



US 50 Corridor Action Plan Virtual Workshop #3 Event Summary

Introduction

On Thursday, February 16, 2023, the El Dorado County Transportation Commission (EDCTC) and the City of Placerville jointly hosted a virtual workshop on Zoom about the US 50 Corridor System User Analysis, Investment Strategy, and Access Control Action Plan (Action Plan). At this event, participants had the opportunity to review the draft plan and discuss next steps regarding the Corridor Action Plan and Trip to Green. A total of 57 community members attended the meeting.

Project Overview

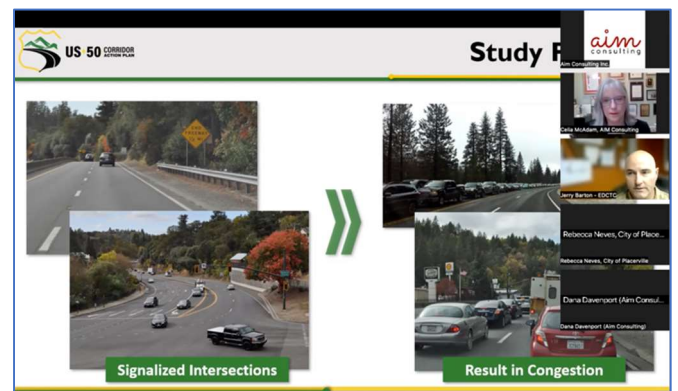
As the primary transportation corridor through El Dorado County, US 50 serves the County’s major population centers, including El Dorado Hills, Cameron Park, Diamond Springs, Placerville, Camino, and South Lake Tahoe. Peak month Average Daily Traffic (ADT) ranges from 106,000 at the west end of the County at Latrobe Road to 16,800 at the junction of SR 89 in South Lake Tahoe (2017 data). To address long-term problems associated with limited data availability and a need for a comprehensive investment strategy for the US 50 Corridor, EDCTC in partnership with the City of Placerville, local and regional partners, and Caltrans District 3, is conducting a system user analysis to identify and assess innovative pricing and investment strategies for the US 50 Corridor. The project also includes data collection and development of traffic management strategies, which led to the deployment of Trip to Green, a pilot project to control access on US 50 allowing the signals to be held in a solid green phase on US 50 within the City of Placerville.



Welcome slide of the PowerPoint

Workshop Purpose

The EDCTC, the City of Placerville, and Caltrans are developing the US 50 Corridor Action Plan to consider creative solutions to the longstanding congestion issues on US 50 through Placerville. The first workshop was held in December 2022 to share the findings of the Trip to Green demonstration weekends with the public and collect input on future direction for the corridor. The second workshop was held in January 2023 to present four different options for



Study Location Picture Slide



next steps, including the pros and cons of each, and asked participants for their feedback on which one should be pursued. The purpose of this third community meeting was to share and review the draft plan and discuss next steps regarding the Corridor Action Plan and Trip to Green.

Specifically, this workshop included a presentation of the Access Control Plan, overview of the System User Analysis and Planning and Investment Strategies, next steps, and the public feedback summary.

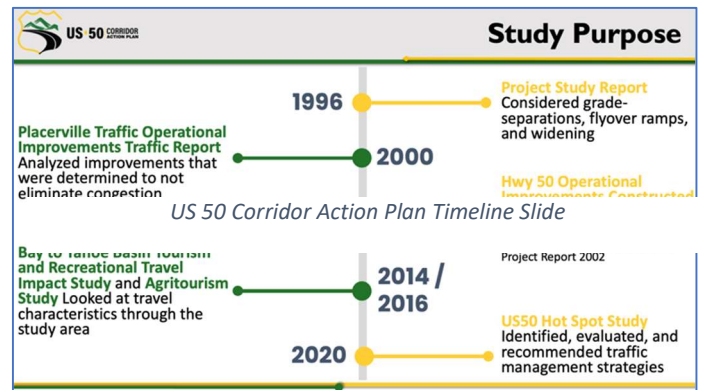
Workshop Format

The workshop began with a welcome from Celia McAdam of AIM Consulting, along with a brief overview of the participation process through the Zoom format. Jerry Barton of EDCTC began a presentation that reviewed the US 50 Corridor Action Plan steps to this point and possible future direction. Following the presentation, Celia McAdam facilitated a large-group discussion where participants asked questions and provided input through the virtual chat box or by verbally asking questions. The project team concluded the community workshop by reviewing January’s workshop public feedback, and the team shared the timeline for presenting the draft plan to EDCTC and City of Placerville. A detailed description of the workshop follows:

Presentation, Part 1: Study Background

Celia McAdam began the workshop by first reviewing Zoom norms, going over the meeting agenda and introducing the project team in attendance:

- Rebecca Neves, City of Placerville
- Jerry Barton, EDCTC
- Celia McAdam, AIM Consulting
- Katie Owen, AIM Consulting
- Dana Davenport, AIM Consulting



McAdam then passed the slide over to Jerry Barton, Senior Transportation Planner for EDCTC. Barton began the formal presentation, which provided an overview of the project, a summary of the study area, study purpose, and timeline. Below is a summary of this part of the workshop:

US 50 Action Corridor Plan and the Study Background

Barton explained to participants that EDCTC and the City of Placerville have studied options for US 50 improvements for well over 20 years. A Project Study Report in 1996 considered grade separations, flyover ramps, and widening, followed by the Placerville Traffic Operational Improvements Traffic Report in 2000 which analyzed improvements that were ultimately determined to not effectively eliminate congestion. Following the 2000 report, in 2008 Highway



50 Operational Improvements constructed an Eastbound Auxiliary Lane, Hangtown Bridge, and Placerville Drive Connection. Between 2015 and 2020, the Bay to Tahoe Basin Tourism and Recreational Travel Impact Study took place alongside the US 50 Hot Spot Study, which recently concluded. These two studies evaluated and recommended traffic management strategies and looked at travel characteristics throughout the study area.

Barton shared that the project team for the current US 50 Corridor Action Plan included the following agencies/jurisdictions:

- Caltrans District 3
- EDCTC
- City of Placerville
- El Dorado County
- City of Placerville Police
- City of Placerville Fire

Project Development Team (PDT)

Project Development Team Role

- ▶ Collaborate on study processes, findings and recommendations
- ▶ Provide technical input and expertise
- ▶ Coordinate needs, responsibilities and actions within respective organizations
- ▶ Ensure we develop the most effective plan possible for the traveling public

Logos for Caltrans District 3, EDCTC, El Dorado County, City of Placerville, City of Placerville Police, and City of Placerville Fire are displayed.

Team Slide

All agencies/jurisdictions had the same four goals: collaborate on study processes, findings, and recommendations; provide technical input and expertise; coordinate needs, responsibilities, and actions within respective organizations; and ensure they develop the most effective plan possible for the traveling public.

Presentation, Part 2: Access Control Plan for US 50 in Placerville

After providing the background to the current study, Barton then introduced the Access Control Plan Proof of Concept, also known as Trip to Green. He indicated that the plan consisted of continuous green lights for US 50 thru traffic at all three signals in downtown Placerville, prohibited local movements across US 50, and rerouted local access and North/South movements across US 50.

Trip to Green Takeaways

Barton summarized the Trip to Green takeaways, which consisted of:

- Trip to Green effectively addressed congestion
- No crashes were reported during Trip to Green operations
- The results suggest a Sunday-only Trip to Green may be a viable option on most weekends
- Results also suggest a narrower timeframe than 8am-8pm can be considered

Presentation, Part 3: System User Analysis

Barton next spoke about the System User Analysis overview. He described the purpose of the analysis was to develop an understanding of corridor users, travel patterns and demographics,



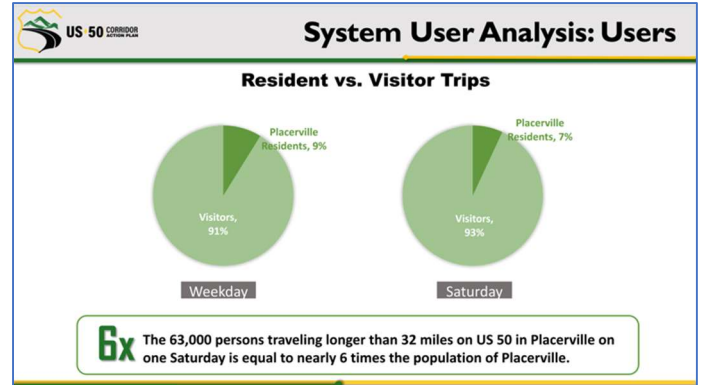
then gathered information is used to inform the plan and investment strategy. Finally, location-based device data was used to conduct the travel analysis. Below is a summary of the System User Analysis findings:

System User Analysis: Trip Distance

- Weekday average distance: 96 miles
- Saturday average distance: 104 miles

System User Analysis: Users

- Barton indicated that on weekdays 91 percent of travelers were visitors and nine percent were Placerville residents, while on Saturday 93 percent of travelers were visitors and seven percent were Placerville residents. He noted that the 63,000 persons traveling longer than 32 miles on US 50 in Placerville on one Saturday is equal to nearly six times the population of Placerville.



System User Analysis Chart Slide

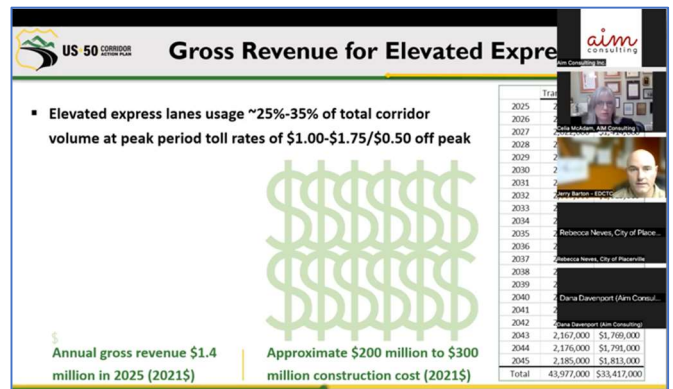
Presentation, Part 4: Financing and Investment Strategy

Barton next shared the objective of the Investment Strategy Overview which included conducting a sketch-level study to determine the potential order of magnitude of revenue if tolling were implemented to help fund solutions for US 50 congestion.

The project team analyzed two scenarios: elevated express lanes and permeant Trip to Green infrastructure. Before going into each scenario, Barton clarified that tolling would require additional studies and approvals.

Scenario 1: Elevated Express Lanes

The elevated express lanes scenario would consist of a western terminus at Ray Lawyer Drive and an eastern terminus at Mosquito Road. There would be one lane per direction which would be running 24 hours per day, 365 days of the year. The annual gross revenue from tolling this scenario is expected to be \$1.4 million in 2025 dollars, and it would take \$200-\$300 million to construct.



Gross Revenue for Elevated Express Lane Slide



Scenario 2: Permanent Trip to Green Infrastructure

Under this scenario, signals on US 50 would be held to green with left turn and cross street access at the intersections controlled with permanent infrastructure such as barriers and signs. This scenario would operate for five holiday periods and seven typical fall weekends throughout the year. Under this scenario, all US 50 traffic would be tolled during Trip to Green operations using overhead gantries that would not require motorists to stop to pay tolls. There would be a tolling exemption for residents. The assumption is the toll amount would be \$1-\$3 per trip which would create an annual gross revenue of \$620,000 to \$1.8 million dollars. The approximate construction cost would be approximately \$16 million dollars.

Next Steps and Conclusion

Barton concluded the presentation by sharing next steps, which includes a presentation of the draft plan to EDCTC and City of Placerville in March 2023 and a final plan adoption in April 2023. Based on the direction provided by EDCTC Board of Directors and Placerville City Council, the staff will coordinate with Caltrans and agency partners to proceed with the decided scenario. Barton then turned it over to Celia McAdam to review the public feedback from January's meeting, which indicated:

- Little interest in pursuing the elevated express lanes option;
- Mixed reaction towards tolling to help fund improvements; and
- Trip to Green is the most supported scenario if refinements to schedule and signage are included.

Question and Answer Discussion

The meeting was then opened for questions and answers. The following is a summary of each question and the project team's response:

Participant 1 expressed that a good funding solution would be to use the gas tax and other taxes already being paid for road improvements. They asked why they are not currently using these

existing taxes like they do all over the state. If US 50 is so important, why are we not using everyone's state taxes to pay for it? They also noted they are against this study due to this reason.

- The project team noted that this idea is a very high-level big picture discussion, noting that statewide there's a shortfall on transportation funding and the gas tax does not generate enough to help pay for road maintenance and improvements needed. EDCTC is looking for other creative solutions to help fund this project.

Participant 2 asked what would be the definition of "local" for the exemption?



- The project team has not yet begun to define this. This is an ongoing discussion that includes analyzing data to make sure no one is being inconvenienced by the tolling.

Participant 3 expressed that a tolling solution might also shift traffic onto Highway 80 to North Lake Tahoe.

- Comment noted.

Participant 4 asked if local businesses in the Placerville downtown area feel they are missing out on potential business by travelers passing through to Tahoe.

- The project team shared that the City of Placerville conducted a survey of and the results indicated that approximately 77 percent support Trip to Green and had no issue or decline in business on the Trip to Green weekends.

Participant 5 noted that they are concerned local exemptions be simple and not cumbersome.

- Comment noted.

Participant 6 asked what is going to happen when the team decides to do Trip to Green weekends or another option.

- The project team shared that currently they are wrapping up the data collection phase and they will not know how to move forward until the elected officials decide and give direction on the next course of action. At that stage, the team will also look for funding sources.

Participant 7 expressed that the current shifts in society need to be factored into the decision-making. The government passed a bill saying that by 2035, no gas car sales will be allowed, and all public transportation needs to be gas-free by 2030. City of Placerville can capitalize on this by building EV infrastructure to attract and retain people alongside Trip to Green infrastructure.

- Comment noted.

Publicity and Noticing


The project development team identified specific targeted audiences that are being engaged throughout the US 50 Corridor Action Plan and Trip to Green projects. AIM Consulting created a stakeholder database of 276 unique contacts spanning community members, adjacent neighborhoods, emergency responders, distribution firms, Main Street businesses, nearby properties, Placerville Drive area businesses, and more.



US 50 Corridor Action Plan
Virtual Workshop #3
February 16, 2023 | 5:30-7:00 p.m.

To publicize and notice this workshop, three rounds of emails were sent via Constant Contact between February 3- And February 15. Emails included the event flyer, which recipients were encouraged to share with their organization. Personalized phone calls were made between February 3-14 to inform people about the event and encourage their attendance.

Join us for our **THIRD** community meeting for the **US 50 Corridor Action Plan**



Action Plan Workshop

www.edctc.org/us-50-corridor-system/user-analysis-investment-strategy-and-access-control-action-plan





THURSDAY
February 16
5:30 pm - 7:00 pm
via ZOOM
RSVP at:
bit.ly/us50workshop3

- REVIEW** elements of the Draft Plan
- Discuss** the next steps of the US 50 Corridor Action Plan/ Trip to Green

The El Dorado County Transportation Commission (EDCTC), the City of Placerville, and Caltrans are preparing the US 50 Corridor Action Plan to develop solutions to improve the recreation and tourism traffic congestion on US 50 in the Placerville area.

The project team has studied traffic and circulation patterns and developed innovative infrastructure and financing options to consider for future improvements to the travel experience on US 50 in and around Placerville. Please join us virtually for our third and final workshop!

For questions contact Katie DeMaio at kidemaio@gainconsultingco.com or (925) 442-1268



Flyer Used to Advertise Workshop