

June 25, 2008 MEETING SUMMARY

Open House for the El Dorado County Transportation Commission Camino/US 50 Project Study Report

PROJECT TEAM	Dan Bolster, EDCTC Clark Peri, Caltrans	Leslie Regos, CH2M HILL Judy Matsui Drury, CH2M HILL
ATTENDEES:	Adam Bane, El Dorado County Department of Transportation Matt Smeltzer, El Dorado County Department of Transportation	Brian Sytsma, CH2M HILL Teresa Billings, CH2M HILL

On Wednesday, June 25, 2008, the El Dorado County Transportation Commission (EDCTC) hosted an Open House for the El Dorado County Transportation Commission Camino/US 50 Project Study Report project. The meeting was scheduled for 6:00 p.m. at the Camino Elementary School in the old gymnasium.

The meeting format included the following agenda:

I. Doors Open (6:00 p.m.)

- a) View Displays
- b) Talk one-on-one with Project Team Staff

II. Presentation by the Camino Project Team (6:15 p.m.)

- a) Project History/Timeline (Kathy Mathews)
- b) Project Organization (Kathy Mathews)
- c) Project Development Process (Dan Bolster)
- d) What is a PSR? (Dan Bolster)
- e) Project Study Limits (Dan Bolster)
- f) Project Assumptions (Dan Bolster)
- g) What we've heard so far (Dan Bolster)
- h) Draft Purpose and Need Elements (Leslie Regos)
- i) How solutions will be evaluated (Leslie Regos)
- j) Potential Alternatives (Judy Matsui Drury)
- k) Schedule to Complete this Phase (Judy Matsui Drury)

III. Open House (6:30 p.m.)

The informal open house allowed attendees to walk around the room and visit a number of information stations and talk one-on-one with the project team staff and consultants. The information stations included:

- Project History/Timeline
- Project Organization
- Project Development Process
- Project Assumptions
- Draft Purpose & Need Elements
- Process for Alternative Evaluation
- Schedule to Complete this Phase
- Site Map

During the sign-in and throughout the evening, attendees were given the opportunity to write comment cards, which could be turned in to the comment box during the meeting or brought home to mail in at a later time. Following the presentation by the Camino Project Team, the general public was provided the opportunity to comment and/or ask questions. During the meeting, CH2M HILL recorded all comments and questions made by the project team and community members. The comments and questions were recorded as follows:

Reference	Comments During Post-Presentation Question and Answer Period	Project Team Response
Q/A	Why not just build a standard freeway? In 1963, we agreed to build one and since then there have been years and years of studies. Why keep wasting our money? We've wasted a lot of money in the past 25-30 years. Why all this expenditure and time wasted? Is a developer going to pay?	Funding has not been available to build the freeway conversion project. There are different types of funding for transportation projects and certain criteria must be met in order for a project to be eligible for funding.
Q/A	We've got a definite problem and emergency since people are being hurt at Still Meadows. Why not look at spot fixes? We're talking money issues, but can we perform single projects instead of a massive project?	Spot projects don't look at an entire corridor and do not always match up with the overall needs of the corridor when built separately.
Q/A	Why not break it down into segments and identify what is really most needed?	All alternatives must demonstrate they are feasible before they are presented to Caltrans. That level of design will occur in the next steps of the project development process.
Q/A	People are unhappy with median barriers because it requires longer trips to go across the road.	A median barrier would be considered an option at this point. Nothing is off the table yet.
Q/A	Caltrans said earlier that they don't care and they can put a barrier in at any time.	Caltrans is the owner/operator of US 50. They don't intend to place a full median barrier at this time.
Q/A	Can you clarify I.T.S.?	ITS refers to the use of new technology for transportation projects. It is not necessarily intended to be a stand-alone project.
Q/A	Why the decision to increase the speed limit?	CHP does a speed survey about every 3-5 years. A recent speed survey indicated that 67mph was the 85 th percentile speed of the traveling public. The speed limit must be set at the 85 th percentile (and rounded to the nearest 5 mph) to be enforceable.
Q/A	Why doesn't Caltrans do something about the speed limit?	CHP controls speed limit, Caltrans has no control over it.

Reference	General Comments
General Comment	How many people have to die? You're not moving fast enough.
General Comment	I live on the West side of US 50. If you put a median barrier, it would eliminate certain access.
General Comment	Reduce speed limit to 55 like it used to be.
General Comment	Look at the CHP handbook. Speed is frustrating but not the issue. We are here to talk about safety.
General Comment	Main safety rule is to do what is safe.

Reference	Comments Recorded on Flip Charts or Project Site Map
Flip Chart	Break solutions into smaller, logical components – fundable. Homeowner District to help secure \$ by enforcing “original” freeway agreement.
Site Map	Concentrate on Frontage Road with access to Apple Café to Frontage Road
Site Map	Frontage Road; Trail Connection (near Upper Carson Rd)
Site Map	Newtown Road to Camino Heights Drive. Frontage Road to take cars off US 50. Keep Apple Hill community traffic north of US 50.
Site Map	Develop Frontage Road parallel to US 50
Site Map	Tie in from Camino Heights Road to the undercrossing at Upper Carson Road
Site Map	In the past, potential undercrossing here (between Camino Heights Rd and Upper Carson Rd) with Frontage Road (south of US 50)
Site Map	Frontage Road tie to trail head with rest area (at Upper Carson Rd, south of US 50)
Site Map	Potential undercrossing (location between Camino Heights Rd and Upper Carson Rd)
Site Map	Frontage Road from Snows Road to Camino Heights parallel to and south of US 50

Reference	Comments Submitted on Comment Cards
Comment Card	Very helpful overview of the process. I appreciate your understanding and presentation of this important issue.
Comment Card	Thank you for addressing safety problems of non-motorized travel and improving alternative transportation options. Are you aware of the MOU established between El Dorado County and the City of Placerville which placed a deed restriction on the use of the Michigan Cal Right of Way for non-motorized trail only?