El Dorado County Line Multi-Modal Transit Center Study
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.
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.
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.
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.

- I drive alone: 11
- Transfer from another bus or Dial-A-Ride: 3
- Carpool: 1
- I ride my bike: 1
- I walk: 1
- Other: 1
Stations 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
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.
Station 5: What site amenities would you like included in the El Dorado County Transit Center? You can choose up to 8 amenities.

<table>
<thead>
<tr>
<th>Real Time Transit Board</th>
<th>12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coffee Shop / Café / Deli</td>
<td>12</td>
</tr>
<tr>
<td>Pick-Up / Drop-Off Area</td>
<td>10</td>
</tr>
<tr>
<td>Security Cameras / Guards</td>
<td>10</td>
</tr>
<tr>
<td>Public Restrooms</td>
<td>10</td>
</tr>
<tr>
<td>Electric Vehicle Charging Stations</td>
<td>8</td>
</tr>
<tr>
<td>Bike Racks and Bike Lockers</td>
<td>8</td>
</tr>
<tr>
<td>Outdoor Seating Area</td>
<td>8</td>
</tr>
<tr>
<td>Indoor Seating Area</td>
<td>8</td>
</tr>
<tr>
<td>Convenient Transfer Platform</td>
<td>7</td>
</tr>
<tr>
<td>Parking</td>
<td>7</td>
</tr>
<tr>
<td>Indoor Bike Storage Room</td>
<td>7</td>
</tr>
<tr>
<td>Information Kiosk</td>
<td>6</td>
</tr>
<tr>
<td>Carpool / Vanpool Spaces</td>
<td>5</td>
</tr>
<tr>
<td>Bike Share</td>
<td>1</td>
</tr>
<tr>
<td>Vending Machines</td>
<td>1</td>
</tr>
</tbody>
</table>

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.
• 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
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.
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.