



# US 50 Recreational Travel Hot Spot Transportation Management Study

**Community Open House #1 and Online Questionnaire**

PREPARED BY AIM CONSULTING

## Public Workshop Summary

### Introduction

On Monday, July 29, 2019, in coordination with Caltrans, City of Placerville and El Dorado County, the El Dorado County Transportation Commission (EDCTC) held a public workshop for the US 50 Recreational Travel Hot Spot Transportation Management Study, focused on Placerville and the surrounding area. The public workshop was held from 5:30 – 7:00 p.m. at the Placerville Town Hall, located at 549 Main Street in Placerville. More than 50 community members attended the workshop.

### Project Overview

Projections show traffic on US 50 will continue to increase, resulting in higher levels of congestion creating public safety, economic, and quality of life impacts for the local community in and around Placerville. The Caltrans team along with the El Dorado County Transportation Commission (EDCTC), the City of Placerville and El Dorado County are working on the US 50 Recreational Travel Hot Spot Transportation Management Study to address and improve travel on the US 50 corridor between Placerville and South Lake Tahoe. Because issues facing travelers change through the corridor, the study is addressing the needs in segments, which were chosen based on an outcome of concerns from the public and local officials.

### Public Workshop Purpose and Format

The public workshop provided community members with an opportunity to learn about the efforts to improve travel on the US 50 corridor, community values and what characteristics the project team should enhance, improve, or avoid in the Placerville area and provide their thoughts on potential improvements and solutions.

The workshop was held in an “open house” format, with a brief presentation at the start of the workshop. The presentation, given by Celia McAdam, Principal at AIM Consulting, and Rebecca Neves, Civil Engineer at the City of Placerville, provided a project overview and information about previous studies as well as an overview of the six interactive stations for attendees to



*Rebecca Neves, Civil Engineer with the City of Placerville, during the presentation at the start of the workshop*

review and comment. Project team members were available to assist with exercises and answer questions.

## Stations and Community Feedback

Below is an overview of each station presented at the workshop and the community feedback received through the interactive boards. Full renderings of the boards are available in the appendix at the conclusion of this document.

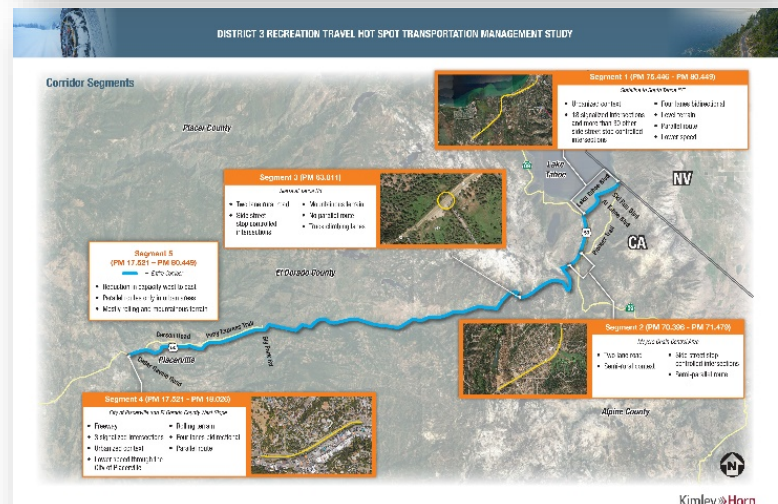
### Station 1: Problem Statement

The objective of this station was to introduce the problem statement and why this study is necessary.



### Station 2: Caltrans Study

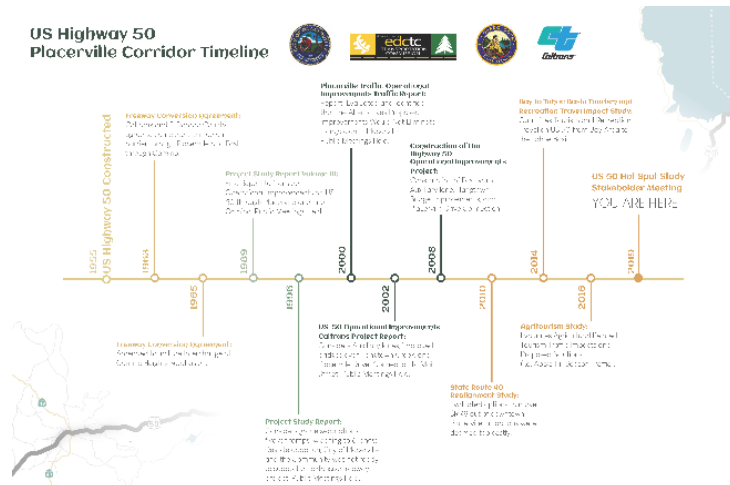
The objective of this station was to display a map of the overall US 50 Hot Spot Study corridor that Caltrans is studying to provide context to community members as they are asked to provide input about US 50 through the Placerville area.



Public Workshop  
July 29, 2019 | 5:30 – 7:00 p.m.  
Placerville Town Hall

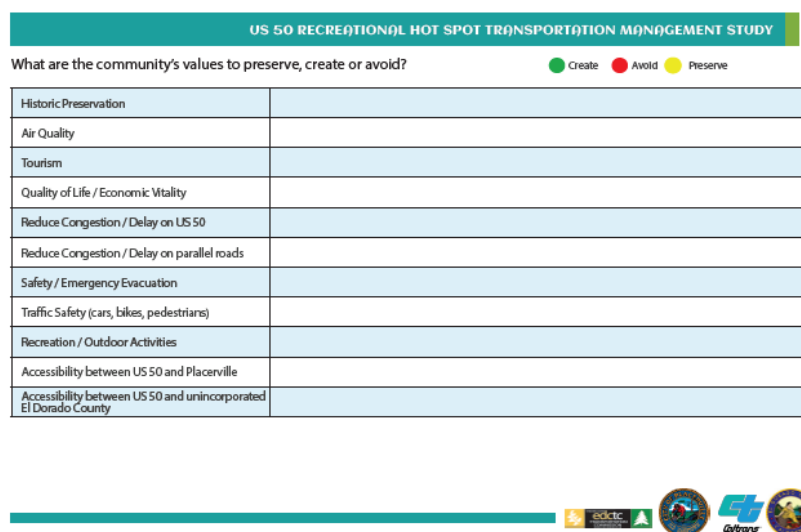
### Station 3: Previous Efforts / Timeline

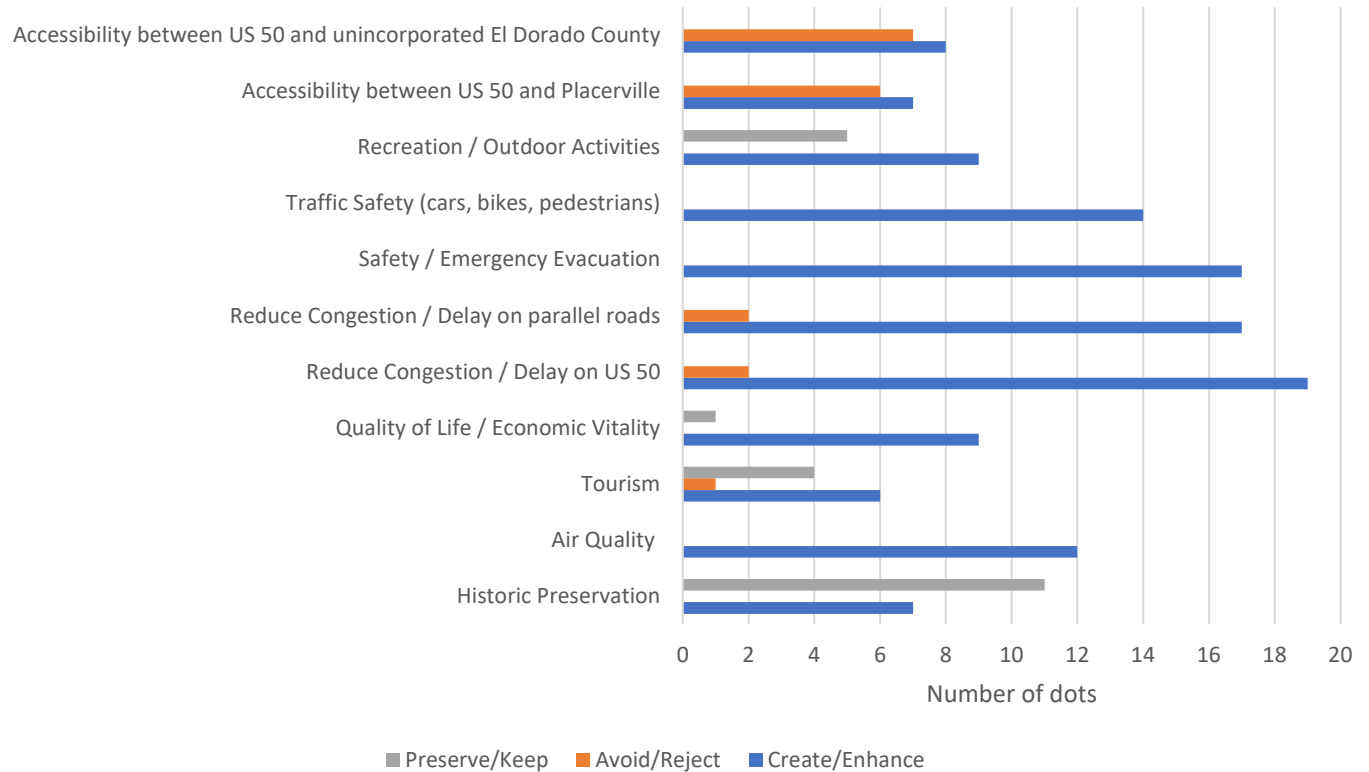
The objective of this station was to display the previous efforts and timeline for transportation improvements that EDCTC, Caltrans and the City of Placerville have done in the area.



Station 4: Values and Criteria:  
Preserve/Keep, Create/Enhance and  
Avoid/Reject

The objective of this station was to obtain input from community members about what values they would like to preserve/keep, create/enhance or avoid/reject in the Placerville area. Community members shared their thoughts by placing a colored dot next to the values they would like to preserve/keep, create/enhance or avoid/reject.





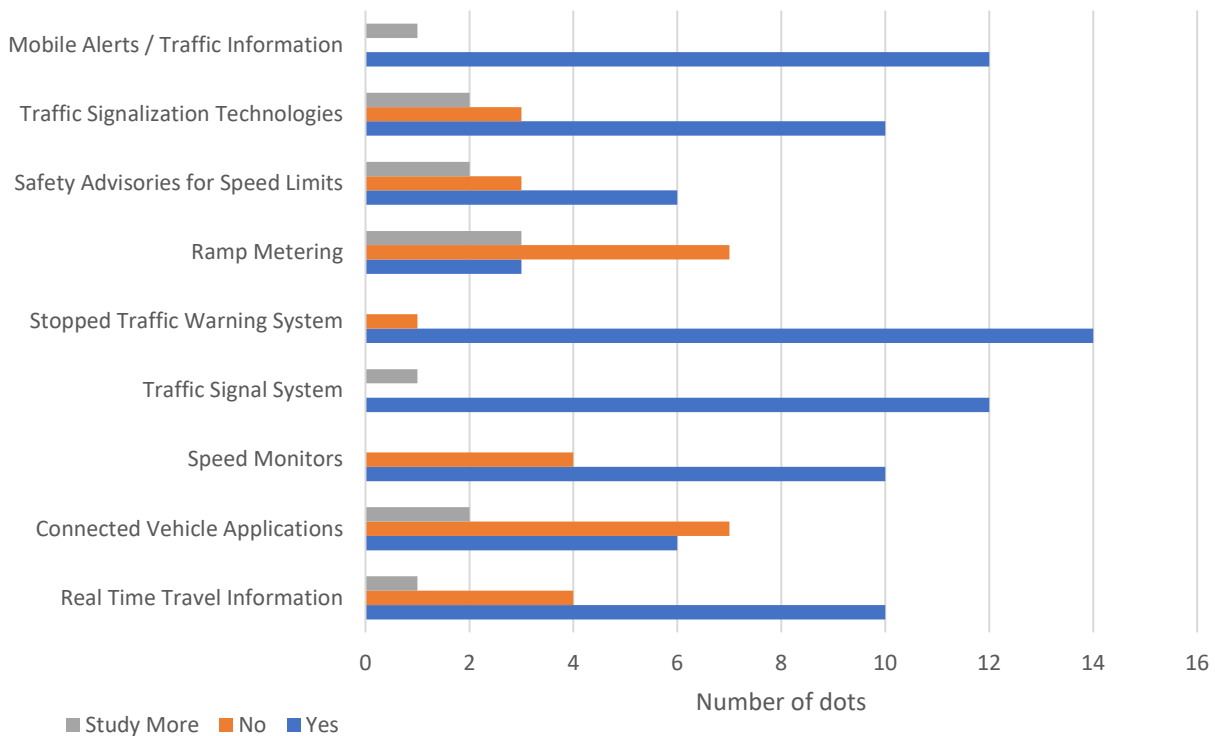
### Public Comments

- Build the overpass through Placerville.
- Replace the Brockliss Bridge.
- Impacts to economic vitality of the downtown district.
- Pedestrian / bike access is needed across US 50.
- Coloma Street, Spring Street, and Bedford are all historical streets with many Victorians. The few left after the freeway went through in the 50's. Putting a freeway on a level with these historical areas would destroy the impressiveness, the cultural value and the property values of the beautiful old homes and the peaceful quality of the neighborhoods. Improving traffic control systems like lights, monitors, etc. make sense. Ruining neighborhoods doesn't.
- Create a road / bridge to cross over the existing freeway at Canal and Bedford Street thus providing cross traffic access from the north side of town to the south. Or go under, but over is cheaper.
- Electronic ticketing of any vehicle speeding through the area. Ramp Metering when the highway is the most congested.
- Get rid of all the highway traffic signals. Elevate the freeway in one direction directly over the existing freeway.

- This display leads the public to predetermined conclusions. It's not useful.
- Raising the freeway up eliminates the lights. It's very simple.
- Keep US 50 from being such a barrier to cross to get around in Placerville.

#### Station 5: Potential Approaches to Transportation Improvements

The objective of this station was to gather input from community members on potential improvements they would like to see on the US 50 corridor in Placerville. First, community members were asked about adaptive roadway strategies/technologies to improve roadway congestion and safety. They were able to place dots on the improvements they would like to see. Community members were then asked their thoughts on revisiting options for congestion relief that had been considered in the past.



*Are there ideas EDCTC considered in the past that need a fresh look / re-visit?*

- 1996 US 50 Study Report

- Public Comments

- No room and don't do any additional studies for this unless you can figure how to split the center lane.

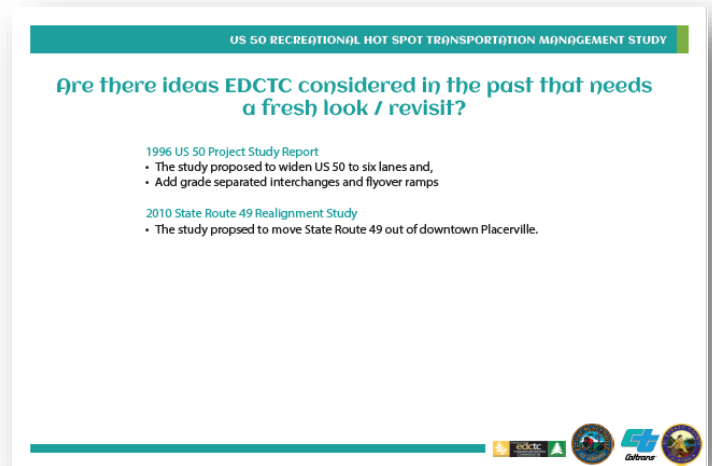
- 2010 State Route 49 Realignment Study

- Public Comments

- Work hard to complete Highway 50 Camino Safety Corridor Project to eliminate left turns across traffic.
    - Lower speed limits and add signage or "construction project" through the Camino corridor.
    - If you choose to bypass the downtown signals, consider impact to wineries, orchards, and on Apple Hill. There is a domino effect as we all deal with traffic.
    - Make Highway 49 from Pleasant Valley Road to Coloma bicycle and pedestrian safe. There are alternative roads that even Caltrans uses.
    - I was involved in this study, which was rejected by Caltrans and the Transportation Commission, so don't waste the money. Highway 49 is good to connect the mining towns to each other.
    - Please consider a raised on piers alternatives over the existing freeway. No or reduced eminent domain.

## Feedback Forms

Persons attending the Community Workshop were also provided feedback forms as a way to provide more detailed comment. Feedback from these forms is shown below:



*Woodrow Deloria, Executive Director of EDCTC, with community members at the workshop*



Station 1: Existing Conditions / Problem Statement

- No non-motorized (walk, bicycle, and equestrian) route through El Dorado County across the Sierra.
- Problem is inaccurately stated. Congestion is not a safety issue per se, although unexpected traffic slowdowns or impeded emergency access can be related issues.
- You need to do a better job at coordinating lights during peak hours going through Placerville.
- There needs to be better wildfire evacuation, and fatal-major injury crashes safety corridor through Camino. Traffic backs up through town and seasonal traffic issues with the left turns onto and off US 50 corridor.
- We happen to live along the hottest route into some of the most beautiful recreation areas in the state. If we alter it too much, we will lose it.
- The road conditions are bad, they have a lot of potholes.
- This is the perfect definition of a "wicked" problem - there are no easy solutions.
- Traffic is a problem almost anytime during the day. The traffic signals are horrible and archaic. Accessing the freeway in either direction can be extremely dangerous. Whatever happened to the enforcement of the 40 miles per hour zone?
- There is a lot of traffic through Placerville.
- The lights create a backup problem in Placerville. You need to eliminate the middle lights.



*Celia McAdam, Principal at AIM Consulting, with community members at the workshop*

Station 2: Overall US 50 Recreation Travel Hot Spot Transportation Management Study:  
Placerville to South Lake Tahoe

- Non-motorized must be addressed, such as the Brockliss Bridge replacement.
- Address non-motorized travel and provide safe inviting options for non-motorized travel. Develop transit options.
- Pony Express Trail.
- We need some creative solutions, like an elevated fast-track toll lanes with no exits in Placerville just through traffic without stop lights, they could work like the Bay Bridge



east for traffic to Tahoe, and the west switch for traffic returning from Tahoe. It is also the same for Apple Hill.

- Apple Hill, skiing and Lake Tahoe events are big causes for slowdowns.
- We need to see if there is anything good in the studies. The solution must be signals. Any complex solutions cost more than the state may want to be.

#### Station 3: Previous Efforts and Timeline / US 50 through the Placerville area

- The route through Placerville was a mistake from the beginning.
- Hot lanes through Placerville in exchange for collected revenue percentage.
- The three signals on Highway 50 through Placerville bumper to bumper daily. Slow traffic creates no place for emergency vehicles to come through if needed.
- Previous efforts have not solved the problem of the three fatal stoplights in Placerville and all the station five potential improvements will not solve the congestion, they would help until it gets to maintain traffic holes.
- The City of Placerville really sold those of us living in town, when they openly lobbied against the elevated highway. The traffic lights are almost ineffective today. We must fix this mess.
- Look into a building on the off ramp with a too eclectic cross over.



*Shannon Roberts, Caltrans District 3, with community members at the workshop*

#### Station 4: Values and Criteria for Selecting Improvements to US 50

- There must be detours for pedestrians, disabled, bicycle riders across and/or around construction zones.
- Slower speeds have benefits, including the focus on maintaining access and safety. Develop alternatives with alternative routes, transit, non-motorized, advance information and technical improvements such as better information.
- See if you can split the center line through Placerville in Camino. There needs to be an actual public open non-bias, non-predetermined conclusion discussion regarding Apple Hill traffic.
- It is important to have resources for wildfire evacuation and fatal and major injury accident procedures.

- Remember the historical value of our community. If we change too much, we will lose the small town atmosphere. Preserve what we have currently.
- Safety is very important on the US 50 corridor.
- Safety is very important. Provide traffic flow without gridlock. Emergency vehicles need to get through traffic. There also needs to be an evacuation that will not just leave people to turn their cars on US 50.
- Get traffic moving in both directions along Hwy 50 through Placerville. Have a plan that invites people to El Dorado County to recreate any time of year.
- Keep the air clean and improve bike routes.

#### Station 5: Potential Approaches to Transportation Improvements

- Automated speed enforcement is needed.
- Caltrans needs to provide an alternate route on US 50 to provide additional capacity rather than any general widening of the existing route. Develop good transit options to provide alternatives for recreational access.
- I like the toll idea for non-residents during peak weekends going to Tahoe.
- Widen the freeway.
- Consider a bypass like 49 around Sutter Creek. For highway 49 give people the "historic route" option and the relegated "bypass" choice.
- Elevate stack over existing roadway electronic ticketing of speeders (which is a HUGE problem)
- The problem is the section of US 50 that runs through Placerville where the three traffic lights are.
- There needs to be as many and as accurate visual depictions as possible of the built alternatives. Computer generated visual modeling would be extremely helpful for the community to realistically evaluate options.

#### Station 6: Next Steps / Community Wide Engagement

- Avoid placing an A-frame sign so that it narrows or restricts the sidewalk. Newspaper announcements need larger print. The announcement that I saw required a magnifying glass to read. Go to youth / aging and community groups.
- Stop freaking people out regarding elevated or depressed Highway through Placerville. You need to better coordinate the traffic lights.
- There is a domino effect when traffic backs up and solutions affect Apple Hill businesses and Carson Road.

- Public meetings are very much appreciated.

## Notification

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

The public workshop was promoted on EDCTC, the City of Placerville, El Dorado County, and El Dorado Transit Authority's website and social media. The following organizations shared the event through social media and/or newsletter:

- City of Placerville
- El Dorado Transit Authority
- El Dorado County Chamber of Commerce
- Bass Lake Action Committee
- Marshall Medical Center
- El Dorado County
- Sierra Elementary School
- El Dorado County Office of Education
- El Dorado County Public Health and Human Services



## Online Questionnaire Summary

Starting July 31 and running through August 19, the project team held a three-week online questionnaire to obtain input from community members about how to improve travel on the US 50 corridor, potential improvements / solutions, and what the project team should preserve, create, or avoid in the Placerville area. This online questionnaire echoed the content from the Community Workshop to expand the input to a greater audience, including those unable to attend the workshop in person.

## Methodology

The El Dorado County Transportation Commission received 487 responses from July 31 through August 19. The online questionnaire included four questions focused on the following topics:

487 responses

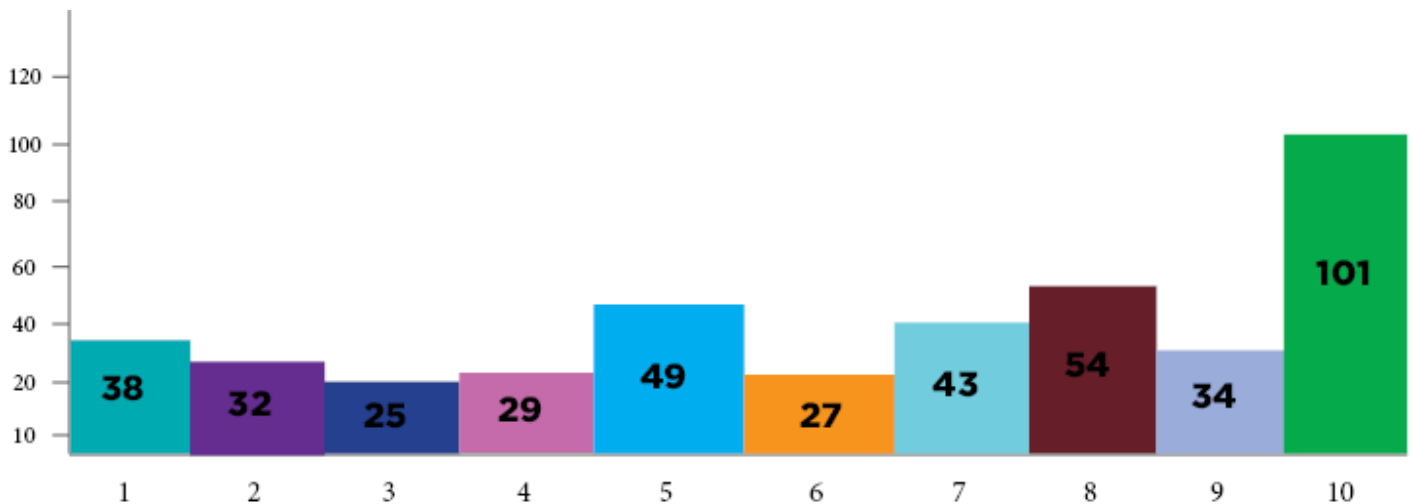
- Potential Improvements and Solutions
- Values / criteria to preserve, create or avoid
- Previous studies done to date
- Top concerns of the community

## Online Questionnaire Results

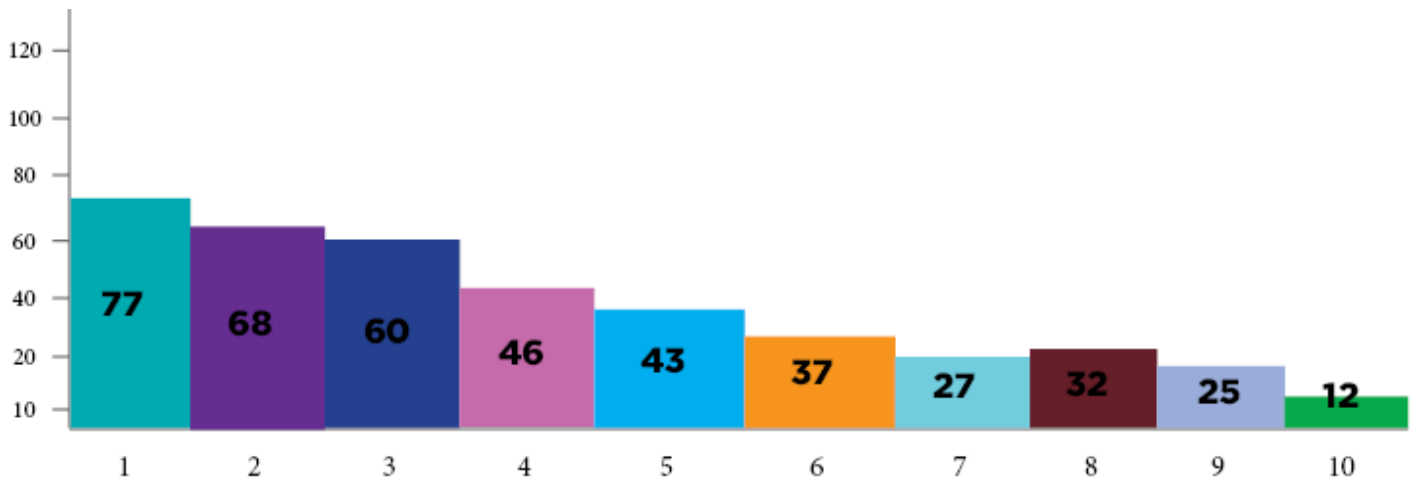
Below is a summary of findings based upon the answers received in the online questionnaire.

As the project team evaluates different solutions to reduce traffic congestion in the Placerville area, please help rank community issues by importance, one being the most important and ten being the least important.

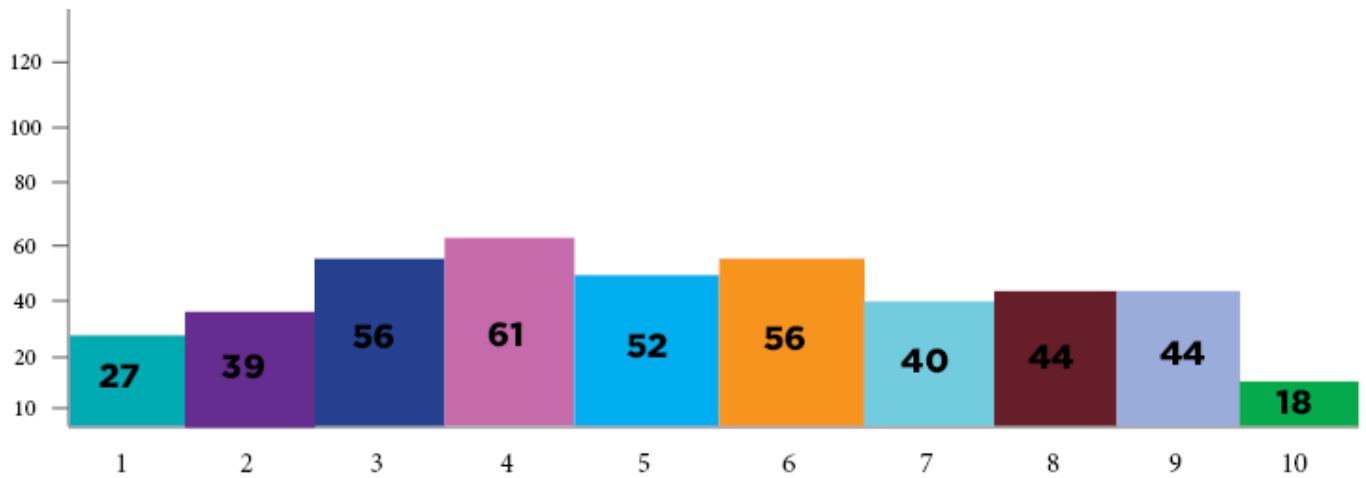
*History*



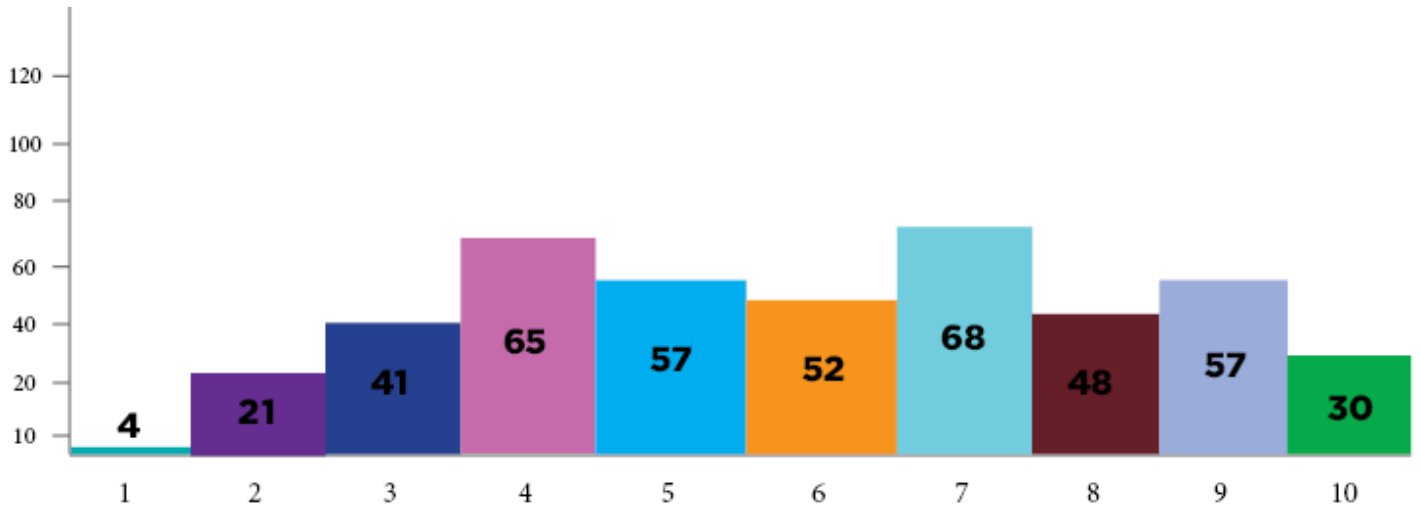
*Quality of Life*



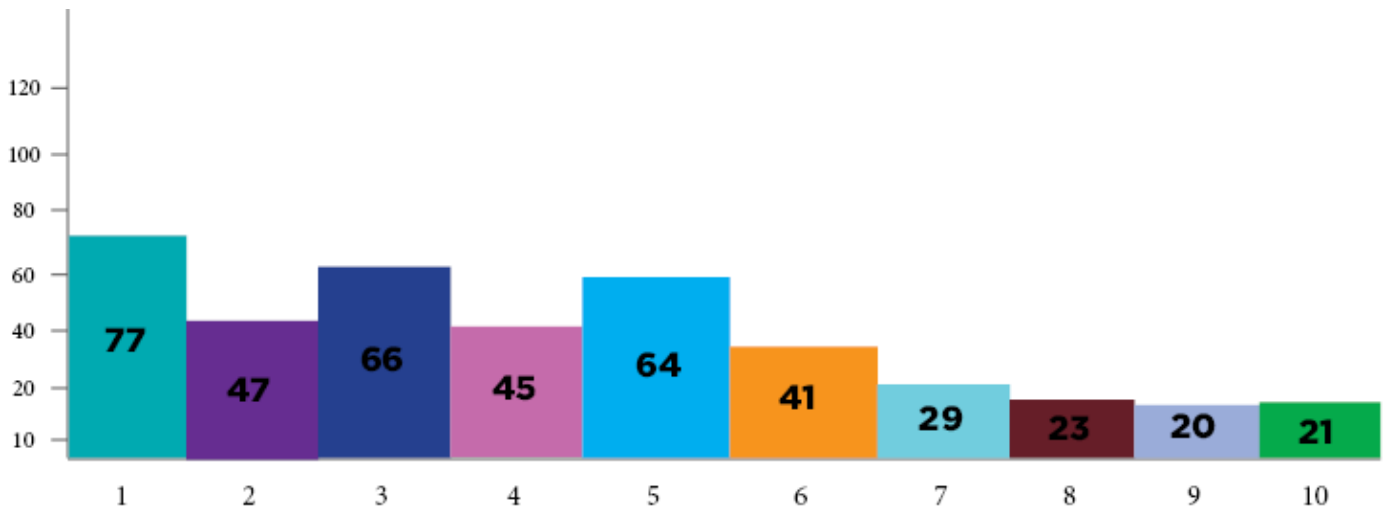
*Non-peak Season Congestion on US 50*



*Non-peak season congestion on local streets*

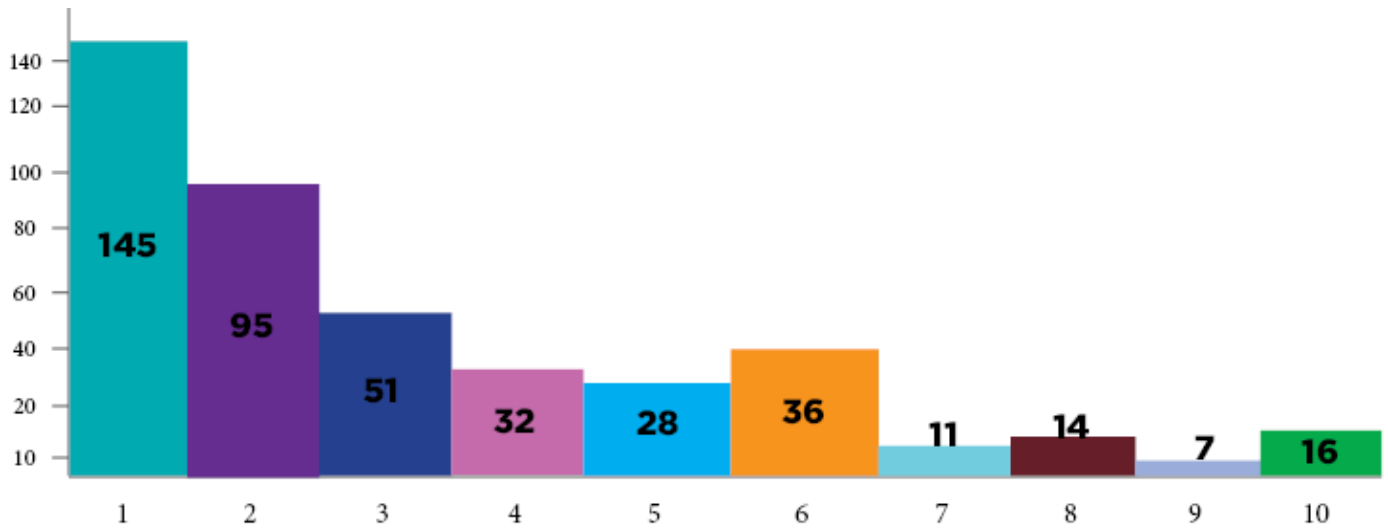


*Tourism traffic on US 50 (Apple Hill, Tahoe, etc.)*

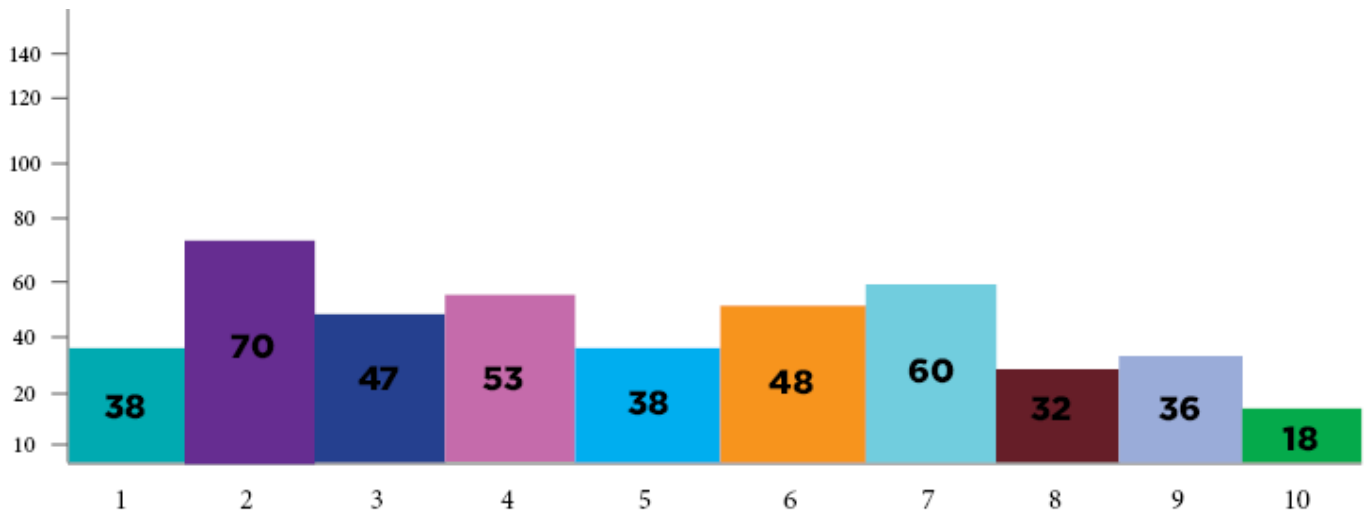




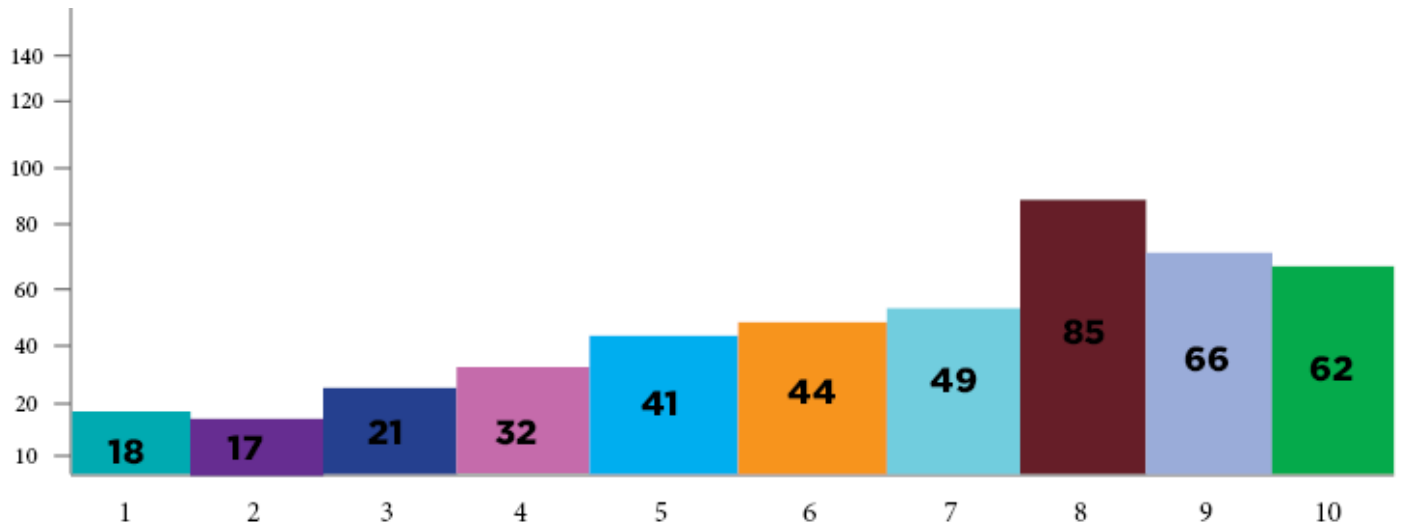
*Emergency Access / Evacuation*



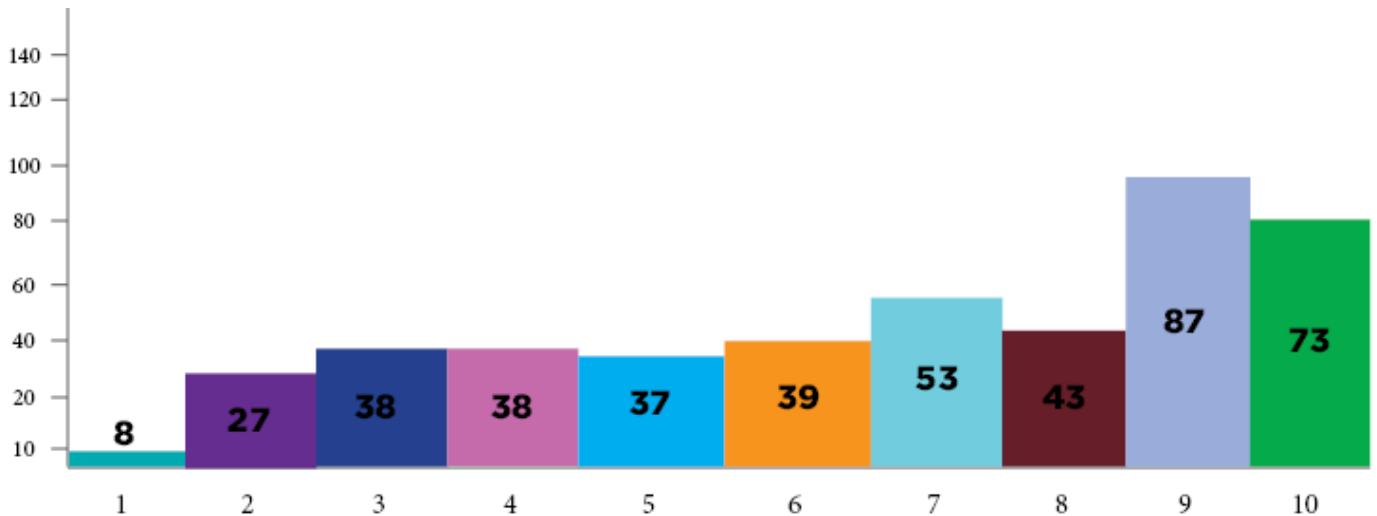
*Traffic Safety (Bikes, Pedestrians, Cars, Trucks)*



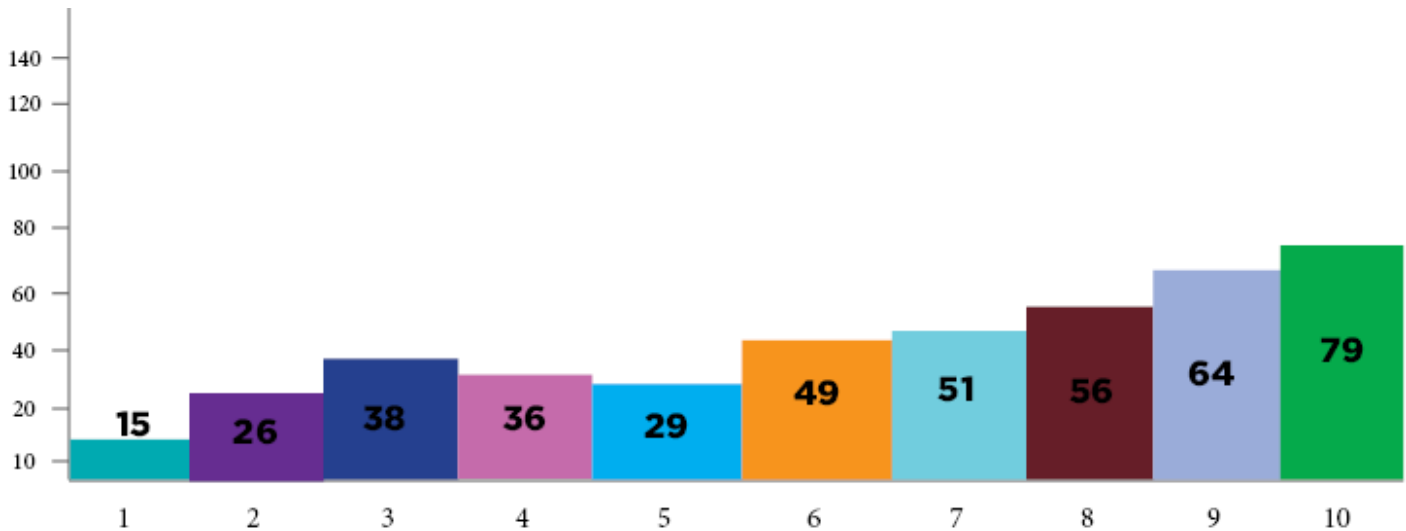
*Direct connection to and from US 50 in Downtown Placerville (Canal, Spring, Bedford)*



*Air Quality*

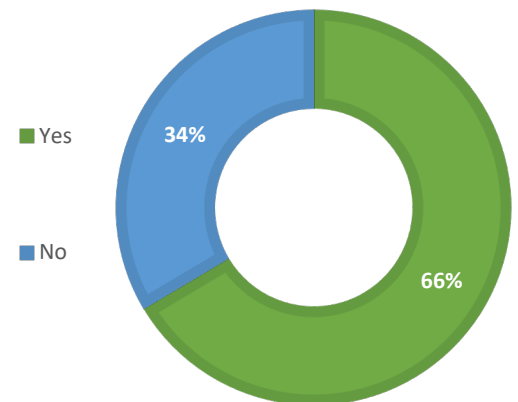
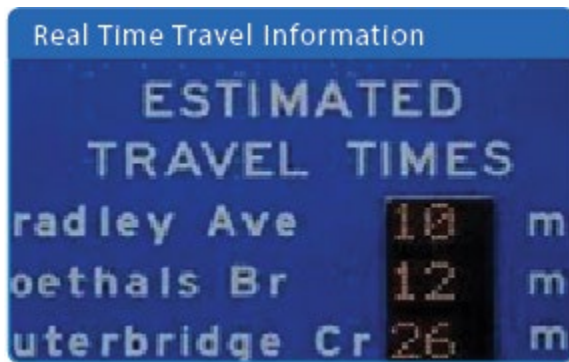


*Downtown Placerville Businesses*

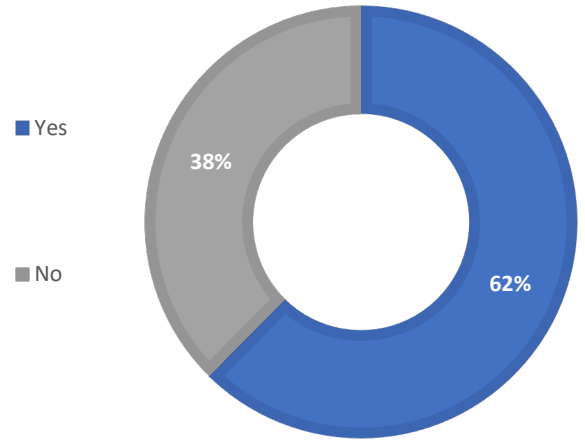


Caltrans and the Hot Spot Study Project Team have identified low-cost interim solutions to improve traffic on US 50 through Placerville. Select yes, if you support a solution, and no if you do not. Support indicates you feel the solution would improve traffic on US 50.

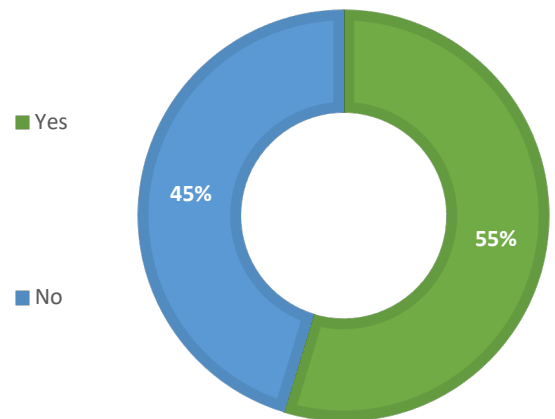
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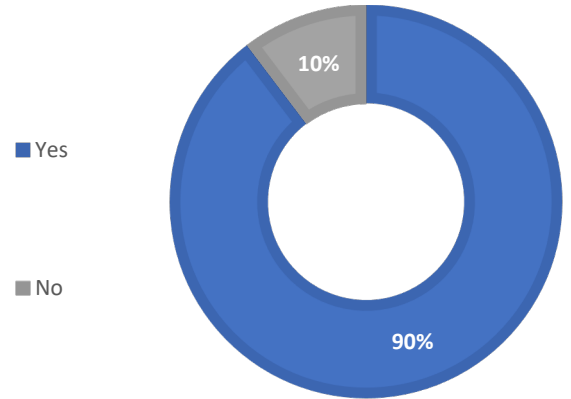
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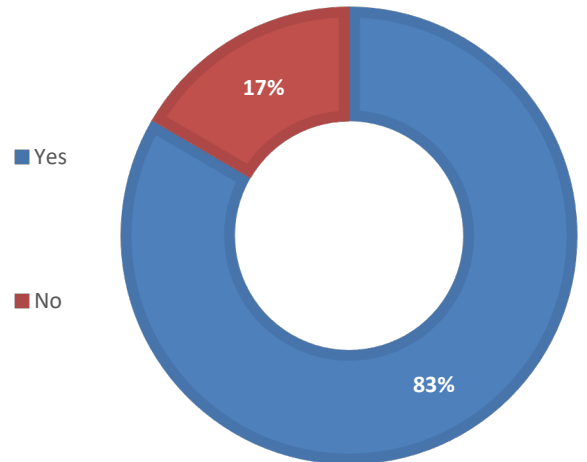
c.



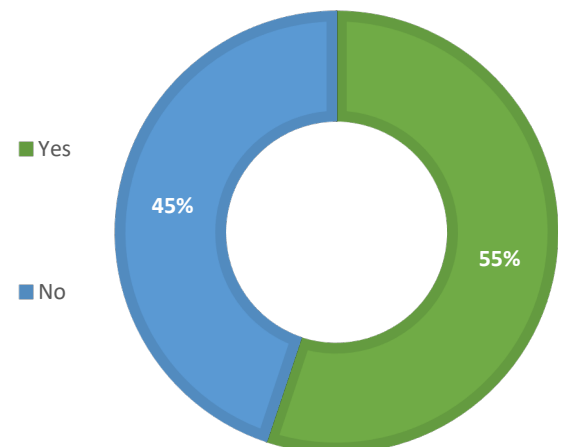
d.



e.



f.

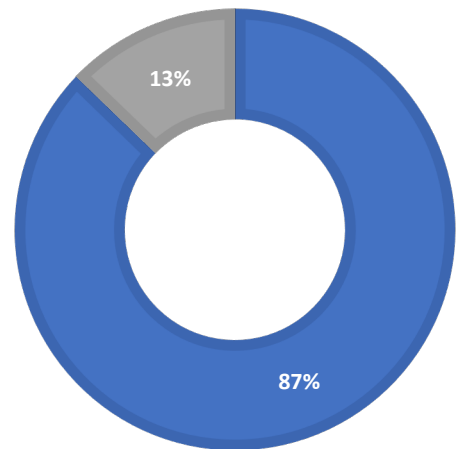


g.



■ Yes

■ No

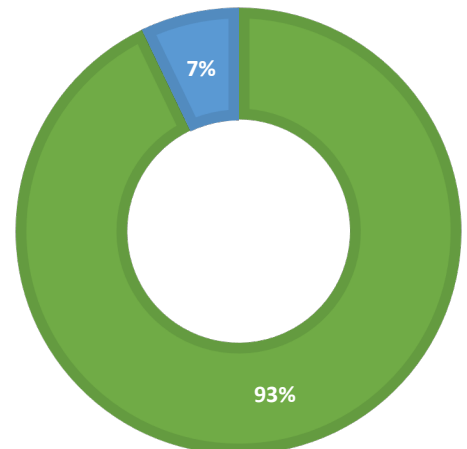


h.



■ Yes

■ No

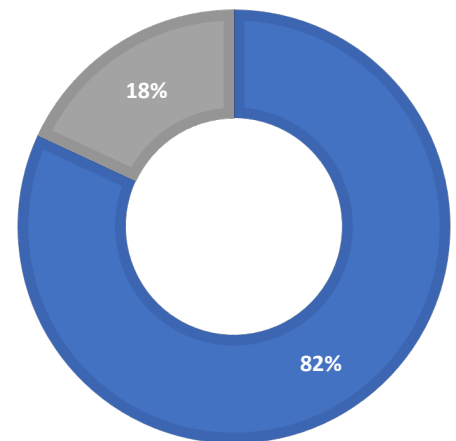


i.



■ Yes

■ No





The following solutions have been discussed in the past to reconfigure State Route 49 and US 50 to alleviate traffic congestion through Placerville. Knowing these solutions would be very costly, take a very long time to deliver and would reconfigure the US 50 corridor through Placerville, would you support one or more of these options?

Previous Solutions	Responses
Elevate and/or lower US 50 through Placerville to allow local streets to pass underneath and/or over US 50 eliminating the three intersections and signals at Canal, Spring, and Bedford Streets	337 respondents said they support this solution.
Widen US 50 to six lanes and add interchanges and elevated ramps	119 respondents said they support this solution.
Add an additional westbound auxiliary lane through Placerville	151 respondents said they support this solution.
Move State Route 49 out of downtown Placerville	122 respondents said they support this solution.
Construct an elevated US 50 Toll Road through Placerville	67 respondents said they support this solution.
Other (please specify)	60 respondents chose “other”.

#### “Other” Comments

- Let it be.
- Fix the lights so that traffic moves smoother.
- Re-name existing Highway 50 through Placerville to Business 50 and create a bypass route 50 with no offramps or on-ramps in Placerville for Apple Hill and South Lake Tahoe traffic.
- Prefer the lowering of US 50 to preserve the integrity of downtown.
- What about roundabouts?
- Move US 50 to bypass downtown Placerville.
- The traffic light changes with timing on weekends would make a huge difference. Silicon Valley have made a huge impact with only light changes.
- Reduce access to some on/off ramps or consider having right turn only and increase time for east / westbound US 50 lights during busy times.
- Elevated / lowered US 50 while still maintaining on / off ramps for intersections.
- Your only real solution is to eliminate at least two of the signal lights on US 50 in downtown Placerville area. Otherwise, it's just a bandage or a mere illusion.

- If a toll road is adopted, it should provide reduced / free rates for carpool. Ideally it would also leverage FasTrak devices already heavily used by Californians in SF Bay Area, including those commuting to/from Sacramento/El Dorado counties.
- Have a highway bypass around Placerville.
- Synchronize the lights.
- Move Highway 50 out of Placerville.
- Highway 49 is not the problem. The lights on US 50 are the problem.
- Build bridges so locals can go over the tourist. Block Waze and google from directing people into town. We have a place on Lane. We must take airport to go to cedar ravine, or up around hospital. It won't be long before Waze figures that out.
- Tunnel on US 50 through the hill beginning near Mosquito Road and coming out where the speed limit goes up to 65 miles per hour.
- Re-route Highway 50 around downtown Placerville as should have been done 60 years ago.
- Roundabouts at the intersections.
- Replace each of the signalized intersection with roundabouts and repeal Measure K.
- Recalibrate the lights through town during peak tourist hours.
- I do not support any of these choices.
- Apple Hill will be shut down like Daffodil Hill due to success if you don't make them pay to stop this.
- Leave it as is.
- A single express lane elevated above to skip the intersections.
- Construct a US 50 bypass around Placerville.
- Intercept lots and transit connections to tourist destinations.
- Improve Highway 49 with four lanes from Coloma to Cool, build a bridge (similar to Forest Hill) from Cool to Auburn through the trail system in Cool (carry road from Cool Fire station to newly constructed bridge that would connect to current Hwy 49 entry into Auburn).
- Take the third lane all the way to Cameron Park.
- Make the lights last longer on the highway at Canal, Bedford and Spring Street.
- When you start talking in billions, it would make more sense to focus on how to get people out of their cars. Most people causing the bad traffic are going to Tahoe. The Tahoe basin also has bad traffic issues. If we can get people out of their cars it will help both 50 traffic and Tahoe traffic and air quality. This solution is needed to address climate change which, if not addressed, is going to ruin Tahoe as a destination in the next 100 years anyway. Let's work to avoid that outcome by developing alternatives to cars on 50, altogether.
- Toll road for nonresidents. No elevation of highway.

- There should be a bypass freeway around Placerville if I do not intend to stop in Placerville
- Improve / widen alternative local roads (Carson, etc.) to allow local traffic a more direct alternate route during peak traffic times.
- Zipper lane based on directional traffic needs.
- Having a zipper lane where the direction can change based on the traffic (like those in Washington and other states), this could be a tolled lane where you could pay to drive.
- A zipper lane that changes direction according to the need of traffic.
- Do not change the lights to hold hostage the tourists coming back from or to Tahoe.
- Time signals better on Friday eastbound and Sunday westbound. This could be done immediately with little cost to see if it would help at all.
- Reduce the number of roads that can cross US 50. Cross at Spring or Bedford, but not Canal Street.
- Stop left-turn lanes on the three signals westbound and keep the signals green much longer to allow more traffic through during peak times. Just three minutes longer would allow multiple cars, which is a short term fix.
- Leave as is. Placerville has too much history to destroy the area by the above ideas.
- Limit the number of crossings / access point in Placerville and eliminate the three signals.
- They should have elevated the highway years ago when it was first discussed to eliminate the congestion. Sutter Creek Area did this and Carson Valley area did this and it has proven very successful for travelers.
- Cut off access to US 50 from Canal / Spring / Bedford, re-route Highway 49 along Missouri Flat.
- Real exit ramps for Canal, Spring and Bedford like we have at Broadway and Schnell school Road.
- Overpasses and / or an elevated freeway should not be an option. The noise would be horrible for those that live nearby, and it would change the feel of the town - for the worst forever. If you want to eliminate the stoplights on Highway 50 the only viable option is a tunnel. Highway 49 is not the issue.
- I do not support anything that moves traffic away from downtown Placerville. If we had a bypass, like what happened in Sutter Creek, our thriving downtown will falter and fail. Placerville is a perfect place to stop and stretch even after being stuck in traffic. I support more of the practical solutions above (signs, warning systems, etc.) and no new roadways. I am a local, and traffic is manageable.
- Get rid of crosswalks across US 50 and make them use the skywalk.
- Get rid of the three traffic lights.

- Center lanes that can change direction based on time of day.
- Knowing the political and financial difficulties, I think by-pass is truly the only solution.
- First of all, Highway 49 should be routed from Affordable Storage (Highway 49 north of Diana Street) to Caswell Road off of Cold Springs and then to Placerville Drive. From that point, Ray Lawyer across the bridge and then south to existing Highway 49 at Long Rut.
- Highway 50 needs to bypass the constricted canyon corridor. Either south along Pleasant Valley Road or north of town following the American River Canyon ridge line.
- Replace lights at Canal, Spring, and Bedford Streets with roundabouts.
- Leave it alone. It's good as is. Improve Highway 88 as alternate.
- Traffic in the past couple of years has increased to the point that Fridays and Mondays including the weekends are becoming a bottle neck in trying to get through Placerville no matter whether it's a holiday weekend or not. Holiday weekends are absolutely a nightmare and so is the fall season with Apple Hill. The traffic from cars traveling through Placerville to Nevada has greatly increased which certainly makes the traffic in Placerville even worse. The backup due to the traffic lights effects construction businesses, logging industry, schools transporting students to school, along with emergency personnel. This back up decreases many industries income due to the back up on the highway. Their productive is comprised by sitting in traffic due to stop lights in Placerville.
- Highway 49 towards Auburn is this county's next issue. There is way too much traffic and in the coming years will be a bottleneck too. An expansive bridge to connect to the Forest Hill Bridge would be a smart idea. Highway 49 is very well used and becoming congested too. When US 50 or 80 are closed, Highway 49 is the cut through for travelers.
- Build a tunnel underground, for use by the direction of heavy traffic flow.

**If not mentioned in this survey, what are your top three concerns regarding traffic on US 50 and adjacent local streets?**

*First concern (167 responses)*

- The capacity of westbound US 50. Two lanes are insufficient for the growing burden.
- Speed.
- US 50 should not have traffic lights on it.
- Highway 50 congestion in Placerville at traffic lights.
- No one ever observes the posted speed limit on 50 through Placerville. Not in either direction, no matter what time.

- If we widen US 50 to accommodate increased traffic, there is a negative impact on the historical feel and integrity of Placerville. Is re-routing both US 50 and Highway 49 an option?
- Local business health.
- Lack of travel alternatives.
- Highway 50 beyond Placerville needs to be addressed as well.
- Severe stop and go traffic, leading to abrupt maneuvers.
- Safety.
- Apps that redirect traffic off US 50 onto local streets.
- Locals cannot go anywhere when traffic backs all the way past Smith Flat.
- Lack of involving certain residents that have solutions.
- Quality of roads on adjacent streets and their upkeep.
- Very concerned when peak traffic congestions block Placerville roads for the locals.
- Traffic signals lights on 50 in downtown Placerville area.
- Safety.
- Left turns from eastbound US 50 into Camino.
- Synchronize the signals.
- Apple hill seasonal traffic.
- Growth in Folsom.
- No good bicycle routes.
- Ability of locals to get in and out of their homes, get to work, complete errands, while battling peak season tourist traffic.
- Would it be possible to have a local bypass so when US 50 was congested we could scoot around? I realize there is a road parallel to US 50, but it is quite twisted and slow.
- Limited passing opportunities along stretch near Kyburz.
- Peak traffic on weekends and holidays.
- The more you open Highway 50 up for more capacity the more people will use US 50 rather than 80. Placerville serves as an impediment to the heavy traffic flows to Tahoe. Don't make it worse. The traffic going to Tahoe is already out of control. Fix the signals so they are synchronized during peak hours.
- Removing access to westbound US 50 from Camino Heights drive it is the only exit in case of a wildfire.
- No traffic lights on Highway 50.
- Rush hour.

- Tourism does not benefit most of the people who live and pay taxes in the County. Get away from the mentality that more tourism is the answer to money problems in the County.
- Highway 50 is not best route to Tahoe.
- Aggressive drivers.
- Safe bicycle lanes
- Lane reduction at Cameron Park from three to two lanes.
- I wish there was a public transportation method to get around the region. I live in El Dorado Hills and work in Natomas.
- Speed.
- Tourist are a danger to life and limb.
- Emergency traffic access at all points on and off Highway 50.
- The two lane parts of Highway 50 between Placerville and South Lake Tahoe.
- Bypass downtown with a tunnel.
- No left turns in Camino first.
- Traffic lights through Placerville.
- Safety.
- Stop lights being in sync.
- Apple Hill traffic.
- Public Safety.
- That people that do not live here are going to force a change that will destroy our sense of place, leaving us with an ugly project much like the weed infested projects surrounding Ray Lawyer Drive Interchange.
- Emergency access during peak congestion.
- Agricultural tourism needs to pay for fixing flow.
- Potholes.
- Impose fines for those using side streets to bypass traffic on Highway 50.
- Learn to live with it.
- I know that traffic has not been redirected through Placerville, because it would wipe out businesses in the town.
- Safety concerns at Apple Hill season.
- Noise level.
- Overcrowding during peak seasons with long travel times.
- Winter traffic in Pollock Pines.



- Westbound on US 50 between Bass Lake and Silva Valley seems dangerous. More warning signs to slow down.
- General disregard and lack of enforcement for the 45 mph speed limit through Placerville.
- Traffic caused by Apple Hill farms during fall season.
- Don't just plan on the current, please project 25 years from now.
- Ability of locals to get around when there is significant congestion.
- Safety of drivers who are unfamiliar with roads.
- During road closures in Pollock Pines, and having an efficient way to redirect non-local traffic to Placerville and have a location where there is an advisement to when Highway 50 opens.
- Tahoe traffic on Friday to Sunday is affecting my life negatively. I feel like I am not able to enjoy my city on the weekends and have to stay home instead of supporting local business.
- We need turn lanes from US 50 at Camino, and we need an overpass.
- Carson Road / Highway 50 during Apple Hill season.
- Maintaining the History of Hangtown as a small town is important.
- Access for public safety vehicles.
- Potholes on adjacent streets.
- The traffic lights in Placerville significantly increase the drive time.
- Safety of turning onto and off US 50 out of and into neighborhoods.
- Speed if harried travelers.
- People are going through town.
- The amount of new home construction that will create gridlock on US 50.
- Main street in Placerville is very congested at times.
- Emergency needs.
- Congestion on other areas, besides Placerville i.e. Cameron Park, Shingle / Ponderosa Road area, and El Dorado Hills.
- Traffic back up on Highway 50 during Apple Hill season.
- As a resident who also works in this area, congested traffic is a safety concern and disrupts local travel for conducting business and running personal errands.
- Local emergency traffic and evacuation during peak season.
- Emerging vehicle delays in traffic.
- Safety.
- Need a stoplight at Broadway and Blair's lane.
- Delays in providing care to home bound patients during tourist season.
- No flow of traffic on Highway 50 through Placerville.

- I'm concerned about bicycle safety even with bike lanes in place.
- Zipper lane based on directional traffic needs.
- Fire evacuation routes / traffic.
- Emergency access.
- Very important in Myers. Must have GPS systems block local routes.
- Emergency response and evacuation during peak season.
- Signage at Highway 50 saying Mormon Immigrant Trail is closed for season due to snow.
- Traffic coming out of Tahoe basin on US 50.
- Locals cannot leave their homes on weekends anymore.
- Nightmare night in Pollock pines where it took nine hours to get home from Placerville due to traffic on pony express of people trying to get to Tahoe; very dangerous and rude people. No CHP nor Caltrans to help local people.
- Cost.
- Quality of life.
- Residents in town are forced to drive to Pleasant Valley to avoid traffic.
- Retain access to downtown easily to promote business.
- Friday afternoon traffic to Tahoe starts back up in Shingle Springs where Diamond Lane ends.
- Congestion on US 50.
- Congestion.
- Traffic danger at Bedford Avenue on US 50 westbound.
- Tourist traffic using neighborhood streets to bypass US 50.
- No concerns at all.
- Safety to residents when tourists clog roadways during inclement weather.
- Congested traffic in the summer not just Apple Hill.
- Grid lock at US 50 and Bedford.
- In order to not have a repeat of Presidents Day 2019 - early OES involvement.
- The traffic thru main street from tourists trying to beat the signals on Highway 50.
- The backup is ridiculous, streets closed during apple hill festival making more backup on what is open.
- Roads are not maintained, and potholes are getting worse on local streets.
- Safety.
- Extreme congestion during events / snow season.
- Lack of adequate alternative routes through Placerville.

- Seems that Placerville likes the traffic from Tahoe stopped so people will possibly shop in Placerville. Ridiculous traffic coming from Tahoe through Placerville.
- Wear and tear on side streets.
- Safety.
- Safety.
- How about adding bus service from Folsom or Cameron Park to Sierra at Tahoe?
- Speeding.
- Overpass at Camino exit at the Chevron gas station.
- There needs to be an easier way for locals to navigate the area from Camino to Placerville Drive.
- Accidents / public safety.
- Difficulty for residents to conduct business in downtown Placerville during ski season because of traffic backups.
- PCT Crossing at Echo Summit - hiker/equestrian safety.
- Congestion in rural areas with no services for motorists who wish / must stop for traffic or weather conditions.
- High traffic speed on US 50 before and after Placerville seem dangerous.
- The adjacent roads impede traffic on Highway 50.
- Safety on Spring Street / Coloma Road / Highway 49. Narrow road and unsafe sidewalks with large trucks and speeding cars.
- Safety.
- Easy on / off to increase visitor traffic.
- Safety.
- Speeding through town ignoring the speed limit signs.
- Safety.
- Some people drive extremely carelessly.
- The use of unfamiliar individuals who speed through small roads.
- Traffic congestion on Carson road, during Apple hill season.
- Too much stop and go between Canal and Newtown Road exits.
- Why we spent so much money before without a solution.
- Historic values and feel.
- Safety / emergency.
- Any type of work that will destroy more historic buildings must not happen.
- Traffic back up on county roads in El Dorado County.

- Phones lead drivers off the highway and on to city streets causing extra congestion for locals. This does not give the city a good impression.
- Traffic backups on Highway 50.
- El Dorado County seems to be caving into the complaints by people who live along transportation corridors and oppose future development there. Our own south county supervisor advocates infill in rural areas which will only exacerbate traffic issues.
- Ruining downtown businesses.
- Stopping eastbound from going past Placerville during snowstorms.
- Crosswalks and pedestrians should not be allowed to cross US 50. They need to be required to use the pedestrian bridges.
- Safety.
- Need center divider barriers along all stretches of US 50. Way too many fatalities due to cars losing control and hitting oncoming traffic.
- Keep roadways safe.
- Clay Street to Coleman Street and then to Bedford Street are being used as a Highway 50 alternate route during peak hours. These are tiny, one lane historic streets totally incapable of serving as highway bypasses.
- Bumper to bumper traffic on US 50 and through town during the summer.
- It is time to look into improving traffic through Placerville both for locals and recreational. We need to start programming and looking into the future. It will be best for Air Quality, Recreation/Commerce and Local/state agencies. Start programming now for a project 7 to 20 years from now.
- Caltrans, the City and County adopted a commercial Highway 49 alignment in the early 70s. The county already owns about 35% of needed ROW.
- Clearance of vegetation along corridor in Placerville and all other state highways within El Dorado County makes for site distance safety issues.
- Are you trying to kill downtown business?
- The use of stop lights on a US highway is ridiculous.

*Second Concern (102 responses)*

- Impaired driving.
- US 50 should not have non onramp access to it.
- Inadequate Highway 50 capacity during wildfire events.
- Entrances onto US 50, both directions are terribly unsafe.

- By speeding up traffic through Placerville, traffic speeds and collisions between Placerville and Camino will increase.
- Apple Hill business health.
- Unpredictability of impact and duration.
- Ability to exit and re-enter safely at Broadway in Placerville.
- Traffic backup.
- Weekend gridlock on local streets.
- It really harms our road infrastructure when out of towners want to use our side streets.
- Lack of involvement of our District V Supervisor with all the residents.
- Speeding.
- Very concerned as a local in Placerville when locals need to get out on an emergency basis.
- Congestion which is worsened by full stops on Highway 50.
- Dividers where there is no median on Highway 50 between Placerville and Camino.
- GPS errors.
- Poor snow chain placement areas.
- Safety, especially in the event of a mass evacuation.
- Emergency evacuations.
- Rush hour traffic.
- Caltrans is trying to use urban solutions on a rural community.
- Speeding.
- Congestion in Cameron Park and Shingle Springs.
- The traffic is so bad on Highway 50, I don't use it during commute hours, so it already obsolete.
- Congestion.
- Emergency access in a fire on any Sunday.
- The congestion on Highway 50 and adjacent roads during Apple Hill days.
- Apple hill traffic.
- Emergency evacuation.
- Making US 50 more accessible thus bringing up more traffic creating more congestion through town.
- Elevate Highway 50 over existing highway.
- Potholes
- No good way around Placerville. That should be an option.
- Limited or no alternative transportation options.
- Highway Patrol caravan traffic during snowstorms.

- Eastbound 50 in Cameron Park - the on ramp needs improvement.
- Lack of an effective parallel route through Placerville.
- Significant delays to residents reaching homes.
- Create more passing lanes along Highway 50 from Icehouse Road to Phillips.
- Apple Hill traffic.
- Weekend Tahoe traffic through Placerville.
- Tourists taking side roads during winter weather.
- Traffic spilling into Placerville neighborhoods, encouraged by apps like Waze.
- Loss of ability to move freely on residential streets.
- Most don't care about Placerville.
- Not losing local business.
- Expand US 50 both directions to three lanes from Cameron Park to Placerville.
- The environmental factor: gasoline engines polluting air in stop and go traffic.
- Work / shopping access for local traffic during peak times.
- Civilian vehicles access to Marshall Hospital.
- Heavy congestion, and severe backups.
- Safety.
- Traffic safety.
- Roundabout in Myers is horrible. Will slow and back up traffic and is very unsafe overall.
- Non enforcement of slow vehicles blocking traffic laws not using turnouts.
- Locals cannot enjoy / participate in the amenities our County has to offer.
- Construction.
- Trash.
- If there were a fire, locals would not be able to evacuate.
- Build larger parking garage with easier access for tourists.
- Extend diamond lane.
- Congestion on local streets.
- Emergency responders' access.
- Missouri Flat US 50 West on ramp traffic.
- Not enough cops or too many just sitting on the side of the road watching.
- Eliminate impediments to smooth traffic flow (signals) on Highway 50.
- Reducing time spent traveling between Shingle Springs and Camino specifically.
- South Lake Tahoe needs to limit occupancy.
- Backup between Icehouse and Tahoe is also ridiculous, keep the traffic moving, get the slow vehicles to pull off. Keep traffic moving from the start of the hold up.



- Out of town travelers typically don't know how to drive in inclement weather.
- Damage to existing roads.
- Increased congestion on side streets.
- Impact on locals.
- Impaired drivers.
- Travel time / quality of travel.
- Negative effect on local businesses of traffic congestion.
- Map / traffic apps for smart phones that direct motorists into residential areas.
- None of the interim fixes are very impressive.
- Driver hostility / frustration during peak loads.
- Placerville police and CHP do not enforce speed limits on Highway 50 through town.
- Traffic flow.
- People bypassing the freeway to get around congestion.
- Is it going to happen again?
- Local small business support.
- Local businesses.
- Any type of work that destroys neighborhoods or redirects traffic from existing roadways to now more rural / less dense areas.
- Traffic backups on local streets.
- The county needs to be more business friendly, which prevent the need to drive to Folsom for major shopping and keep tax revenues in the county.
- Traffic isn't that bad - it helps the local economy.
- The lights need to be synchronized and not triggered by side streets or pedestrians.
- Keeping downtown Placerville accessible.
- If traffic is more efficiently managed more tourists and more tourist dollars would come to the county.
- The intersection of US 50 and Bedford gets quite a few T-bone type crashes. Getting rid of that stop light would be the most important for improving safety.
- It takes so much time to get from East Placerville to West Placerville.
- Moving pedestrians out of US Highway 50 through Placerville.
- Leave the stop lights alone.
- Antiquated equipment to deal with traffic backlogs due to the three stop lights in Placerville.

*Third Option (80 responses)*

- Road rage.
- Few to no alternative local routes when Highway 50 is deadlocked.
- Cops never monitor the speed of traffic through the downtown Placerville area, my bet is because there isn't any place for them to hang out and watch. Therefore no one obeys the speed limit. Elevating / lowering Highway 50 might take care of some of that issue. While we're discussing all these changes, how about throwing in some wildlife crossings? We aren't the only inhabitants of this area, and it would save lives.
- Ease in moving around town / area.
- Clear signage for the slow down westbound, entering Placerville.
- Solutions which may bypass the town and harm local economy.
- Blundering out-of-town drivers on local streets.
- Maybe a toll plaza to help? It has worked for San Francisco.
- Pedestrian and bike access / safety / use.
- Traffic applications have created side roads for locals to be overused by travelers off Highway 50. Serious danger and problem.
- Road safety / mitigating accidents between Placerville and SLT.
- Not having their blinker on.
- Caltrans should not impact any local traffic.
- Inadequate capacity on western slope for increased traffic and population.
- Expand light rail & add lanes to Highway 50.
- Parking.
- Close off ramps on weekends.
- Large cars and trucks tailgating and pushing traffic.
- Highway 50 cross traffic.
- Reduce daily congestion.
- Stop worrying about main street business's, they've been bailed out with fixes for 60 years.
- Discourage traffic exiting US 50 or using back roads to avoid heavy US 50 traffic. Makes community roads nearly impassable.
- Congestion at 50 downtown Placerville.
- If going through Placerville, streets are narrow and pedestrian active. So not a good option for folks trying to go around some of the 50 traffic.
- Tourist toll US 50 to pay for improvements and encourage alternatives like carpooling, buses, and vans.
- Close Highway 50 at Placerville during major storms.

- US 50 needs an exit between El Dorado Hills Boulevard and Bidwell- sooner. Bidwell has gotten too slow.
- Constricted space and lack of room for improvements along the existing US 50 alignment through Placerville.
- Absolute disrespect of tourists to natural resources and towns.
- Tunnel bypass of Echo Summit from west slope of Sierras to Meyers.
- Out of town vehicles speeding on back residential streets in an effort to bypass US 50.
- Left turn exits on eastbound Highway 50 in Camino.
- Limit stoplights in Placerville to one or two (but do not eliminate).
- Access to downtown Placerville both north and, south of the freeway.
- Emergency vehicle impact.
- Raise the freeway.
- Overall congestion.
- There is a dangerous section / bad drainage on US 50 east approaching the Cambridge exit with multiple accidents every year with cars sliding into the same section of guard rail during wet weather.
- Congested traffic upsets the small-town feel of our communities.
- Smooth access for tourists and visitors going to Apple hill or Tahoe to improve business retention.
- Emergency access.
- Traffic flow.
- Our quality of life.
- What about a toll on Highway 50?
- Traffic blocking passing lanes.
- Fees / tolls.
- Congestion.
- Locals should not have to pay a toll.
- Better traffic control (stop signs?) up in the town area.
- Safety / accident prevention.
- Downtown businesses.
- Pedestrian Safety at Canal Street for school kids.
- Maybe a whole new road out to the left of US 50 about 15 miles for a straight way to Tahoe with tolls.
- Build the Twin Bridges Tunnel.
- Turn Tahoe tourists around before Placerville when US 50 is closed.

- During snow removal eliminate passing lane--traffic is moving at 25 miles per hour, allowing two lanes of slow traffic creates a total stop at each merging and no one is getting ahead, keep one lane and keep it moving.
- Road closures due to weather need to happen in areas that are populous and have amenities.
- Tax / costs of repairing existing roads on a yearly basis.
- Mass exodus from Tahoe and campgrounds on Sunday afternoons.
- Charging toll to get into the Tahoe Basin.
- Nothing in this survey addresses needed improvements for people walking and biking.
- Ability for locals to get around town.
- Good signage.
- No speed enforcement on local streets like Cedar Ravine.
- Road conditions.
- A railway to Tahoe, from Folsom lake, and the snow train.
- Tourism.
- Risk of loss of credibility of the ECDTC.
- Backup on downtown Main Street and Broadway.
- Emergency vehicle access being hindered by traffic backups on Highway 50 and local streets.
- If it becomes too bad, people will stay away, and it will address itself.
- No gridlock.
- If Canal Street at US 50 were closed, high school and middle school traffic would find alternate routes up Spring, Coloma and Bee Streets. That would be a catastrophe.
- Emergency vehicles unable to traverse Highway 50 and side roads.
- More Enforcement. CHP, they are understaffed here in the County. CHP could use more staff.
- If anyone questions the veracity of the detrimental economic impact on the City, just ask all the businesses along Folsom Boulevard or along the "old Lincoln Highway" about their experiences of positive effects when Highway 50 was completed. Sometimes change is not good, and this proposal exemplifies that time.
- Lack of funding for rural area concerns. There seems to be plenty of funding for bike trails and such, but not for the rural roadway infrastructure issues.

## Next Steps

The input received from a stakeholder meeting held in May, along with the community's comments provided through the workshop and the Online Community Workshop will be provided to Caltrans and their consultants to help create the strategies and recommendations for the overall study.

The draft strategies for the US 50 Recreational Travel Hot Spot Study will be available for public review and input in late 2019 via:

- *Stakeholder Group meeting*
- *Community Workshop*

The final study reports will also be presented to:

- *EDCTC*
- *Placerville City Council*