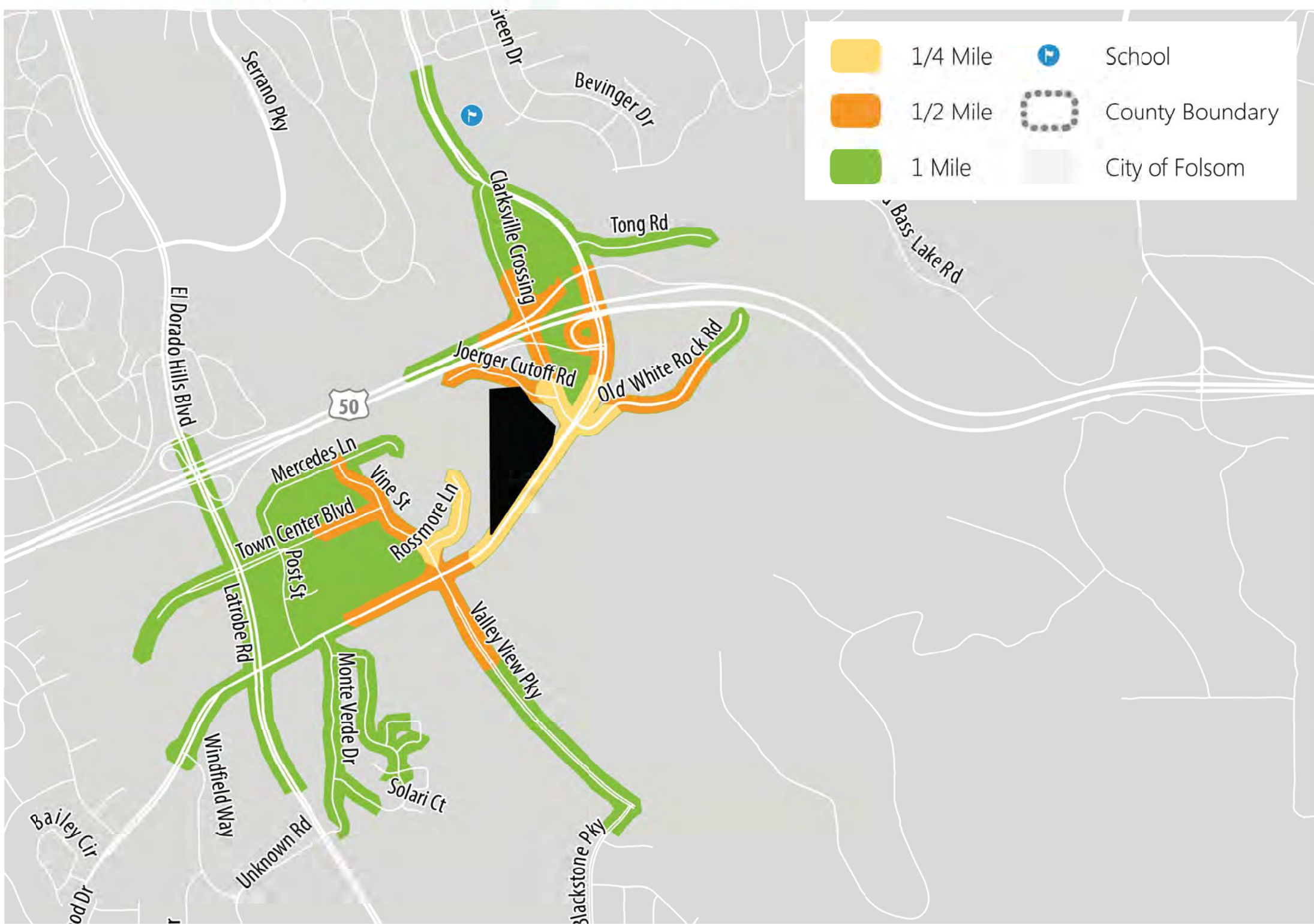
- Difficult to access from US 50 and future Southeast Connector
- Limited potential for connection to other transit
- Smaller site

County Line Multi-Modal Transit Center Study

Travel Shed

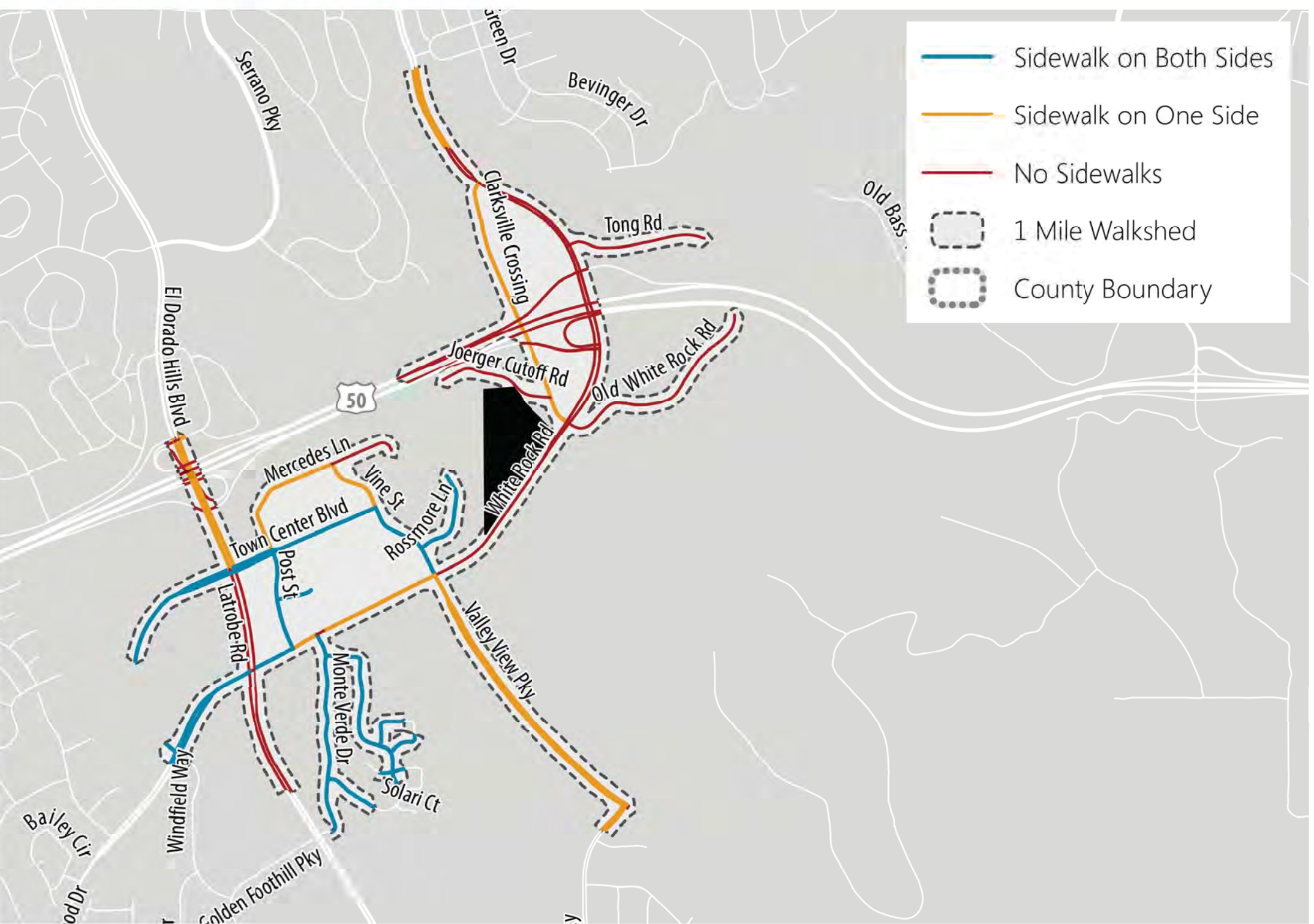
Walking
1/4 mi, 1/2 mi, 1 mi areas

Distance the average person is willing to walk or bike

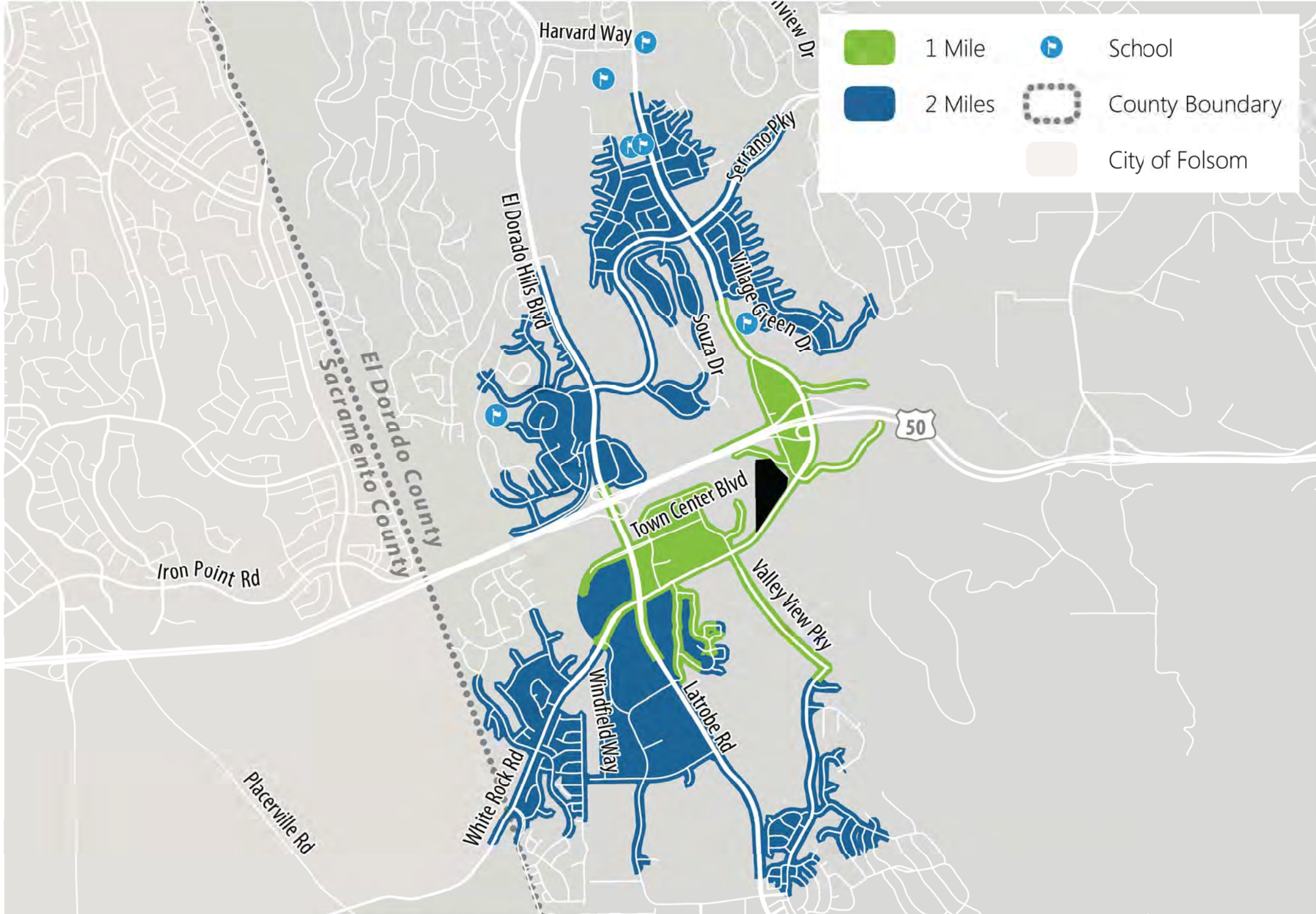


Sidewalk Gaps

Identified within the walkshed area

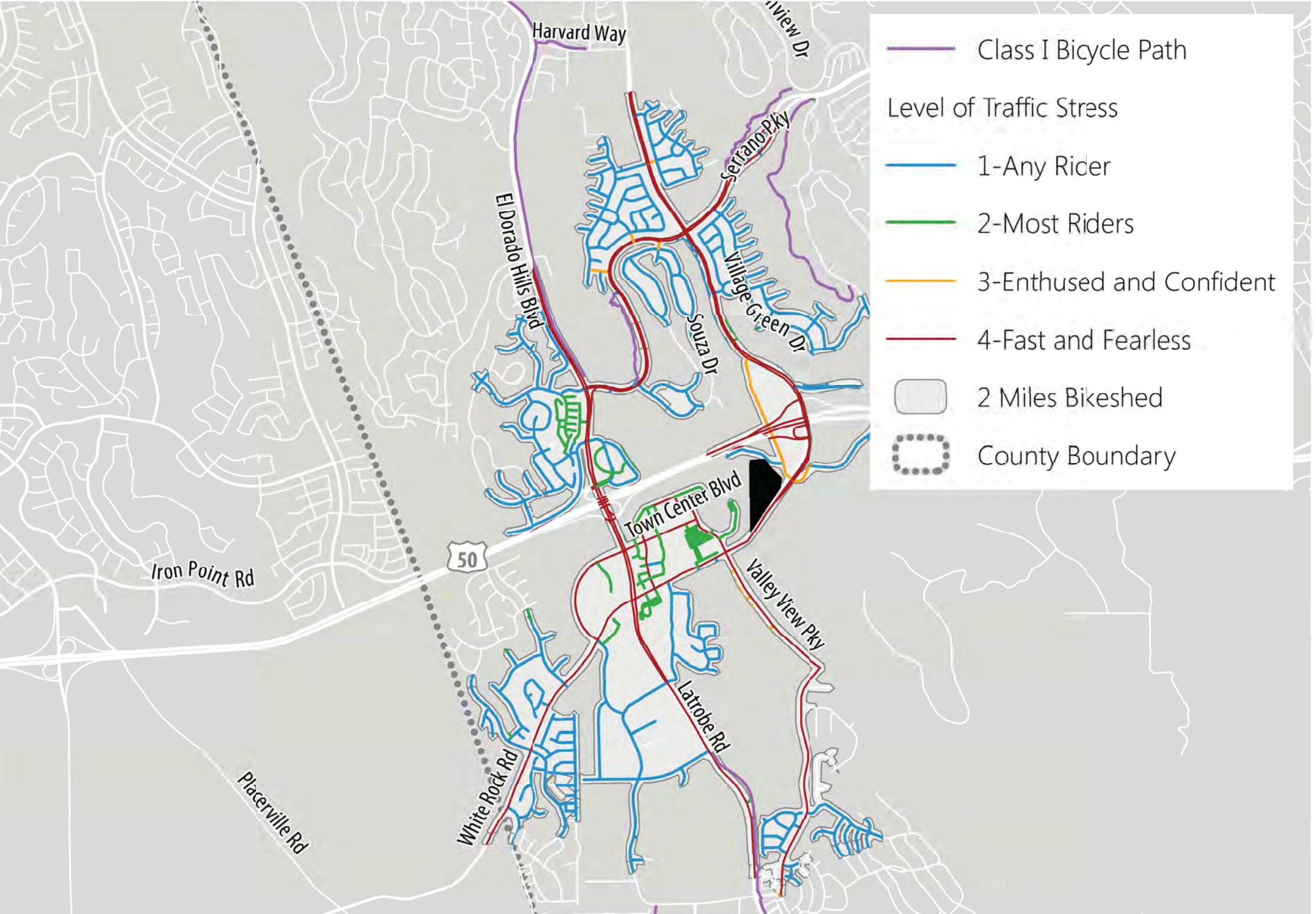


Biking
1 mi, 2 mi, 5 mi areas



Level of Traffic Stress (LTS)

How comfortable a person is likely to feel biking on a street



Residential & Employment Density (2036)

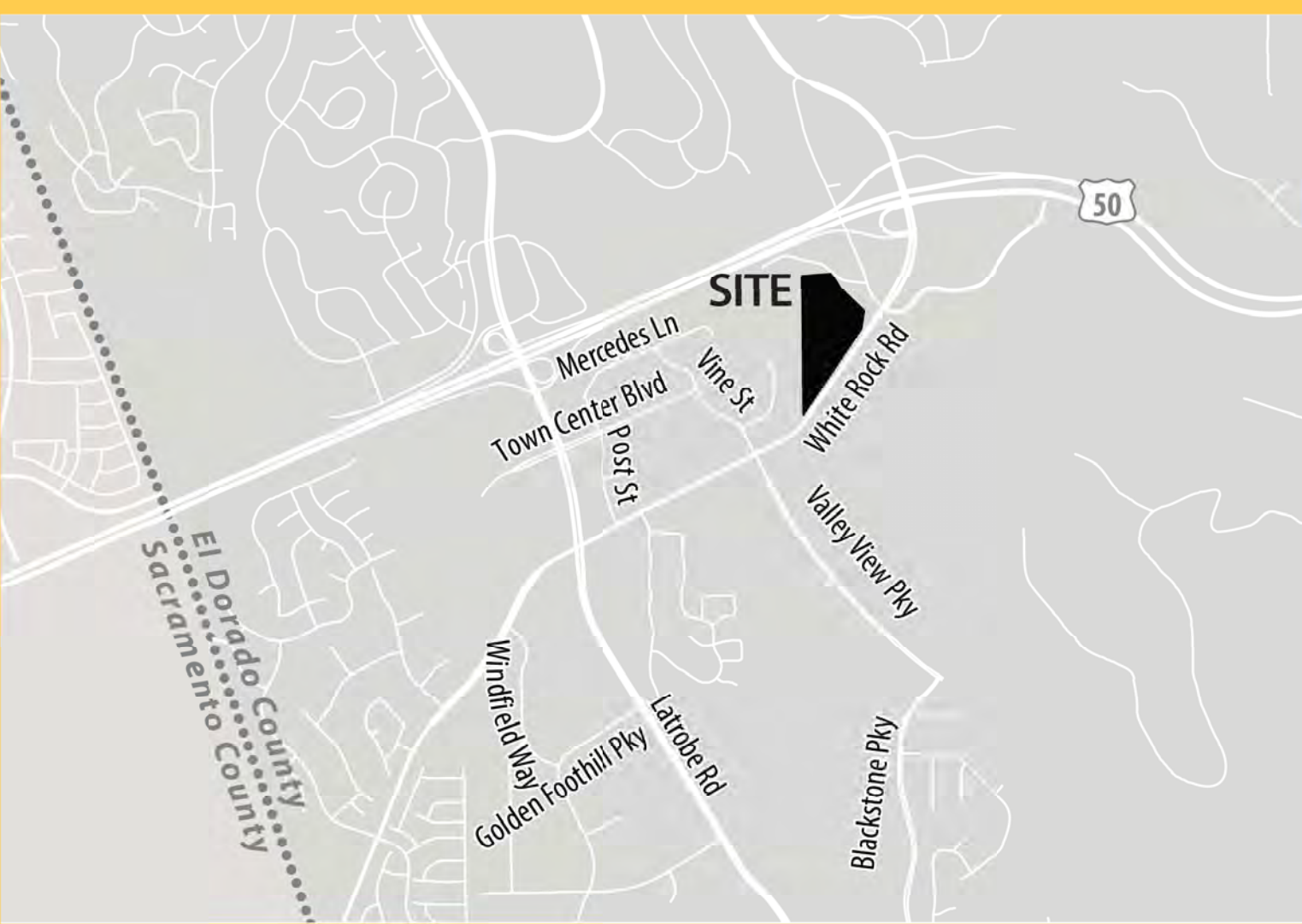
	1 Mile	2 Miles	5 Miles
Households Per acre	1.04	1.17	0.99
Jobs Per acre	2.36	1.81	0.93

Directness of Transit

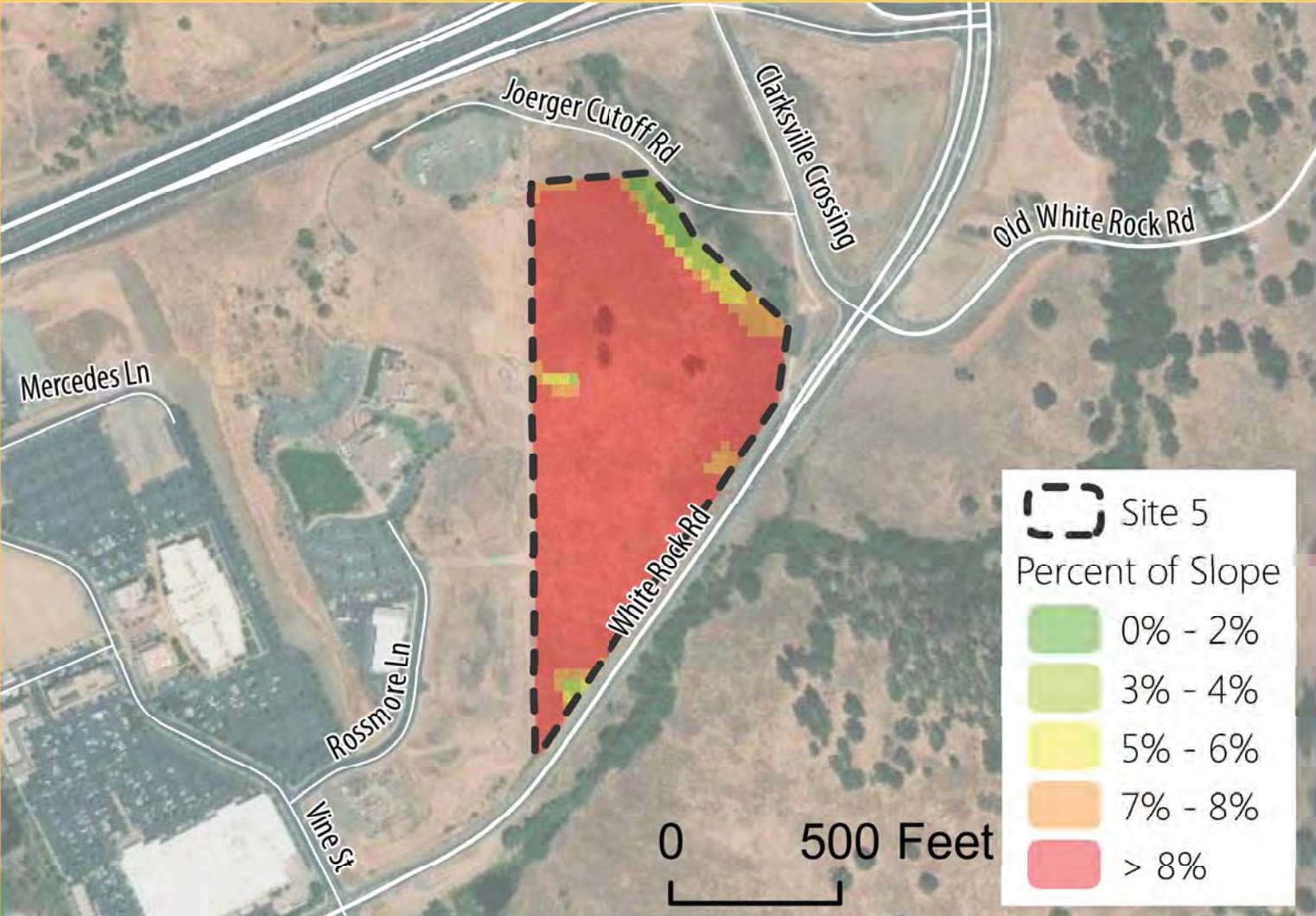


TRANSIT CENTER SITE OPTION 5

White Rock Road & Clarksville Crossing



Site Location



Site Characteristics - 24 Acres

Top Strengths & Weaknesses of Site

- Site Strengths**

 - Easy access from US 50 and future Southeast Connector
 - Consistent with zoning - permitted by right
 - Good frontage loading potential
- Site Weaknesses**

 - Low residential and employment density
 - Site constraints (environmental and terrain)
 - Located away from convenience retail

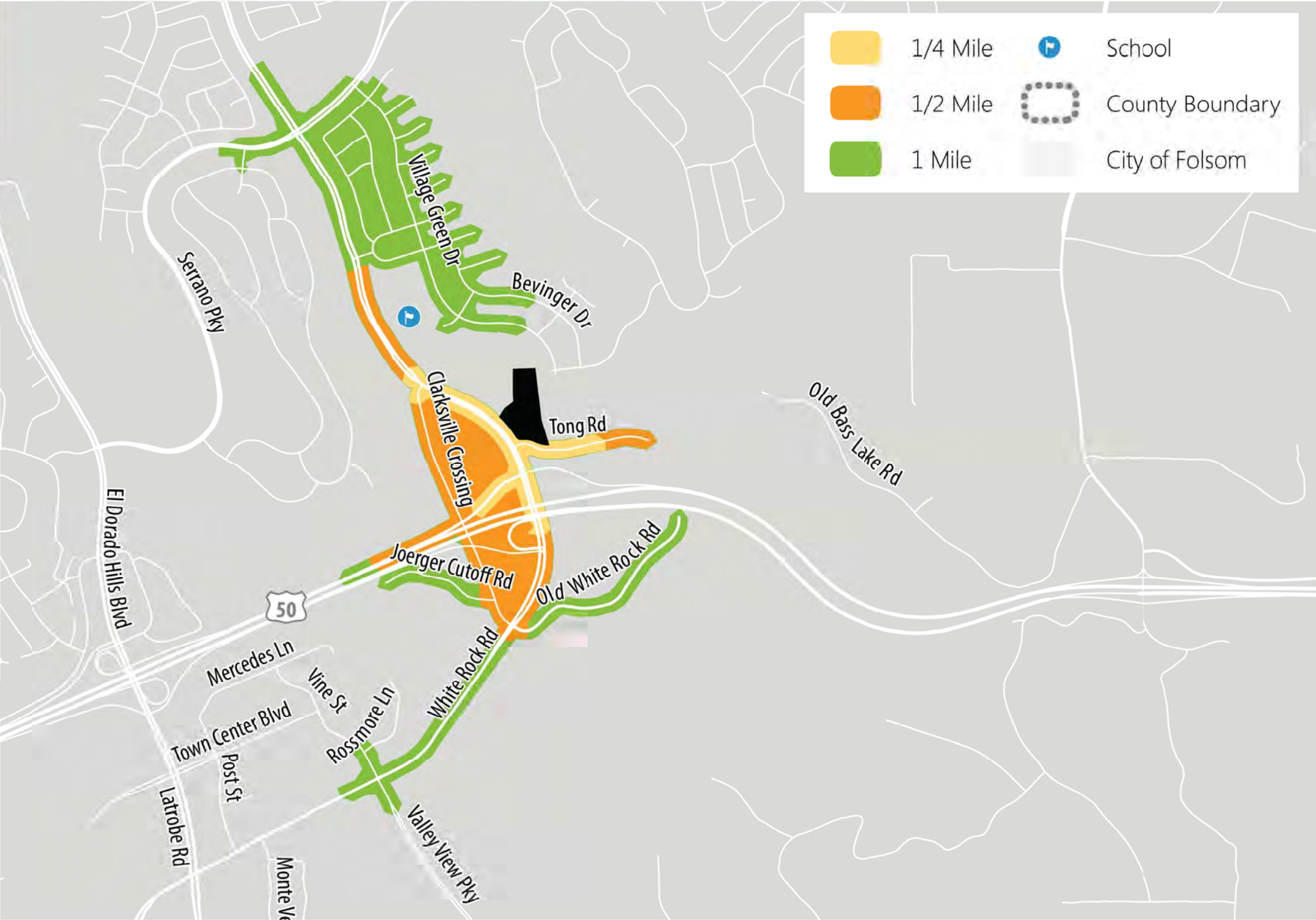


County Line Multi-Modal Transit Center Study

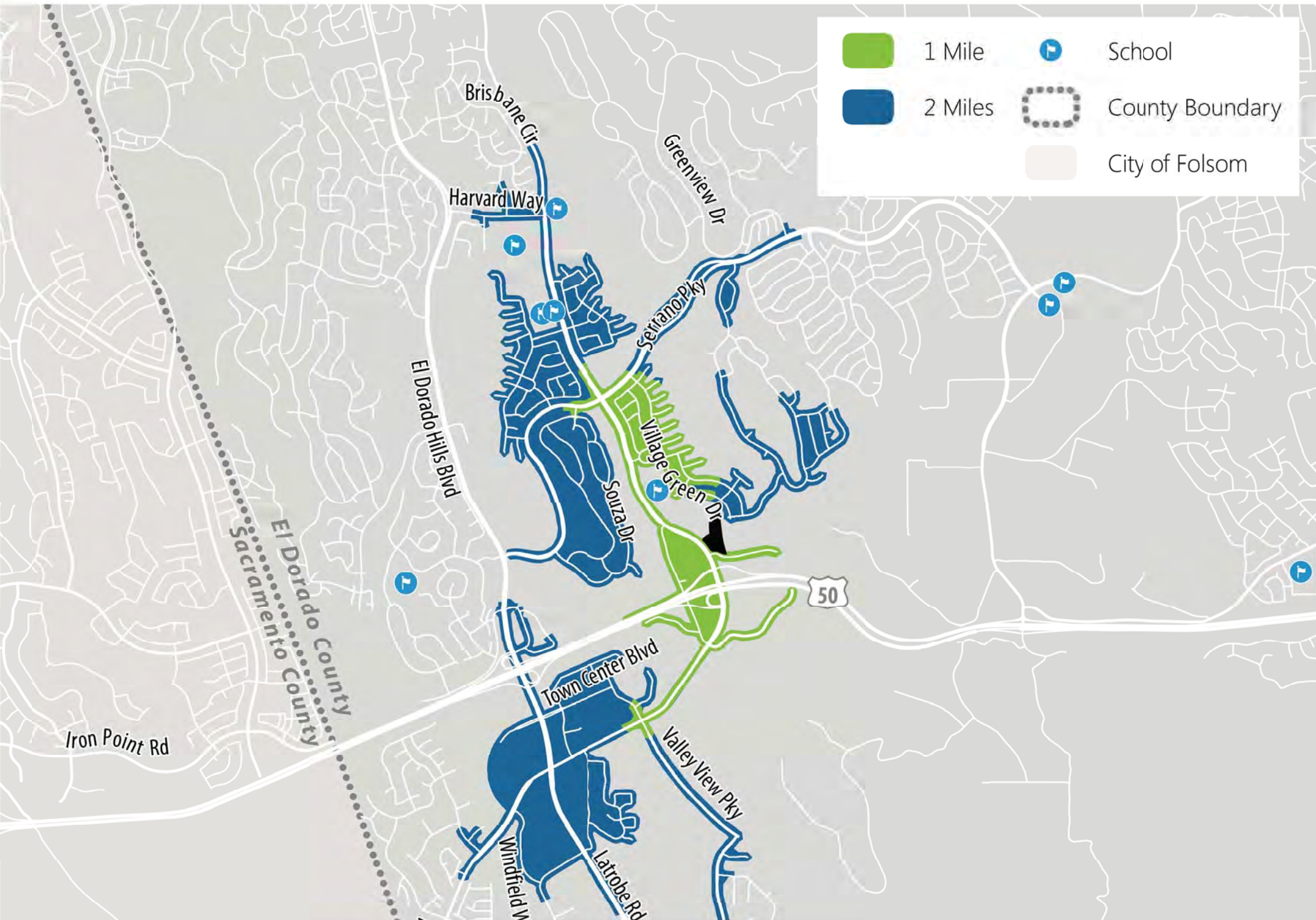
Travel Shed

Distance the average person is willing to walk or bike

Walking
1/4 mi, 1/2 mi, 1 mi areas



Biking
1 mi, 2 mi, 5 mi areas

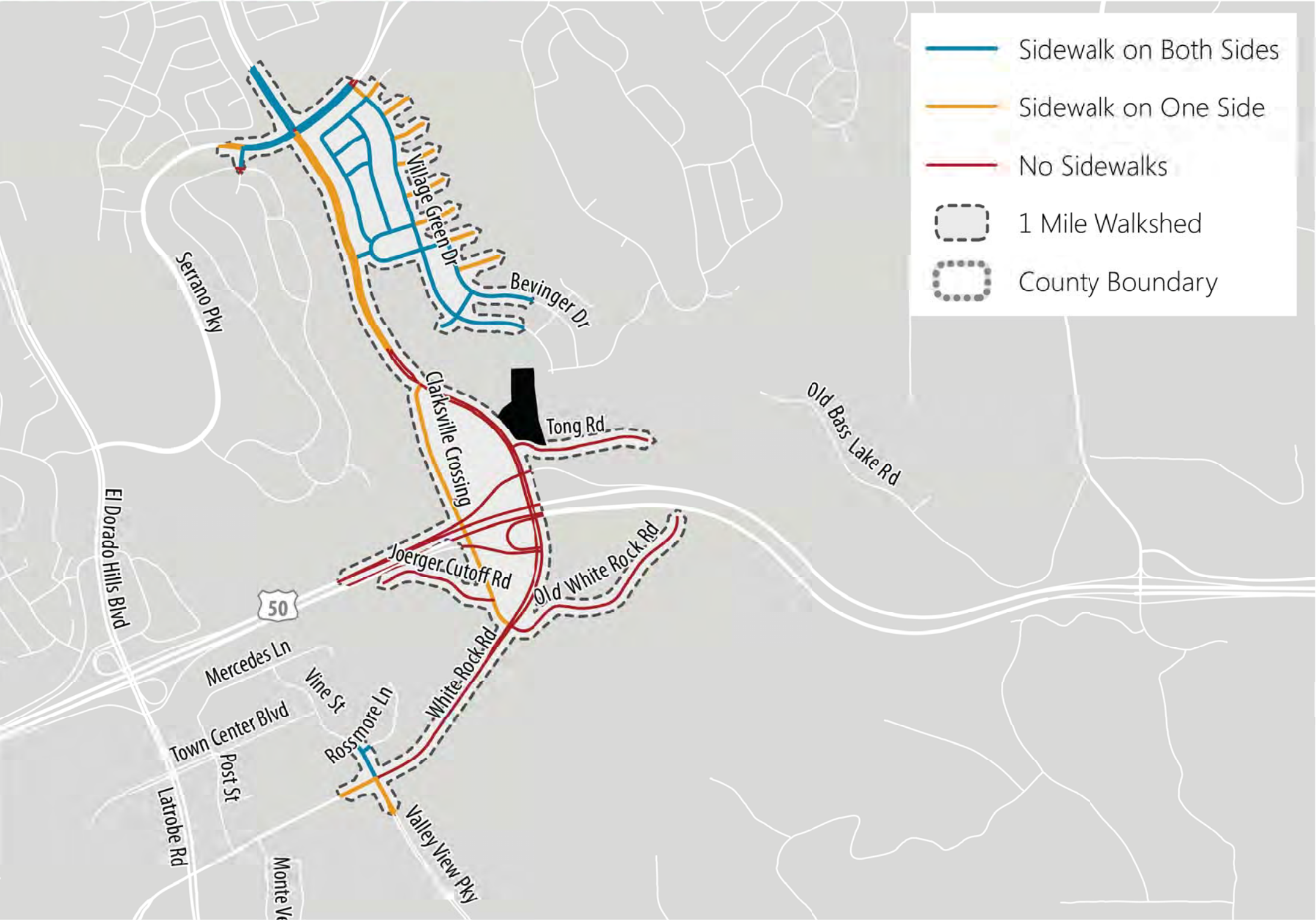


Residential & Employment Density (2036)

	1 Mile	2 Miles	5 Miles
Households Per acre	1.15	1.10	1.01
Jobs Per acre	1.29	1.27	0.93

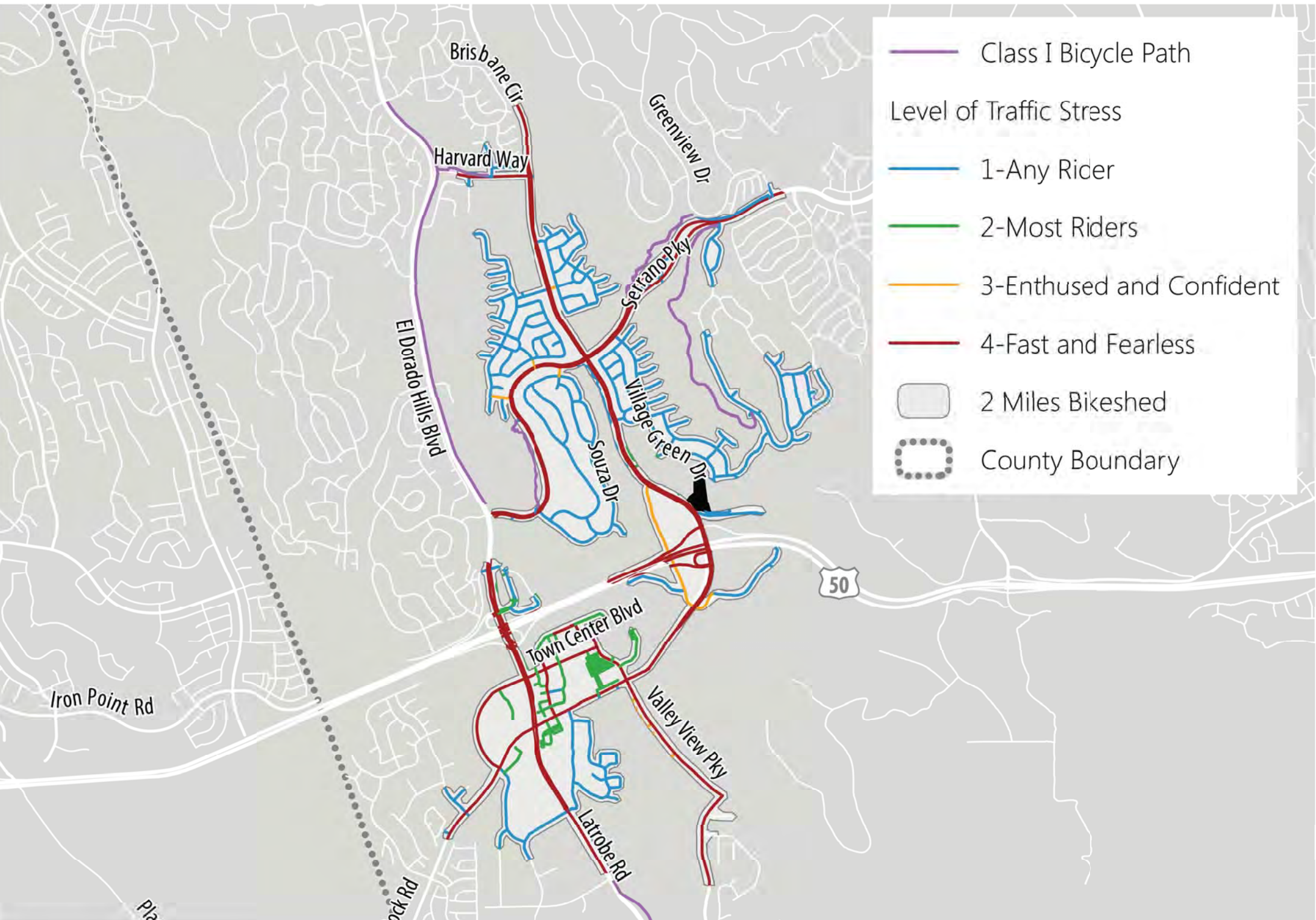
Sidewalk Gaps

Identified within the walkshed area

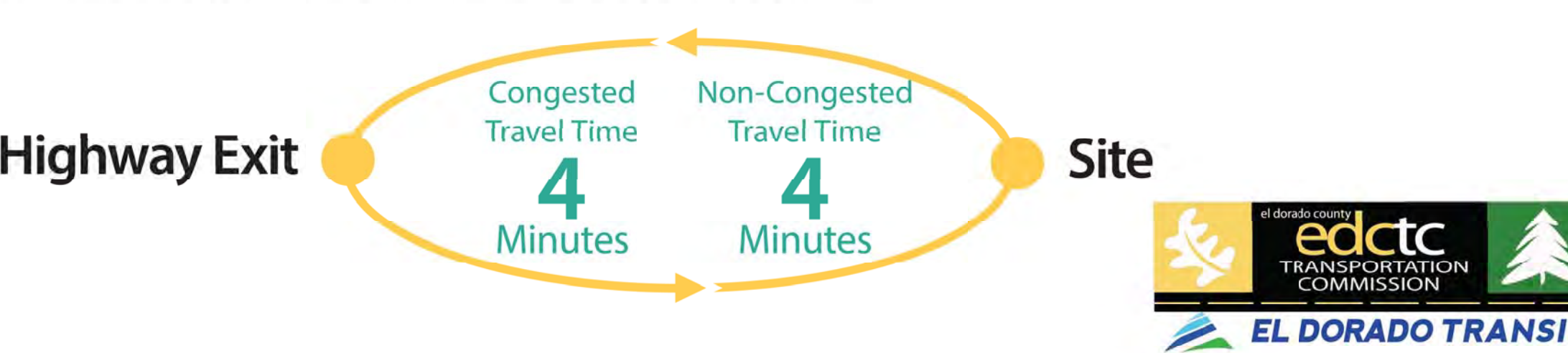


Level of Traffic Stress (LTS)

How comfortable a person is likely to feel biking on a street

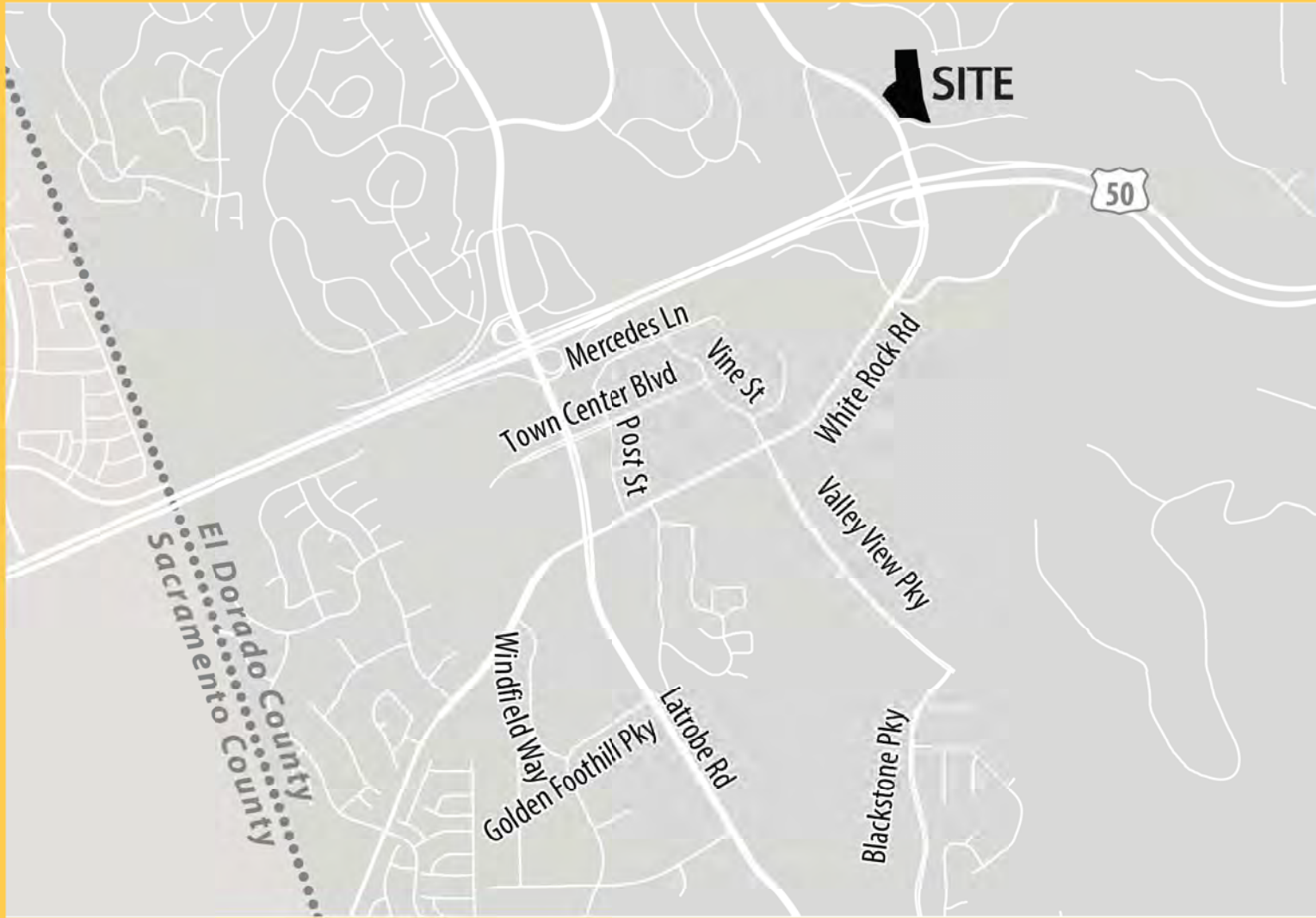


Directness of Transit

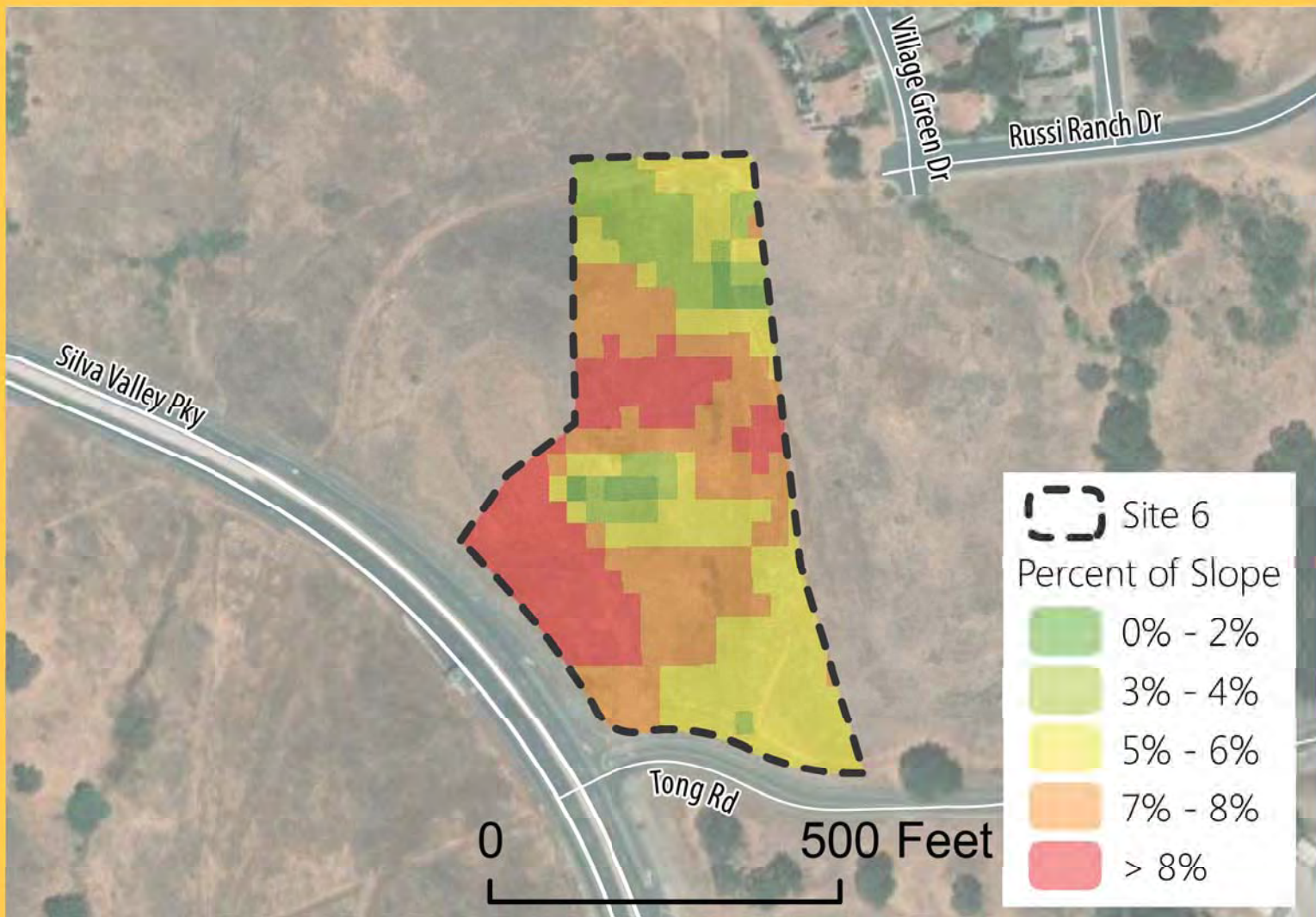


TRANSIT CENTER SITE OPTION 6

Silva Valley Pkwy & Tong Road



Site Location



Site Characteristics - 9 Acres

Top Strengths & Weaknesses of Site

Site Strengths

- Minimal turns and left turns required to access site
- Proximity to future major retail
- Proximity to future convenience retail

Site Weaknesses

- Low residential and employment density
- Poor site visibility and bicycle/pedestrian accessibility
- Site constraints (terrain)

County Line Multi-Modal Transit Center Study

● Good ● Fair ○ Poor

Goals	Analysis Factor	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6
RECOMMENDED SITES			✓	✓		✓	✓
Multi-Modal Transportation	Proximity to US 50	●	●	●	○	●	●
	Proximity to Capital Southeast Connector	●	●	●	○	●	●
	Limited Number of Turning Movements Required to Access Site	●	●	●	●	●	●
	Limited Number of Left Turns Required to Access Site	●	●	●	●	○	●
	Bicycle Accessibility	●	●	●	○	●	●
	Bicycle Comfort	○	●	●	○	○	○
	Ability to Accommodate Necessary Parking	○	●	●	●	●	●
	Roadway Access	●	●	●	●	●	●
	Frontage Loading Potential	○	●	●	○	●	●
	Connection to Other Transit	●	●	●	○	●	●
High Levels of Pedestrian Priority	Pedestrian Accessibility	●	●	●	○	○	○
	Pedestrian Comfort	●	●	●	○	○	○
Urban Density and Use Intensity	Residential Density	●	●	●	●	○	○
	Employment Density	●	●	●	○	○	○
Economic Vitality, Competitiveness, and Cost Effectiveness	Size	○	●	●	●	●	●
	Opportunity for Transit-Oriented Development on Adjacent Parcels	○	●	●	●	○	●
	Adjacent Land Designated for Development	○	●	●	○	●	●
	Compatibility with Adjacent Transit Supportive Uses	○	●	●	○	●	●
	Proximity to Major Retail	●	○	●	●	●	●
	Proximity to Convenience Retail	●	●	●	●	○	●
	Ability to Accommodate Electric Vehicles						
	Ability to Accommodate Solar	○	●	●	○	●	●
	Opportunity to Utilize Existing Infrastructure	●	○	○	●	○	○
	Zoning Consistency	○	○	●	○	●	○
	Minimal Potential Environmental Constraints	●	●	○	●	○	●
	Minimal Potential Terrain Constraints	●	●	●	●	○	○
	Minimal Potential Utility Constraints	○	●	●	●	●	●
	Proximity to Public Spaces	●	●	●	●	●	○
Strong Sense of Place	Site Visibility	●	●	●	●	○	○
	Ability to Accommodate Interactive Maps, Real Time GPS, and Other Technology	●	●	●	●	●	●
Embedded Technology	Ability to Accommodate Transportation Network Company Pick-Up/Drop-Off	○	●	●	●	●	●
	Ability to Implement Successful Bike Share	●	●	●	●	●	○

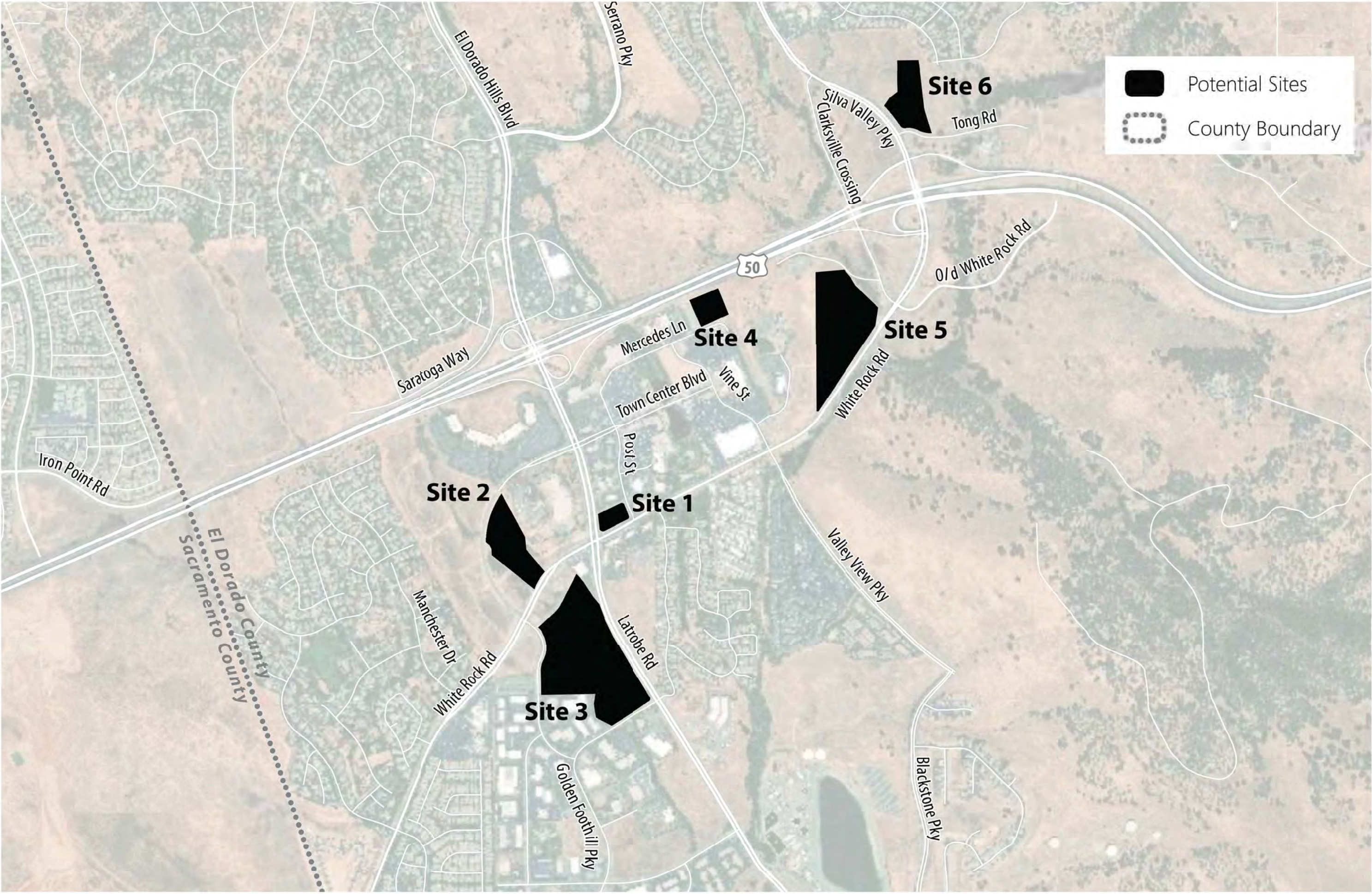


Figure 1 - Potential Site Map

Overview

Six sites, identified in Figure 1, were evaluated based on multiple criteria to determine which sites are most appropriate for the Multi-Modal Transit Center. After analyzing the results of the evaluation, sites were grouped into three tiers: recommended, recommended for consideration, and not recommended, as discussed below.

Recommended Sites: ✓

Sites 2 and 3 are both recommended as they scored good/fair in almost all criteria. Strong site characteristics include automobile, bicycle and pedestrian accessibility, a large parcel size that can accommodate bus loading, buildings, and existing and future parking demand, and location as both sites have the highest residential or employment density located within proximity to existing and planned development including Town Center East, the El Dorado Hills Business Park and residential development.

Recommended for Consideration: ✓

Sites 5 and 6 are recommended for consideration with appropriate parcel sizes that can accommodate bus loading, buildings, and existing and future parking demand. They have easy to access from US 50 or the future Capital Southeast Connector. However, due to location, both sites lack pedestrian and bicycle accessibility, have the lowest residential and employment density, and have poor interaction with neighboring parcels. The steeper terrain may also create challenges for site layout and ADA accessibility.

Not Recommended:

Sites 1 and 4 are not recommended as they do not meet many of the criteria needed for the Multi-Modal Transit Center. The small parcel size of site 1, which is the existing park-and-ride lot, constrains the ability to provide adequate parking without a parking garage, which may be infeasible due to the presence of existing overhead power lines. Site 4 ranked poorly due to its location within the far corner Town Center East. It is difficult to access for vehicles, pedestrians and bicyclists, and has poor visibility to surrounding uses.



El Dorado County Line Multi- Modal Transit Center Open House #2 - Feedback Form

November 27, 2018 | 4:30 - 6:30 PM

Silva Valley Elementary School

Please give us your feedback....

1. Do you currently use the existing park & ride at Site #1?

☐ Yes ☐ No

2. If you answered yes, would you continue to use this amenity if located at the following locations? Check all that apply.

	Yes	No
Site #2	<input type="checkbox"/>	<input type="checkbox"/>
Site #3	<input type="checkbox"/>	<input type="checkbox"/>
Site #4	<input type="checkbox"/>	<input type="checkbox"/>
Site #5	<input type="checkbox"/>	<input type="checkbox"/>
Site #6	<input type="checkbox"/>	<input type="checkbox"/>
Site #7	<input type="checkbox"/>	<input type="checkbox"/>

3. If you answered no, would you begin to use it at the following locations? Check all that apply.

	Yes	No
Site #2	<input type="checkbox"/>	<input type="checkbox"/>
Site #3	<input type="checkbox"/>	<input type="checkbox"/>
Site #4	<input type="checkbox"/>	<input type="checkbox"/>
Site #5	<input type="checkbox"/>	<input type="checkbox"/>
Site #6	<input type="checkbox"/>	<input type="checkbox"/>
Site #7	<input type="checkbox"/>	<input type="checkbox"/>

4. Are there other ideas, concerns, or solutions that you would like the project team to consider?

Please provide your contact information to receive project updates and information about future meetings.

Name: _____

Phone: _____

Email: _____

In addition, you may submit your comments directly to Isabelle Gaillard by emailing igaillard@aimconsultingco.com, fax (916) 442 - 1186 or via mail: 2523 J Street Suite 202 Sacramento, CA 95816

El Dorado County Line Multi-Modal Transit Center Study

COMMENT CARD

Please share any thoughts, comments, or questions you have about the
El Dorado County Line Multi-Modal Transit Center Study

Name: _____

Email Address: _____

Phone Number: _____



*You may submit your comments to staff today or directly to
tcoover@aimconsultingco.com*

Place
postage
stamp
here

AIM Consulting
2523 J Street, Suite 202
Sacramento, CA 95816

AGENDA ITEM 1 F
Consent Item

MEMORANDUM

DATE: December 6, 2018

TO: El Dorado County Transit Authority

FROM: Mindy Jackson, Executive Director

SUBJECT: Authorize the Executive Director or her designee to enter into preliminary discussions with property owners and representatives regarding the acquisition of all or part of the following subject parcels, as identified in the County Line Multi-modal Transit Center Study, including ordering preliminary title reports and right of way valuations; Site 2, Site 3, Site 5 and Site 6.

REQUESTED ACTION:
BY MOTION,

Authorize the Executive Director or her designee to enter into preliminary discussions with property owners and representatives regarding the acquisition of all or part of the following subject parcels as identified in the County Line Multimodal Transit Center Study, including the ordering of and payment for preliminary title reports and right of way valuations;
Site 2: APN 117-160-055 and 056, El Dorado Hills Investors, LTD
Site 3: APN 117-180-004, Jackson II, LLC
Site 5: APN 121-280-024, Huddinge Partners
Site 6: APN 122-720-015, County of El Dorado

BACKGROUND

The El Dorado County Transit Authority (El Dorado Transit) Board of Directors has previously been briefed on the efforts of the El Dorado County Transportation Commission (EDCTC) and their sub-consultants, Fehr & Peers and AIM Consulting, to provide public workshops and perform a detailed study of the options for providing a new multi-modal transit facility in the El Dorado Hills area.

DISCUSSION

Based on a presentation and the overview included as Attachment #1 of the draft County Line Multimodal Transit Center Study, six (6) possible sites were identified and studied. Of those sites, Sites 2 and 3 were recommended as having the best potential for development of the transit

center, Sites 5 and 6 were recommended for consideration, and Sites 1 and 4 are not recommended for any further study or consideration.

To enable Fehr and Peers to complete the Transit Center Study, it is necessary for consultants and El Dorado Transit staff to have the ability and authority to directly contact the subject property owners, to determine their willingness, interest and level of cooperation should their property be considered the best site for acquisition for the transit facility. It will also be important to determine if there are any constraints related to the subject parcels, which could include items of record (easements, setbacks, CC&R's), as well as any conditions or restrictions that might be imposed by the subject property owners as part of the sale of all or a portion of their property.

The requested action will allow the Executive Director or her designee to proceed with the ordering of preliminary title reports, which will provide El Dorado Transit staff and consultants with the technical and legal information necessary for final analysis of the development potential of each subject property. Also, the requested action would allow for preliminary valuations of the subject parcels, although a complete certified appraisal would not be done until later in an acquisition process. And most importantly, the requested action allows the Executive Director or her designee to have direct contact with the subject property owners to determine their level of cooperation and identify any parcel-specific constraints.

FISCAL IMPACT

The cost for preliminary title reports is estimated to be less than \$1,000 per parcel, for a total allocation of \$4,000. Requests for informal bids would be circulated to all local title companies, prior to ordering any title services. Valuation estimates (Right of Way Data Sheets) are estimated to be \$1,500 each, for a total of \$6,000.

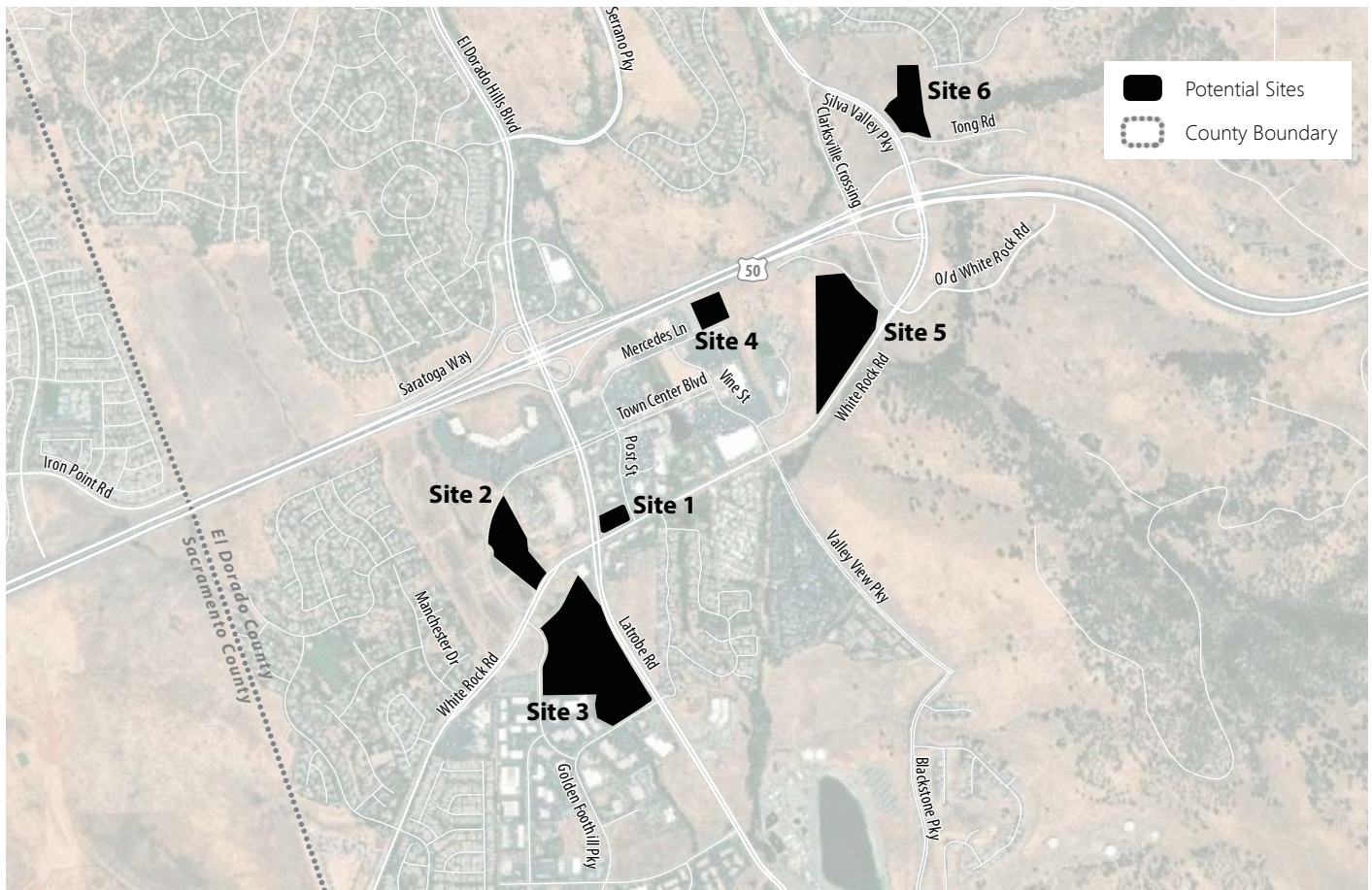


Figure 1 - Potential Site Map

Overview

Six sites, identified in Figure 1, were evaluated based on multiple criteria to determine which sites are most appropriate for the Multi-Modal Transit Center. After analyzing the results of the evaluation, sites were grouped into three tiers: recommended, recommended for consideration, and not recommended, as discussed below.

Recommended Sites: ✓

Sites 2 and 3 are both recommended as they scored good/fair in almost all criteria. Strong site characteristics include automobile, bicycle and pedestrian accessibility, a large parcel size that can accommodate bus loading, buildings, and existing and future parking demand, and location as both sites have the highest residential or employment density located within proximity to existing and planned development including Town Center East, the El Dorado Hills Business Park and residential development.

Recommended for Consideration: ✓

Sites 5 and 6 are recommended for consideration with appropriate parcel sizes that can accommodate bus loading, buildings, and existing and future parking demand. They have easy access from US 50 or the future Capital Southeast Connector. However, due to location, both sites lack pedestrian and bicycle accessibility, have the lowest residential and employment density, and have poor interaction with neighboring parcels. The steeper terrain may also create challenges for site layout and ADA accessibility.

Not Recommended:

Sites 1 and 4 are not recommended as they do not meet many of the criteria needed for the Multi-Modal Transit Center. The small parcel size of site 1, which is the existing park-and-ride lot, constrains the ability to provide adequate parking without a parking garage, which may be infeasible due to the presence of existing overhead power lines. Site 4 ranked poorly due to its location within the far corner Town Center East. It is difficult to access for vehicles, pedestrians and bicyclists, and has poor visibility to surrounding uses.

County Line Multi-Modal Transit Center Study

● Good ● Fair ○ Poor

Goals	Analysis Factor	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6
RECOMMENDED SITES			✓	✓		✓	✓
Multi-Modal Transportation	Proximity to US 50	●	●	●	○	●	●
	Proximity to Capital Southeast Connector	●	●	●	○	●	●
	Limited Number of Turning Movements Required to Access Site	●	●	●	●	●	●
	Limited Number of Left Turns Required to Access Site	●	●	●	●	●	●
	Bicycle Accessibility	●	●	●	○	●	●
	Bicycle Comfort	○	●	●	○	○	○
	Ability to Accommodate Necessary Parking	○	●	●	●	●	●
	Roadway Access	●	●	●	●	●	●
	Frontage Loading Potential	○	●	●	○	●	●
	Connection to Other Transit	●	●	●	○	●	●
High Levels of Pedestrian Priority	Pedestrian Accessibility	●	●	●	○	○	○
	Pedestrian Comfort	●	●	●	○	○	○
Urban Density and Use Intensity	Residential Density	●	●	●	●	○	○
	Employment Density	●	●	●	○	○	○
Economic Vitality, Competitiveness, and Cost Effectiveness	Size	○	●	●	●	●	●
	Opportunity for Transit-Oriented Development on Adjacent Parcels	○	●	●	●	○	●
	Adjacent Land Designated for Development	○	●	●	○	●	●
	Compatibility with Adjacent Transit Supportive Uses	○	●	●	○	●	●
	Proximity to Major Retail	●	○	●	●	●	●
	Proximity to Convenience Retail	●	●	●	●	○	●
	Ability to Accommodate Electric Vehicles						
	Ability to Accommodate Solar	○	●	●	○	●	●
	Opportunity to Utilize Existing Infrastructure	●	○	○	●	○	○
	Zoning Consistency	○	○	●	○	●	○
	Minimal Potential Environmental Constraints	●	●	○	●	○	●
	Minimal Potential Terrain Constraints	●	●	●	●	○	○
	Minimal Potential Utility Constraints	○	●	●	●	●	●
Strong Sense of Place	Proximity to Public Spaces	●	●	●	●	●	○
	Site Visibility	●	●	●	●	○	○
Embedded Technology	Ability to Accommodate Interactive Maps, Real Time GPS, and Other Technology	●	●	●	●	●	●
	Ability to Accommodate Transportation Network Company Pick-Up/Drop-Off	○	●	●	●	●	●
	Ability to Implement Successful Bike Share	●	●	●	●	●	○