

El Dorado Transit Park-and-Ride Master Plan Update Study



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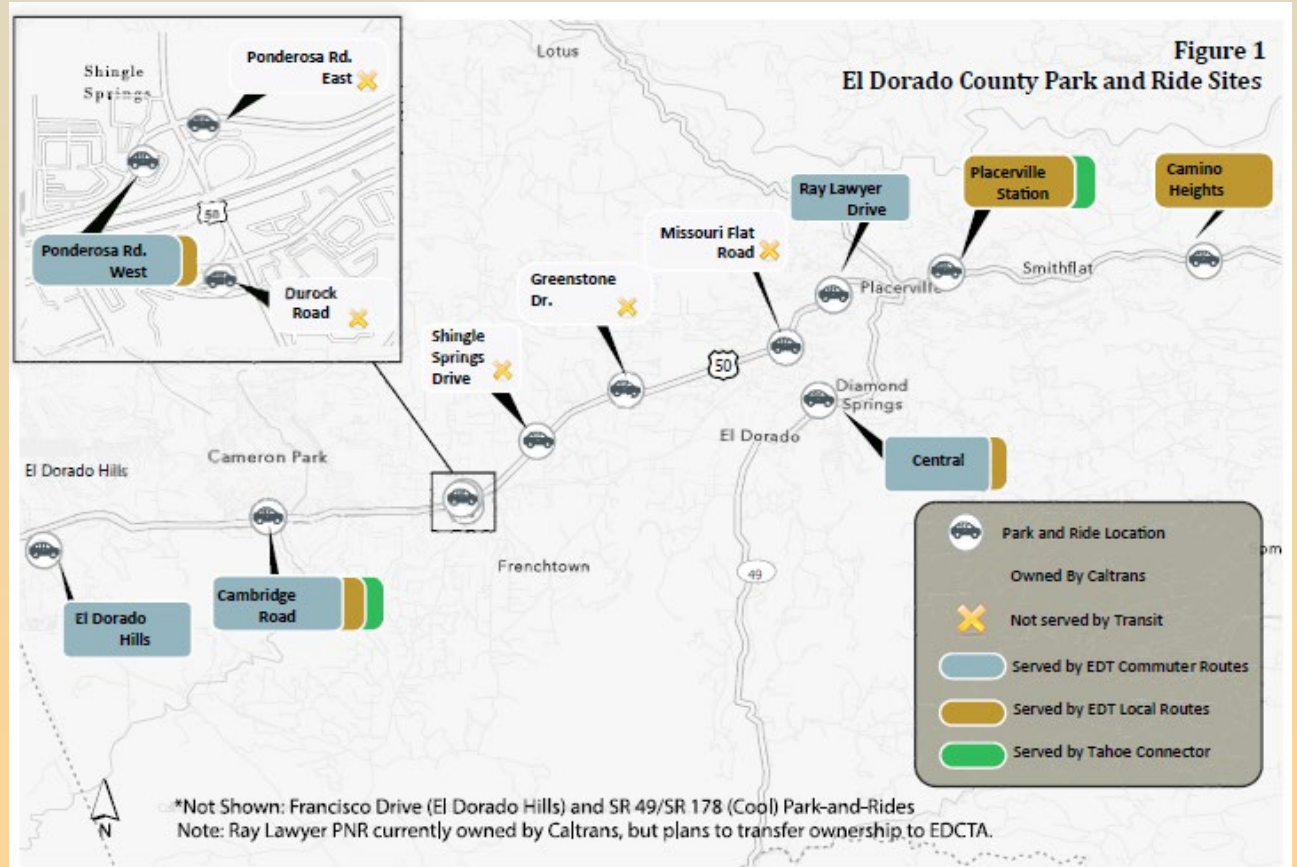
PURPOSE OF THE STUDY

- Park-and-Ride facilities are an important capital asset to EDT
- The most recent study of PnR facilities was completed in 2017, prior to the pandemic
- An updated plan is needed to ensure that investments reflect existing and foreseeable needs
- Study included:
 - Review of existing facilities
 - Review of services using the facilities and current parking activity
 - Survey of existing Commuter Service riders
 - Evaluation of existing plans
 - Analysis of future ridership and parking needs
 - Defining recommended improvements
 - Financial plan and implementation



EXISTING FACILITIES

- 5 Facilities Served by EDT
- 7 Other Facilities Owned by Caltrans
- A total of 611 parking spaces served by EDT and 172 not served by EDT
- Overall, 19 percent of parking spaces are used at peak
- Of those served by EDT, the busiest is El Dorado Hills with 37 percent peak parking use



EXISTING EDT SERVICES

- Commuter Service has been cut back to 4 trips per day in each direction.
- PnR lots are also served by local and Sac-Tahoe Connector routes.
- Current Commuter Service ridership is roughly 15 percent of pre-pandemic ridership.

EDT COMMUTER RIDER SURVEY (116 RESPONSES)

- Commuters travel 2.6 days per week on average and expect to increase to 3.1 days per week over the next year. Any increase in commuting will be on EDT.
- 83% drive to the PnR lot, 12% get dropped off, 5% bike/ped.
- Riders have a good impression of the convenience and parking availability at PnR lots, but a relatively poor impression of the potential for vandalism.
- Riders would most like to see real-time bus information, improved lighting and new/expanded bus shelters.

FACTORS IMPACTING FUTURE NEEDS

- Residential development in western El Dorado County – 15% growth by 2040 overall, with 30% growth in El Dorado Hills
- Changes in total EDC residents by employment area:
 - Downtown Sacramento: -18%
 - US 50 Rancho Cordova Corridor: +23%
 - Folsom: +34%
- Remote Working:
 - State of California now encouraging hybrid work schedules. 38% of those with a potentially remote job now telework all days, and only 8 percent never telework, with the average physically commuting 1.6 days per week.

More Difficult for Transit
To Serve



Conclusion – Long term commuting demand will likely not exceed 50% of pre-pandemic levels. To provide a factor of safety, we estimated future parking needs assuming 60% of pre-pandemic commuting.

OTHER CONSIDERATIONS

- Bus charging not required at PnR facilities, as ZEB study concluded that all charging will be at bus depots.
- State standards for private EV charging spaces was applied.
- Bike/ped improvements were considered.
- Potential new microtransit van space is considered, and 1 additional bus at El Dorado Hills.
- With opening of the Bass Lake PnR, the Commuter Service should be shifted over from the current stop at Cambridge Road. They are only 1.8 miles apart, and serving both would further delay travel for residents boarding up the hill, and it is more convenient to serve the site that is towards the work destination.



RECOMMENDATIONS

EL DORADO HILLS

- Purchase lot to the east to add 59 spaces
- Reconstruct the transit plaza and passenger shelter
- Repave existing lot and eliminate northeast spaces with difficult access
- Provide sidewalk east to Target
- 10 EV spaces

COST = \$2.5 Million

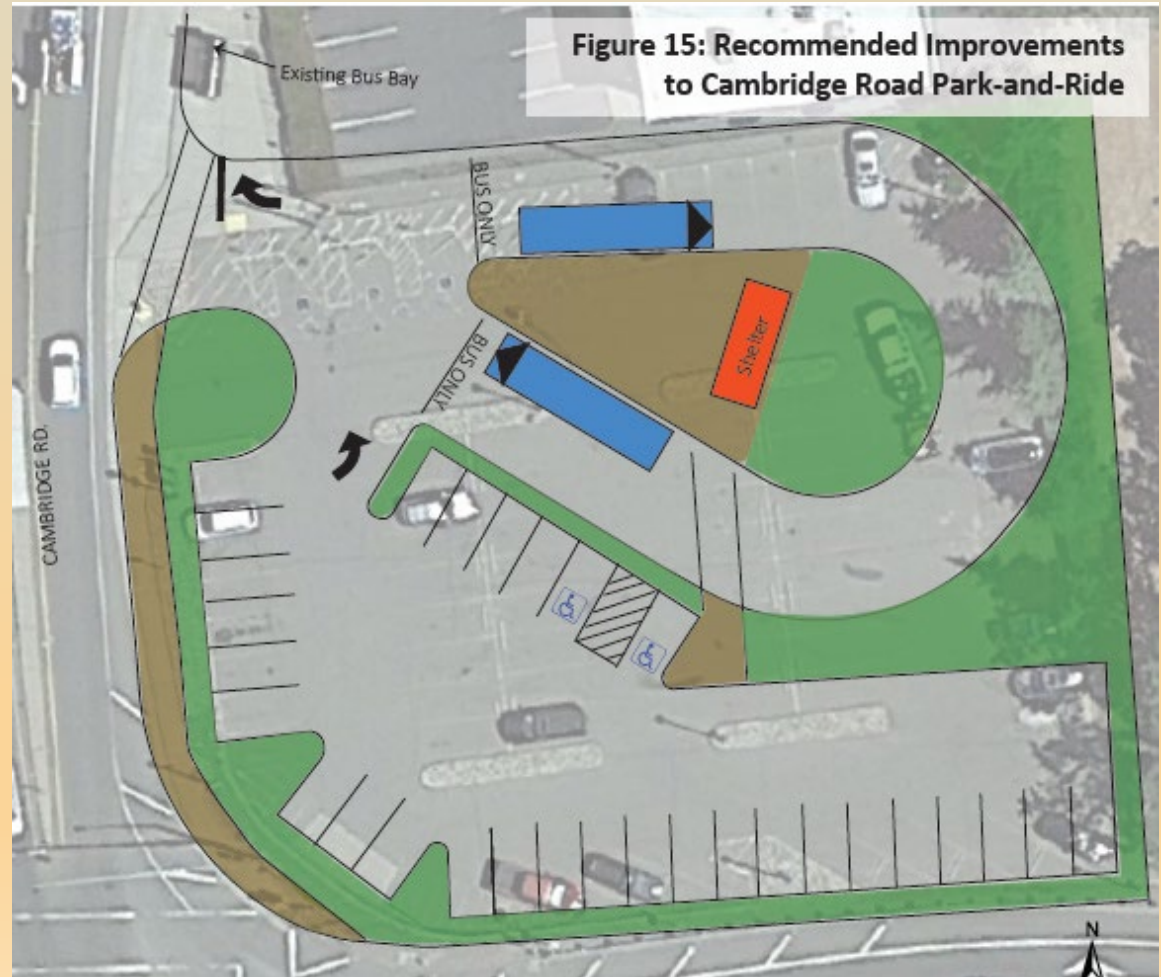


No longer pursue the development of a new County Line Multimodal Center (\$9.3 Million)

RECOMMENDATIONS CAMBRIDGE ROAD

- Construct 2 additional bus bays in existing lot to solve current problem of insufficient bus space
- Remaining spaces adequate to serve 50 Express, Sac-SLT Connector Bus and Route 40
- Improved lighting
- 2 EV spaces

COST = \$844,500



RECOMMENDATIONS *PLACERVILLE STATION*

- Provide 3rd bus bay to solve existing bus conflicts and potential safety issues
- The City's parking expansion provides adequate spaces to address the loss of 10 spaces for the new bus bay
- *COST = \$230,400*



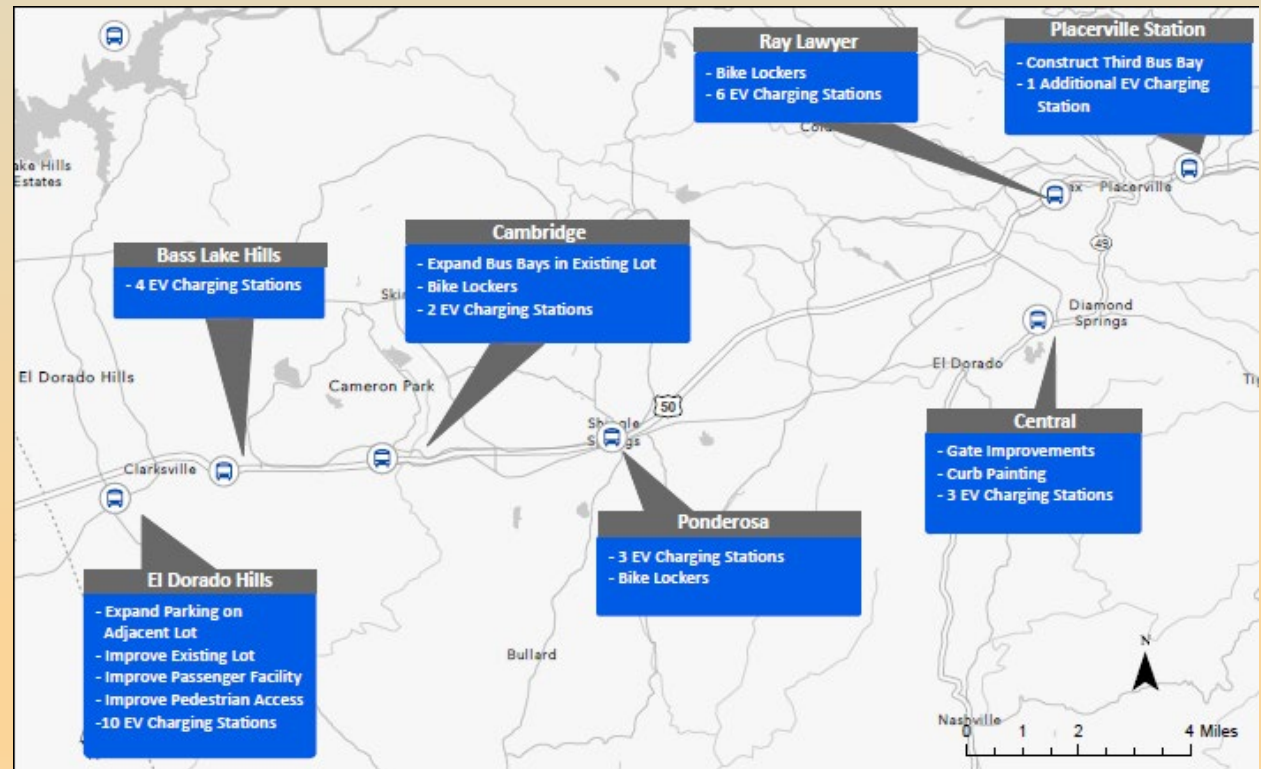
OTHER FACILITIES

- **Bass Lake** – 4 EV charging spaces. Parking capacity is adequate to accommodate the shift from Cambridge Park.
- **Ponderosa Road (Wild Chaparral)** – 3 EV charging spaces.
- **Central** – Improve the ADA accessibility of the security gate. Repaint red curbs. 3 EV charging spaces.
- **Ray Lawyer Drive** – 6 bike lockers. 6 EV Charging spaces.
- **Camino Heights** – No improvements needed.



SUMMARY OF RECOMMENDATIONS

- Total Construction Cost = \$3,785,900
- First priority should be securing the parcel just east of the El Dorado Hills PnR for future expansion, and construction.
- Priority should also be given to the Cameron Park and Placerville Station improvements.
- Bundling multiple projects into single grant requests and bids would be most efficient.



FUNDING SOURCES

- **EDC Traffic Impact Fee Program** – Current TIF program has \$1,790,000 allocated for PnR improvements. Possible local match.
- **Transit and Intercity Rail Capital Program (TIRCP)** – PnR improvements are a good fit for TIRCP funding. SB 125 changes it to a formula grant.
- **Federal Funding through the Bipartisan Infrastructure Law** – 5307, 5310, 5311 programs
- **Local Transportation Funds and State Transit Assistance Funds**



QUESTIONS / DISCUSSION



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