



CAMINO PARALLEL CAPACITY / SAFETY STUDY US-50 CORRIDOR STRATEGY MATRIX



Location	Accident History	Solution Strategy	Effectiveness	Traffic Side Effects / Mitigation	Cost	Implementation Issues	
US-50 / Still Meadows Road (Apple Café) (PM 22.05)	Broadside collisions between motorists entering/exiting Still Meadows Rd/Apple Café with EB & WB US-50 traffic	Redirect CHP Enforcement	LOW	Current accident data does not show speed to be a contributing factor to the accidents. However, CHP presence may slow drivers down and heighten driver awareness through the project limits. Conflicting movement is not addressed. CHP resources are currently not available for full time presence. CHP periodically patrols the project limits.		\$100,000/year	CHP Resources
		Speed Monitoring Display (SMD)	LOW	Current accident data does not show speed to be a contributing factor to the accidents. However, SMDs may heighten driver awareness while travelling through the corridor, which ultimately could reduce the number of accidents at this location. Conflicting movement is not addressed.		\$60,000-150,000	Coordination with Caltrans
		Active Cross Traffic Detection Device (Alerts mainline traffic of cross traffic movements)	LOW-MEDIUM	This will alert oncoming drivers that active cross traffic is present to increase awareness (not just a static flashing beacon). This may slow mainline traffic to some degree when active which ultimately may reduce the number of broadside accidents. Conflicting movement is not addressed.		\$100,000	Coordination with Caltrans
		Median Refuge / WB Acceleration Lane	MEDIUM	This will make entering into WB traffic from Still Meadows safer. However, approx. 40% of the accidents occur with oncoming EB US-50 traffic, which this does not address.		\$3,000,000	Funding, cultural resources
		Median Barrier to eliminate left turn movements	MEDIUM-HIGH	Removes the conflicting turn movements at Apple Café. This will provide a reduction of 90% of all accidents at this location and eliminates cross-median head-on collisions that caused one fatal accident here.	<p>SIDE EFFECT- Traffic that turned left out of Still Meadows to travel WB may travel EB to the nearest location to make a U-Turn to travel back downhill. This just moves the safety issue to another location.</p> <p>MITIGATION- Local road connection to Newtown Road</p>	\$5-10 million +/- (includes local road)	Would likely require relocation of Apple Café as EB US 50 access would be eliminated and could affect business. Funding
US-50 / Lower Carson Road (PM 23.40)	Broadside collisions between EB US-50 motorists turning left and oncoming WB traffic.	Additional CHP Enforcement	LOW	Current accident data does not show speed to be a contributing factor to the accidents. However, CHP presence may slow drivers down and heighten driver awareness through the project limits. Conflicting movement is not addressed.		\$100,000/year	CHP Resources
		Active Cross Traffic Detection Device (Alerts mainline traffic of cross traffic movements)	LOW-MEDIUM	This will alert oncoming drivers that active cross traffic is present to increase awareness (not just a static flashing beacon). This may slow mainline traffic to some degree when active which ultimately may reduce the number of broadside accidents. Conflicting movement is not addressed.		\$100,000	Coordination with Caltrans
		Median Barrier to eliminate left turn movements	MEDIUM-HIGH	Removes the conflicting turn movement and would provide a reduction of 90% of all accidents at this location.	<p>SIDE EFFECT- Diverts traffic to Cedar Grove Interchange</p> <p>MITIGATION- Undercrossing of U.S. 50</p>	\$450,000	
US-50 / Camino Heights Dr (PM 23.25)	Broadside collisions between motorists entering/exiting Camino Heights Dr with EB & WB US-50 traffic.	Camino Heights-Newtown Local Road Connection	LOW	Caltrans 2003 Project Report estimated 150 vehicles per day would utilize this road segment. Many community members voiced their opposition to this alternative. Conflicting turn movements are not addressed.		\$6-10 million	Biological and cultural resources, El Dorado Trail and other Right-of-Way issues, hydrology
US-50 / Upper Carson Road (PM 24.05)	Broadside and Sideswipe accidents for vehicles entering/exiting Carson Road (East)	Grade Modifications to adjust fully superelevated left-turn lane to a more level lane	LOW	May alleviate some of the sight distance issues that EB motorists have while turning left onto Carson Rd due to the adverse grades on the superelevated curve of US-50.		\$500,000 +/-	
		Signalize Intersection	MEDIUM	This would address the cross-traffic broadside collisions at this location.	Adding a signal may increase the potential for rear end accidents, especially in the WB direction where motorists are traveling downhill as they approach this intersection and excessive speed seems to be an issue.	\$150,000-250,000	Caltrans is opposed to a signal on US-50, which they hope to eventually upgrade to continuous freeway status. Low broadside accident numbers at this location may not warrant Caltrans to grant an approval for the signal.
	Errant vehicles running off road as a result of excessive speed	Speed Monitoring Display (SMD) for WB US-50	LOW-MEDIUM	Current accident data shows speed to be a contributing factor to the accidents. SMDs may slow drivers down and heighten driver awareness through the project limits.		\$60,000-150,000	Coordination with Caltrans
		Additional CHP Enforcement	LOW-MEDIUM	Current accident data shows speed to be a contributing factor to the accidents. CHP presence may slow drivers down and heighten driver awareness through the project limits.		\$100,000/year	Agreement with CHP
Driveways & Other Conflict Points (PM 22.05 - 24.05)	Cumulative accident problems associated with driveway & local road access	Median Barrier / Undercrossing	HIGH	This strategy addresses the problem of cross-traffic movements by eliminating them at all locations. This is compatible with Caltrans ultimate freeway conversion configuration.		\$12 million +/-	Funding