

US 50 Recreational Travel Hot Spot Transportation Management Study Community Outreach Summary Report *Fall 2020*



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Project Background

El Dorado County, the City of Placerville, local residents and businesses, and recreational travelers have long faced a seemingly insurmountable challenge of serious traffic congestion on US 50 through Placerville. US 50 is a core recreational travel route connecting the Bay Area and Sacramento region with South Lake Tahoe, as well as regional attractions like Apple Hill, Sutter's Mill, and more than 40 local wineries. That recreational travel makes this route critical to El Dorado County's economic vitality. At the same time, US 50 functions as a kind of "Main Street" for El Dorado County residents to get around, to get to work or school, to shop, and to go about their daily business.



EDCTC, the Regional Transportation Planning Agency (RTPA) for El Dorado County, and Caltrans, the state's transportation agency, are mutually responsible for planning and implementing transportation improvements on the state highway system. As these agencies know, the problem is that through Placerville, US 50's two main West and East bound travel lanes and three at-grade signalized intersections are wholly insufficient to handle the current level of traffic demand. That creates long, frustrating delays for recreational and interregional throughput. Locals are also frustrated because, whether they are using US 50 itself or just trying to get across it, the high levels of traffic create long wait times at these intersections.

While there have been many studies over many years to identify and implement a solution, the efforts have not found an approach that is easy, cheap, or acceptable to the community. Yet, that doesn't mean the effort has been permanently abandoned. As the traffic problems continue to worsen over time, the technology and attitudes towards potential solutions can change the options available.

It was in that spirit that Caltrans District 3 began the US 50 Recreational Travel Hot Spot Transportation Management Study in 2018, engaging Kimley-Horn to take a look at the opportunities to employ new technologies to improve at the stretch of US 50 from just west of Placerville all the way to Tahoe Basin. This

study serves as an important opportunity for District 3 to work with its regional partners including the Tahoe Regional Planning Agency (TRPA), the City of South Lake Tahoe, the City of Placerville the El Dorado County Transportation Commission (EDCTC), El Dorado County, the Tahoe Transportation District, and other regional authorities. This regional partnership will be the basis for the stakeholders to work collaboratively to identify, analyze, and implement preferred adaptive roadway management strategies.

These strategies may include, but not be limited to:

- Traffic signalization technologies
- Adaptive traffic signal control systems
- Enhanced traveler information systems
- Automated Traffic Signal Performance Management (ATSPM)
- Active Speed Monitors
- Connected/Automated Vehicles
- Integrated Corridor Management (ICM)
- Adaptive Ramp Metering
- Mobile Alerts
- Lane re-configurations
- Transit enhancements
- Emergency response procedures

While the US 50 Recreational Travel Hot Spot Transportation Management Study included stakeholder outreach to affected public agencies, it was quickly apparent to EDCTC that a strong and focused public participation program in the Placerville area would be needed. EDCTC was able to obtain a supplemental grant from Caltrans, hiring AIM Consulting to facilitate discussions with key stakeholders and provide a more widespread community outreach program to obtain input and address the concerns and issues in how the Hot Spot Study effort would affect US 50 through Placerville.

The importance of this outreach was borne out in the first set of public engagement, with the Stakeholder Advisory Committee and Public Workshop meetings held in mid-2019. The clear reaction to the preliminary efforts of the US 50 Hot Spot Study was that the adaptive roadway strategies were not enough; the stakeholders and public were interested in revisiting the possibility of major infrastructure improvements to US 50, such as a raised freeway or adding a third westbound lane.

Responding to this message meant a pivot from the original US 50 Hot Spot work plan. EDCTC, with the assistance of AIM Consulting and Fehr & Peers, led the team of Caltrans District 3, the City of Placerville, and El Dorado County to develop consensus around four infrastructure concept alternatives. The team knew data and graphics were going to be critical components to the public's understanding of the options, so virtual simulations of the operation of US 50 under each alternative were developed, along with very general estimates of effectiveness and cost. These were then presented to the stakeholders and the public in the second phase of the outreach in 2020.

The details of AIM Consulting's stakeholder facilitation, public engagement, and community outreach efforts are provided in the following chapters.

Community Outreach Program Overview

Stakeholder Advisory Committee #1

On May 29, 2019, the El Dorado County Transportation Commission (EDCTC) hosted the first Stakeholder Advisory Committee (SAC) meeting to look at the technologies being considered in the US 50 Hot Spot Study.

Public Workshop

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.

Online Questionnaire

Starting July 31 and running through August 19, 2019, 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.

Stakeholder Advisory Committee #2 (Virtual)

On Wednesday, September 9, 2020 from 10:00 – 11:30 a.m., the EDCTC held a virtual Stakeholder Advisory Committee (SAC) meeting focused on options for US 50 Placerville Improvements.

Virtual Community Workshop

In September 2020, the EDCTC held a three-week Virtual Community Workshop, which included an informational video and an education and awareness campaign. The Virtual Community Workshop was open to the public from Thursday, September 24, 2020 to Friday, October 16, 2020. The project team received more than **540 responses** from community members.

Compilation of Input

Summer 2019

Stakeholder Advisory Committee Meeting #1

Other supportive materials can be found in the Appendix (pages 50-67)

The meeting took place on May 29, 2019 at Placerville Town Hall, located at 549 Main Street in Placerville. Attendance included representatives from:

- Camino/ Apple Hill Growers
- El Dorado County Chamber of Commerce
- El Dorado County Air Quality Management District
- El Dorado County Department of Transportation
- City of Placerville
- El Dorado County
- Placerville CHP
- Caltrans District 3

The meeting was led by EDCTC Executive Director Woody Deloria, along with Rebecca Neves of the City of Placerville, and facilitated by Celia McAdam of AIM Consulting.

One of the objectives during the Stakeholder Advisory Committee meeting was to create a discussion for the stakeholders to get involved in identifying community values as it relates to Placerville and the surrounding areas, including those that are most important as well as those which cannot be compromised. McAdam noted the values identified will inform goals that the project team comes up with that will filter into the overall study. Celia McAdam prompted the stakeholders with the following questions:

- What are the stakeholders' values for US 50 through Placerville?
- What are the community characteristics / values that cannot be compromised?

Responses received from the stakeholders:

- Is the City's initiative banning us of roundabouts also applied to the highway? If yes, why don't we put stop signs on the highway in El Dorado Hills and Cameron Park?
 - *Follow-Up: No, the City does not have jurisdiction on the highway.*
- The Old Town District bypass had no effect on growth for the City of Placerville. We can look at it as an option if it is done properly and look at other ideas that have downtowns with retail entertainment and clearly designated wayfinding signs, such as the Town of Truckee.

- A community value is to provide clean air by minimizing greenhouse gas emissions and reducing the amount of time cars idle on US 50 and streets in Placerville.
- Another community value is a good economy and vitality to support residents and visitors that travel through Placerville on a daily basis.
- A non-starter would be if the improvements take away from historical sites or views of Placerville and the US 50 corridor.
- We need to minimize auto emissions that effect the health of all residents in Placerville. Carbon monoxide levels in the summertime on US 50 are outrageous. The problem comes from the idling of vehicles in a small area with multiple stop lights. Healthy air equals a healthy community.
- We need to reduce congestion / delay that people have when visiting Placerville or traveling through the area. Development will continue and congestion in and around Placerville due to stop lights will only increase, which will create irritation for visitors. We need to decrease congestion in town.
- There is not only congestion on US 50, but on Main Street in Placerville as well. Removing the stop light will not solve the problem; we need to provide efficient movement of people going through town and US 50 in all directions. There are many concerns about the traffic on Main Street and keeping a vibrant downtown is very important. We need to provide an easy on and off of Highway 50 as we do not currently have one. The Spring and Canal Street exits are not good access points. We should improve the whole transportation system through Placerville and US 50.
- We need to keep the historical significance of Placerville and the historical items must be preserved. Economic vitality messaging is important in understanding this project. Creating an easy on and off access from US 50 is necessary.
- An important value needs to be safety and the perception of safe travel. When congestion occurs on US 50, travelers try to take the side streets on Main or Pacific and those streets get backed up as well. There are a high number of fatal accidents and the congestion adds extended response times for emergency services. We need to focus on not just actual safety, but the perception of safety. For example, large numbers of visitors came for Memorial Day, but US 50 and local roads had nowhere to put them, which is how you get massive amounts of congestion. It backs up local roads not only in Placerville, but El Dorado County as well. There needs to be a way to efficiently move traffic and proper signage to keep people safe and feeling safe.

McAdam prompt: I am hearing that you value historical Main Street in Placerville as an economic hub for this part of El Dorado County, and also value safety and security for residents and visitors, but what other things do you value in Placerville? What things do you hold near and dear?

- Not only in Placerville, but we live rurally, and we want to be able to access US 50 without risking our lives. Our livelihood depends on agriculture and visitors visiting the farms and buying products throughout the year. Not just in Apple Hill, but also going up to Tahoe. We need to preserve and support agriculture to make sure that customers can get to the farms safely and pleasantly.
- How do we define quality of life? Placerville has a small-town atmosphere; it is not just a tourist town. We need to find out how we define quality of life and what we need to preserve. Preserving historical assets is very important and roundabouts destroy that history. Be careful on what those assets are – history is important.
- Recreation and outdoor activities are important in terms of access to local business, tourism, etc. Activities can include rafting, hunting, fishing, hiking. This is where the Bay Area residents come in their free time.
- From a county perspective, we are the largest employers and there are no restaurants on campus and we have limited time to get food. We need to provide easy access to food businesses to support the vibrancy of downtown. There are never empty storefronts, which means the economy is doing well. It is relaxing, but not if you can never get there.
- Traffic flows like water and if traffic is blocked off, you find another way. Not just on the Main Street, but there are other streets that locals find.
- We need to have accessibility options throughout El Dorado County. My family and I do not go out on Sundays because we know we are unable to access the places we want to go. We want to be able to access what the city has to offer.

McAdam prompt: What about safety in natural disasters? For example, access problems in getting people out when there is a fire – is that a consideration? Or should we only rely on emergency folks?

- It is a huge consideration and one that we cannot take for granted.

Celia McAdam continued the discussion with the following questions:

- Based on the goals discussed, what criteria should be used to evaluate proposed improvements?
- What ideas are we willing to revisit, or which ones are no longer appropriate?

Responses from the stakeholders:

- How do we judge options for improvements to US 50? This includes hot spots in recreation and measurement of congestion.
- When the public and local businesses rejected the original proposal in 1996, there was a different mentality than the one we have today. Downtown owners realize that there needs to be a change today and the issues will only become worse.
- I agree with the above statement.
- Should we revisit the original proposal?

- Finding solutions is a main priority and adaptive technology is not an ultimate solution.
- Adaptive technology is not going to work, and it will take a long time to construct and get funding. A long-term solution is needed.
- An interim solution has been changing the signal timing. Someone physically must make the changes, but it has been very low cost.
- Are we looking for a long-term solution in terms of traffic backups through Placerville to reduce / eliminate congestion?
 - *Follow-Up: Yes.*
- This may be a project that goes beyond the horizon of 20 years.
- The 1996 project may be a starting point, but we do have different ideas now.
- Do you mean to look at all new options?
 - *Follow-Up: Yes, to look at best practices and see what has worked in the past.*
- The criteria comes down to congestion relief because adaptive technology is not realistic. We need to have everything on the table to meet the criteria.
- If you go extreme with a flyover at the interchange, you will have lots of pushback. Personally, I did not move here to be part of the Bay Area or Southern California, but because El Dorado County has the rural feel. This needs to be considered when you are trying to keep the local feel. People will come here no matter what for holidays, but you need to consider whether you want to make it a big freeway or keep the local / rural feel.
- That is what the General Update Plan is for. US 50 is an agricultural and business corridor and the question is whether you want to close the gate once you move here.
- The criteria needs to take into account the local community character and the history. The flyover will look like a massive freeway project and we need to come up with a solution that meets local character criteria.
- The traffic now takes away from the local character.
- Local people know that traffic congestion in this area is a reality, which is why some people don't travel on Sundays. More people sit in traffic and idle their cars and throw trash out their windows.
- An additional two million people are moving into the area within the next 20-30 years and they all want to go to Apple Hill, Placerville and Tahoe. In order to get there, they must travel through this corridor, and we need to make accommodations for the future numbers. Much of the congestion goes through US 50 and El Dorado County.
- What is the community willing to do? What criteria can we use to evaluate this?
- This is a tough question. Without making improvements, where will the land go? There are homes and businesses on each side of US 50, so this is not an easy fix.
- Is part of the criteria to minimize the impact on local businesses and residents?

- The criteria has to balance the tourism and resident traffic as well as the local economy. Expanding the corridor is expensive and whatever project is delivered must look at those three factors.
- We are more so at a point where we are trying to engage the community on how much we are willing to do to relieve congestion.
- We aren't being given a choice yet.
 - *Follow-Up: We are not at that step yet, but we wanted to find common ground on what we want to see before we decided what will fix it.*
- What if we do nothing? What will this look like in 20 years if we only look at low-cost solutions?
- Are you saying that existing conditions are unacceptable?
 - *Follow-Up: The study should include an understanding of future impacts and what the pros / cons are for each.*
- US 50 had a huge capital project in 1955 and it cut right through Placerville. Part of the proposal was to do a bypass and a lot of adjustments were made back then too – this is nothing new.
- You can do a bypass assessment with huge costs / impacts, would residual impact to US 50 have enough economic development to people that use it?
- Yes, you have proven that is the case. You are filtering out people who are actually interested in town, as opposed to passing through on the way to Tahoe, by doing a bypass.
- The stigma has changed as the commute changes; it is more pleasant when you don't have to fight traffic.
- We've been talking a lot about people in cars, but what about bikes and pedestrians? It is scary for people on the north side of US 50 even with controlled lights to bike or walk. We need to think more about bicyclists and pedestrians, especially with the bike trails. We need to start thinking about accessibility for alternate transportation modes and safety.
- For a rural county, we have a robust transit system.
- Wildfire risk and ability to get out may be community's top priority right now. A flyover through the City may not be rejected. My criteria would be speed of evacuation – does the project improve emergency access options?
- With more fuel-efficient vehicles, people are commuting more and more and could be why local residents support a flyover. My criteria would be for the study to consider travel time during commute hours and on weekends.
- Criteria is always based on funding. We need to determine both short term and long-term solutions.
- Short term solutions should not preclude long term solutions. A mini bypass would make a larger bypass more expensive. We need to keep long term options open.

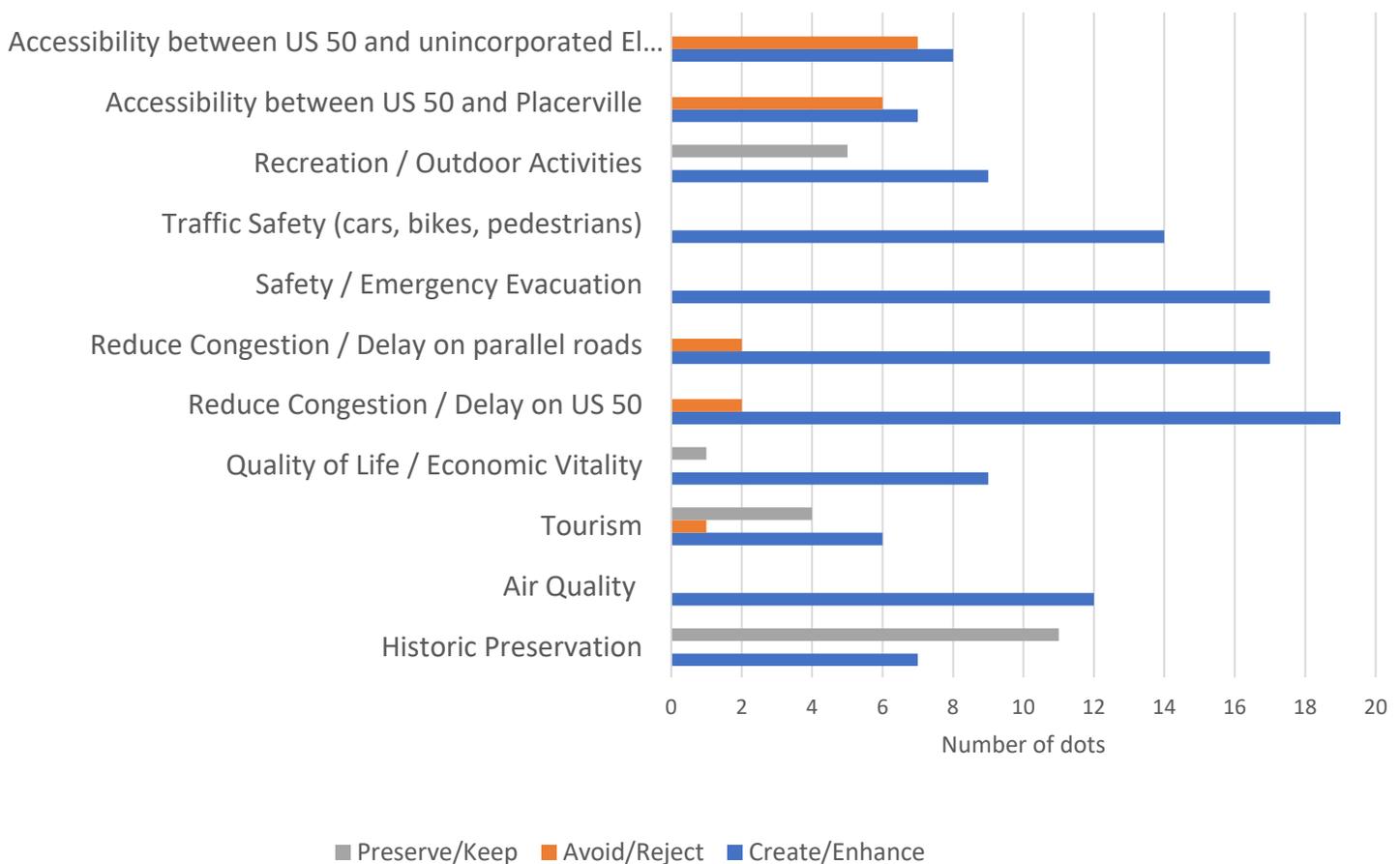
Public Workshop

Other supportive materials can be found in the Appendix (pages 68-78)

The public workshop was held on July 29, 2019 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. After a brief presentation by EDCTC Executive Director Woody Deloria and City of Placerville City Engineer Rebecca Neves, members of the public perused informational stations that were staffed by Caltrans District 3, EDCTC, City of Placerville, and AIM Consulting.

Values and Criteria

One of the objectives during the community meeting was to obtain input from community members about what values they would like to preserve/keep, create/enhance or avoid/reject in regards to US 50 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.



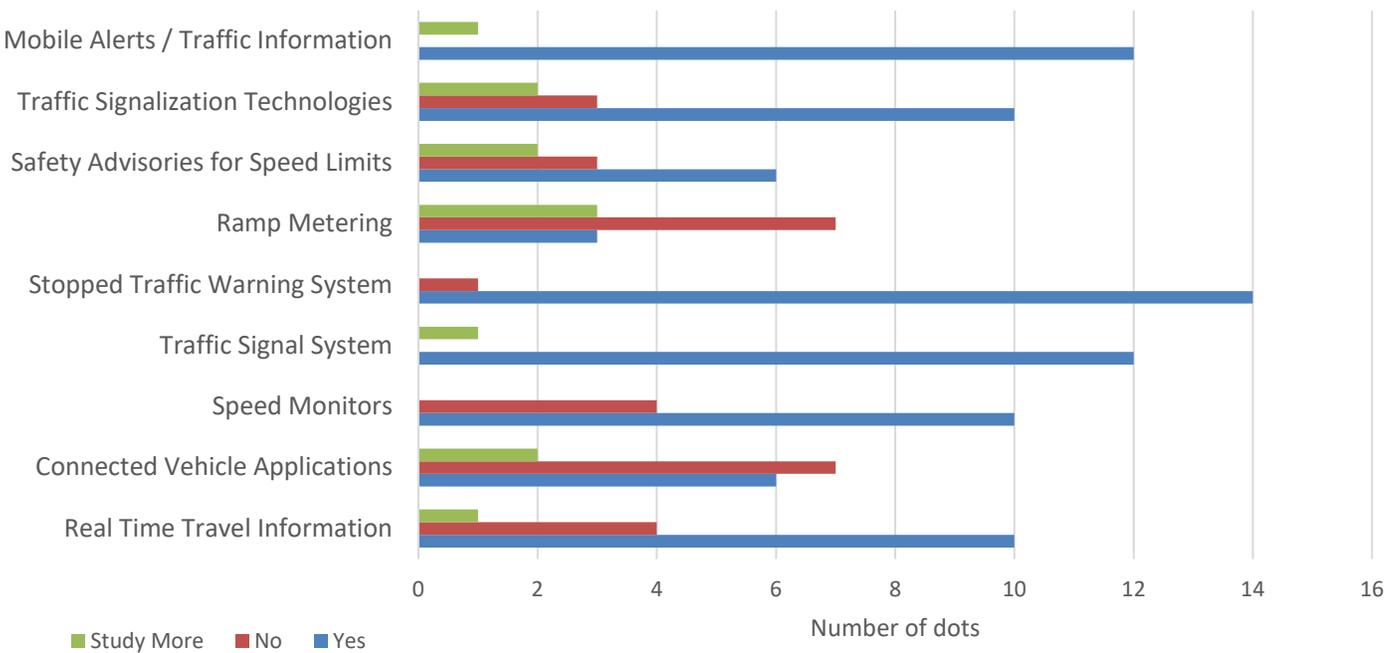
Public Comments

- 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.

Potential Approaches to Transportation Improvements

Another objective during the community meeting 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:

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.

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 spend.

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.

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.

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.

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.

Online Questionnaire

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. Starting July 31 and running through August 19, 2019, 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.

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:

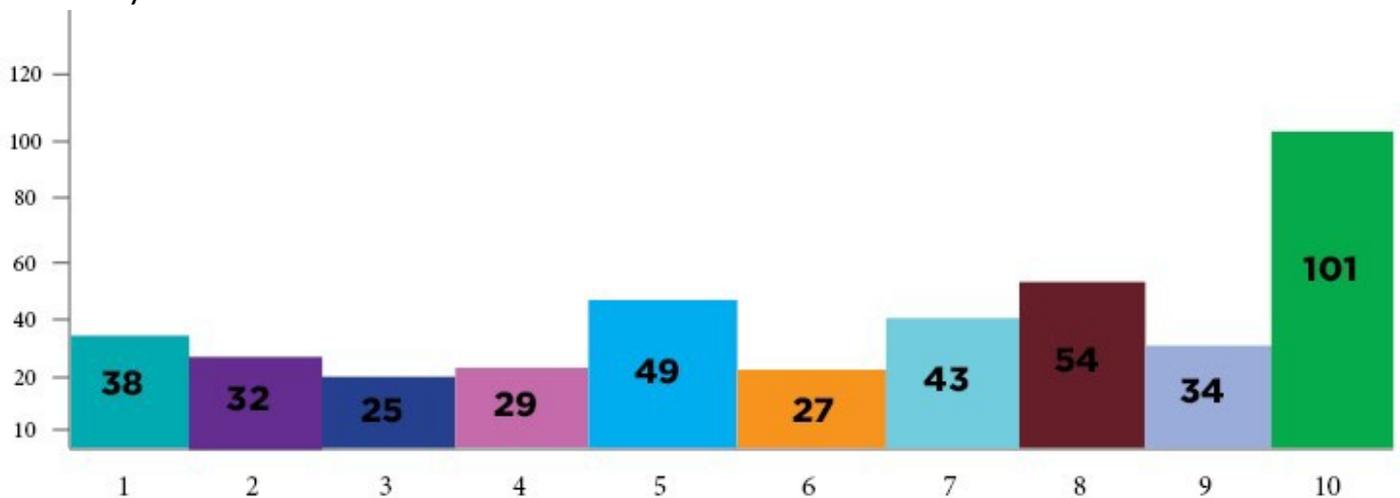
- Potential Improvements and Solutions
- Values / criteria to preserve, create or avoid
- Previous studies done to date
- Top concerns of the community

Online Questionnaire Results

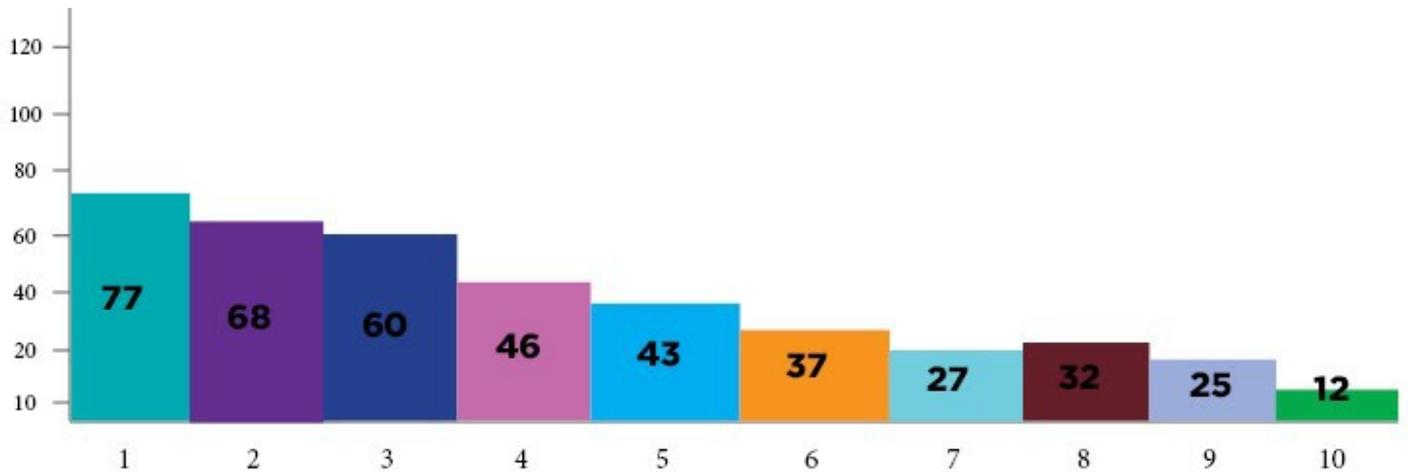
Below is a summary of findings based upon the answers received in the online questionnaire.

Participants were asked to rank community issues by importance, one being the most important and ten being the least important. The ten graphs below show the rank of importance on the horizontal axis and the number of people that chose it on the vertical axis.

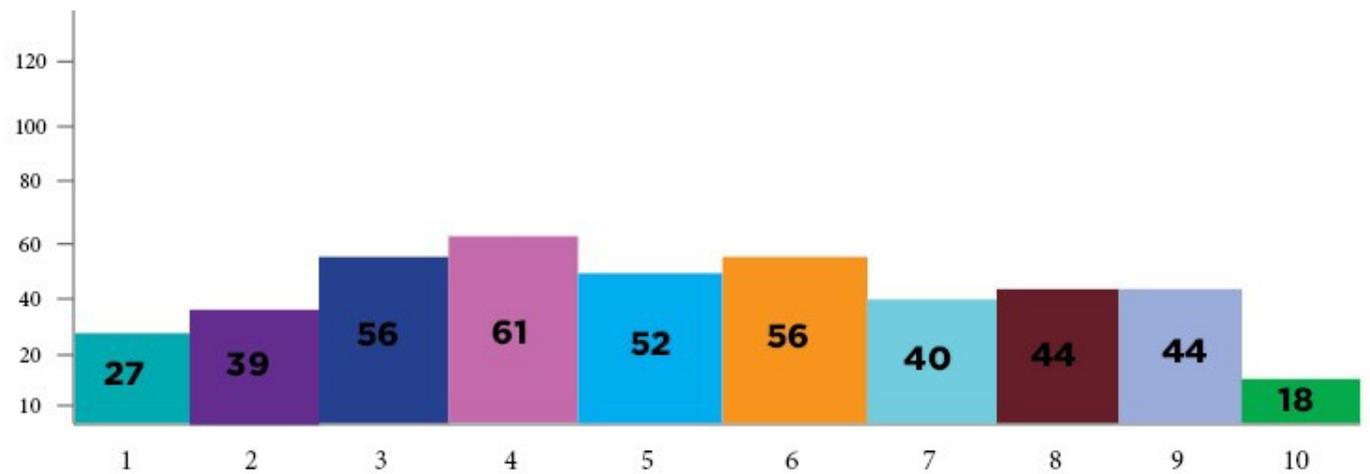
1. History



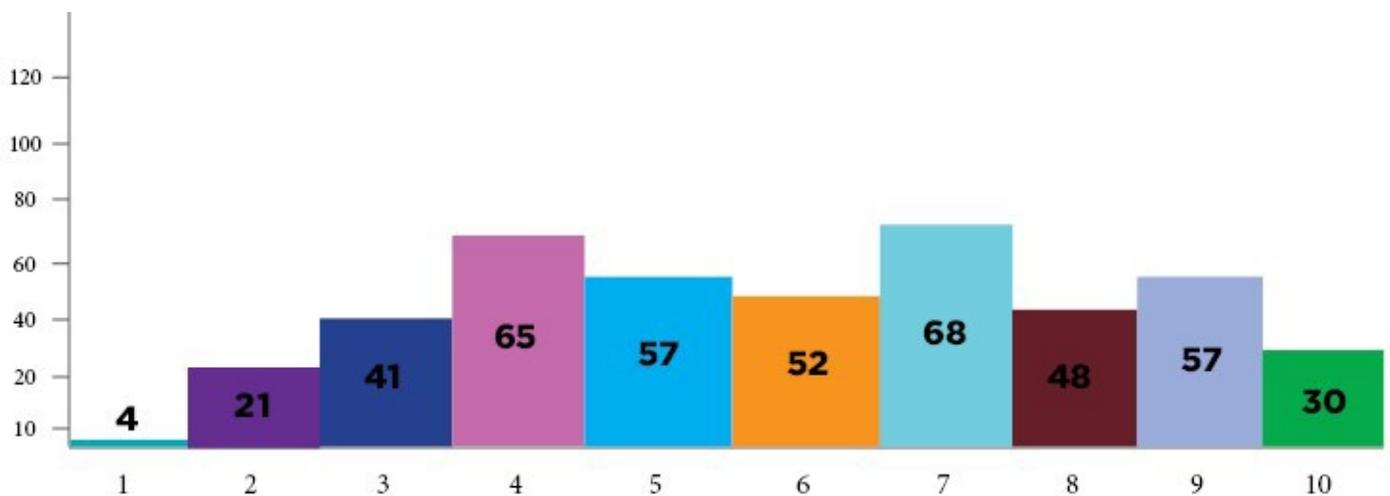
2. Quality of life



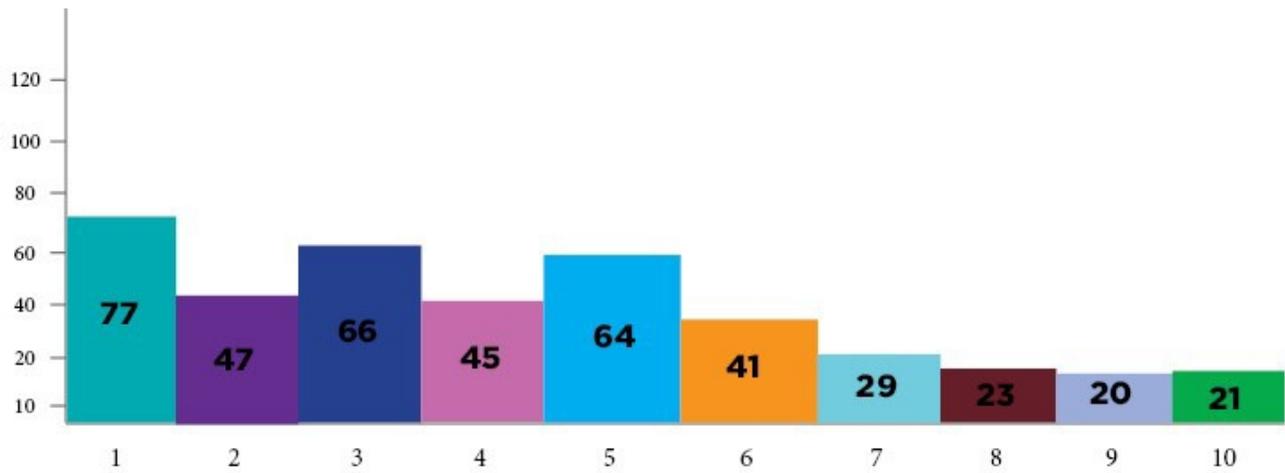
3. Non-peak season congestion on US 50



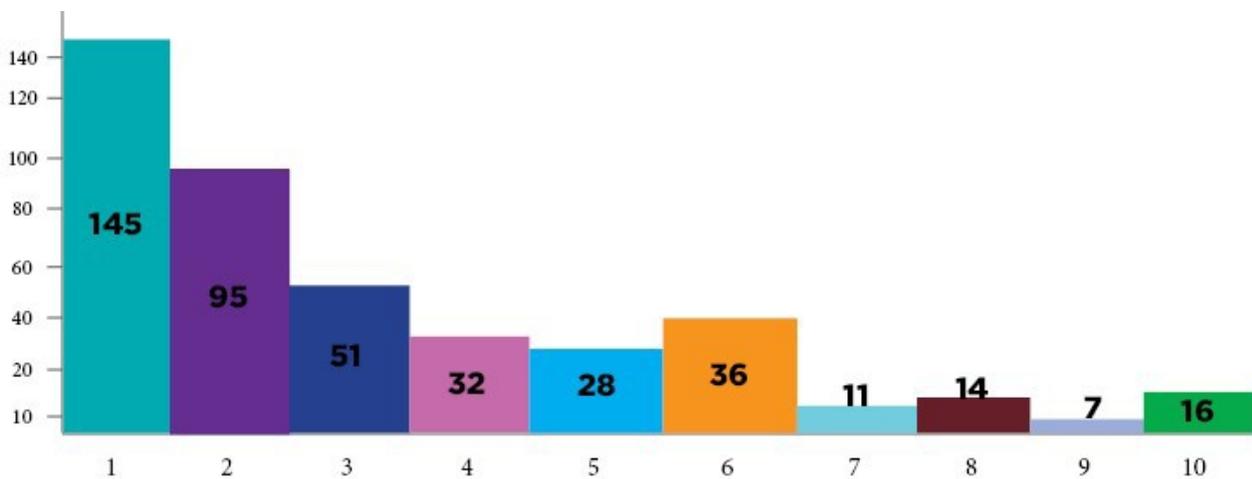
4. Non-peak season congestion on local streets



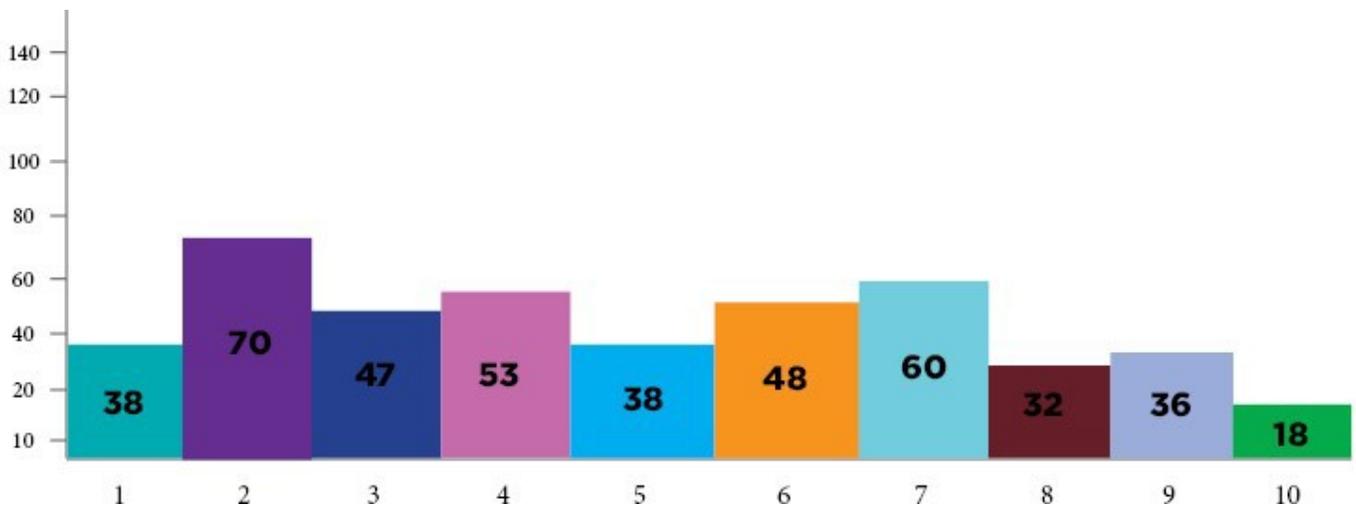
5. Tourism traffic on US 50 (Apple Hill, Tahoe, etc.)



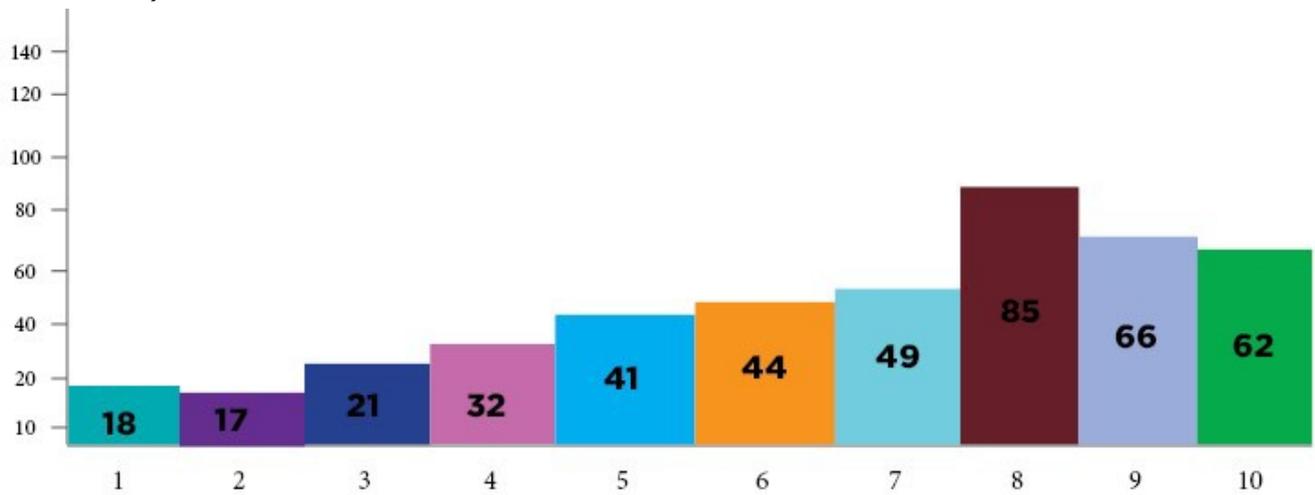
6. Emergency Access / Evacuation



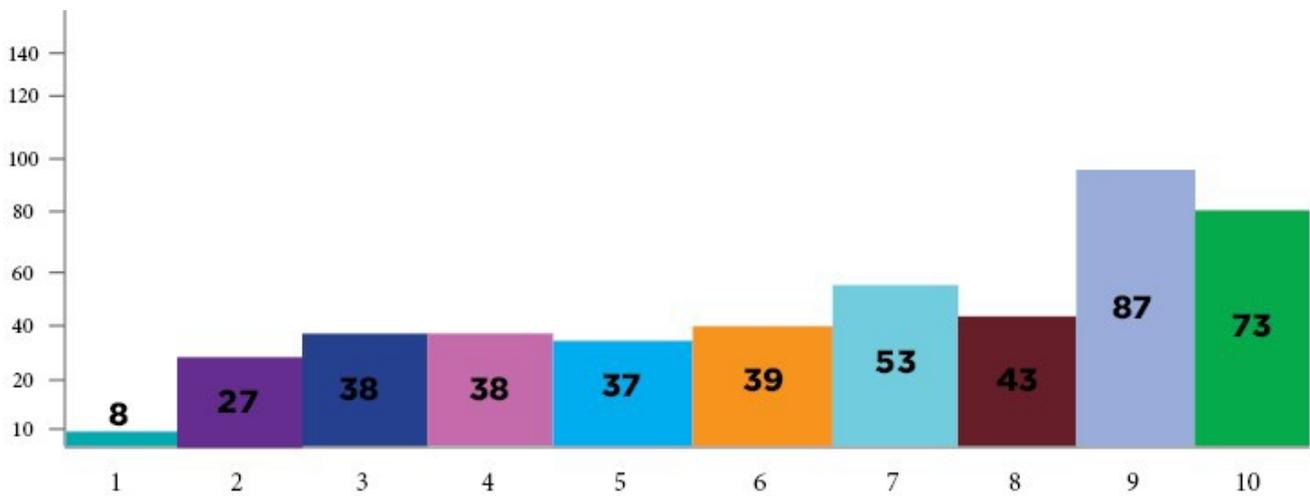
7. Traffic Safety (Bicycles, Pedestrians, Cars, etc.)



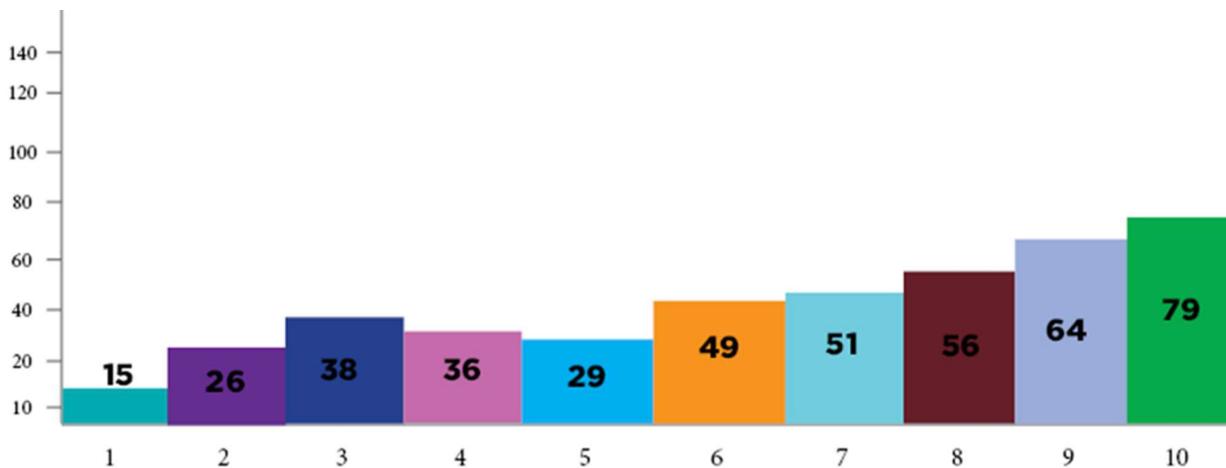
8. Direct connection to and from US 50 in downtown Placerville (Canal, Spring, Bedford)



9. Air Quality

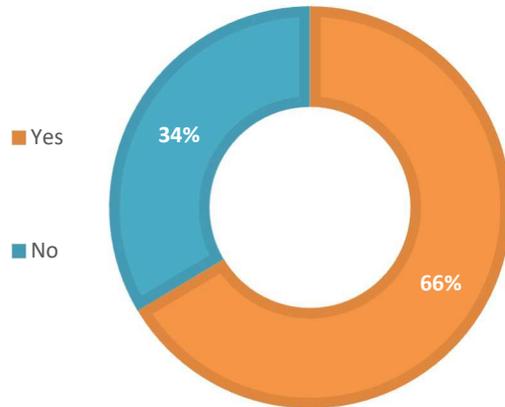


10. Downtown Placerville Businesses

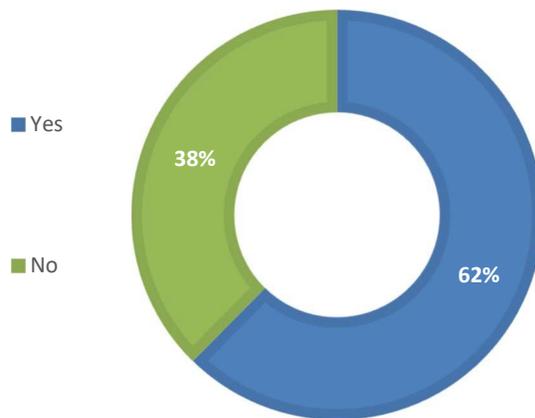


Caltrans and the Hot Spot Study Project Team have identified low-cost interim solutions to improve traffic on US 50 through Placerville. Select yes, if you support a solution, and no if you do not. Support indicates you feel the solution would improve traffic on US 50.

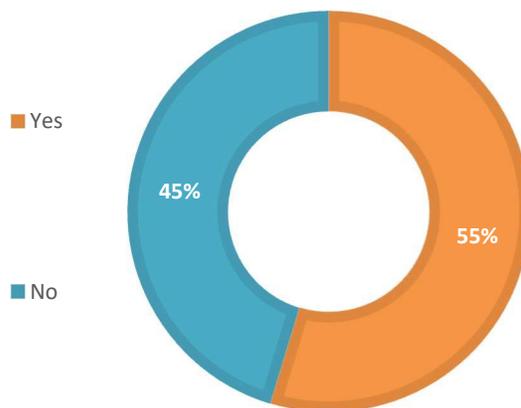
A. Real Time Travel Information



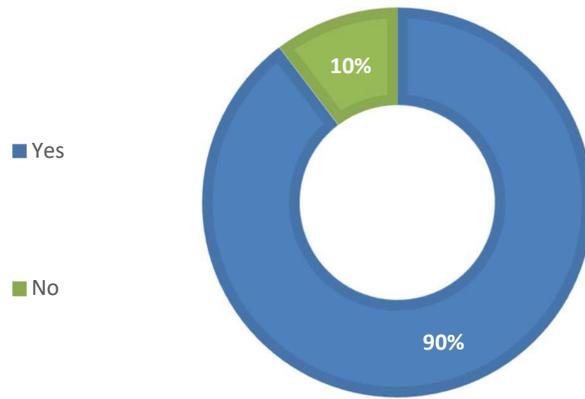
B. Speed Monitors



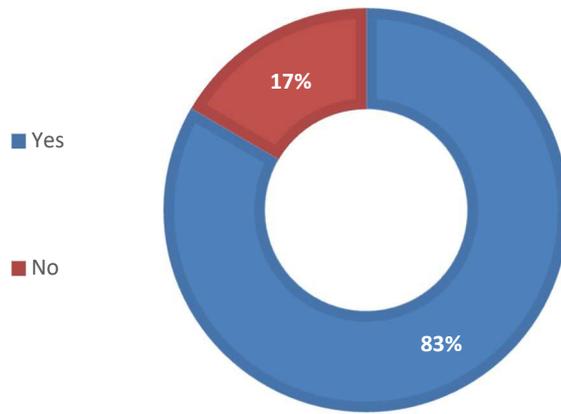
C. Connected Vehicle Applications



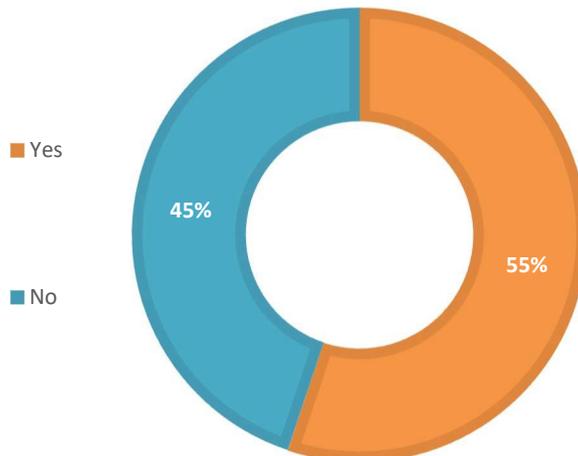
D. Traffic Signal System



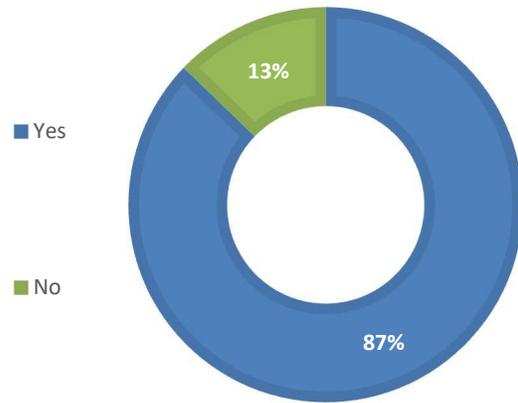
E. Stopped Traffic Warning System



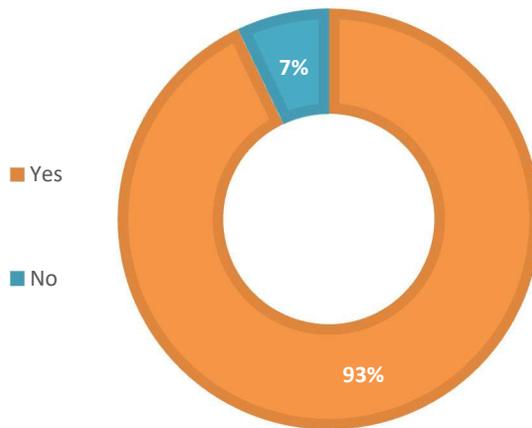
F. Ramp Metering



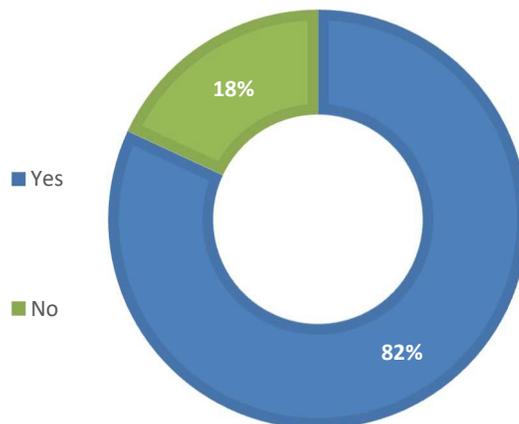
G. Safety Advisories for Speed Limits



H. Traffic Signalization Technologies



I. Mobile Alerts / Traffic Information



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 tourists. 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 productivity 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.
- Tourists 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 of 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 Emigrant 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 an 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 is 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 from 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.

Virtual Stakeholder Advisory Committee

Additional supportive materials can be found in the Appendix (pages 79-85)

The SAC Meeting #2 was held via Zoom on September 9, 2020, hosted by EDCTC Executive Director Woody Deloria, with the assistance of Placerville City Engineer Rebecca Neves, and facilitated by Celia McAdam of AIM Consulting. Below is a list of stakeholders that were in attendance.

- Apple Hill Growers
- Caltrans District 3
- City of Placerville
- Diamond Springs and El Dorado Community Advisory Committee
- El Dorado County Air Quality Management District
- El Dorado County Chamber of Commerce
- El Dorado County Commission on Aging
- El Dorado County Department of Transportation
- El Dorado County Public Health Services
- El Dorado County Transit Authority
- Placerville CHP
- Placerville Union School District

The meeting began with the viewing of a video which provided a background of the congestion issues on US 50 through Placerville, with video simulations, cost estimates, and estimated effectiveness of four infrastructure concepts to address the backups. The meeting featured group discussion, as well as live polling, to capture the opinions and concerns of the SAC members.

The discussion portion of the meeting began with a question about how the interaction between Highway 50 and Highway 49 would be handled with the proposed alternatives. Participants made a point that the alternative that is selected should allow for traffic flow to remain free flowing between the two highways. Rebecca Neves clarified that for the elevated options, *Alternative 2: Elevated Toll Lanes* and *Alternative 3: Elevated Freeway with Frontage Roads*, would overtop Highway 49, so it would remain the same underneath. For *Alternative 1: Third Westbound* lane addition, it would function similarly to how it does today, but would allow for an increase in capacity. For *Alternative 4: Super Streets*, this is a little more complicated because it restricts turn movements from Canal Street, Spring Street, and Bedford Avenue onto US 50 to right turn only.

A participant then asked where *Alternative 2: Elevated Toll Lanes* would start, Rebecca Neves said that it would start just before Ray Lawyer Drive, and it would go 1500 linear feet and touch down at the other side of Bedford Avenue near Mosquito Road.

One attendee asked if the elevated structure would extend beyond Broadway, Rebecca Neves responded that the two elevated facilities will land east of Broadway. She added that improvements to the Broadway off-ramp are also being considered and that the elevated structures would likely end up redesigning the Broadway ramp.

Several participants expressed that they only want to pursue alternatives that would not require a full highway to highway interchange. They also expressed concern for how the project team will address confusion about roadway changes, specifically *Alternative 4: Super Streets* which would require traffic wanting to go across or turn left onto US 50, would instead proceed downstream to either Placerville Drive or Mosquito Road interchanges and make a U-turn to continue their route. The project team assured participants that all roadway changes, exits, and turn requirements will be indicated very clearly with signage and information on either side of the highway.

The possibility of a tunnel was brought up. The project team stated that a tunnel was considered when they Highway 50 Operations Project was constructed; however, it was deemed unfeasible due to large amount of bedrock that you must go through to build a tunnel. In response to a question about the option of roundabouts for intersections, the project team noted that newer Caltrans policy encourages the consideration, although the passage of Measure K in Placerville would possibly require a public vote for roundabouts to be implemented. Measure K applies to intersections on city streets however, Caltrans has jurisdiction over US 50 and therefore, Measure K does not apply to US 50 through Placerville.

Participants were curious about the timeline for the construction of these alternatives and how notification will be handled. The project team stated that the first step is to acquire the funds which will likely take some time, plus the environmental and design process. Once construction begins it could 24-30 months about 2.5 years to complete. In terms of funding, it was noted that for Alternative 2: Elevated Toll Lanes, tolls could partially offset some of the construction costs.

The impact on walking and biking paths was discussed and the project team stated that the elevated options would allow for the walking routes to be maintained. If an elevated structure alternative is chosen, they will need to revise the Coloma and Bedford pedestrian overcrossings. One participant stated that both Alternatives 2 and 3 seem to reduce congestion eastbound and on local streets, allowing for better access to downtown business, agritourism, and recreational areas east of Placerville. Another participant liked that the elevated options seem to be the safest for pedestrians, cyclists, and motorists driving along the highway.

Another participant asked about project life, in terms of traffic capacity or growth factor, noting that while each project has varying degrees of effectiveness, Alternative 1: Third Westbound Lane does not fully address existing backups. The project team noted that

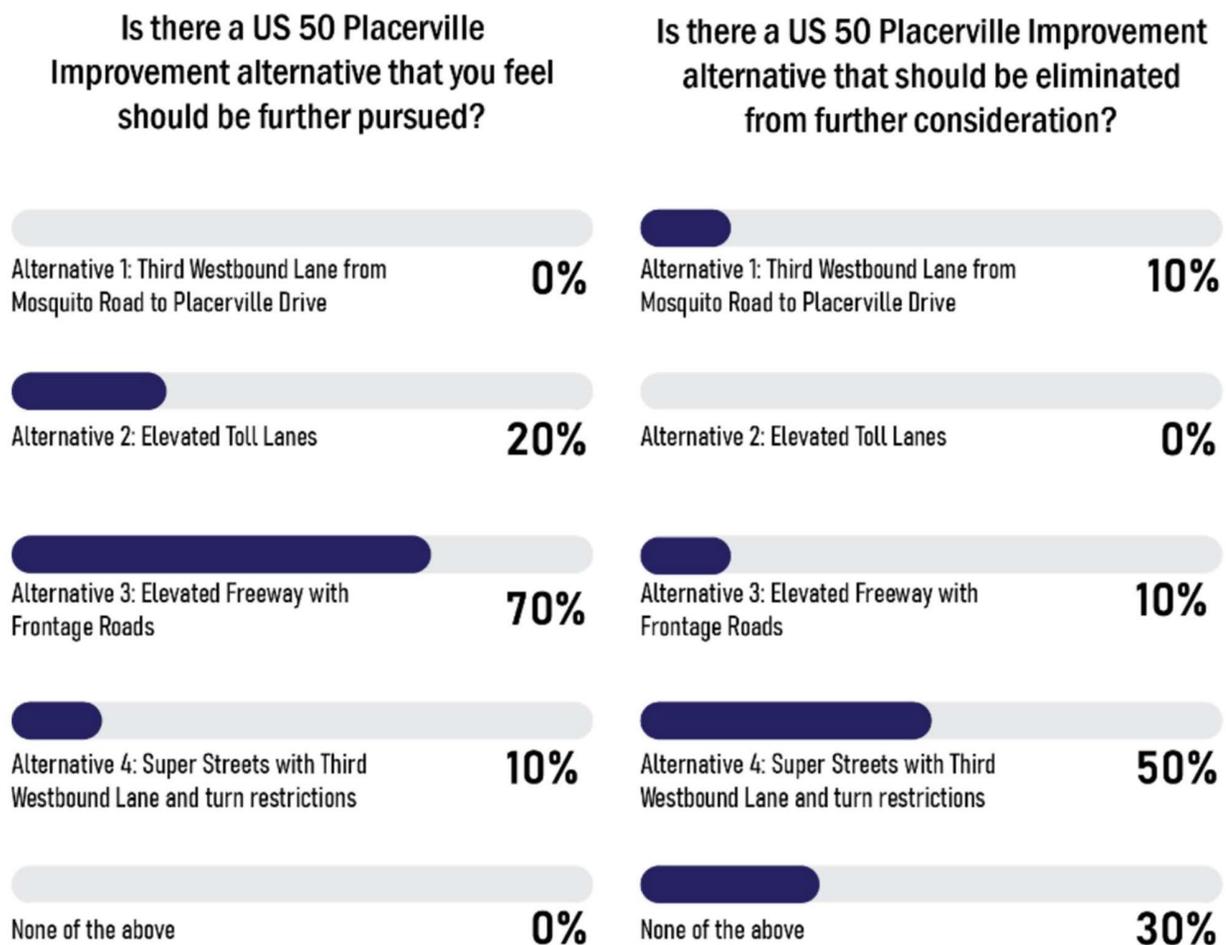
project life can be addressed in two ways. One is how long it will address traffic issues, the other is how long the actual infrastructure (bridges, culverts, etc.) will last. In terms of traffic issues, Caltrans generally requires a project address the traffic projections for 20 years after construction. As for the infrastructure, most modern structures have a life of 50-100 years.

Noting that Alternatives 1, 2, and 4 would actually increase eastbound delays, a stakeholder asked about the reason for this. The project team noted that these slight increases would be due to the reconfiguration of the roadway as it accommodates the access to and from downtown.

Finally, participants were asked to provide their thoughts on the alternatives in a live polling exercise.

Live Polling

After the discussion portion of the meeting, respondents were asked to provide their input on the four proposed alternatives presented during the meeting. Below is a graph summarizing the results:



Some participants noted that they like both Alternative 2 and 3 the most but chose Alternative 3 as the option that should be pursued further if it could also charge a toll.



Virtual Community Workshop

Additional supportive materials can be found in the Appendix (pages 86-174)

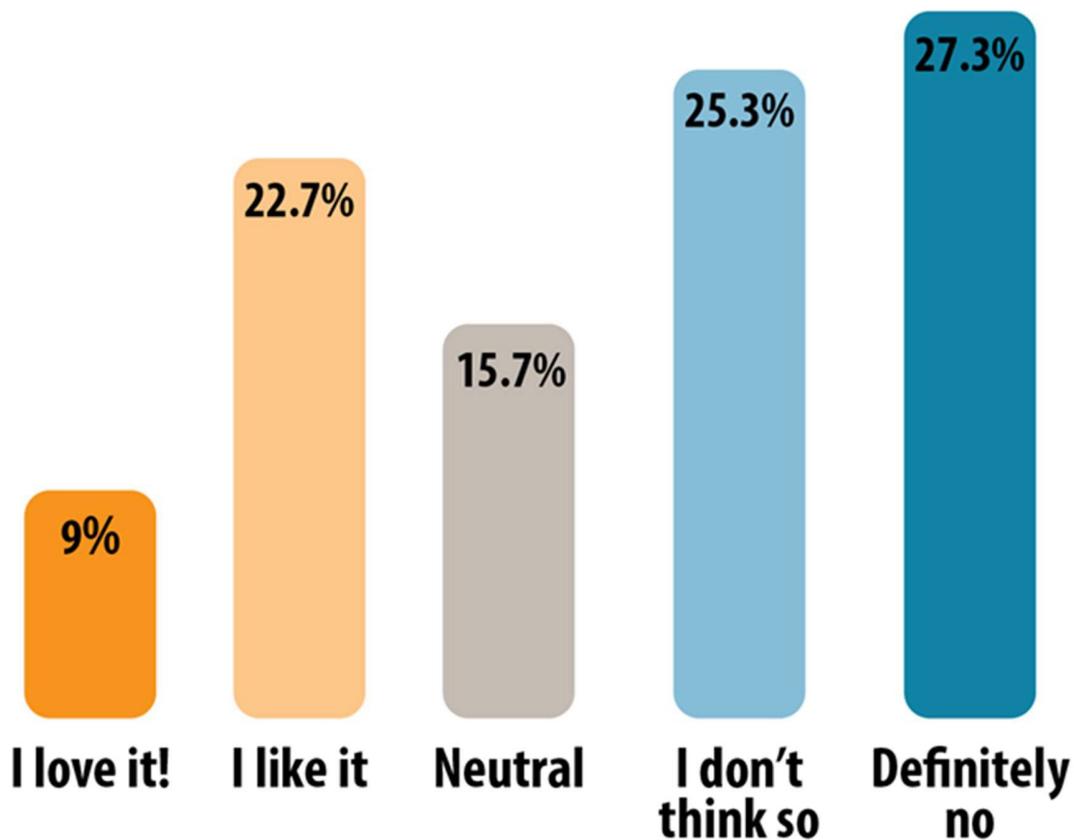
Starting with the same video viewed at SAC Meeting #2 which provided a background of the congestion issues on US 50 through Placerville, with video simulations, cost estimates, and estimated effectiveness of four infrastructure concepts to address the backups, the Virtual Community Workshop asked six specific questions of the public.

The campaign garnered **544 responses** on the questionnaire, **5,242 impressions** on social media, and nearly **900 views** on YouTube with more than **14,000 people** who were informed of EDCTC's US 50 Recreational Travel Hot Spot Study.

Results:

Below is a summary of the virtual community workshop organized by question.

Question 1: *How do you feel about Alternative 1: Third Westbound Lane?*



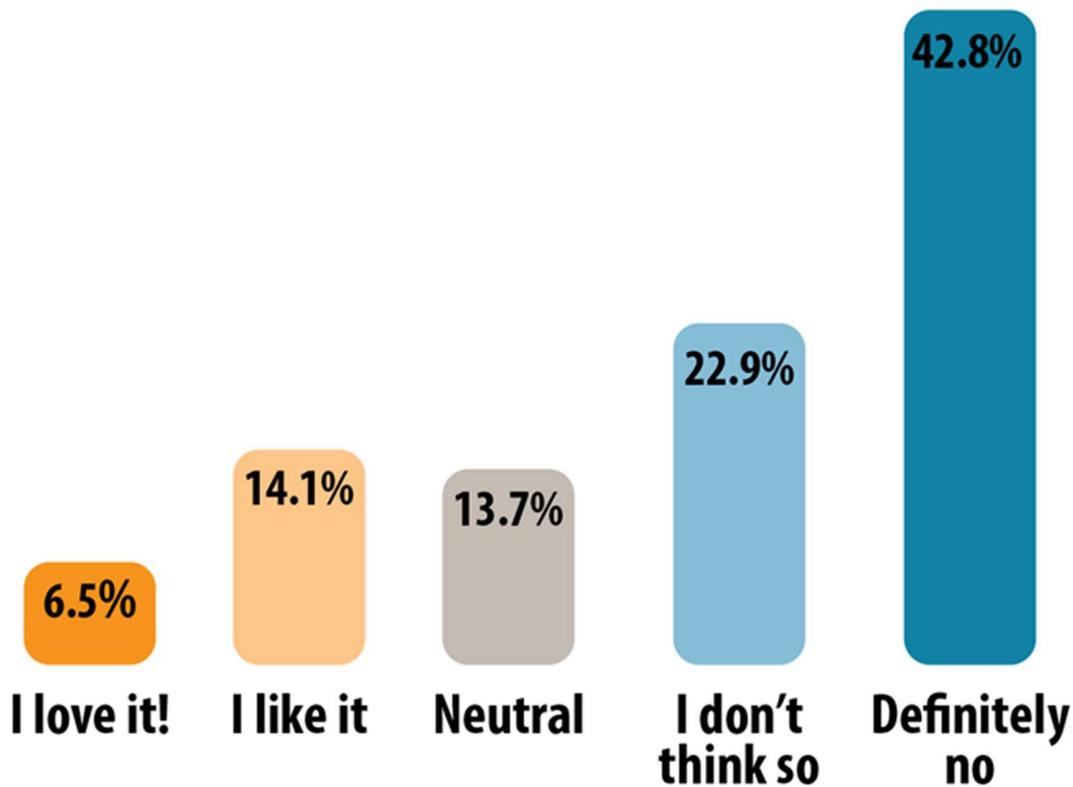
Feedback from the comment box:

The City of Placerville receives many out-of-town visitors who are attracted to the historical and natural amenities that the community has to offer. Some community members expressed that a third lane could solve traffic congestion, keep their town

authentic, and provide meaningful traffic improvements at a lower cost than other alternatives. Of those who supported this initiative, many had hesitations on maintenance costs and the increased noise and light pollution. However, many community members thought this alternative would be a 'band-aid' solution and not create sustainable change on the highway and local roads.

Opponents of this alternative expressed that adding a third lane would not address the root-cause issue of ill-timed traffic signals and will result in future traffic problems in and out of the city. The third lane ends with an exit-only option which many felt would lead to no change in driving behavior and more accidents on the road. Increased capacity along US 50 may lead to latent demand along the highway and only result in short-term relief.

Question 2: *How do you feel about Alternative 2: Elevated Toll Lane?*



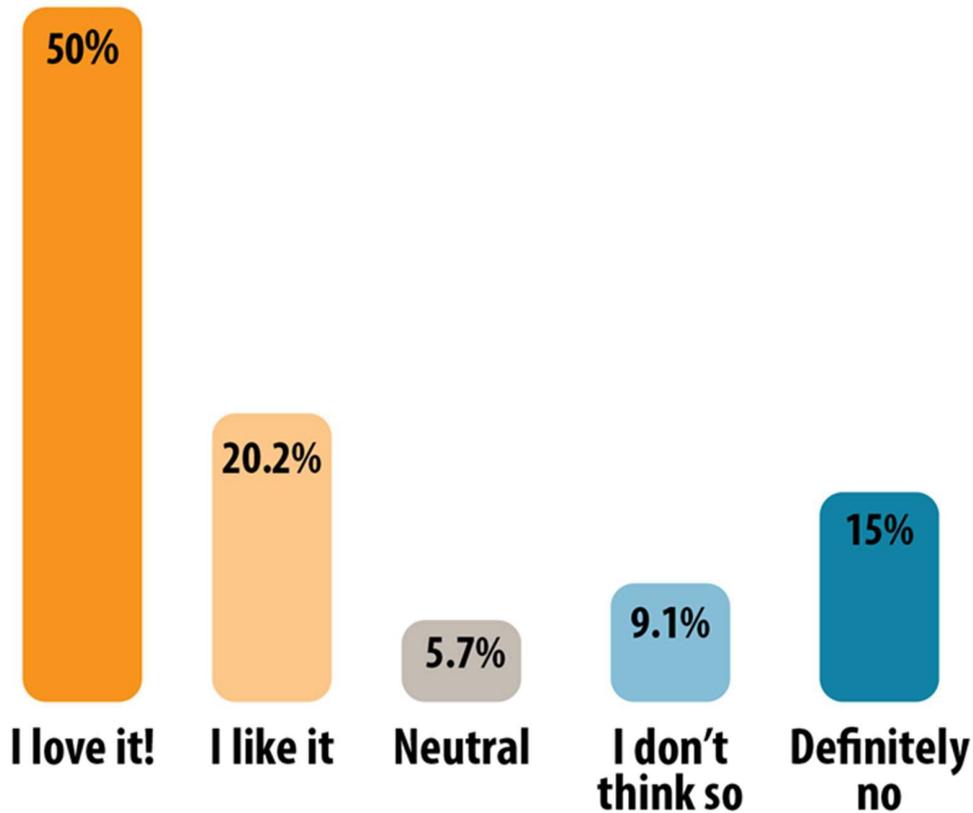
Feedback from the comment box:

The elevated toll lane elicited very polarizing comments from community members. A large majority of participants voted against this alternative due to the daily realized impacts that the toll lane would have on local residents in conjunction with the long-term implications of an elevated roadway. Some expressed that a toll lane seemed excessive for a small town and would present a cost barrier for local residents getting to and from their destinations. The elevated roadway presented additional noise and light pollution and

would be counterproductive to the small-town look, feel, and livability of the Placerville community.

Many respondents noted that traffic could be diverted through town to avoid the toll lane which may increase traffic and congestion on local roads. In summary, this alternative received more questions than comments as local residents wanted to know the real-time costs the toll lane would have on their day-to-day activities.

Question 3: *How do you feel about Alternative 3: Elevated Freeway with Frontage Road?*



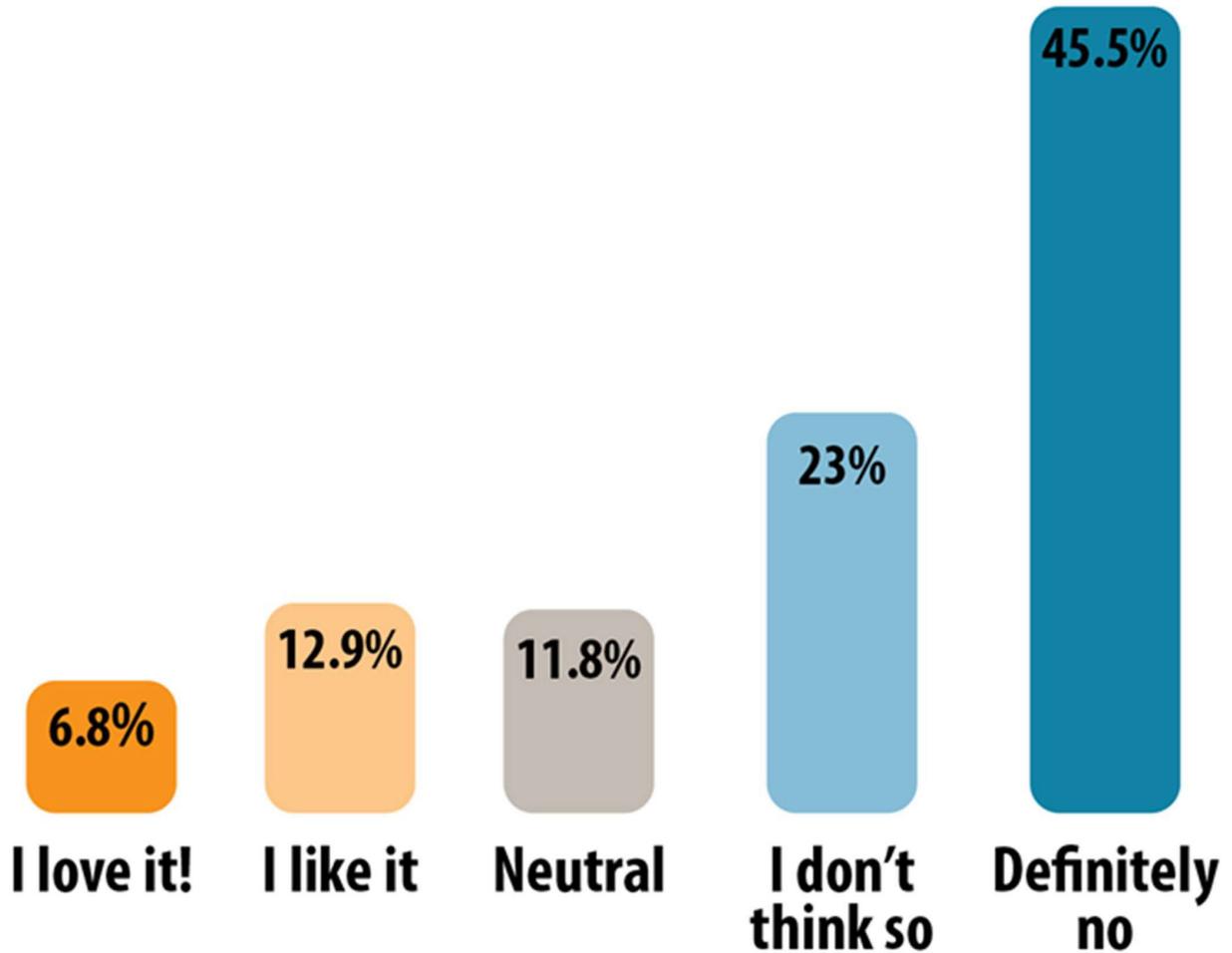
Feedback from the comment box:

The freeway conversion, which was one of the most expensive alternatives proposed, received much acclaim. Many expressed that this would be the most sustainable response to alleviating traffic congestion, delays, and allow local residents and visitors alike to easily access the city. This alternative could be a comprehensive solution and have a positive impact on the Placerville community for decades to come. Bottlenecks would be avoided at the entrance and exits of the freeway and allow for easy circulation in the midst of emergency or peak time travel.

Residents want this issue to be solved once and for all. If this alternative was selected, community members want planning and execution to be carried out with tact and precision and avoid any rework. Considerations included addressing public safety underneath the

roadways, bicyclist and pedestrian accessibility, and upholding the visual and historic character of Placerville.

Question 4: *How do you feel about Alternative 4: Super Streets Eliminating Left Turns?*

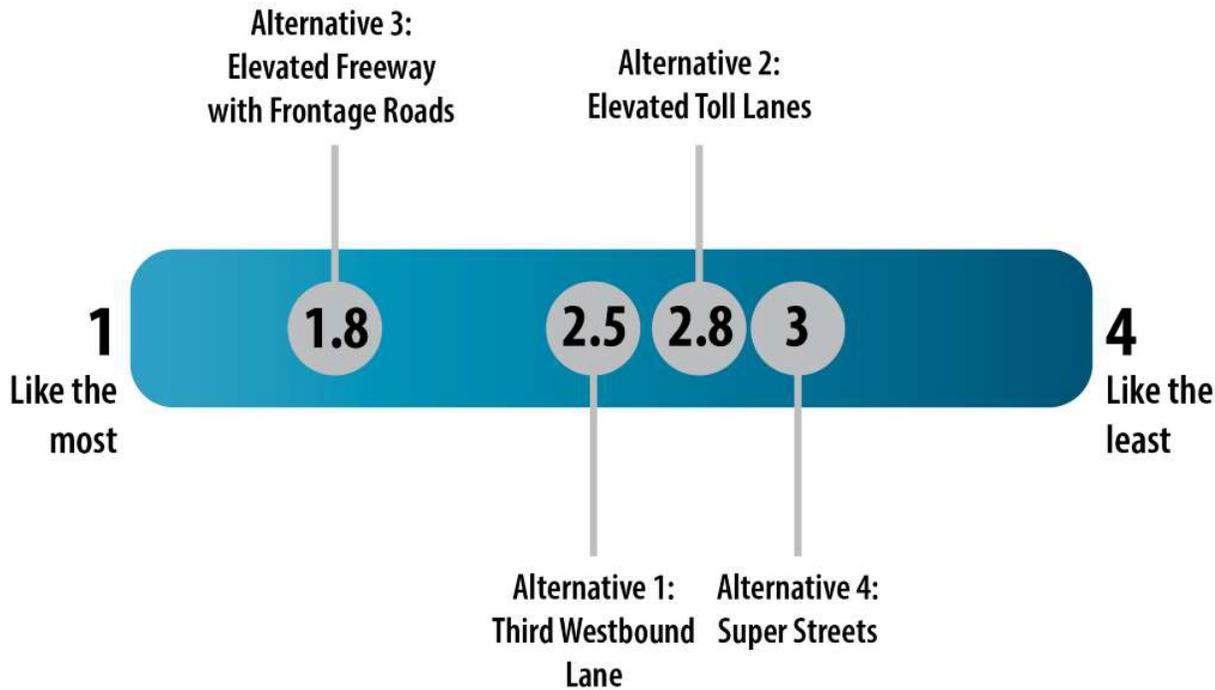


Feedback from the comment box:

Overall, respondents had a number of concerns around the design of Alternative 4. The most commonly mentioned concern was how eliminating left hand turns would affect locals who often depend on US 50 to access downtown businesses. Respondents voiced their apprehension over having drivers on US 50 make U-turns at stop lights and want to ensure a design that leads to less collisions and accidents. Additionally, community members expressed that alternative 4 does not seem like it would have a long-lasting effect on mitigating traffic congestion long-term.

Respondents who supported this alternative liked that the cost was relatively low compared to the other options presented. Proponents also noted that limiting left turns has the potential to decrease the likelihood of vehicle accidents.

Question 5: *Please rank the alternatives (1-4) with 1 being the alternative you like the most and 4 being the alternative you like the least. What did you rank as your first choice and why?*



Feedback from the comment box:

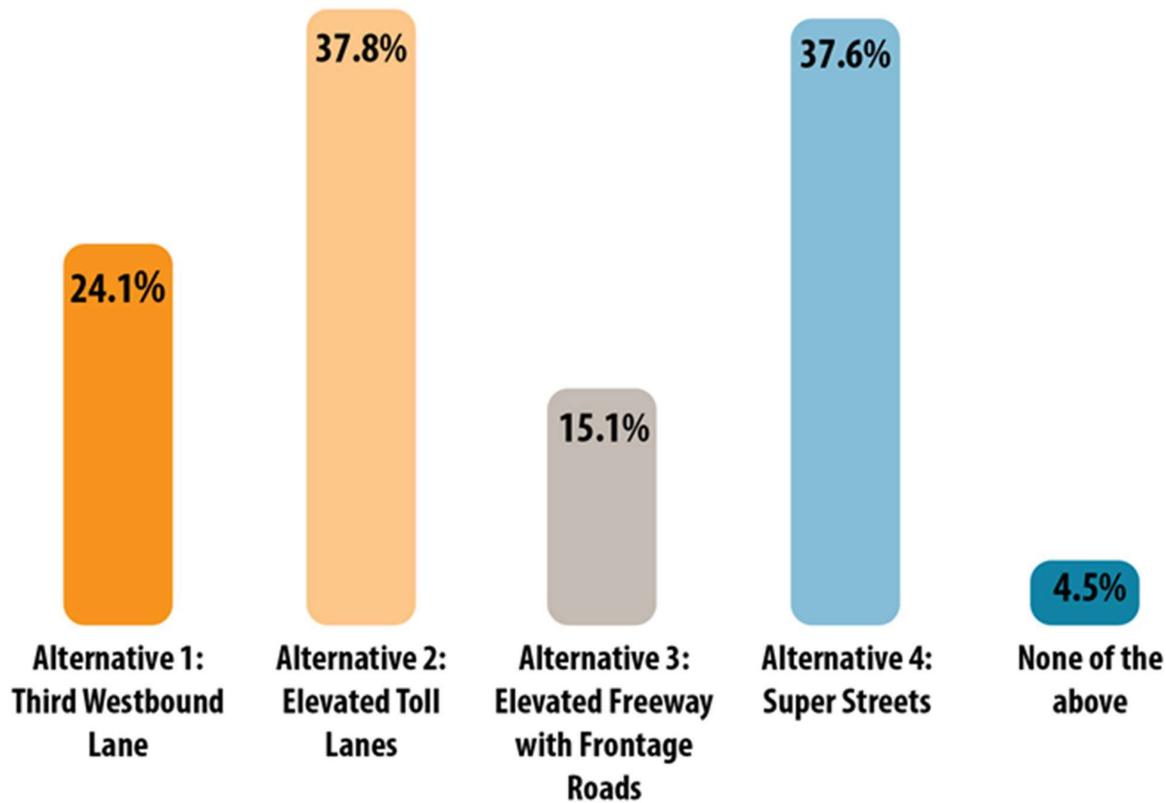
On average, respondents ranked Alternative 3 as their number one choice. Because alternative 3 allows for people commuting through Placerville to be separated from local traffic, respondents noted that this alternative may be the most effective at relieving congestion long term. Respondents also expressed that this option might be the safest, since commuters who may be traveling at higher speeds will be driving on the elevated structure.

The second most popular choice, Alternative 1, was well-liked because it would have minimal impact to the local surroundings and character of Placerville. Respondents who liked Alternative 1 want to preserve the small-town atmosphere that Placerville has. Community members who chose Alternative 1 also like that the estimated cost was lower than other alternatives.

People who chose Alternative 2 felt that collecting a toll would be cost effective to offset construction costs. Proponents also liked that this option would provide drivers with more choices on how to travel through the area.

Respondents who chose Alternative 4 felt that limiting left turns on US 50 would be safer and lead to less vehicle collisions. It was also a plus that this option has a lower estimated cost to construct than other proposed alternatives.

Question 6: *What alternative would you eliminate and why?*



Feedback from the comment box:

Alternative 2 was listed as the option that community members would like to eliminate the most. Respondents disliked the idea of having to pay a toll to travel along US 50. Since the estimated cost to build the elevated structure was already high, community members expressed that they did not want to pay more after the elevated freeway was constructed.

Alternative 4 was a close second for the most disliked alternative. Community members noted that they often use US 50 to travel through the area and access local businesses and amenities and eliminating left turns would reduce access. Additionally, respondents felt that alternative 4 would lead to unsafe road conditions, since drivers would need to make U-turns at certain intersections.

Those that chose Alternative 1 felt that the addition of a third lane would not be an effective long-term solution to reducing congestion. Respondents noted that even if there

was some immediate relief once the third lane was constructed, this would not outweigh the estimated cost to construct it.

Community members that chose Alternative 3 felt that an elevated structure would be out of character for the surrounding area and have a high estimated cost to build.

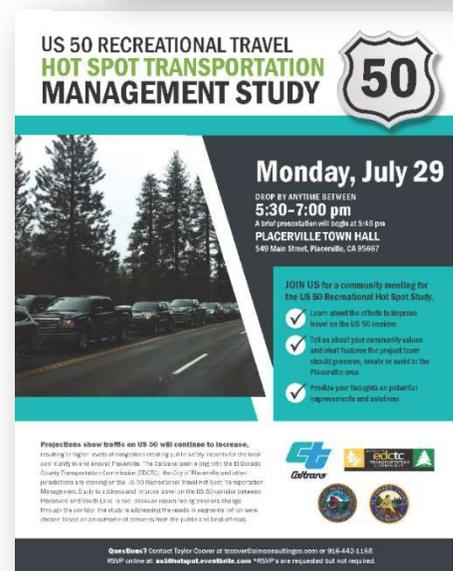
Public Notification

The project team completed a notification process for each US 50 Recreational Travel Hot Spot Management Study outreach event. The purpose of creating and completing such an extensive notification plan was to inform the public about the project, its goals, and ask community members who were notified to share the project and event information with their fellow communities.

For each event, a list of businesses, community associations, and individuals were notified by phone and email to share the event information with their organization along the adjacent corridor. A general email was also sent to all individuals who participated in any of the outreach activities throughout the plan development process.

Below is a list of organizations and groups who helped share information about the project and events through email, social media, or printed flyer:

- Caltrans District 3
- Cameron Park Community Services District
- Camino Community Action Committee
- City of Placerville
- El Dorado County
- El Dorado County Air Quality Management District
- El Dorado County Area Agency on Aging
- El Dorado County Chamber of Commerce
- El Dorado County Commission on Aging
- El Dorado County Public Information Officer
- El Dorado County Sheriff
- El Dorado County Transit Authority
- Placerville CHP
- Downtown Business Association



Appendix

Stakeholder Advisory Committee

- Agenda
- Invite List
- PowerPoint Presentation
- Feedback Form

Public Workshop

- Board Displays
- Informational Sheets
- Feedback Form

Virtual Stakeholder Advisory Committee

- Save the Date
- Invite List
- Agenda
- Invitation
- Values and Criteria Sheet
- Alternatives Comparison Sheet

Virtual Community Workshop

- Raw community member comments
- Promotional flyer
- Social media graphic



EDCTC US 50 Hot Spot Recreation Study Stakeholder Advisory Committee Meeting #1

AGENDA

Wednesday, May 29, 2019 | 10:30 - noon
Placerville Town Hall | 549 Main Street, Placerville CA

Item	Time	Subject	Presenter
10:30 a.m.	15 minutes	Welcome Overview of Meeting Objectives Introductions	Celia McAdam, AIM Consulting Woody Deloria, EDCTC
10:45 a.m.	5 minutes	Overall Project Background and Goals <ul style="list-style-type: none"> • US 50 from Placerville to South Lake Tahoe 	Kevin Yount, Caltrans District 3
10:50 a.m.	15 minutes	Existing Conditions Previous Efforts and Results	Woody Deloria, EDCTC Rebecca Neves, City of Placerville
11:05 a.m.	20 minutes: goals 30 minutes: criteria	Discussion: Goals of the Stakeholder Advisory Committee for US 50 through Placerville Criteria for Selecting Improvements	Celia McAdam
11:55 a.m.	5 minutes	Next Steps	Celia McAdam

Questions about this meeting can be directed to:

Woody Deloria by email (wdeloria@edctc.org) or phone (530.642.5260)

Celia McAdam by email (cmcadam@aimconsultingco.com) or phone (916.442.1168)

Stakeholder Advisory Committee: Invite List

- El Dorado Transit Authority
- EDC Health and Human Services (Seniors)
- El Dorado County
- El Dorado County Air Quality Management District
- Camino / Apple Hill Growers
- El Dorado County Chamber of Commerce
- City of Placerville
- El Dorado County DOT
- Placerville Downtown Association
- Placerville CHP
- Camino Union School District
- El Dorado County Office of Emergency Services
- El Dorado County Office of Education
- Marshall Medical Center
- RE/MAX Gold
- Business owners along Main St.
- Cameron Park Community Services District
- Caltrans District 3
- El Dorado Community Foundation
- Camino Community Action Committee
- Diamond Springs and El Dorado Community Advisory Committee
- Camino Hills Homeowners Association
- Placerville Union School District
- El Dorado County Chamber of Commerce
- El Dorado County Sheriff
- El Dorado County PIO
- Placerville Union School District
- Sierra Elementary School
- Federated Preschool
- Ocean Grove Charter School
- Placerville Arts Association
- Friends of Placerville Library
- Camino Community Action Committee
- Camino Hills Property Owners Association
- Camino Community Church
- Soroptimist International of Placerville
- El Dorado County Office of Education
- El Dorado County Area Agency on Aging
- El Dorado County Commission on Aging
- Placerville Mobility Support Group
- El Dorado County Library
- El Dorado County Health and Human Services Agency
- Placerville Union School District

US 50 Recreational Hot Spot Study

Stakeholder Advisory Committee Meeting #1

THURSDAY, MAY 30, 2019 | 10:30 A.M. – NOON
PLACERVILLE TOWN HALL



Welcome, Overview and Introductions

Meeting Overview

- Why we are here

Agenda

- Welcome, Overview and Introduction
- Project Background and Goals
- Existing Conditions and Studies To-Date
- Discussion
- Next Steps

Project Objectives for the Placerville segment

Introductions

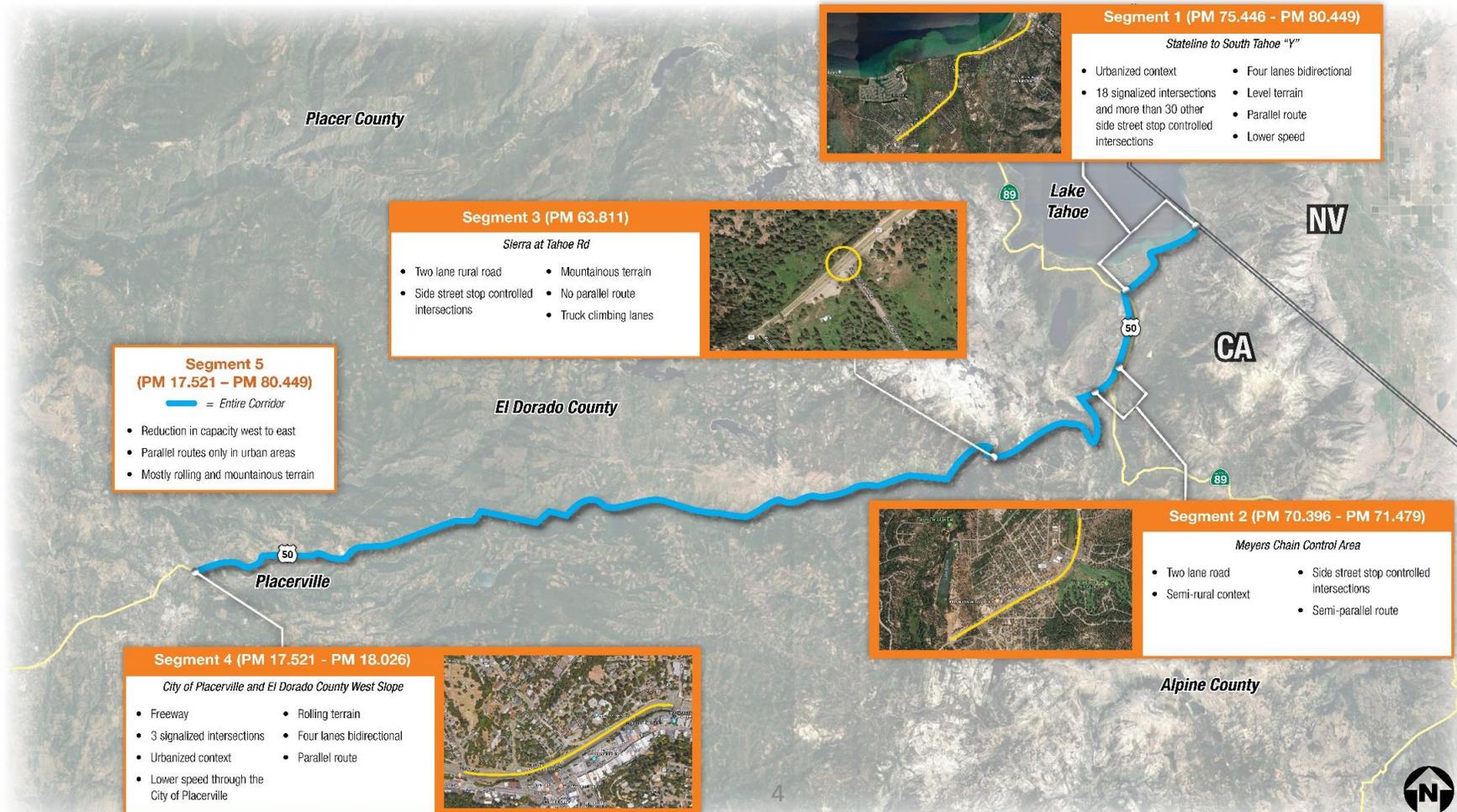
Overall Project Background and Goals

DISTRICT 3 RECREATION TRAVEL HOT SPOT TRANSPORTATION MANAGEMENT STUDY

RFO #74-18001

Project Background

Corridor Segments





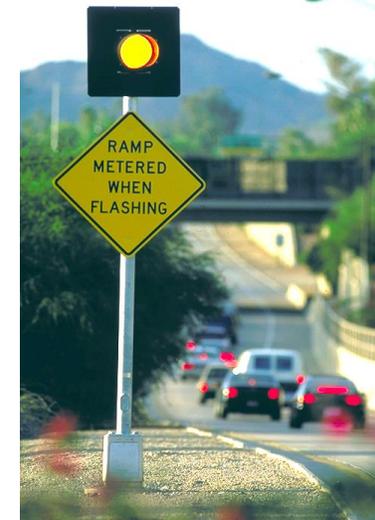
Using Technology to Improve Roadway Congestion and Safety



Stopped Traffic Warning System



Comparative Real Time Travel Times



Congestion based Ramp Metering



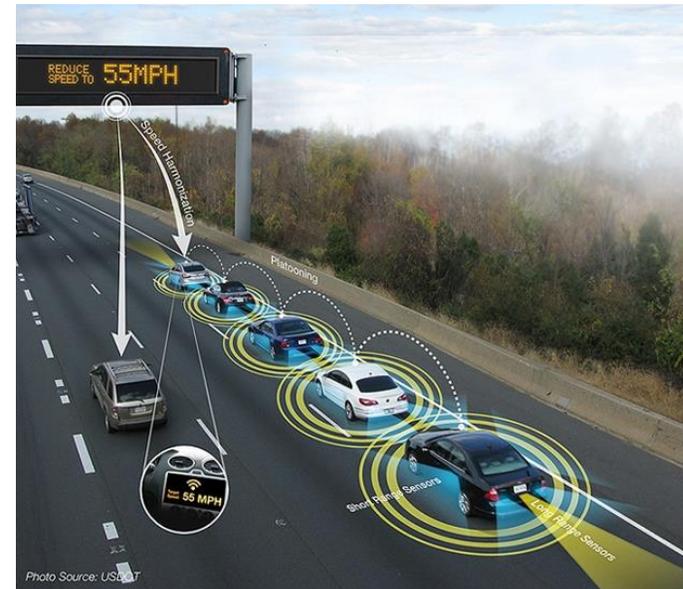
Using Technology to Improve Roadway Congestion and Safety



Safety Advisories for Speed Limits



Congestion based Traffic Signal System



Connected Vehicle Applications



Using Technology to Improve Roadway Congestion and Safety



Traffic signalization technologies



Speed Monitors



Mobile Alerts/Traveler Information



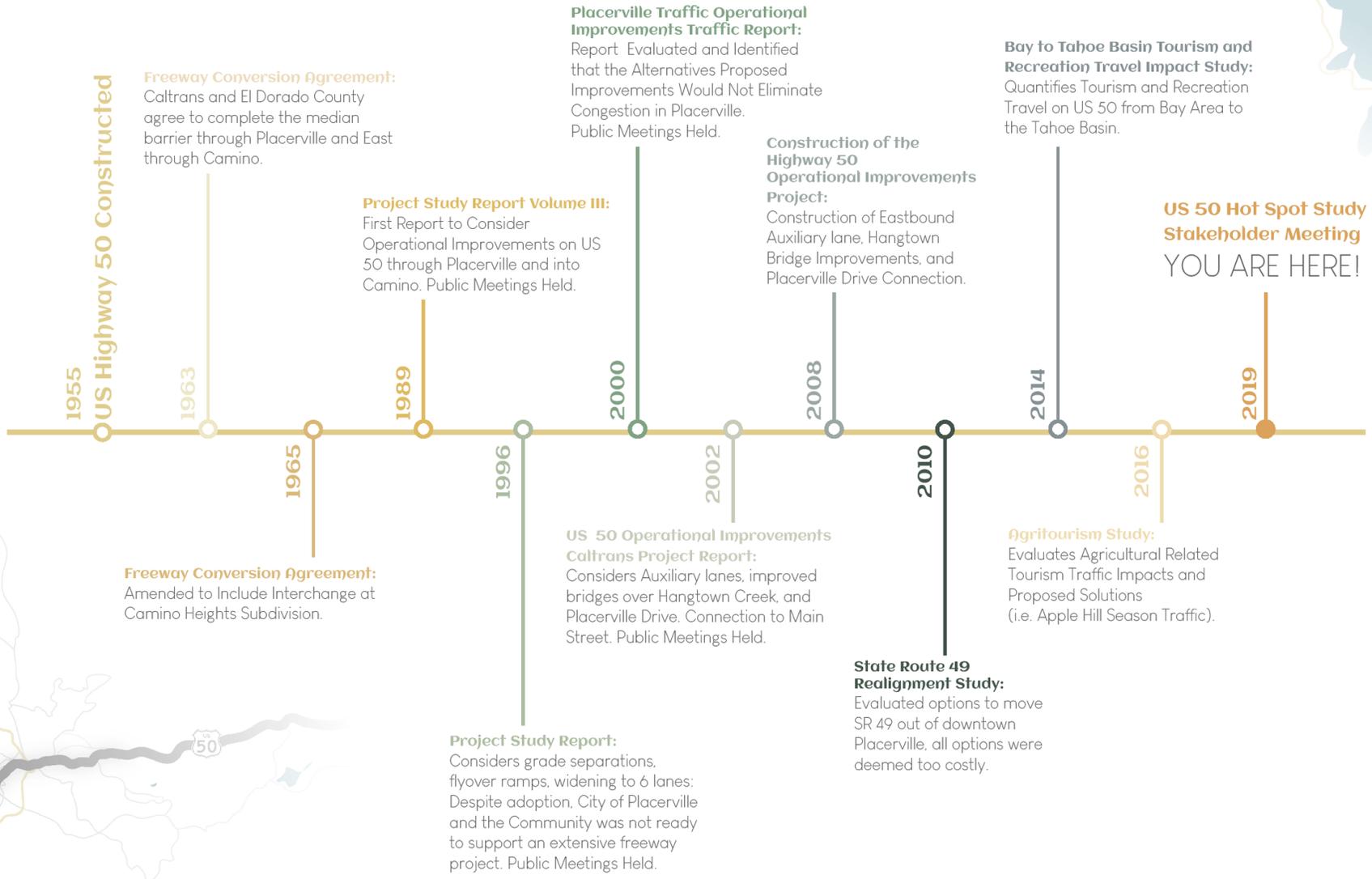
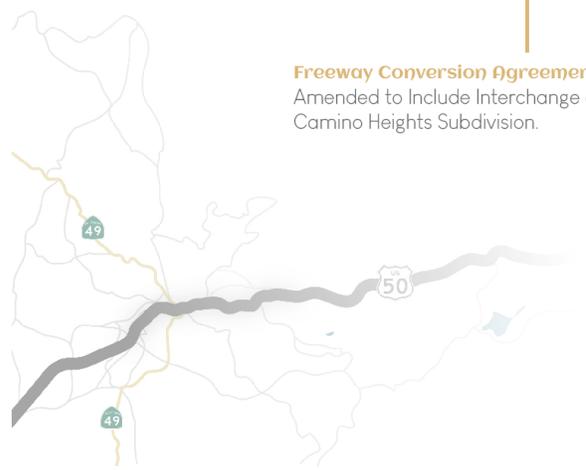
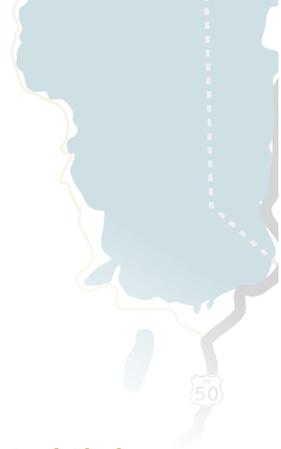
Project Vision Statement

- The District 3 Recreation Travel Hot Spot Travel Management Study will...
 - Identify *state of the practice* adaptive roadway management strategies that
 - are sensitive to the *environment and local context*
 - while improving the *safety and efficiency* of US 50
 - for both *local and regional recreational* travel.

US 50 through Placerville: Existing Conditions and Previous Studies

- What studies have been done to-date?
- What were the results?

US Highway 50 Placerville Corridor Timeline



Discussion: Goals

- What are the stakeholders' values for US 50 through Placerville?
- What are the community characteristics/values that cannot be compromised?

Discussion: Criteria

- Based on the goals discussed, what criteria should be used to evaluate proposed improvements?
- What ideas are we willing to revisit or which ones are no longer appropriate?

Next Steps

The input obtained from the meeting today will be provided to Caltrans and their consultants for inclusion into the overall study

Upcoming outreach opportunities

- Public meeting in July in conjunction with an online questionnaire.

The input obtained through these opportunities will help create the strategies and recommendations.

- The next Stakeholder Advisory Committee meeting will be held in late August to present the draft strategies.

Thank you!



**EDCTC US 50 Hot Spot Recreation Study
Stakeholder Advisory Committee Meeting #1**

Wednesday, May 29, 2019 | 10:30 - noon

Feedback Form

Please provide any thoughts, observations, or remaining questions regarding any of the topics discussed today:

1. Overall Project Background and Goals: US 50 Recreation Travel Hot Spot Transportation Management Study: Placerville to South Lake Tahoe

2. Existing Conditions/Previous Studies and Results for US 50 through the Placerville area

3. Goals for US 50 through the Placerville area

Problem Statement

Traffic congestion on US 50 creates problems for safety, economic vitality, air quality, emergency access, and quality of life, as well as pushing those same traffic congestion problems onto local roads.



Average Annualized Daily Traffic Counts on US 50 between Canal Street and Bedford Avenue

2017: 50,000

2035 (projected): 58,000

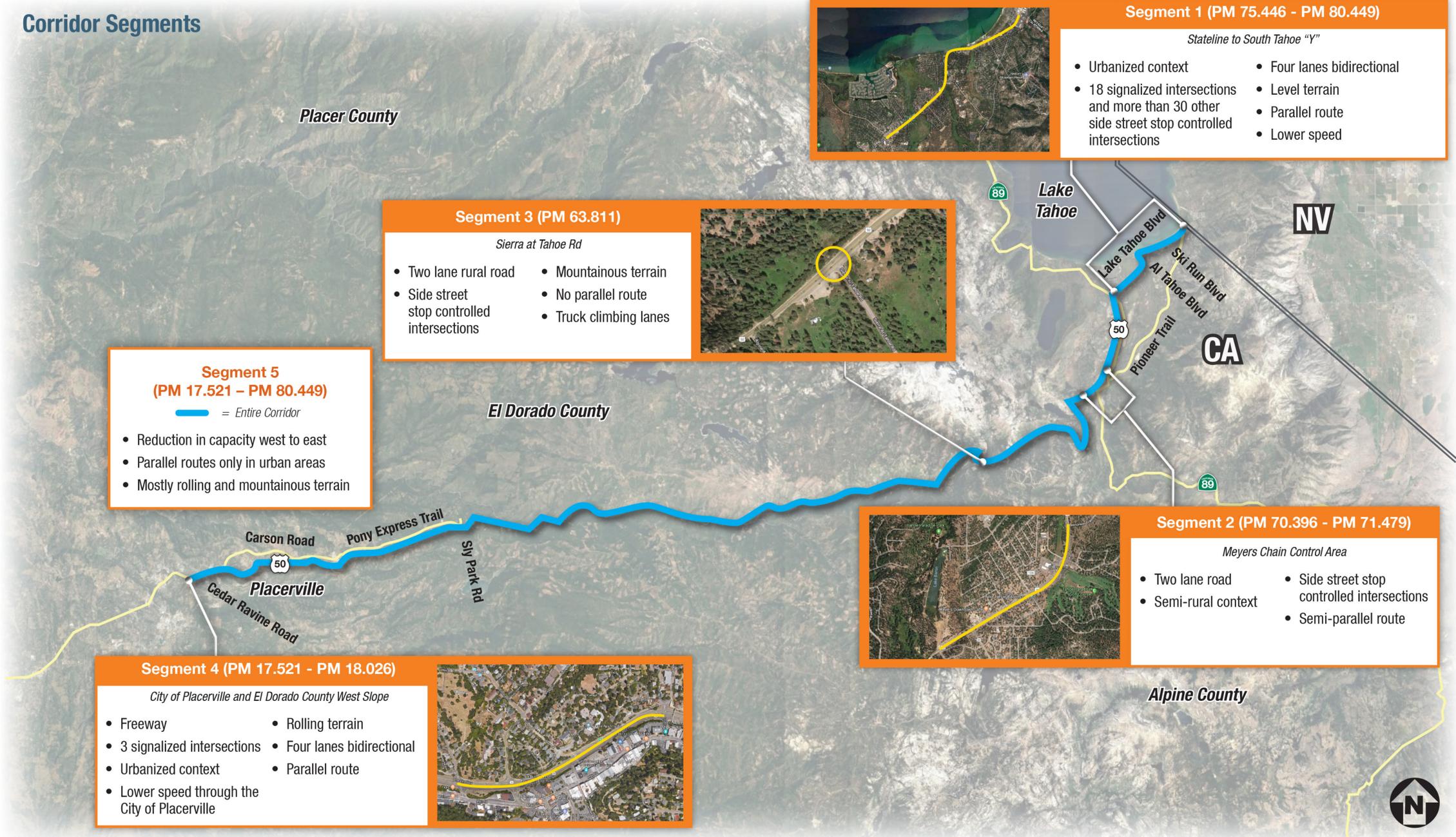
Caltrans also estimates that, as of 2014, there is 179 daily person-hours of delay in this segment. That means a cumulative 179 hours of the public's time is spent sitting in US 50 traffic through Placerville every day.

US 50 RECREATIONAL HOT SPOT TRANSPORTATION MANAGEMENT STUDY



DISTRICT 3 RECREATION TRAVEL HOT SPOT TRANSPORTATION MANAGEMENT STUDY

Corridor Segments



US 50 RECREATIONAL HOT SPOT TRANSPORTATION MANAGEMENT STUDY

What are the community's values to preserve, create or avoid?

● Create
 ● Avoid
 ● Preserve

Historic Preservation	
Air Quality	
Tourism	
Quality of Life / Economic Vitality	
Reduce Congestion / Delay on US 50	
Reduce Congestion / Delay on parallel roads	
Safety / Emergency Evacuation	
Traffic Safety (cars, bikes, pedestrians)	
Recreation / Outdoor Activities	
Accessibility between US 50 and Placerville	
Accessibility between US 50 and unincorporated El Dorado County	



US 50 RECREATIONAL HOT SPOT TRANSPORTATION MANAGEMENT STUDY

What solutions / improvements should the project team consider?

-  Yes, I would like to see this improvement.
-  No, I would not like to see this improvement.
-  Please study this improvement more.

Real Time Travel Information



Connected Vehicle Applications



Stopped Traffic Warning System



Speed Monitors



Traffic Signal System



What solutions / improvements should the project team consider?

-  Yes, I would like to see this improvement.
-  No, I would not like to see this improvement.
-  Please study this improvement more.

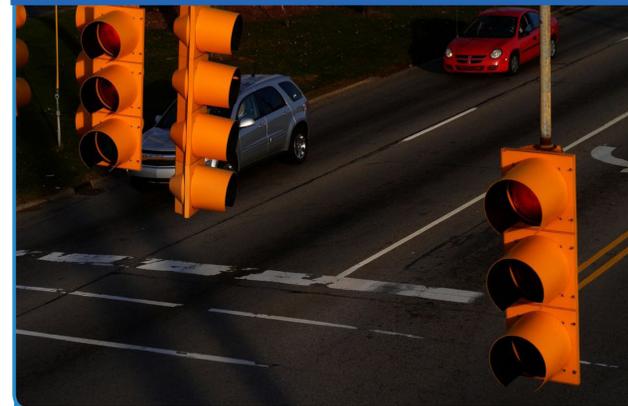
Ramp Metering



Safety Advisories for Speed Limits



Traffic Signalization Technologies



Mobile Alerts / Traffic Information



Are there ideas EDCTC considered in the past that needs a fresh look / revisit?

1996 US 50 Project Study Report

- The study proposed to widen US 50 to six lanes and,
- Add grade separated interchanges and flyover ramps

2010 State Route 49 Realignment Study

- The study proposed to move State Route 49 out of downtown Placerville.

What's Next?

The input received from stakeholders, and the community through today's workshop and the Online Community Workshop will be provided to Caltrans and their consultants to help create the strategies and recommendations the overall study.

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

- *Stakeholder Group meeting*
- *Community Workshop*

You can also find more information on the project website at edctc.org/hotspotstudy.

The final study reports will also be presented to:

- *EDCTC Board of Directors*
- *Placerville City Council*

Stay Informed!

Please be sure to sign up for notifications for upcoming meetings when the draft strategies are available.



Station 5: Potential Improvements / Solutions

REAL TIME TRAVEL INFORMATION



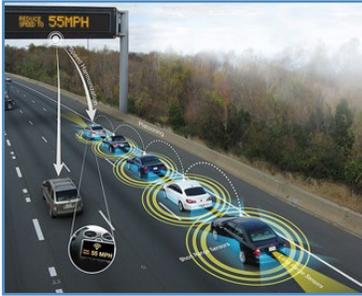
Manages driver expectations by providing continuously updated estimates of how long it will take to arrive at a listed destination under current traffic conditions.

TRAFFIC SIGNAL SYSTEM



Improves traffic flow by coordinating and synchronizing a series of traffic lights.

CONNECTED VEHICLE APPLICATIONS



More and more vehicles are adopting connected vehicle technologies such as blind spot monitoring, adaptive cruise control, automatic emergency braking, and collision warning systems, on the way towards partial or fully self-driving cars. Connected vehicle applications use these technologies to reduce accidents as well as manage and smooth traffic flow.

STOPPED TRAFFIC WARNING SYSTEM



Alerts drivers to decrease speed as traffic may be coming to a stop ahead. These are often used when there is road construction, an accident, or there is severe or sudden traffic congestion.

SPEED MONITORS



Encourages safer driving by alerting drivers of their actual speeds, and flashes if the speed limit is exceeded.

Station 5: Potential Improvements / Solutions

RAMP METERING



Smooths flow of traffic on highways by metering access to match capacity and holding extra vehicles on the onramps.

SAFETY ADVISORIES FOR SPEED LIMITS



When weather or traffic conditions create hazards, changeable message signs advise drivers of lower speed limits that take the conditions into account.

TRAFFIC SIGNALIZATION TECHNOLOGIES



Allows more efficient traffic flow by continuous adjustments to traffic signal timings to meet the real time traffic conditions.

MOBILE ALERTS / TRAFFIC INFORMATION



Particularly helpful for long distance travel, mobile alerts and traffic information can let drivers know ahead of time about current traffic conditions or problems ahead. Drivers can then adjust their departure time, route, or just manage their expectations about travel time.

**EDCTC US 50 Recreational Traffic Hot Spot Study
Community Workshop**

Monday, July 29, 2019 | 4:30 – 6:30pm

Feedback Form

Please provide any thoughts, observations, or remaining questions regarding any of the topics discussed today:

Station 1: Existing Conditions/Problem Statement

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

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

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

**EDCTC US 50 Recreational Traffic Hot Spot Study
Community Workshop**

Monday, July 29, 2019 | 4:30 – 6:30pm

Feedback Form

Station 5: Potential Approaches to Transportation Improvements

Station 6: Next Steps/Community-Wide Engagement

Name _____ Email _____

Organization (if applicable) _____ Phone _____

Please submit your feedback form to the project team today or send via email to tcoover@aimconsultingco.com.

fax at 916-442-1186, or mail to 2523 J Street, Suite 202, Sacramento CA 95816.



SAVE THE DATE

Virtual Stakeholder Meeting
US 50 Placerville Improvements

Wednesday, September 9, 2020
10:00 - 11:30 a.m.

Please register ahead of time [here](#)

Stakeholder Advisory Committee #2: Invite List

- El Dorado Transit Authority
- El Dorado County
- Camino / Apple Hill Growers
- El Dorado County Chamber of Commerce
- City of Placerville
- Placerville Downtown Association
- Placerville CHP
- El Dorado County Air Quality Management District
- El Dorado County
- El Dorado County Chamber of Commerce
- Placerville CHP
- El Dorado Transit Authority
- El Dorado County DOT
- El Dorado County Sheriff



Dear SAC member,

It's been awhile, but we've got valuable information to share with you and the other members of the Stakeholder Advisory Committee (SAC) for the US 50 Recreational Travel Hot Spot Study.

As you may recall, the US 50 Recreational Travel Hot Spot Study looked at operational changes to US 50 to improve traffic flow between Placerville and South Lake Tahoe. The feedback and direction from the SAC and from the public at a community workshop has taken this study in a new direction, focused on improvements to US 50 through Placerville.

The El Dorado County Transportation Commission (EDCTC) along with Caltrans, the City of Placerville and El Dorado County has prepared four different alternatives with the goal of improving traffic flow and relieving congestion on US 50 through Placerville. These alternatives propose to make major changes to the infrastructure in the study area, including new structures to accommodate additional lanes.

EDCTC is inviting you to a virtual stakeholder meeting in order to present these four alternatives and obtain feedback that will inform future improvements to US 50 in Placerville.

The project team will give an overview of and discuss these four different alternatives and provide an opportunity to help determine the best option for El Dorado County.

Please join us for a virtual meeting on **Wednesday, September 9, 2020 from 10:00 – 11:30 a.m.** for a Zoom meeting.

Please register for this meeting by going to the following link: bit.ly/US50Improve
Meeting ID: 863 0251 9476
Passcode: 763971

For any questions about the project, please email Elise Brockett at ebrockett@aimconsultingco.com, or by calling (530) 312-9346.

EDCTC US 50 Placerville Improvements | Stakeholder Advisory Committee (SAC) Meeting
AGENDA

Thursday, September 9, 2020 | 10:00 am – 11:30 am

Via Zoom Meeting ID: 863 0251 9476

Password: 763971

Time	Item
10:00 – 10:20 am <i>20 minutes</i>	Introduction/Meeting Overview <ul style="list-style-type: none"> • Overview of virtual meeting format • Meeting purpose • Stakeholder introductions
10:20 – 10:30 am <i>10 minutes</i>	Project Alternatives Video
10:30 – 11:05 am <i>35 minutes</i>	Discussion of US 50 Improvement Alternatives <ul style="list-style-type: none"> • Review values and criteria • Discussion of alternatives presented in video: <ul style="list-style-type: none"> ○ Did these alternatives capture the issues and directives? ○ How will these alternatives be received by your group? What will they see as the positives and minuses? <p><i>Handouts for reference:</i></p> <ol style="list-style-type: none"> 1. <i>Values and Criteria Summary</i> 2. <i>US 50 Improvement Alternatives Summary</i>
11:05 – 11:25 am <i>20 minutes</i>	Recommendations <ul style="list-style-type: none"> • Is there an alternative that you feel should be further pursued? • Is there an alternative that you feel should be eliminated?
11:25 – 11:30 am <i>5 minutes</i>	Next Steps <ul style="list-style-type: none"> • Virtual Community Workshop starting September 24 • Report to EDCTC Board



Placerville Town Hall, 549 Main Street, Placerville

Stakeholder Advisory Committee Meeting #1 Summary of Criteria and Values

On May 29, 2019, the El Dorado County Transportation Commission (EDCTC) hosted the first Stakeholder Advisory Committee (SAC) meeting. The meeting took place at Placerville Town Hall, located at 549 Main Street in Placerville.

Community Values for US 50 Improvements

- Efficient movement of people going through town and on US 50 in all directions
- Reduce congestion/delay through Placerville, not only on US 50 but Main Street.
- Provide clean air by minimizing greenhouse gas emissions and reducing the amount of time cars idle on US 50 and streets in Placerville.
- A good economy and vitality to support residents and visitors that travel through Placerville on a daily basis.
- Preserve historical sites and views of Placerville and the US 50 corridor.
- There are many concerns about the traffic on Main Street and keeping a vibrant downtown is very important.
- An important value needs to be safety and the perception of safe travel. When congestion occurs on US 50, travelers try to take the side streets on Main or Pacific and those streets get backed up as well. There are a high number of fatal accidents and the congestion adds extended response times for emergency services.
- Safe access to US 50 is needed to preserve and support agriculture to make sure that customers can get to the farms safely and pleasantly, not just in Apple Hill, but also going up to Tahoe.
- Placerville has a small-town atmosphere; it is not just a tourist town. We need to preserve our quality of life.
- Access to recreation and outdoor activities is important in terms of access to local business and tourism.
- Access/evacuation routes for natural disasters is a huge consideration and cannot be taken for granted.



Placerville Town Hall, 549 Main Street, Placerville

Criteria/Considerations for US 50 Improvements

- When the public and local businesses rejected the original freeway conversion proposal in 1996, there was a different mentality than the one we have today. Downtown owners realize that there needs to be a change today and the issues will only become worse.
- The criteria comes down to congestion relief because adaptive technology is not realistic. We need to have everything on the table to meet the criteria.
- The criteria needs to take into account of the local community character and the history.
- The criteria has to balance the tourism and resident traffic as well as the local economy. Expanding the corridor is expensive and whatever project is delivered must look at those three factors.
- Accessibility and safety for alternate transportation modes, like bicyclists and pedestrians, needs to be considered, especially with the bike trails.
- Wildfire risk and ability to get out may be community's top priority right now. My criteria would be speed of evacuation – does the project improve emergency access options?
- My criteria would be for the study to consider travel time during commute hours and on weekends.
- Criteria is always based on funding. We need to determine both short term and long-term solutions, and short term solutions should not preclude long term solutions.

US 50 Placerville Improvements Project

Overview of Proposed Alternatives



Name of alternative	Change in eastbound delay	Change in westbound delay	Traffic on local streets	Cost estimate
Alternative 1: Third Westbound Lane from Mosquito Road to Placerville Drive	Slight increase from 33 seconds to 45 seconds	Decrease 75% from 12 minutes to 3 minutes	Congestion remains high	\$150 million - \$200 million
Alternative 2: Elevated Toll Lane	Slight increase from 33 seconds to 47 seconds	Decrease 90% from 12 minutes to 1.5 minutes	Reduces congestion to medium level	\$300 million - \$350 million <i>(\$1-2 million annual toll revenue)</i>
Alternative 3: Elevated Freeway with Frontage Road	Eliminates delays	Eliminates delays	Reduces congestion to low level	\$300 million - \$350 million
Alternative 4: Super Streets Eliminating Left Turns at US 50	Slight increase from 33 seconds to 45 seconds delay	Decrease 92% from 12 minutes to just over 1 minute	Reduces congestion to medium level	\$200 million - \$250 million

Virtual Community Workshop – Raw Community Member Comments

1. Do you have any other comments or questions about Alternative 1: Third Westbound Lane?

- No. Not a viable option.
- Drivers spread out then re-cluster...this equates to a passing lane with signal lights
- Obviously, this takes private property; + the traffic lights are the issue; this extra lane would get backed up too; we don't want to keep adding lanes like the rest of California...
- can we divert some of the traffic to Hwy 80 which has more lanes and is more able to deal with it?"
- Having the third lane end as an exit only is just going to cause congestion at the last intersection of canal and 50 while everyone tries to merge back into traffic. We all know how well most people merge.
- Cannot image that it would help a great deal.
- Could lane diverting at high peak hours work?
- This could work if in conjunction on Sundays you adjust the left turn lanes both West and East bound on Bedford, Spring and Canal to "NO LEFT TURN lanes on Sunday between the hours of 11am to 5pm". Cost is a minimal addition to the overall estimate and locals could accommodate the one-day limited hours inconvenience. You could use electric highway board signs that inform the travelers that there are no left turns from 50 unto those roads on Sunday. Otherwise Alternative 1 wont work since travelers will continue to use the side roads impacting local residences and traffic flow.
- It's an expensive band-aid that won't last as traffic continues to increase.
- I appreciate the new overcrowding that will encourage I pedestrian and bicycle use.
- This seems like it would not be a permanent solution, and it would just need to be fixed again in the future. It would be best to spend money on longer lasting solutions.
- Best idea and should have been done years and year ago...solves all problems. And I feel once the 3rd lane goes in additional changes to be made to signal times and the decrease in traffic will be even better
- The fact that it terminates in an exit-only lane will shift the choke point to Placerville Drive. Just time the lights along 50 and add sensors to detect gridlock conditions! Costs \$400k.
- This seems to be the least expensive, quickest to complete to resolve the major problem. It also reduces the travel time in the peak period to an expectable time frame.
- Exit only lane means thru traffic needs to converge at some point. Seems to defeat a third lane to a degree.
- The US50/Missouri Flat improvement years ago did far more harm than good. I highly doubt this project would have a successful outcome.
- Minimum amount seems to produce minimum change
- I feel like this would not help much and would cause backup issues when the lane exits at Placerville drive. no matter how much signage you put up, people would not realize that they are going to have to exit and the merging would slow traffic. I do think a pedestrian overcrossing would be great but I'm not sure it is worth the cost. I live on

Canal street and do use the crosswalk there, but I don't think that the usage is so high that it would be much of a contributor to weekend traffic issues.

- Will create another bottleneck that will back up traffic further and create another point of frustration for drivers.
- Doesn't seem like it would make a big difference.
- Maintains local westbound access to hwy50 during the week for commuters.
- An exit only lane is not a good idea. That itself will cause traffic back up. For example look at the eastbound Cameron park Dr exit. There is always a backup due to vehicles merging to other lanes not wanting to exit. This will also increase accidents,
- This doesn't seem to help the Eastbound issues at all. Although the westbound issues are more severe, both directions need attention for the future. Merely adding the third westbound lane helps but not enough and seems to be a short-lived solution.
- How much is a little impact to eastbound?
- This doesn't help the situation.
- Sounds great.
- Not intrusive but wouldn't improve much.
- Seems like the best choice, but still not ideal. A lot of money for little gain.
- With the lights I believe this will only slightly change the traffic situation
- For a 12-minute delay on Sundays? Seriously? With that money, you could improve downtown parking and try to funnel traffic to our local restaurants.
- I don't think this solution would rectify the problem effectively
- Just going to cause larger bottlenecks where the 3rd lane goes back to 2. You see this further up 50 where all of the passing lanes become headaches as they close out and eager drivers try to jump the line.
- It would only delay the bottleneck in both directions
- I don't see how this will make any difference
- This won't make a difference with traffic; in fact it will bottle neck it more where the third lane disappears. The traffic really backs up with the pedestrians crossing at Canal Street, which un-syncs the traffic signals. This would not alleviate traffic on the freeway or on surface streets (with people trying to avoid freeway traffic)
- If, heaven forbid, there was a major fire in the area and people needed to evacuate they would not be able to and you will kill many people.
- Obviously, whoever designed it is not from around here or does not frequent the area, otherwise you would know that this is a terrible idea and that the logistics would not work. Isn't it common sense that adding a lane to take it away will create traffic where the lane ends/merges. If you don't believe me drive through East Bound 50 downtown on an Apple Hill Friday or a Holiday weekend and you will see just after Bedford where it goes from 3 to 2 lanes there is a lot of congestion and back up."
- Although less expensive. Does not solve the problem. Problem isn't with people turning its with the flow of traffic to and from Tahoe
- Seems like a bit of a band aid.
- That would create a backup at the exit only lane.

- Cost is better. I am worried about it getting too close to downtown structures. Is there room?
- This will not solve the problem. It's punting it down the road.... Cheap is not Better.
- I believe this would be a stop gap measure. Over the long haul, I don't believe adding a 3rd Westbound Lane will really ease congestion and solve traffic woes through town.
- This is a kick-the-can-down-the-road solution that will in all likelihood end up getting replaced with #3 or #4 ultimately.
- The large price tag for such little in the way of improvement doesn't seem cost effective.
- I believe it may - slightly - help congestion but may create a bottleneck at Placerville Drive.
- Short term solution to a long term problem but better than what we have now
- I feel we have to reduce traffic on the local streets for us, the citizens of Placerville. What can be done with the Apple Hill Traffic bits worse is this year! Lots of cars speeding down neighborhood streets with total disregard for the people who live here.
- This seems like the best option to start with and if the impact is not enough option 4 can be added later
- Not included in presentation is probability of funding, duration and level of disruption, and how it would work with future increases in traffic volume. This is same concerns for all the options. I do love the addition of a ped/bike bridge.
- It's better than nothing, but it's possible that our long term needs will quickly outgrow this solution.
- Make the third lane one that can be east bound on Thursdays and Fridays and west bound on the rest of the week..
- This short-term alternative will NOT resolve the already much-needed elevated freeway,.
- As with all freeway congestion problems throughout the state and easily seen here in Placerville the exit approaches should be longer
- Does not address the problem of the backup at the lights.
- Doesn't solve problem long term
- It is the best alternative given the impacts of the other alternatives on the local community. Everyone can live with a 3 minute wait. The best alternative in terms of bang for our buck and creates less noise and light pollution for local residents.
- this is a mere band aid and by the time it got done the traffic will be even worse than it is now.
- An Expensive band-aid that doesn't reduce congestion. Not a Long-term solution.
- Least expensive alternative, but not very impactful.
- I think the downsides of a few years of construction and high cost just to save a few minutes during the Apple Hill season traffic is not worth it. This highway just got finished a few years ago so why wasn't this an issue then? I also think that the traffic will do some self adjusting after people suffer the wait a few times.
- Least amount of money. Right now, the problem is seasonal and only at certain times of day on certain days. This would reduce the problem for the least cost. However, with

increased traffic flow certainly going to occur in the future, might as well solve the problem once and for all by putting in option 3.

- As someone that lives on Coloma street, I like that this won't impact the access to my house.
- I hate the traffic when Apple Hill when it's open
- This alternative is an outdated proposal and would not offer enough relief for future traffic.
- Adding another lane will only be temporary relief to the problem, as adding more lanes eventually will lead to an increase in drivers (<https://www.nber.org/papers/w15376>) and creating the same issue within years. The pedestrian overcrossing is a good idea; the right turn lanes on/off of 50 are incredibly dangerous for pedestrians, but even more concerning is pedestrian safety on Spring Street itself.
- Just a stopgap measure. No long-lasting improvement.
- "And make it adjustable like going over the golden gate bridge where depending on if the eastbound or westbound traffic is an issue, the pylons can move allowing the third lane to be on the congested side.
- Sunday afternoon traffic is only an issue during Apple Hill season. From November to early September it is not that much of a big deal the remainder of the year."
- The widening of 50 would require removal of historic properties. I really think the local population would strongly object. The historic section of housing was wounded so badly when Highway 50 was originally laid down, I doubt if people would endorse further destruction.
- Not enough information. How much will have to be cut out of the mountain on the north to provide that 3rd lane? How many homes will have to be removed? I would need to know that information first before deciding on this option. Also when I attended the first meeting I asked about fixing the signals since they cannot be controlled remotely. That seemed to be the most logical solution. But for some reason that option was not put here as an alternative. That would be the alternative I would choose first.
- Still would have those signals.....and congestion.
- Cheaper, although not a huge improvement
- Not much better than current 3rd lane added before.
- Won't solve the congestion
- Not enough of a solution to the congestion problem for the cost.
- Another bottleneck created.
- Will not improve the backlog of traffic
- I think it would back up at Placerville Dr. just like what happens up 50 when the passing lane ends. How much delay would there be with this fix?
- It appears it would only be a temporary fix and wouldn't allow for future county growth and also higher tourist traffic.
- A reasonable place to start but construct it with future plans to build #3.

- The 3rd lane should merge past the Placerville Dr. off-ramp, maybe to the Ray Lawyer on-ramp, or to the Forni Rd. on-ramp. This is a good short-term solution. But, 5-10 years from now it won't be.
- I don't believe another lane will solve the issue created by the traffic signals. The traffic signals themselves are the problem - they create delay and do not seem coordinated. I don't think this will do enough to solve the problem.
- It just adds more lanes of traffic. I don't think it will really solve the problems we have.
- Not a comprehensive fix for the long term. Elevated freeway is. Why fix it twice if you can do it once and have it be a lasting solution. An elevated freeway is inevitable, so why kick the can?
- The 3rd lane going eastbound doesn't really alleviate traffic as it causes congestion to happen right at the pedestrian bridge going from Bedford to downtown Placerville. Drivers try to speed past traffic using the right-hand lane and there have been many accidents at that intersection.
- This feels like a band-aid measure, somewhat - would it be sufficient long term?
- It has the least impact on visual and noise level to downtown area. Costs are high but are much lower in initial and long-term O&M costs.
- short term solution
- For Alt 1 - How long is the construction process estimated at?
- "While Alternative 1 would work wonderfully with local traffic, peak travel traffic would still be affected on account of people don't like to properly merge.
- I really appreciate the third lane going eastbound through the traffic lights and I know this would have a similar effect to the eastbound traffic.
- Eliminating pedestrian crossings on a highway is always a great decision, as today's detracted drivers and pedestrians risk their safety without fully realizing it. These extra overcrossings would make it easier to get around Placerville during festive times when main st is shut down (ex: car shows, Halloween, brewfest, etc.,). This may possibly eliminate more than one issue, less traffic times and parking.
- The cheapest cost is always tempting, but always going with the cheapest fix to correct the issue may lead to facing this problem again down the timeline."
- It only helps out one way.
- Multiple traffic studies have shown that adding more lanes does not reduce traffic congestion. All you have to do is look at the 12 lane highways in LA that are CONSTANTLY in bumper to bumper traffic to see how ineffective adding more lanes is. I get that the current configuration goes from 3 lanes to 2 through here, but continuing that 3rd lane will do nothing to reduce wait times, there will just be more cars lined up in the queue and more of a back up when the lanes switch back to 2 after the last light.
- not a permanent fix; waste of money
- This alternative does nothing to manage the cross traffic safety and time challenges posed by east/west traffic on 50. I have seen accidents at Spring St and 50. Safety crossing should be priority. Not how fast through traffic can get through Placerville.
- There could still be a westbound backup with this option. Westbound drivers would fill all three lanes but then the jumble at Placerville Drive when the realization hits that

there is a mandatory exit and only two lanes continue to the westbound drivers' destinations.

- Leave it the way it is, time the lights better
- Not enough bang for the buck. It doesn't do enough to fix the problem.
- Traffic backup during peak season begins at times before Schnell School road. Not early enough relief waiting until Mosquito. Also, I have noted that even with three lanes on eastbound 50, there are still times of eastbound backup before Canal. Overall, will not provide enough impact now or into the future.
- I feel this is the best alternative for both local and tourist. This seems to have the least impact on the city, as well as a financial impact. We are only talking one day a week, and only a few hours on this one day.
- To impact the city with raised highways and destroy the small town feel of a elevated highways is not complimentary to Placerville. Travelers enjoy the sites and Christmas Trees along the highway. We do not need to completely change the dynamics of our city to accommodate drive by traffic.
- It would only be a band aid. The problem would only move the problem down the road and it will be revisited in a few years. My wife concurs and states this alternative is like putting lipstick on a pig.
- I don't think it will do enough.
- I think this is the second best option, after the alternative 3. This option seems to balance maintaining the same "feel" of the town while alleviating congestion. If residents can tolerate some congestion, this may be the most "politically viable" alternative.
- Although I think this would help some, the ability of left turns still means lights have to turn red
- Traffic would still back up as through traffic on the new lane would have to merge in with the existing lanes.
- Seems like a short term solution that will need to be dealt with again later.
- Looks like this would reduce the delays to a manageable level at the lowest cost.
- Good idea, but I don't think it'll be enough. The amount of traffic will continue to rise & when the amount of cars increases, it won't be enough & we'll end up spending even more for the elevated freeway.
- It would help some, but not enough, especially considering the potential of increased traffic in the future.
- Will only slightly help the situation and frequent backup of traffic will continue to occur causing continued congestion in town.
- Although a low cost, decent fix, it may not hold up the test of time as traffic grows... with Tahoe and Mountain Recreation and population growth. Could be outdated or over utilized in 10 to 15 to years after construction.Of course. depending on ADT's and future traffic forecasts. I think it will be outgrown very quickly. This maybe a great interim fix for the next 30 years understanding you may need an Alt 2, 3 or 4 for the long term...past 50 years.... depending on future traffic forecasts.

- Might be good if in conjunction with signal timing or stopping cross traffic on Sunday afternoons. Possible that this option will only provide help for a few years until more traffic eventually happens. Worry that the exit only lane at Placerville drive will make people want to stay in the 2 lanes or cause a merge backup around canal.
- It's the traffic signals that create the problem, not the lane count. This proposal would not provide much help.
- I think it will make too little difference for cost and inconvenience of construction.
- Where does the upstream start of the #3 lane begin? How does this impact the WB on-ramp at Mosquito?
- It won't solve the problem for long.
- It would mean tearing down the natural mountainous structure of Placerville. Are you nuts?
- Since most of the westbound traffic is passing through Placerville, it seems like some of the bottleneck will just be pushed further to the west at the point the lane ends.
- This is no more than a band aid on a huge open sore. It does not solve our problem and local residents will still avoid Placerville during high traffic times. We want our town back.
- The traffic on us 50 is going to continually increase and in less than 10 years this band aid will be obsolete.
- It won't solve the problem and as the population grows it will just get bad.
- I don't think it does enough to alleviate the huge traffic problems. I think we need to think very long term and just put the freeway all the way through. That's best bang for the buck. Can't tell you how many times I wished for a freeway all the way through. Since I was a kid traveling with my parents traffic has only gotten worse in 40 years and with all the building going on in Folsom and Eldorado hills a whole new town of weekend Tahoe adventures for family's summer and winter. Its time.
- I think this is the safest option and keeps our town authentic and keeps traffic manageable and at safe speeds as there are so many homes and schools and pedestrians.
- I believe that we should fix the problem not just temporarily band aid it. The traffic is not going to get better...
- I think this would be pretty useless. The problem is the lights and stopping and turning in the middle of the highway.
- Best of the choices. I do not like changing it at all.
- No mention of how this would impact the westbound onramp at Mosquito. That's a pretty dangerous onramp currently. Where would the third lane begin in relationship to the current onramp? No mention of controls to limit access to Broadway/Main street from westbound freeway offramp. As a local resident on Weswin Ct I don't go anywhere from 12 - 4 on Sunday because the local streets are so crowded with folks who are trying to avoid the Hwy 50 congestion.
- Short term effects.
- As a local it is annoying to sit in that traffic for all the tourists that are driving through. However since most of the tourist are from the bay area or Sacramento Valley I don't

think a 12 minute wait is that long for them so shortening at all would be a benefit and help with tourist traffic.

- This is a band aid fix!
- Provides meaningful improvements at the lowest cost. Also avoids elevated structures, so this alternative will have lower risk in seismic events and should have lower long term maintenance and replacement costs.
- Start at Schnell School and make Mosquito on ramp longer
- It does not solve the problem of the traffic lights.
- Alternative Plan 5: EASY Get rid of all three lights. No cross traffic where lights were, only able to turn right. After driving through previous lighted intersections, create roundabouts on each end, so traffic can easily head the other direction. Roundabouts located on Mosquito Rd and Placerville Drive.
- Add a third Eastbound lane too!
- Seems to continue kicking the can down the road.
- Better than what we have now but the problems will continue to accumulate.
- I don't think it's enough of a fix to the problem.
- Does not appear to solve the problem.
- Doesn't seem this alternative would make enough of a difference longer term.
- Even though it's the least expensive, it's still a lot of money for not much gain.
- I don't understand why synchronizing the three lights for traffic at 45 mph was not mentioned
- I don't believe this goes far enough to solve the problem especially with a few to future increases in traffic
- the only acceptable turns off a freeway are stop lights or over/underpass. I broke my back and lost my ability to work due to us 50 and don't want others to suffer the same
- This solution is for a span of 4 hours or less once a week for about 5 months of the year. This is a total of around 100 hours of time that it would be needed and the time saved 100 X 8 minutes of actual total travel time in 1 year. An individual driving to and from the Bay area to Tahoe every Sunday would save approximately 175 minutes a year.
Very expensive
- I believe it's just kicking the can down the road so to speak and would likely impact local streets in an adverse way.
- Still doesn't deal with the stop lights
- A total waste and does not solve the ultimate issue of traffic lights.
- Adding one lane, or even adding three lanes cannot solve this problem as long as there are signals stopping the traffic. All of the lanes will fill up with traffic and the bottleneck will be at the end where those lanes have to merge back to a fewer number of lanes. The only time to be saved will be the time it takes to fill up those three lanes (as opposed to two lanes) with stopped and slow-moving traffic, and the time it takes to empty those lanes hours later. You will end up with a higher number of vehicles in the downtown Placerville area idling and leaving behind their exhaust fumes for the residents, tourists, and merchants to breathe. The US 50 Placerville Improvements Project video states that the traffic, at peak times, will back up to Mosquito Road. I don't

know when the last study was performed, but it is not uncommon for the traffic to back east of the Smith Flat over crossing during peak recreational seasons. I would hope that someone involved with this project knows that.

- I think this would be a short term fix.
- How would you make a third lane on the northbound side?
- would this alternative require eminent domain of private property? It seems like Alternative 1 and 4 have the greatest impact to locals who live along highway 50 with the least resolution of the problem.
- This just kicks the can down the road let's fix the root cause and be done with it.
- "But then your congestion is just further down where you need to merge over and the flatlanders won't let you over. Probably the best option though. Locals know nothing to leave their house on Sunday after 12P. Means businesses suffer because locals want nothing to do with that city slicker traffic "
- This will simply cause a bottleneck effect at either end of town.
- How are you fitting the third lane in? Are you cutting into the cliff under Union St where several houses sit? Or will the road take up the existing shoulder and be right up against the cliff?
- I feel like this option will not eliminate enough of the problem and will shift the westbound traffic backup from the traffic lights to the point where the 3 lanes merge back into 2.
- "The eastbound lane addition some years back was a HUGE improvement! I would think this could be similar. However, I would definitely run the merge past Placerville Drive. Otherwise I doubt this will return the benefit expected.
- City Planning Commissioner "
- Why couldn't the lane begin further East? It seems it should start at Carson Road.
- I think you would need to get the traffic fully merged into three lanes well before the stop lights. Also, What about west bound traffic?
- I am concerned that it will look exactly as the three to two lane going east at Bedford. Basically many people waiting to the last minute to cut over, racing from light to get in front of people.
- It seems that Alternative 4, which has elements of Alternative 1 included, may offer better results, in the same cost range.
- How will you find the room to widen the lanes?
- The third lane would be used to race by the other lanes and back everyone up anyway, do not see this as a benefit.
- Temporary partial fix.

2. Do you have any other comments or questions about Alternative 2: Elevated Toll Lane?

- Not a viable option.
- shrinks wait time....does not eliminate it
- I do not see the win. Single lane for all that traffic does not seem to be a good solution.

- "PLEASE CONFIRM NO ADDITIONAL LANES. in general, some kind of minimal toll /fee seems inevitable for all the costs... esp. community impacts... you haven't explained the difference between tolls and fees; placerville needs a funding source for all the impacts on neighborhoods from the mis-managed traffic; some kind of annual pass or even exemption for residents of El Dorado county would make this more popular... can the Tahoe casinos help pay for this?
- Elevated lanes or tunnels seem inevitable OR developing another route around Placerville...
- Please share that original alternative from the original highway 50 development period"
- Personally, I'm worried about toll lanes. I and many other people commute to and from work every day going through Placerville. So now we would have to pay a toll to get to and from work every day. Also, if the current highway still runs the whole way what is to keep/make people use the toll way instead of the old road.
- What would the toll be and how many people would pay it? The major issue that I see is what would happen if there is a collision, or some other vehicle issue such as a mechanical malfunction? There would be no way around it. Also, who has the right of way when returning back to the lower level?
- What local people be expected to pay tolls? Or would we have a special sticker for locals like they do in Italy?
- Toll roads discourage travel to Apple Hill and further destinations. Impact to local businesses unknown. Travelers may use side roads to avoid toll. And, you do not state the manner in which the toll is collected - toll booth, fast track which not everyone has??? We feel a 12 to 15-minute wait on the highway at signals is less inconvenient than the high cost and impact to local residents and businesses during construction of the freeway.
- Decent, but with only one lane the capacity is limited, and it will make those who can't pay resentful of Placerville when they are stuck in traffic.
- Terrible idea and waste of money. Both visitors and locals won't pay a toll. Not what locals want to see or have in our small town - we aren't a major city, and this will attract homeless and trash and businesses will lose money
- All the sound problems of the elevated freeway plus having to maintain the original highway.
- I don't like the idea of a toll road. It would also elevate the traffic at a level over most of the buildings raising the traffic noise over the entire town making using the downtown area less attractive.
- No engineering capability for this option exists in this county.
- Experience with the E470 toll situation in CO has shown the promises of revenue doesn't always pan out.
- I like the idea, but my concern would be if people have the option of free vs toll, many people will choose free.
- Wouldn't many people just avoid it to not pay the toll?

- If this were only an expressway and not a tollway, I would be in favor. In fact, I like this option the best excepting the toll. I oppose toll roads entirely.
- No tolls for locals.
- Is it safe in ice, fog, or other poor weather conditions?
- Could you consider a tunnel underground? The elevated option is a horrible option.
- Too expensive.
- Too intrusive for our historic downtown.
- Elevated roads of any kind will be a visual eyesore for this town. The noise will be unbearable for residents. Sound walls just bounce the sound to another victim. The homeless might love it, though.
- Cost is ridiculous for the issue being addressed.
- I think this would significantly reduce local revenue from people traveling to Lake Tahoe.
- Love the idea of letting tourists pay for the toll while locals continue on 50 as normal.
- What would the toll cost?
- This makes more sense and with a toll fee to cross it will eventually pay for itself. More money at first but in the end could be additional income to maintain the roads in Placerville after it pays for itself.

- "This won't make a difference with traffic, in fact it will bottle neck it more where the Toll lane disappears. I get you are trying to generate revenue, but this option is a joke! This would not alleviate traffic on the freeway or on surface streets (with people trying to avoid freeway traffic)
- If, heaven forbid, there was a major fire in the area and people needed to evacuate they would not be able to and you will kill many people."
- Make sure that some of the toll funds are contributed to the Placerville community. This can go towards keeping the downtown area in business and up keeping of the area.
- I like the elevated idea but still not good enough
- reasonable option
- Try less expensive alternatives first
- I think there might be a backup when the toll road comes back into highway 50.
- I like the next option better. Afraid too many would divert through town just to miss the tolls. However, I am worried overall that the solutions will limit the traffic through town which gets many to stop on Main street.
- "Is there some say to combine #2 and #3? To force non-locals to use a toll road. They are all over the Bay Area - people fast track it daily. I like Tolls.....people going to Tahoe and Apple Hill need to pay their share of using our roads. But what is to prevent these people from using side roads to bypass the Tolls?
- Currently those of us who live close to town have to deal with increasingly poor road conditions - potholes and such. Damage to our own cars - and the city doesn't have the desire or funds to fix this. Case in Point: Bedford has not been repaired in decades and it's used as a bypass for Hwy 50 all the time and is pretty bad with no repairs in sight."
- Love the idea that it's elevated and still maintains the integrity of the traffic flow currently. I do NOT love the idea of a toll lane through town.

- I think there is no avoiding an elevated structure to address traffic issues, so Alternative 2 is reasonable, but this is not as effective as Alternative 3 and costs just as much.
- "As much as local residents will not appreciate the impacts of this with all the benefits going to vehicles that are ""just passing through,"" the express lanes in this alternative will help the vehicles causing the problem. I think it will be quite effective, while also allowing movement within town to be what we all want.
- It would be far more expensive, but was any thought given to running the express lanes through a tunnel underground to minimize noise and visual impacts?"
- I am not in favor of ANY elevated freeway in this area. It would ruin the Placerville ambiance. Elevated freeways are ugly. Suggestion: make it a true freeway (with no stoplights), and construct overpasses where the current stoplights are located.
- Very few people will use this alternative because of the cost and will continue to use Broadway and main street as a work around.
- Elevated roads lead to blight and increase the chance of undesirable behavior under the structures. All over the world roads like this are taken down because they bring undesirable side effects and have the possibility to come down during a natural disaster.
- Will the tolls have collected benefit Placerville and the surrounding communities in any way? If yes than my neutral becomes, I like it. If all of these studies benefit resorts etc. on the way to Tahoe, or places along the way as the ultimate goal then I really do not need any changes. Waiting is okay; it's what is if I want to go somewhere to recreate.
- Nothing is perfect, but this provides addressing the issue and provides options
- Puts the burden on the locals to pay the toll.
- The toll stations would slow through traffic and cause accidents. One lane in each direction would not handle weekend and holiday traffic. This is a bad idea.
- The toll lane will not get all of the through traffic over Placerville as there are many people who will refuse to pay a toll.
- Do not want a toll lane
- Elevated traffic will increase road noise and light pollution for locals. Twice the price of Alt. #1 to reduce wait times by 1 1/2 minutes??
- only two lane going one in each direction plus adding the baggage of a toll and the time to stop and pay is a bad idea. You will have people who don't want to pay the toll still transiting onto the city streets or the existing highway. Even though you might have some people using fast Trak, it still won't work in the long run, at best it would be a temporary band aid. If you had to you could get by with a no toll 3 lane flex so that the third lane could be shifted to provide the second lane east or west bound depending on the load of traffic like they do on Hwy 15 near Escondido. If you can't do the above, scrap the idea.
- Too Expensive for Medium benefit. How do Locals avoid tolls when simply wanting to move to opposite East-West ends of town quickly?
- I don't like the idea of toll lanes and think they are not a good fit for our community. The cost is prohibitive and the small amount likely to be collected is not a good return on investment.

- I think the downsides of a few years of construction and high cost just to save a few minutes during the Apple Hill season traffic is not worth it. This highway just got finished a few years ago so why wasn't this an issue then? I also think that the traffic will do some self-adjusting after people suffer the wait a few times.
- If you are going to spend this amount of money and have an elevated freeway, go the whole route and just elevate the whole thing.
- "It's just too much for Placerville. It would ruin the whole city.
- I am concerned about the overall cost of the project, and the potential damage it could do to the local tourist-based economy. I also strongly oppose removing the pedestrian bridge at Coloma street as I personally use it regularly and see others use it as well.
- Hell NO
- Once again this would not offer enough relief for future traffic congestion, and I am against having toll lanes in our town.
- What is the estimated cost of the toll road? Many will try and avoid the extra cost and it may not change the flow of traffic because of it.
- The elevated toll lane seems quite excessive, and a complex solution for a problem that exists for 3 hours per week during a few months of the year, mostly for people passing through. I do like the idea of a toll road, but this is not the right way to do it.
- I like that tolls will help with the cost.
- "What's stopping the east and west flow through traffic from just taking surface streets
- Today 10-10-2020 it was gridlock on Broadway, Schnell School, Main street and Carson road"
- My main concern about any toll alternative is people using alternative local streets/bypasses to avoid the toll situation. Politically, I think this is a loser. Also, as I am a person who uses daily the local streets, I can testify drivers will use inappropriate local narrow streets to avoid even minor inconveniences. I am convinced this alternative would in fact, make part of the problem worse.
- This would need to go down the middle of existing 50 while also retaining the existing road for Placerville Traffic. Having it elevated at the middle of 50 would be less obtrusive to the town on the south and residents on the north. Not sure how a pedestrian overpass could be rebuilt that high and not impact the structures below. It would be best to just leave crosswalks down at street level. Not sure why it has to be a toll road. Also why is it as expensive as #4 which is a full freeway with interchanges with new side road and much required right of way acquisition? This would have a financial impact to the downtown. That is what bothers me about this project all together. It's designed to benefit travelers from the bay area to get to Tahoe faster with little consideration about the impact to the existing community.
- "For that kind of \$\$, I'd like to elevate the entire freeway and keep the traffic flowing
- I'm afraid the toll aspect would cause some drivers to eliminate coming through Placerville"
- Will be costly but because of toll would give/help defray cost with ongoing return of money over time.

- Lot of money and confusion for not resolving congestion
- Does not completely eliminate the congestion problem. For the same cost, Alternative 3 will do so.
- Would have to pay additional fee for roads which we are taxed at a high rate.
- To many routes around to avoid toll
- As a local, I don't want to pay a toll thru town. Also, what would the toll be? And what if no one wants to pay the toll? There would be no benefit.
- "Elevated lane is great but with the toll feature much of the traffic could still be on the lower non-toll street and defeat it's purpose. Increased noise level with faster toll driving?
- \$1-2M annual toll is not enough to make this type of a change. If it was non-toll for through traffic only it would be more appealing"
- no one will pay to use it
- Make #3 toll roads if that is the ONLY way to construct it. With one lane and a toll, the traffic jam would essentially be the same due to the overwhelming tendency to avoid tolls and continue to drive through town.
- "Yes, but! Why a toll road? The only reason for this toll road is to penalize the people who live, work, shop, play, or a combination of these items east of Placerville. All of these activities are beneficial to El Dorado County. Apple Hill and Lake Tahoe provide a large economic boost to our county. An elevated highway is an appropriate solution, It should be made to withstand a strong (8.0) earthquake, Build it over the present Hwy, 50. The eastbound split should start about where the hwy. starts to go downhill at the curve before Placerville Dr. overcrossing, The split should have plenty of signage before the split to let motorists know the Hwy 50 alternate has no exits until one is east of the City's shopping/business area, somewhere near Camino.
- Westbound the split should be made about the area of the pedestrian overcrossing in the Smith Flat area. Again, appropriate signage should be used, with the merge after, and an off ramp before Forni Rd.
- A large consideration needs to be made for emergency equipments' access to the overhead highway.
- I don't like the cost, but in the long run it is the most efficient."
- I don't believe the Tahoe/Apple Hill drivers will use it. It's also bad for economic development. I don't believe the City of Placerville wants the tourists to bypass the town.
- Don't like the idea of a "toll". This will open up toll roads as a solution in other locations. Californians already pay too many taxes. Travelers that don't want to pay will still clog up the streets. This sounds like a lot of money to spend on a possible failure.
- If El Dorado County residents get free passes, then I'd be ok with it.
- Only that it is a "Toll Lane", and that may be a detriment to having people choosing to travel through our area.
- People will just opt out of the toll lane and use the old freeway. Not a comprehensive enough solution.
- Would the county or city receive any funding from these tolls?

- This might work, but I don't like the idea of making them toll roads. Unless you make them automatic, it will cause more congestion.
- There are no toll roads in the area now, I don't think it would be well accepted by the driving public. The viaduct with a single lane in each direction feels vulnerable to breakdowns.
- Will be ugly and most will not use it thus not solving the problem. Destroys historic feel to area. Very expensive for trying to solve a problem that exists a few hours a week on a few weeks a year.
- Great long-term alternative, if the revenue or part of it comes to Placerville city.
- Will take too long.
- "As with Alt 1- I have concerns about the length of construction time and therefore - disruption of local traffic, impact on the currently struggling economy and if i didn't say so - I like tolls to help pay for this post construction, but where is the \$ going to come from for the actual construction costs estimated at \$300M-\$350M?"
- These questions apply to ALL of the Alternatives. PS. Nice work Fehr~Peers."
- "I've actually daydreamed this exact structure in my head to solve this exact problem, ironically it was while I was stuck in Sunday traffic.
- The only drawback is obviously the cost. Alternative 2 would solve the traffic issue, while not claiming any more homes or backyards through the construction site. Obviously, it would be up to date design standards for earthquakes and such. As long as the exterior design was visually pleasing but didn't stand out too much by juxtaposing 1850's buildings with 2020+ modern concept design- I'd be happy with just using real rocks to face the outside instead of faded concrete color feau rock wall concrete and bricks. (Facing on the retaining wall north of 50 across from the courthouse, and the center support of the pedestrian overcrossings to the parking garage structure.)
- Few questions that really matter to my final decision:
- How much would the toll be? Would there be a ""fastpass"" type program, would locals get discounted rates or pricing if so?
- How easy would it be to pay? I have a hunch more people would pay if the system was 100% modern and up to date?
- What happens to the toll money after the price is paid for the construction? If it went to the local EDC schools for their after-school sports, band, shop class, field trip, etc., Fund I would be a bit more pro Alternative 2. Fo sho."
- Would prefer it to not be a toll road, even with fast pass. It would require traffic to slow down.
- A certain number of people are not accepting of Toll roads and might still clog up traffic flow
- People aren't rational about toll roads. Most westerners expect roads to be something that should be paid for by their road taxes and resent being charged to drive on one. Even if you can show them a cost vs. time benefit, I'm afraid enough would balk at the idea and use the "free" road that we'd still wind up with traffic jams. I also object to the elevated roadway (see response to Alternative 3).

- Not a bad idea except for the large amount of money required for this fix. Wouldn't promoting alternative transit like a regional bus service be a better option? Right now there are NO County busses that run to South Lake Tahoe. You have to take a private bus or the Grey Hound that only runs once a day. Why doesn't the County look at investing in a bus service that comes every hour?? Couldn't 300-350million fund an adequate service that could be free for users, keep open the option to pull off and visit Placerville for those that choose to drive, have a large media campaign to promote the service, and allow for easy access to South Lake Tahoe throughout the summer and winter? This would help with traffic that is currently horrendous in the Meyers area of the County when people come and leave South Lake Tahoe.
- Half-baked plan
- This is likely a multi-year project that will effectively cripple north/south and east/west movement for several years. The projected annual toll revenue would not be able to meet the debt service on the \$300-\$350M price tag. In addition, local businesses will be affected for the same time frame.
- Never. I lived in sf when the embarrassed was a stacked road. Ruins the community
- In general, I dislike Toll roads.
- Gives both local and travelers viable option for faster travel through Placerville and maintains current Highway 50 option.
- Don't like the idea of the toll road especially if you have to make frequent trips on US 50
- Toll lanes are never popular, much less in a rural area. It has the same costs as alternative 3 (blight, noise, etc) but without fixing congestion definitively. This structure will be underutilized most of the time, as people are less willing to pay if there is no congestion.
- As a local, I would not want to have to pay to avoid the lights each time that I wanted to go up hwy 50. I think this would be an option more out of town folks would use but this doesn't help those of us who live here.
- Appears to cost about the same as alternative 3.
- This alternative would negatively impact local businesses, increase noise, and in the long run would encourage unsustainable development in Camino and Pollock Pines.
- I don't like the toll idea at all.
- Do travelers pay to get on? Also, how will address traffic that will come with people exiting and merging off the toll lanes back onto the highway.
- Charging a Toll is a good idea, but I think there'll be a lot of complaints about it - especially from valley people traveling through to Tahoe.
- The cost estimate is about the same as Alternative 3, which is a very seamless way through town.
- Do not like the idea of a toll road at all.
- Congestion will continue on weekends as people looking to save toll fee will seek alternative routes through town.
- No new taxes! Toll roads are taxes. Use the gas tax for the project.
- Expensive, but would work well. The toll portion of the project maybe a hard sell. I would not be against it if funding could be found. Would need FHWA and State

funding...of course. If you can sell the traffic projections well past 30 to 50 years after construction, it might be a very viable alternative.

- I think people won't use it as much as hoped, seems like better to go with option 3 if making the effort go do an elevated freeway
- Tolls are not appropriate for publicly funded projects.
- This makes sense to let the through traffic bypass the local traffic. I don't like the idea of residents to the East of Placerville also paying the toll. Our taxes should cover the cost from us, and tourists and day trippers should be charged the toll.
- It will ruin the historical look of Placerville.
- I don't think enough people would want to pay the toll to make a difference on the amount of traffic on the exiting lanes of the current 50
- \$\$\$
- Dislike the idea of a toll road. If we are going to do it, then let's go with Alternative 3.
- This and other alternatives will destroy Placerville.
- I don't like the increase in delay for eastbound traffic. What's the solution when eastbound gets terrible? Both directions should be addressed as one project.
- The estimated cost is the same as the non-toll road and still includes delays. Who wants to pay tolls anyway? This is not a good solution.
- "It seems simple, the cost of this project is almost identical to project #3 and once again is only a band aid.
- The only solution is to completely elevate the freeway
- It wasn't that long ago that there was an issue with Highway 49 crossing Highway 50, this proposal would not eliminate that problem"
- I assume this will be told by step on having a fast pass in the state of California
- There is no guarantee that people will use the toll road, and for locals trying to get from Placerville (or further down the hill) to Camino or Pollock Pines, they can either sit in traffic or pay to avoid it. It is already expensive to live up here with fire insurance, high gas prices, generators for power shut offs. I don't think locals should be forced to pay to use roads created to deal with it of county visitors.
- Too complicated and expensive and a Toll road? No thank you
- I think that if you go this far just run the freeway through a lot of it cause this will be obsolete by the time its done. No toll roads. That will open up a bad president.
- "How would the toll be collected? For example, a toll plaza would just move the backup to a different location. An image-capture toll like those used in Southern California toll roads are easy to pay tolls online, but there would need to be enough time for people to pay it. For example, those tolls often require you to pay within 7 days. With the number of people traveling east to camps where they may be away from internet service, paying a toll within a week could be difficult.
- Also, who are these lanes for. It is often out-of-town travelers causing backups, but residents who have to navigate around traffic. Many out-of-town travelers may be inclined to avoid the toll road to avoid fees. That may leave it open for residents, but that would create some resentment from local drivers. We would feel like we are subsidizing the road improvements targeting tourists.

- One last thought: tourists already hate Placerville because of the lights. I know people were concerned the town would die without lights bringing in tourism money. I think it has had the opposite affect: people dislike Placerville for this very reason."
- Seems like an eye sore and even worse traffic if an accident occurs on a 2 lane bridge and danger to everyone who enjoys walking down below, concerned about speed limit up there as well, I feel like if someone who has been drinking or even just loses control in an accident drives off they could kill or hurt someone below/: I drive this road every day to take my kids to school, I'd rather experience traffic than danger or hazards from above...
- I believe toll roads are only for the rich. I don't favor anything related to tolls.
- No on the tolls.
- No toll lane hurts the residences the most. Too elitist.
- I live in Pollock Pines and that would mean I would have to pay a toll.
- Toll lane=on-going taxes in my mind.
- Provides tourists with options of stopping to enjoy Placerville or continuing through without stopping while potentially recouping some of the costs through out of area motorists who are impacting the area during peak times.
- Toll lane using toll by plate or toll pass would increase revenue/pay for project and reduce congestion
- No one likes to pay tolls. We pay taxes for road improvements already, then adding a toll is a slap in the face.
- It assumes people would actually pay to use the toll road. Pretty big assumption to make no guarantee this is actually going to help, and it cost a lot of money.
- Who is going to pay to use a toll lane? Stupid idea!
- I do not support the construction of new major elevated structures. They have a high cost, will have a higher risk in seismic events, will require higher long-term maintenance and replacement costs, may reduce tourist visitation to Placerville businesses, and would have a significant negative aesthetic impact.
- How would you pay the toll? One lane each direction is not enough.
- "Why should people have to pay extra?
- I don't want to have to pay a toll to use a road in my own town.
- Get thru traffic off the local roads is ideal and the toll would help pay for upkeep, so local money doesn't have to be used for it.
- This is ok but I am not sure that one lane in each direction would be Good enough for the viaduct. Accidents would cause backups and emergency personnel would not be able to get to the accident with traffic in the way.
- Does not solve the problem.
- No due to when the toll \$\$ would be collected start and end of toll
- Because this cost the same as alternative 3, and I believe alternative 3 is the solution, I would have to say I don't think so
- What would the toll be? How would it be in winter with snow and plowing

- we need overpasses and/or underpasses. not to mention Placerville needs the traffic to go through town with an ability to exit. Bathroom trips to restaurants tend to result in customers
 - Where would toll be charged? Seems like we'd be back in the same spot soon. Especially with Folsom growth
 - This and alternative 3 have to be the best choices as we need a way to just get through traffic through. Period. However, one lane leaves you at the mercy of an individual and what happens when a car breaks down on that?
 - Not everyone will use the toll lanes and the revenue generated seems very low.
 - "This option could be good if the construction allows for future expansion to Alternative 3.
 - Another thought about this option is how many vehicles will use the old highway to avoid paying the toll? There is also the possibility that if traffic slows on the viaduct, vehicles may again go to the old highway.
-
- If alternative #2 and alternative #3 have the same cost, why even consider alternative #2?"
 - Single lane toll road would jam up traffic behind slower cars or trucks. Eventually people would refuse to use toll lanes and we would be stuck footing the bill ourselves with no recourse.
 - If there was a toll road where would the money go from the tolls?
 - I think this solves the problems with the lowest impact to the locals who live in the community. I like that those who use this road to go from Sacramento/Bay Area to Apple Hill/Tahoe would be offsetting the costs with a toll to help pay for it rather than it all coming from taxpayer dollars
 - California is a state in part because of this area let's not push the burden off to the locals and tourist. Let's develop a vibrant downtown.
 - Stupid! Stop trying to turn our town into San Francisco.
 - In this scenario what happens to the bike and foot bridge at Bedford? Just know it down and now all of us on the north side of 50 have to walk across 4 lanes of traffic from the house we bought because they provide easy foot access to town?
 - If this option is selected, I feel that local traffic should be able to use the toll road, but be exempted from the toll.
 - Don't like the cost right now, not loss of pedestrian over crossings. Also, concerned that all viaduct options will reduce tendency for folks to eat and shop in downtown Placerville
 - "Is this both directions? Truthfully, the main issue is Sunday afternoon, especially during Apple Hill. The eastbound lane addition some years back was a HUGE improvement, even during Apple Hill Season. I don't see the need for an elevated toll element for the eastbound direction, only westbound.
 - There is a potential negative impact to local business, similar to the 49 "Bypass" at Sutter Creek and that area. That would need to be further evaluated. Also, elevated

freeways of any kind will seriously detract from the character of Placerville. Traffic is preferable.

- Michael Frenn
- City Planning Commissioner
- We need to encourage tourism not add tolls for travel. We also should protect the landscape of our small town by not adding a large elevated toll lane.
- What would be the toll cost? How would the toll lane revenue be spent/distributed?
- Where does the money go?
- This would increase traffic noise and ruin the small town feel of downtown Placerville.
- NO! This options splits the city and elevates the noise. This option is a hard no go!! It will ruin the look, feel, and livability of Placerville!
- "I'm not sure the elevated structure would look correct for our small community.
- I also don't think this will alleviate anything. Plus there is concern that any tolls will get hi-jacked into some other pet project rather than keep saved up for maintenance of the toll lanes."
- "Most Northern California Drivers don't have a lot of experience with toll lanes -
- It would seem that capacity would become an issue with toll lanes if they became popular, requiring additional investment to increase capacity.
- If the proposed toll lanes don't experience increased utilization, then the existing lanes will remain impacted, requiring still more analysis, design and construction funding. "
- As someone who lives on Coloma street and uses the Pedestrian Overcrossing often, this option is not viable. How would everyone who lives on the north side of highway 50 walk to Downtown Placerville? Transportation should be making things more bike and walking friendly not less.
- Make it a tunnel instead
- Won't be used much as drivers will have a free alternative.

3. Do you have any other comments or questions about Alternative 3: Elevated Freeway with Frontage Roads?

- I've thought this would be the most viable of options. 37 years ago I thought this should have been done.
- wanted this 30 yeas ago! At age 65 it still might happen in my lifetime
- If we are going to fix this lets do it with the best state of the art design.
- interchanges sound very invasive...it still looks like you are adding lanes. DO NOT GO WIDER. somehow elevation or tunnels has to happen with the projected growth... we still don't know if TRIP TO GREEN / NO RIGHT TURN can manage the current levels
- If we do this, lets do it correctly for the long term vice a band-aid solution that wont be able to handle the growth.
- I think this is the best alternative out of all proposed. Especially since it will still allow access to downtown for those that wish to visit and shop. For those that are just passing through from travel or work they would no longer have to deal with the stop and go of the lights.
- Alternative 3 seems to be the best option out of the 4 offered.

- Although expensive it addresses the biggest problem! Too many vehicles! The longer we wait the more expensive it will get! Traffic is not going to go down so bite the bullet and Do It!
- we really need at least 1 more off/on ramp and parking for merchants
- If we have to choose then this would alternative. We feel a 12 to 15 minute wait on the highway at signals is less inconvenient then the high cost and impact to local residents and businesses during the lengthy construction of the freeway.
- Seems to be the most likely to solve the traffic congestion problem, and have enough capacity for the inevitable increase of traffic over the next 5-20 years.
- This seems like the best solution. No delays, and still allowing access to local roads.
- Terrible idea and waste of money. Not what locals want to see or have in our small town - we aren't a major city and this will attract homeless and trash and businesses will lose money
- It should have been done 30 years ago!
- If constructed, it would need to be on the south side as illustrated. The north side of Highway 50 is residential and would be even more adversely affected by noise and visual blight if a freeway was to be constructed on the north side.
- Freeway speeds mean increased noise for residents. A sound wall is not effective due to the terrain. Expect cost to rise when a residents' coalition throws up legal roadblocks to the project. Ask if you would want to own a house along the proposed route. Unless there is immediate use of the area beneath the freeway, homeless will take it over, resulting in more of the stigma and blight that has killed businesses along upper Broadway.
- Again, elevated level of noise throughout the entire town. I live on Golden Eagle Drive off of Poverty Hill//Bedford and hear the traffic enough already. it would also leave the local highway 50 in the shadow. However I also understand tis might be the best long term solution.
- Just as stupid as #2.
- Most expensive but effective
- This is my favorite since I live on Canal and I would not lose easy access to my house
- It should have been done 30 years ago!
- This seems to be the best option to carry those through Placerville who have no intention of stopping in town. It would change the face/look/feel of town greatly but probably the best option to a layman at first look.
- Elevated roads are noisy, unsightly.
- Will be visually unappealing and ruin the look and feel of a small town.
- I like this option the best however, if option 2 were not toll, I would favor that one.
- Again, could you consider an underground tunnel?
- this one makes the most sense long term in actually making a lasting difference.
- Again, too much money.
- Too intrusive for our historic downtown.

- Elevated roads of any kind will be a visual eyesore for this town. The noise will be unbearable for residents. Sound walls just bounce the sound to another victim. The homeless might love it, though.
- Why don't you leave the freeway on the ground and elevate the road crossings. Maybe there is not enough room for on and off and slopes for the crossings. What about going under the freeway with the crossings? I just can't see elevated road through town. It would be a ugly and messy. San Francisco tore down their elevated freeway on the water front because it was so ugly and in the way. Santa Barbara eliminated the stop lights on 101 but kept the free way flat and went under the freeway with crossings.
- Overkill, as above.
- "Argument against this is that downtown would lose business.
- Who would want to stop and shop or eat after sitting in traffic forever?!?!
- I would just want to get the heck out of the mess and get to my destination."
- So would there still be a signal at Bedford Ave?
- I think this would significantly reduce local revenue from people traveling to Lake Tahoe.
- "Best and most elegant solution, eliminates the traffic light delays on current highway. This is a major U.S. Highway and warrants this type of solution.
- One possible issue is congestion at Spring Street and Canal Street interchanges that will need monitoring."
- The value of my home could drop significantly. I live at the top of a cliff above Main and Spring streets. There would be no more enjoying time on our balcony, etc.
- Here is another thought - how about one or two overpasses - perhaps at Canal and Spring that would route traffic North-South across Hwy 50 for residents to use to get across the freeway without waiting forever for the traffic to trigger the lights.
- It will be hell to live through construction.
- This one would work too. There would have to be a toll fee for use for it to make sense.
- "This is your best option presented. The video didn't really show but would there be any on/off ramps around Bedford, or just at Mosquito?
- If there was a fire this is your best alternative to give people a chance to evacuate safely."
- This would eliminate any future traffic problems which will probably be getting worse each year. The cost is high but if we do now will be well worth it. Also, gets rid of lights!
- Seems to me to be the best alternative
- This option would keep traffic out of Placerville and keep it on the highway with no traffic lights to back up traffic. Would help with Apple Hill traffic which is becoming a big problem. Apple Hill traffic is going to need to be addressed on highway 50 up into Camino. Start by eliminating left hand turn lanes on highway 50. This is the only option that solves the traffic problem going thru Placerville.
- "Can we combine #2 and #3?
- See comments on #2"
- How does this visually impact the town of Placerville? Anything elevated would dominate the landscape. Is this what we want?

- "I think there is no avoiding an elevated structure in the long term if we are to effectively address traffic issues. Alternative 3 results in the least delay and costs no more than Alternative 2. I think this is the best solution to reasonably serve wildfire evacuation needs in our increasingly vulnerable high fire risk communities.
- I don't like that either Alternative 2 or 3 will impact the pedestrian over-crossings, but it seems like the ground level (at-grade) traffic will be much reduced, so it should be safe for pedestrians without this. One reason I like this less than Alternative 2 is that it will involve some freeway interchanges in town, where high speeds and local roads will mix. Alternative 2 seems safer.
- I am not in favor of ANY elevated freeway in this area. It would ruin the Placerville ambiance. Elevated freeways are ugly. Suggestion: make it a true freeway (with no stoplights), and construct overpasses where the current stoplights are located.
- I've said for years this is the only good alternative.
- I was born in Placerville in 1949 will probably die here. My father Wesley Wilkinson was born in Placerville in 1925. I vividly remember when the "freeway" was being planned. The downtown merchants fought hard for street lites. Others with more logic pushed for an elevated FREEWAY with exits to downtown. Fast forward to today seems like "Groundhog Day" As my father said, "just elevate it!!"
- This seems to be the best idea to reduce traffic on local streets
- A freeway through Placerville has been needed for a long time. Traffic is insane many times and it is only going to get worse.
- Can you also include a toll lane option to offset the cost? Let's do this option. It's the best long-term solution.
- At some point Placerville would have to do this eventually, let's just do it now and take care of the current issues as well as future issues.
- Elevated roads lead to blight and increase the chance of undesirable behavior under the structures. All over the world roads like this are taken down because they bring undesirable side effects and have the possibility to come down during a natural disaster.
- We all know this should have been done 40 years ago, but someone with no for site didn't do it
- Best option imo, this infrastructure investment would be a great long term benefit for downtown community as well as eliminating congestion.
- Incorporate opening up (increasing riparian area) creek with a pedestrian/bike friendly thruway. Safer for bikes and promotes a cool possibility for businesses on that section of main street.
- Likely the best and safest long term solution.
- All efforts should be made to maintain a pedestrian-friendly experience at street level. Most elevated highway precedents create a visual wall or barrier between the two sides, though you could argue that the current US 50 configuration already divides the residential neighborhood north of 50 from downtown. If this is done well, it could actually improve/stitch together these two sides of town.
- This is an excellent idea! While driving on I-90 through Wallace, Idaho, we were delighted to see the elevated freeway pass overhead, with streets and parking areas

below the freeway. See his short video we posted: <https://youtu.be/uJL0Dp99VMk>. We easily cruised through the old mining town, shopped at a friendly grocery store, and the cashier said that traffic in town was a major problem until the elevated freeway was put in. Now the tourists can stop by to shop and enjoy the town without having to worry about traffic jams, and the locals are very happy!

- This is a cheaper solution to keep traffic moving without building a bypass.
- Long term solution even tho costly
- First, freeway lights and noise will definitely impact surrounding neighborhoods, which was completely omitted in the presentation. Second, how can the construction costs of four elevated lanes be the same as that of two lanes, as in Alternative #2? Third, again, more than twice the cost to eliminate a 3 minute wait?
- "Seems like a permanent solution. Best solution for eliminating idling vehicles. Looks like it would open up new parking possibilities. I certainly think that the possibility of toll booths, of any kind, is not a good idea.
- I think that the merchants, who should not have a weighted opinion, would be best served by this alternative. Come on--no more mickey mouse solutions.
- Wait for the availability of the money if necessary."
- I was born and raised in Placerville. When the traffic started to get bad when we were kids we all agreed that the only way to permanently fix the traffic on highway 50 was to build a 4 lane freeway with no off ramps directly over the existing highway. The problem has always been that the downtown merchants pretty much run the City of Placerville and they want all the tourists to visit their stores as all the rest of us suffer. This is the ONLY ALTERNATIVE THAT WILL SOLVE THE NIGHTMARE PROBLEM that we especially the ones who live east of the traffic signals have to deal with, especially during Apple Hill season and in the summer. The traffic is so bad now that you can't even move during those times. DEFINITELY DO THIS ONE AND NONE OF THE OTHERS.
- Although Expensive, this is the safest, long-term solution to address traffic congestion well into the future.
- The video was unclear about how long the elevated freeway would be. Sounded like "30 100 feet long." Plus, I want people to see and think about exiting to downtown Placerville rather than "float" over the main exit areas. Too expensive for the effort, too.
- I think the downsides of a few years of construction and high cost just to save a few minutes during the Apple Hill season traffic is not worth it. This highway just got finished a few years ago so why wasn't this an issue then? I also think that the traffic will do some self adjusting after people suffer the wait a few times.
- This allows the traffic to bypass Placerville with no interruption. Either this or Option 2 would eliminate the congestion in the city and along Highway 50.
- Same as with Alternative 2; it's just too much.
- Again, as someone that lives on Coloma street which is only accessible by Spring street, I strongly oppose the level of inconvenience that this will cause to local residents. All local residents should expect the seasonal heavy Sunday traffic, I do not feel that a minor inconvenience such as waiting in traffic should warrant this level of expense while additionally causing more inconvenience for spring and canal street residents.

- An elevated freeway is the solution if done correctly. This is the best of the four alternatives and would be similar to what was done in Reno to alleviate traffic congestion down Virginia Street.
- Will the freeway be two lanes or three each way? It would make the flow a lot nicer because we won't be forced to stop; however, I am concerned about the local traffic because I work off of Spring Street and I would want to make sure access would still be easy.
- A high-speed freeway through the most densely populated part of town would definitely be a detriment with excessive noise, and as with other solutions, only benefits those passing through town, with little gain for those living in town.
- Has Caltrans thought of a fifth alternative such as keeping Highway 50 at its current elevation, while under grounding the 3 feeder roadways (canal, spring, and Bedford). This would eliminate the need for stop lights at these intersections with Hwy 50, thus keeping the flow of traffic moving, and not effectively changing sight lines.
- This gives us the most traffic relief long term.
- "As the homeowner at the intersection of Hwy 50 and Bedford Avenue, I know the traffic situation on Hwy 50 and the city street intersections very well. Even when I'm not driving but in my own home, I'm impacted by the traffic. I chose ""Neutral"" on Alternative 3 because I believe an elevated freeway would probably be the best for our community. But, I doubt that my house could remain with the building of the elevated westbound lanes.
- For all of the alternatives it's difficult to discern how they will affect the homes on the north side of Hwy 50, but especially for the elevated lanes that could be above the mainline or to the north.
- This is the worst alternative of all for the town's longevity. Having seen what other bypass type of situations have done to foothill towns, this option is a death knell for Placerville. Having guests driving by decide to stop in and walk around town, grab a bite to eat all keeps our local businesses in business.
- I think the construction period would be a nightmare, but if the funding could be secured, it would go a long way to improving traffic flow for 2 or 3 decades.
- This one is extremely invasive. It's stated that there would be interchanges at Canal Street and Spring Street, but they are not shown until after the 2 minute mark and I'm pretty sure most of the public did not pick this up that those were on ramps. This plan would not fit without wiping out much of the town on both sides of this proposed plan. Pretty deceitful. The model that was built in the 80's made that situation much more clear. A picture of that model should have been part of this survey.
- This seems like a win-win. Those who wish to pass through Placerville without stopping can do so.
- Those who are local and want to get from Point A to Point B can do so, without being involved in a congested road.
- Those who want to enter or exit the freeway and do so.
- Let's do it right this time, the construction will be a mess to live with, but worth it in the long run!

- Is the answer to solving terrible situation currently happening in
- Our Historic Placerville. Nightmare for locals to even get around and out of town on weekends, etc. Also, very worried
- If locals need to evacuate for fire or other emergencies with current congested traffic. Our town will be trapped like Paradise was!!! This is not the peaceful little town I moved
- to and have known in the past. Our town is a special
- town for its rich history and its peaceful feel. With all the
- Traffic on weekends currently it's a nightmare! "
- "when we moved to Placerville in 1957 the possibility of having an Elevated Freeway with Frontage Roads was being promoted and voted down mainly because the downtown merchants thought that they would lose too much business. Hopefully the merchants are feeling differently now because this problem has gotten too huge. We need the elevated freeway!!!
- The work that you have done to prepare these alternatives is really impressive!
- June Riley Combellack"
- Have always believed this is the solution. The highway through Santa Barbara was just like this before they elevated the lanes (made it a freeway) and all of the east/west roads ran under the freeway (from the town to the beach).
- This is the closest thing to a full bypass, which is the only way to completely solve the congestion problem. This is what should have been done when US50 was originally constructed through/around Placerville. Let's implement the full solution and stop fooling around with partial measures.
- Overdue to fix a problem long in the making. Spend the money for a problem created in the 50's. As a long time resident, would like to move a little more freely to and from Placerville on the weekends and now even during the week. Our transportation taxes (gas, registration, etc.) need to come back to this area and support the local needs. Frustrating to live in a community which is highly impacted by Highway 50 bottleneck. Solve the problem and don't kick the can down the road again with a band-aid fix. What major impact did the third lane East bound have on traffic? Fix it right!
- Most sensible solution , should of been constructed when Placerville ops was constructed , except the downtown merchants was afraid that they would loose business .
- Appears that it could meet current and future needs. Concern would be elevated noise levels with faster driving through town. How are these options to be funded? Bonds, tax increases, state and federal grants? other??
- "I love it as it will eliminate the back up. I hope you also do something to Eliminate noticeably reduce the traffic noise from highway 50 as it really reduces your ability to sit in your backyard and enjoy the noise of the birds chirping. Maybe you could make it enclosed to reduce traffic noise, like the San Francisco tunnel tops Park area .""The tops of two freeway tunnels in San Francisco are on the verge of being transformed.
- Phase one of construction began this week on a 14-acre park that will stretch over the Presidio Parkway tunnels, reforming a connection between Crissy Field and the

Presidio's Main Outpost that was broken when Doyle Drive was built in 1936 to provide a link between central San Francisco and the Golden Gate Bridge.

- Why can't we have a beautiful park on top of a tunnel"
- Should have been done in the first place. "Love it" only if "Tahoe" traffic can conveniently exit/ enter downtown at one exit each way so downtown businesses aren't cut off from the weekend revenue completely. "Like" better than #2 because traffic volume will only get heavier and if there is a wreck on an elevated one lane all heck will break loose. 4 elevated lanes will also aid any evacuation orders to our east out of the forest as temporarily the two east bound lanes can become west bound and speed up the flow of traffic to safety. Residents in town would also benefit by having more non elevated evacuation roads that are not clogged with traffic so they can safely evacuate.
- "This is similar to plan 2. It suffers, at least in the mock video, in having a frontage road for both east and westbound traffic. Main St. needs less non-business traffic (people who just want to get out of town, or need to shop at opposite ends of town, and presently use Hwy. 50 for this purpose). Main St/Broadway needs an alternate route to aid in the movement of traffic, especially to keep our tourists,
- Otherwise this plan is my 2nd choice. It should have the approaches an signage I mentioned in comments re: plan 2.
- I wish this had been done years ago.
- this is my favorite option. If it can be financed this is the way to go!
- I really think this is the best alternative. It seems "clean" in solving most all our problems.
- This is the most comprehensive solution to the problem and should alleviate congestion for the long term. Do it!
- Only way to go. Eliminates anyone that does not want to stop in Placerville to bypass with no problem. Gives locals more freedom to leave their homes on a weekend. If someone wants to stop and explore Placerville, they can. They will also have a less congested environment. Local business will only have people in town that WANT to be there.
- Ultimately, I think this is what's needed - all the other options are simply attempts to get a "good enough" solution without taking this big step.
- Ugly and destroys historic feel to area. Very expensive for trying to solve a problem that exists a few hours a week on a few weeks a year.
- If we want to fix the problem, let's do it right and not a half-way measure. This is the solution that makes the most sense for a permanent fix.
- "it appears to be the best with highway 50 congestion,
- but it would be nice to know how much traffic is moving through Placerville, specifically weekends, holidays and Apple Hill Season."
- These would be only if 4 doesn't work.
- Will take too long.
- "This option would definitely solve the traffic issue, but I feel it may solve it a bit too well. I don't want too many people to skip over Placerville (only those that are willing to pay for that convenience) and have main street suffer monetarily.

- I would also be worried about hooligans trying to jump from the parking structure to the elevated freeway. This proposal, while logical and sound, feels to me- ""too down town sac at the I-5/ 80 split"". What I mean by that is: a but confusing, cold and industrial, may attract transients. I don't like it, it feels to ""big city"" for our small town. "
- The cost is high, however this would be what I believe to be the most effective.
- "Wallace, Idaho has a very similar layout to Placerville: a picturesque frontier-era mining town situated in a narrow valley. They did build the elevated freeway, and I feel it had a detrimental effect on the town. Even though the valley at Wallace is much wider than Placerville, the elevated freeway absolutely dominates the landscape and the traffic noise is very pronounced. It is my understanding the locals despise it.
- I think the elevated freeway through Placerville would seriously degrade the character of our town. I'd rather have the traffic than Alternatives 2 or 3."
- Again, HUGE capital cost estimate for this and I don't think the citizens of Placerville are going to be too happy living the shadow of a huge overpass. That will change the visualization of the community, making it less attractive for people to stop and visit. Why are we catering to the pass through traffic? Don't we want people to spend money in our County? Please do not suggest this option. I seriously implore EDCTC to consider a transit alternative.
- "Costs as much as half-baked alternative 2 but certainly solves the traffic problem.
- As I've suggested in 'letters to the editor' in the past, the old east-bound 50 lanes between Spring and Bedford could be used for east-facing angle parking to serve main street businesses and tourists. Also create a foot path with a few (cement?) picnic tables alongside Hangtown Creek* and a foot-bridge midway to access Main Street.
- Old west-bound 50 should become a two-way street for local traffic.
- *Naturally, all the exposed ugly pipes along Hangtown Creek would have to be altered for enviro-appeal.
- This makes the most sense because it protects cross city traffic, while preventing delays. However, with the incredibly difficult state financial decisions looming, is the \$300M project logical?
- Al though this option is the most expensive, It is the the way to fix traffic in the long future ahead. It would be a permanent way to end the traffic problem."
- Finally bite the bullet that the City fathers avoided in the fifties. Incur the great cost and the construction's logistical problems and solve the traffic issue forever. Also, could this not provide much needed parking spaces under the elevated freeway?
- Perfect solution as long as there is still easy access to downtown Placerville.
- Never an elevated road
- Does the most to fix the problem.
- Locals may feel some negative impact moving to frontage road (lower capacity) if Highway 50, as currently structured, goes away for major elevated highway only.
- The idea is great, I don't know if it was clearly addressed, but if there was frontage access for the local traffic Westbound on 50 between Placerville Dr and Canal Street and Eastbound near Mosquito Rd to allow local traffic to get to Placerville merchants/ residences this is an excellent idea. It has been discussed over the years instead we

have settled with what we have now. The cost may be prohibitive but it would save downtown and the rest of Placerville. We are long time residents with my wife a 5th generation resident

- I feel like it will take away from the feel of downtown Placerville
- This is the best long-term solution. Any other option will not address congestion in the long-term. It's time for a modern solution. If we are talking spending \$150-300m, let's just pay some more and solve the problem once and for all. This will also give the city its street back: the existing street can be narrowed to provide more safety for pedestrians and bicyclists. However, I'm concerned about how much noise this would create for the town. It will eventually also become blight. I'm sure you've concluded already that bypassing the town is not possible, because that would be the best option of all. Also I am surprised that the required right-of-way for each alternative was not shown. That is a very important factor in evaluating alternatives.
- This is the only option that would actually fix the congestion problem. The other options may help the problem some but I think would cause more headache for locals trying to get around. This option does not appear to create more problems for locals.
- I've lived here for almost 50 years and don't like change to my town, but it's time for this. Too many city people flowing through the town mucking it up for us. Get them in and out as quickly as possible.
- "A freeway seems like the only long term solution.
- Should have been done back when it was first planned several decades ago."
- This alternative would negatively impact local businesses, increase noise, and in the long run would encourage unsustainable development in Camino and Pollock Pines.
- This would really improve the traffic flow, I'm just not very excited about the cost, maybe some lost local business.
- I like having stop lights on the US 50. One of the many things that makes the town unique and having large elevated freeways encourages homeless encampments underneath them
- I think, in the short & long term, this is the wisest solution. It'll handle each year's increase of cars and we can always change it to a Toll road later.
- All other solutions have major flaws that will only slightly change the weekend status quo. Let's make Hwy 50 a freeway that will fix the problem and allow traffic to flow smoothly through town.
- This is the best recommendation to address current and future traffic flows
- Expensive, but would work well. I would not be against it if funding could be found. I think this may have a lot of local support. Would need FHWA and State funding...of course. If you can sell the traffic projections well past 30 to 50 years after construction, it would be a very viable alternative.
- Obviously expensive and will be a pain to endure construction with potentially unsightly structures and noisier for the neighborhoods. But once done it will be amazing. Hope that design elements will be closely considered.
- This would provide the best traffic throughput yet ease of navigating Placerville.
- It will ruin the historical look of Placerville.

- As long as you do something about the noise pollution from hwy 50. I live on Colin Rd in Placerville and when we are sitting on our back patio the traffic noise from Hwy 50 is awful
- \$\$\$
- This option has been around for many years. I have always supported an elevated freeway as long as it is paired with the roundabout on Main Street and improvements to throughway surface streets. Otherwise, visitation to the downtown merchant district will be unduly impacted.
- Even though expensive, it will solve all the problems and still provide easy access for EVERYONE including locals.
- This should have been done long ago. Best long term solution because it addresses delays in both directions and separates through traffic from local traffic.
- This not only solves the delay problem, but it gives the city and its residents new freedoms. The space under the freeway could be used for new things like sorely needed parking and maybe sheltered farmers markets and maybe meeting rooms and maybe wild new things we will all love. It could make it much easier for travelers to visit our businesses and restaurants. This is a really good choice. It isn't a ByPass Freeway that takes travelers around our town who then stop using our businesses.
- Let's get started 😊
- "This is the only solution to the traffic problem
- I am a Placerville native and Have watched the traffic problem as it has escalated thru the last 20 years.
- When the third lane was added Eastbound it was another bandaid that has never really resolved any traffic issues.
- You should learn from that project that a third lane is NOT the solution"
- I don't support the frontage Road concept
- This is the only option that makes sense as Folsom and other communities down the hill see continued growth- meaning more traffic to apple hill and tahoe.
- Better than 2 but would be visually ugly
- Best option for the long run. You know its been heading this way for decades, just do it. Its needed and will give us the biggest bang for the buck.
- "This plan is very well done! I have grown up in Placerville and I can clearly understand how all traffic will flow. It appears everywhere is still very accessible.
- Is there a way to utilize the spaces below the elevated road? Recreation centers or city/county storage"
- This just seems ridiculous. Better than the toll lane I'll admit but this feels like something in a big city, while we have lots of traffic that needs a solution I think this is just asking for speeders and will make this area less family and nature friendly with the noise and pollution from cars...I can't imagine home or business owners would appreciate this. As a parent with kids who attend school right off of highway 50 I would not want anything more than extra lanes on the main highway.
- This is my choice. Just make sure it includes pedestrian access from the north into town from underneath. "

- No elevated, ruins the visual effects of the town.
- Besides reducing or eliminating high traffic period backups around the existing three traffic lights this solution has significant ancillary benefits: 1) greatly reducing air pollution from hundreds of idling engines waiting at the lights; 2) eliminating the need to re-align existing highway 49 to deal with the Spring Street/Hwy 50 backup during peak periods, a significant problem for locals who use Spring Street regularly; 3) by using the existing Hwy 50 westbound as a two-way frontage road the current eastbound lanes bordering Hangtown Creek could be used for parking, benefiting downtown merchants. Additionally this enhanced parking could even be envisioned at some future time to permit the elimination of parking on Main Street, enhancing the scenic qualities of historic downtown Placerville. An even more attractive possibility is that this solution would permit the conversion of Main Street into a pedestrian mall complete with sidewalk cafes and shops (this is quite common in Europe as many know.) Alternative #3 is really the only one that addresses ALL of the concerns now posed by those three infamous traffic lights.
- This appears to be the wisest choice with long term solutions!
- I don't believe most tourists want to completely bypass Placerville.
- This is the BEST solution by far. It completely reduces the traffic congestion which is the goal. And there appears to be no unintended consequences of causing traffic issues in town or elsewhere. Yes, it is the most costly, but worth it to do it right. In addition to hwy 50 being a major traffic corridor to Lake Tahoe, there will continue to be population growth in small communities along the way, that will benefit from this project.
- A lot of money to spend on providing better traffic flow for people who do not even live in this County. As a local I can just choose not to drive through town on Sundays.
- The ONLY logical idea! Should have been done years ago!
- I do not support the construction of new major elevated structures. They have a high cost, will have a higher risk in seismic events, will require higher long term maintenance and replacement costs, may reduce tourist visitation to Placerville businesses, and would have a significant negative aesthetic impact.
- The best option.
- Better, but should be longer. Traffic begins to back up at Point view Exit.
- "This is the best idea for all El Dorado County residents. We, the residents, could travel from Missouri Flat area over to Broadway area for our personal and business needs.
- This idea makes the most sense. My only concern with it is that our town has a certain look and feel to it, will this massive structure take away from that? It shouldn't feel like we're down in the bay area or even Sacramento, this is a historical area and that shouldn't be forgotten in the pursuit to move travelers past the town.
- Good for travelers, but tough on business for the town. Need to permit additional signs for Placerville - please yield to their needs if possible. Do not run roughshod over the local community, favoring the Tahoe traffic.
- Why not elevate the frontage roads over the freeway instead?

- This option allows for the best future proofing and would entice people to use hwy50 more, thus increasing access to Placerville and helping the local economy. This is the best option.
- I think this alternative is the best. It will cost more but it looks like it would be the solution for today and in the future.
- Maybe some space for walking and biking beneath. This could be way cooler than Alt 2 for roughly the same the cost.
- Considering future increases in traffic I think this is the solution
- Wouldn't it be cheaper to go with a 3 lane both sides of the free way with overpasses and offramps? this just looks like a jumbled mess planned by a 4 year old who doesn't want to go through the complications of figuring out what land they can possibly attain for the freeway. not to mention one hell of a way to confuse anybody driving through town
- Instead of elevating freeways make it side streets with on ramps and exit ramps to freeways
- Best of both worlds
- Eliminates the pesky stop lights
- Yes! This would finally take care of the issue once and for all!
- "This is the only option that resolves the problem immediately and for the foreseeable future.
- I've been visualizing this as a ""real"" solution for at least 35 years, maybe more. Any of the other alternatives do not solve the problem, they only mitigate the problem to some degree."
- I'm afraid we would lose the small town feel.
- This seems like the best solution to the problem. Where would the tax funding come from to pay for it? If it is statewide taxes I would be on board with it. I wouldn't want locals contributing more than the people from Sacramento and the Bay Area that would be the primary users of it
- This is the best option. Love the possibilities for the plan.
- Stupid. We don't want to live in a town that looks like San Francisco
- This option appears to route the bulk of 4 lanes of freeway traffic directly into my front yard. After a long and loud building project. Are you planning to build nice, sound diverting walls to redirect all the noise and dust away from the homes on Union St? Because the sad chain link fence currently present will ensure my life because a hazardous dust storm of freeway smog.
- "Outside of the expense, I worry about the unanticipated and detrimental impact on local business. Also, elevated freeways of any kind will seriously detract from the character of Placerville. Traffic is preferable.
- Michael Frenn
- City Planning Commissioner "
- Why spend this kind of money for a weekend problem. Why build a large eyesore.
- Same as above. Raised freeways would ruin Placerville aesthetic is extremely costly.

- Any elevated option is a hard no! NO! This options splits the city and elevates the noise. This option is a hard no go!! It will ruin the look, feel, and livability of Placerville!
- I'm not sure the elevated structure would look correct for our small community.
- This will probably generate the best result in circulation improvements, the cost is biggest negative.
- As someone who lives on Coloma street and uses the Pedestrian Overcrossing often, this option is not viable. How would everyone who lives on the north side of highway 50 walk to Downtown Placerville? Transportation should be making things more bike and walking friendly not less.
- There needs to be a toll as in option 2
- Um, earthquakes come to mind.
- This would be the best option.

4. Do you have any other comments or questions about Alternative 4: Super Streets Eliminating Left Turns?

- Not viable with the way the streets run.
- does not eliminate the wait time
- I like it if or Is there an option to eliminate left turns on Sundays and Holidays only?
- NO THIRD LANE.... you need to manage the traffic and limit the growth; trip to green for traffic lights. can we get rid of at least one traffic light altogether RIGHT TURN ONLY onto 50
- "Will NEVER support toll roads in CA after all the rip off taxes that have been squandered!!!
- Elevate Hwy 50, with exits at both ends of town.
- Those who intend to stop will.
- Those who don't will keep going.
- Freeing up the locals to make meetings on time and keep our economy bustling.
- Currently, those who wanted to stop by, but just spent 20+ minutes in backed up traffic and now have to get home, or are so pissed off, will swear that they hate Placerville.
- Whatever you do, it will all be far too late.
- As we have had it with local gridlock and are relocating our business of 30 employees OUT of Placerville.
- If we cannot give a customer a solid answer of when we can be to their place, then it all just fails.
- Thanks California!!!"
- Will there still be pedestrian crossings? And if the traffic lights are still active, would not the traffic still backed up?
- As residents why should we be so inconvenienced just because someone can't wait the 12 to 15 minutes to travel highway 50 through Placerville. This shows locals not being able to even go directly across the hwy from either side. Ridiculous.

- This would maintain the feel of Placerville being a "local spot" on the freeway, but help with traffic significantly. However, I think traffic reduction should take priority over the "local spot" feel.
- I have concerns about how it would impact pedestrian and bicycle usage.
- The two lane u-turn at Center St. / Coloma St. seems like it could cause more accidents. In the video it looks like traffic is still backed up on the freeway for left hand turns and u-turns.
- Way too frustrating for locals all year round. Too much backtracking, turns and alternate routes for an issue we have only a couple months out of the year
- The u turn option will cause more issues
- We don't need a third lane! This shifts the backup to wherever the 3-lane highway becomes a 2-lane highway again. Stop the left turns at Bedford and Spring to prevent the gridlock. There's no backup at Canal.
- Not having right turns available is not acceptable.
- Give up on the whole project. Nobody had the foresight to envision this would be an issue years later because no one in the planning or transportation departments had the capability to do so.
- Living local just means adjusting to new flow.
- I hate this one since I live on Canal Street. There aren't a lot of options to get to my house by backroads and it would add time and inconvenience to my day to day life
- The u turn option will cause more issues
- I hate having to backtrack to get where I want to go. This is my least favorite option.
- Locals would have limited access to freeway westbound.
- Would the right turn only be for weekend traffic only? If so, a better alternative than the others.
- I don't like the idea of having to make u-turns to get back to where you need to go. This would severely impact traffic from canal and spring streets that wish to continue on Hwy 49. or into main street.
- Stopping local access to town to accommodate out of area visitors is not the solution!!!
- If these are our only options, I would go with this.

- what local in their right mind would choose this option having to drive further and wait more just to make a U-Turn to be able to access the street they passed up???
- As my father & Jim Palmer told the city & the county before the lights were installed "In 20 years you will regret it."
- Seems like an annoyance for residents. Why not slightly elevate the freeway and tunnel the cross streets? Or elevate the cross streets and keep the freeway low?
- The U-turns would be a problem and hurt local traffic and businesses. We need to keep the down town Placerville alive.
- "This screws people who live in older parts of Placerville, for what? So skiers can get back to the Bay Area 12 minutes faster?"
- Overall, these problem/solution pairs seem imbalanced.
- Maybe do flex lanes on Sunday afternoons?"
- This sounds like a very inconvenient option for locals, and would only serve for peak tourist times.
- I would say I love it but the right turn only will significantly affect traffic from El Dorado High School and will increase traffic (including young drivers) on other streets to accommodate the necessary U turns.
- Why should local traffic have to take different routes to get through town so visitors can come and go more quickly. All of these suggestions are a BUG NO, makes our quiet city look like LA. And who pays for all of this?
- "Has anyone considered the use of Roundabouts?"
- This would only make the mire even more inconvenient and stressful.
- Because of where my home is located, I would have to drive far out of my way just to get on the freeway to go to the grocery store.
- this would be a waste of money
- "The traffic really backs up with the pedestrians crossing at Canal Street, which will un-sync the traffic signals. This would not alleviate traffic on the freeway or on surface streets (with people trying to avoid freeway traffic). There are enough drivers that make the right turn off of Spring and Canal onto West Bound HWY 50 and they are blind corners, especially Canal. This will just increase the number of people making those turns. I know your little diagrams make them seem like they are pretty straight, but just take a drive and see the line of sight is flawed.
- Having two right hand turn lanes will be a major problem and then you force them to make a right then cut all the way over to the left/fast lane before the next light to make a left or a U turn. That is such a bad idea. And you want people to make U-turn lanes on the highway - are you NUTS?? You would be better off putting a round-a-bout in. I can't believe that someone gets paid to design terrible stuff like this, my 2 year old could do a better - do you have any positions available for her?!?!?"
- Again, similar to one. Not enough
- Don't like the u-turn thing at all.
- Will be a pain for locals

- Why not try this out next weekend with traffic cops and see how it works and if it does really impact the traffic flow westbound?
- Would put a lot of traffic onto city streets that are already in very poor condition.
- Canal street has two schools! It would be a hassle to have to turn right coming from Canal St. for students, parents, and staff along with the residents!
- This would cause major problems. There is a Lot of traffic from the North side - not just those of us who live in the residential areas, but also El Dorado High School and Hwy 49. Lots and Lots of school traffic twice a day 10 months of the year. Please do not do this. Bad Idea.
- This impacts any traffic for the high school or neighboring communities to the either side and then causes greater traffic impacts downstream. U-Turns are never a great default strategy.
- The worst solution because it compromises local traffic and downtown Placerville businesses and does not address the long term need for an elevated structure.
- As with alternative 1, it is a whole lot of money for not much improvement. It seems like this would provide improvements for less than a decade and we'll be back to where we are now.
- Not a reasonable alternative... make people go out of their way and make a U-turn? Not reasonable.
- It's worse than a roundabout. I don't see it as any better. It still includes traffic lights for through traffic
- There needs to be a connecting road between Mosquito Road and Hwy 49 uphill, to provide LOCAL traffic bypass of the downtown and Hwy 50 use. This would benefit all residences in the uphill side of Placerville and possibly be a benefit to the Apple Hill congestion and its annual traffic jams. During the Hwy 50 construction period (2-3 years) it would also be useful.
- Option 1 seems to be the best to start with and if the impact is not enough option 4 can be added later
- I like the reduction of congestion on the surface streets.
- I would rather eliminate the left turns on hwy 50 from Paul Bunyon to the Cedar Grove exit. And visa versa for east bound
- "Better than just the extra lane, but I still think we will outgrow this quickly.
- This will NOT resolve the problem in the long run, compared to an elevated freeway, costing only twice the amount.
- Does not solve the problem.
- Crazy. Too difficult for locals

- All of these projects are a design to fix an event issue. Not a regular issue. I've thought a lot about this over the years and always thought the best solution was just leaving the lights green for freeway traffic during peak times. No left turns, no getting on at Bedford, Spring or Canal. Locals can hit Mosquito or Placerville Drive. Total cost is near \$0 and it would decrease all delays.
- Anything that cause me to make a u-turn on 50 in order to head eastbound, say in the event of an evacuation, is dead on arrival. Ambulances coming from the north side of 50 heading to Marshall will be forced to head eastbound and make a u-turn??
- If you can't do #3 or a no toll three lane elevated flex highway, then this is the next best, but again, by the time it is finished the traffic will be just as bad as it is now. DO ALTERNATIVE #3, IT'S THE ONLY WAY TO PERMANENTLY SOLVE THE PROBLEM. Thank You for asking our opinion.
- Expensive Band-aid for Medium benefit. Doesn't solve Long-term volume issues as area population increases.
- Of all the alternatives, I like this one best. I live off Spring St and it would be a minor hardship to have to go to Placerville Drive in order to turn left. Also, I have another alternative that would get me going that way (Oak Terrace to Hwy 49 to Combella).
- I think the downsides of a few years of construction and high cost just to save a few minutes during the Apple Hill season traffic is not worth it. This highway just got finished a few years ago so why wasn't this an issue then? I also think that the traffic will do some self adjusting after people suffer the wait a few times.
- This penalizes the local traffic year round for a seasonal problem and really doesn't help out at all.
- See above comment for option three.
- Super Streets are definitely not a good solution as this would once again not offer enough relief for future traffic congestion.
- Not being able to turn left is a large inconvenience.
- Eliminating turns on to the 3 streets is a good start, but should simply be eliminated altogether, preferring Placerville Drive and adding an off ramp to the west side of Main St.. The traffic on these roads is far more than should be for densely populated residential neighborhoods. Spring and Coloma Streets have numerous pedestrians, yet Spring near 50 is incredibly hazardous to walk down with large trucks, speeding cars, a very narrow road and a raised sidewalk without guards. It is unsafe to walk with a dog or child from 9-5 on any day, let alone on high traffic weekends.
- The westbound Mosquito road onramp is short and potentially hazardous right now.. People not used to that onramp are a danger to themselves and others, there would definitely be a need for stop signs as increased onramp traffic would back up the Mosquito. To WB 50, at peak traffic now it takes up to 30 seconds per vehicle to turn left onto 50wb
- "I'm having a hard time conceptualizing how local streets would function with this alternative. Because of the traffic El Dorado High and Markham generate, I do know the local streets are not capable of handling any more traffic than they currently carry.

- Also, if this alternative involves major excavation to the north or the south, I think that would be a plan-killer."
- This one is goofy. See comments from Alternative 1. What is that bizarre U turn at Coloma? Since traffic is still stopping on the freeway for the other intersections why not let the cars still turn left from the side streets. I think this option will just make things worse.
- "Still appears that traffic signals would remain. No to that.
- It is a very expensive non-fix."
- Makes it awful for locals.
- Not enough of a solution to the congestion problem for the cost.
- Will not solve today's problem or future problems
- I believe this alternative is not safe with the need for UTurns. It's difficult to enter Hwy 50 from City Hall and if you needed to get from Rt lane to left for a UTurn it could impose some serious issues.
- It is safer to just sit and wait longer to turn with a left arrow than turn right , cross over lanes of traffic and another light change , negotiate a safe U turn after going the opposite direction than you wanted to go so you can proceed in slow traffic to the original light and wait possibly yet again . That punishes the people who live here all the other days of the week.
- This plan is not thought out at all. Bad idea!
- "I do think this will improve the problem created by the signals, and it has a reasonable cost. It creates an inconvenience for local drivers, as Placerville does not have a strong parallel road system.
- not enough and too confusing and frustrating to drivers
- The people of Placerville have been subjected to inconvenience far too long. Even though this helps move the traffic through town, It causes locals additional time to get across the freeway.
- Not a comprehensive fix for the long term. Elevated freeway is. Why fix it twice if you can do it once and have it be a lasting solution. An elevated freeway is inevitable, so why kick the can?
- It is already quite a challenge to navigate the streets in the downtown Placerville area. This solution would only add more frustration for local drivers.
- Feels like an overly expensive compromise that would significantly impair local traffic.
- Better, but will cause a lot of extra use of city streets to get around town. Also to some degree destroys historic feel to area. Still fairly expensive concept for trying to solve a problem that exists a few hours a week on a few weeks a year.
- This needs to be done as soon as possible.
- "Nah, I don't like it.

- I feel Alternative 4 caters traffic wise too much to non locals. I don't like the U-turn lights, I feel it would do more harm than good. The left turn lanes through downtown Placerville are used frequently. I feel this A:4 would be similar to the decisions made in the past for a quick fix right now but then we will turn around and face this same issue down the timeline. "
- "Seems like it would impede local resident traffic and put an undue burden on Placerville resident.
- I think this would likely be the most effective at getting traffic through town, although I'm not sure the modest 2-minute decrease in the westbound wait over Alternative 1 would justify the inconvenience to local traffic from the left-turn restrictions onto Hwy 50. The tourists ought to be able to share a little of the pain. I'm not clear on the nature of the Super Street roadway. The text makes no mention of it being elevated but the accompanying graphic indicates that it is. I am opposed to an elevated roadway.
- Another awful idea for those that live in the City of Placerville. You're again asking the community to change their driving routes to cater to pass through traffic! Why are we catering to pass through traffic?? Come on, lets get into the 21st century and start thinking long-term, big picture. We know that there are only going to be more and more cars on the road. The fix now is not going to be a fix later. The only way to reduce congestion is through transit!! Let's create a robust transit through the County up to South Lake Tahoe!
- Only an elevated 50 can resolve the horrendous traffic issue long-term
- Also known as the "Berlin Wall". The thought that any resident of Placerville and its neighboring communities, would support spending \$200M to effectively cut their city/community in half is insane. Our community comes first!
- These kind of band-aid "solutions" don't work. Just a temporary "fix" that will only lead to future needs for more solutions.
- It creates other problems like awkward navigation.
- U-turns only can be frustrating for locals.
- Refer to comments in ALT #1
- Terrible for locals!
- This just trades delay. Instead of waiting for the light to change, you add time to your trip by having to u-turn and double-back. This also means an increase in VMT. The chosen solution should not increase the difficulty for residents to move about town.
- I would be worried this option would cause main street, which is already crowded and congested to be more of a nightmare to navigate if you needed to make that U turn
- Very inconvenient and potentially dangerous for local drivers trying to go eastbound.
- Looks like this would eliminate even more of the delays, I don't turn left off highway 50 very often, if I did live on that side of town, I might have a different opinion.

- Whereas it would not affect me very much, the people using Canal, Spring and Bedford routes on a regular basis would be greatly affected. Access to the schools on Canal St. would be especially affected.
- You will need to beef up the Mosquito Road and Placerville Drive interchanges a bit to accommodate the increased traffic there, but this could work and cost less money.
- It needs to be easy for locals to get around, but also easy for tourists to exit so they can enjoy our town.
- This solution puts the burden on locals trying to go about the daily business by restricting traffic options in town.
- the additional u turns would only cause more confusion and accidents.
- This seems to be an affordable option with good LOS benefits. I know the right-in, right-out may not be popular with the "locals", but we may have to make sacrifices to be able to afford the project and still gain great LOS options for the all of the public... This option depends on funding availability and reality on Alt 2 and 3. Alt 4 maybe the best solution if Alt 2 and 3 are not available realistically because of funding.
- Too many traffic restrictions esp for locals, and potentially confusing to visitors.
- This is about the best that could be done without an expensive elevated section., but at the expense of easy access to businesses in old Placerville.
- Making u turns to navigate in town is going to cause frustration and potential back ups for locals.
- Messes up local traffic flow.
- "Where does the upstream start of the #3 lane begin? How does this impact the WB on-ramp at Mosquito?"
- Please, don't let driving in Placerville become as frustrating as a San Francisco. Locals still need to drive here. It's not all about accommodating Apple Hill and Tahoe travelers.
- Ridiculous! not at all a long term solution.
- This is still just a band-aid.
- This just makes it worse for our local residents, the people we most want to serve. Do the right thing. Serve our residents with the best possible and make travelers happy with us.
- Another waste of money that would only put more of a burden on local resident
- The congestion is due to the signals in the number of segments
- This would be my second choice if #3 was not approved.
- This will not solve the current problem and will only get worse in the future.
- What a hassle. Worst of all ideas. I see a lot of pissed off tourist and it would end up changing it again to freeway all the way through. Thats whats going to continue to be needed now and 30 years from now. FREEWAY ALL THE WAY THROUGH. PLEASE
- How much will this really reduce traffic? It seems like it will mostly be an inconvenience for residents who would need to backtrack if they are trying to get to town or other

points east. It doesn't eliminate the traffic light intersections. TRAFFIC LIGHTS CAUSE TRAFFIC

- This is definitely my favorite or 2nd favorite to just adding a lane. I think this mainstreams while keeping us a bit more authentic and safe.
- I don't think this would address the problem.
- "Not being able to turn on main roads but continuing on to make u turns crazy. The chances of having accidents are increased.
- Very stupid idea. Fire that engineer. "
- This could even happen during certain periods of time during the day and or week, based on usage.
- This benefits only those traveling through Placerville, and major inconvenience for locals!
- Leave it as it is?
- It would be inconvenient the homeowners or the businesses on the north side of the freeway.
- This will make it too hard for locals on weekdays to get around town.
- Preferable to major new elevated structures, but my concern is the possible confusion for drivers in this new layout. It seems the restrictions on turning may be hard to follow and could inadvertently cause more backups or traffic collisions when drivers are confused or decide not to follow the turn restrictions. This alternative is preferable to 2 and 3, but less desirable than alternative 1.
- Does not solve the traffic light issues.
- Running around in circles creates frustration and excessive delays. Also would cause issues with people trying to navigate with GPS that isn't aware of the restrictions
- Nope, worst idea of them all!
- The left turns should be restricted for safety. Tough but necessary. Same situation for Camino Hills DR.
- What I like is the u-turn idea to get across the freeway. In NJ they are a distinct feature called Jug Handles.
- absolutely not!
- This is too expensive and complicates the issue. It would be a bandaid not a fix. Simplicity on roadways makes them easy to drive and safer. Not a good option.
- I do not like this idea.
- The complications this will create for local traffic is not worth the benefit. I could see how this would negatively affect local property values as well and hurt local tourism.
- Hire a new planning commission. They failed you
- This cuts the city in half with poor connectivity
- Too tight for U turns etc.
- Still not solving the actual issue of the traffic lights!

- This alternative permanently interrupts, and complicates "local" traffic flow even when there are no major seasonal traffic problems. As mentioned above, I don't believe that any version of Alternative #1 to be a short or long term solution.
- Penalizing locals, forcing additional mileage to turn left. Major congestion at U turn locations would then force another construction project. Locals already know not to travel on freeway during weekend travel times and people on their way to Tahoe already expect delays. Don't destroy town for the out of towners who won't be paying anything towards construction anyway.
- "In all alternatives, please consider cameras posted & working to monitor speeds before & after Placerville. Currently, Eastbound US 50 traffic usually speeds up just as driving is completed @ the last of 3 traffic signals, before exit to McDonald's even though it still is posted @ 40 mph, then those whizzing past at > 65 mph just when the posted limit is 55 mph, really causes me concern...
- MY LIFE MATTERS..
- I have never seen radar monitoring on either side of Placerville on US 50. Even though it is posted that it is; I been driving it since Dec. 2018. I usually am driving my elderly parent down the mountain to a physician's appointment & return, again through the 40 mph in Placerville Area.
- Every trip I wish I had the power of radar, camera & tickets for speeders. Often, there are speeding drivers weaving between lanes just to get ahead. I always toot my horn 3 times to hopefully get their attention & slow down.
- The Cal Trans LED board recently stated ""This is not a speedway, it is a highway. Watch your speed."" Oh, those drivers are watching all right, as they continue to speed, faster & more dangerously.
- So, monitoring of speed with tickets dispensed must be included in any approved plan.
- I use my cruise control. Often, others are just using the gas pedal driving uphill & are slowing down to 50 mph or less, making me stop the cruise control function, braking & decreasing my average MPH that I count on, within my fuel costs, monthly. Yes, more fuel is used when accelerating uphill, but stop, drivers, passing onto the left of 2 lanes and not increasing to posted speeds.
- I hope these speeding issues are addressed responsibly at these meetings & patrolling for these dangerous drivers can be actually monitored & consequences dealt with appropriately. Or, maybe the speeds should be 50 mph for everyone & no increase to 65 mph with adequate monitoring & penalties.
- Say: Double fines cost with each subsequent ticket, as many vehicles are the same ones I see, during the week. "
- This alternative has the greatest impact to locals who live along highway 50 with the least resolution of the problem. Additionally in the event of a fire or an emergency where people need to get out quickly this alternative could cause serious problems with adding time to escape routes. For example if there was a fire coming up from the west where I live near the spring street light I would have to try to make my way around on city streets up to mosquito to get out along with all the other locals trying to escape so I really do not think this option should even be considered.

- I would propose the eliminating of left turns only on Sunday's between the hours of 10am and 5pm. I think it would be unwise to completely stop left turns for us locals throughout the week. Or better maybe only open left turns via the stoplights for 1 minute at the top of every hour and at the 30 min mark. For the remaining time have the lights on 50 green and only allowing right turns. We can do better for our locals than the 4 proposals. Come on.
- Not really a close second best. This idea doesn't do what we need it to in my opinion.
- "I love the idea, but because I don't live there or travel those roads. It's ridiculous if you live there or travel
- Those roads "
- This makes my morning drive a hassle living near Pacific Street.
- As in alternative 1, where are you getting the space for this third lane? Are you dynamiting the cliff below my house? Why put these options up with no details of how they would be accomplished or how they impact homes instead of just traffic flow? So, in addition to enduring a long and loud construction project, now I have to go several stoplights out of my way and make a u turn to go left?
- "The traffic challenges are predictable and temporary: Sunday afternoons, exacerbated by Apple Hill traffic. This proposal would inconvenience residents 365 days a year. Further, residents from North County and South County need the left turns onto Hwy 50. Not a good or justifiable solution.
- Michael Frenn
- City Planning Commissioner"
- This seems like a reasonable solution.
- I think it will still be difficult to make a u-turn, and Highway 49 traffic will become seriously impacted.
- This makes it difficult for locals.
- I am concerned that it will look exactly as the three to two lane going east at Bedford. Basically many people waiting to the last minute to cut over, racing from light to get in front of people.
- "seems this option would be one of the least costly, most effective and quickest solutions. It may not be perfect, but it seems the most practical given we need a solution pretty quickly.
- Eliminate ALL traffic controls crossing 50 and utilize underpasses at major arteries allowing traffic to cross under 50."
- The primary consideration in favor of this alternative is cost.
- This would significantly increase local traffic on Middletown/Combella and Clay/Coleman Street for locals who cannot turn left to go home. The increased costs on maintaining these roads on the City should be considered.
- Jug handles work great in other states. I.e. Jersey and Michigan. Use them here
- You screw over anyone wanting to go from the top to the bottom of 50.
- Some improvement, but likely to be rejected by locals.

6. What did you rank as your first choice and why?

- Elevated Freeway with frontage roads has been a thought of mine for 37 years. People would continue in the freeway to their travel destination, and have the option of stopping to shop, eat, or rest in the towns along the way.
- Alternative 3. Eliminates backups but still allows locals to move around town easily without getting caught up in or adding to the congestion
- I ranked #3 as my first choice because it makes the most sense!!!
- #2 - It would provide travelers with a choice
- Alt 3 it is the most effective and long term needed to relieve the traffic problems.
- Least destruction of natural beauty of the area.
- alternative 3 has been and continues to be the ONLY solution. Realizing the use of AVERAGE wait times, so far my real wait time during October 2020 has been 40-45 minutes
- It seems to be the best future solution we are always going to have cars on the road and the area is growing.
- Elevated highway. It makes it easy to pass over town if you're not going into placerville, but also reduces traffic if you do want to go into downtown.
- Alt. 2 is the only one that doesn't widen the highway.
- alt-3 as reduces the most congestion and is best for quality of life in PV. Also less cars sitting around and idling.
- "Alt 3 elevated free road
- The ONLY choice. Period"
- I think doing the elevated freeway is the right way to relieve the congestion issue. It may be to a slight detriment of patronage to businesses but, I believe that if you wanted to go downtown it wouldn't make it an inconvenience and you'd be going there anyway regardless of how the traffic pattern is.
- Would speed my commute
- This has been a problem for 30 years and should have been addressed years ago. If the choices are between something that costs 2x the amount of the worse choice, the benefits last for years.
- Believe it to be the best alternative.
- This makes the most sense with least interruption to local traffic.
- It is the only feasible choice from a list which is poorly thoughtout.
- Makes the most sense
- alternative 1 because it doesn't completely cut off main st from the freeway
- Alternative 1. Because extra lanes to me makes the most sense. We aren't the Bay Area we don't need a fast track lane. If anything we should have a locals only lane.
- Do not like any of them! Disruption for years for a Sunday afternoon of travelers who are slightly inconvenienced by a back-up and rather short time delay. Why not on Sundays adjust the left turn lanes on Bedford, Spring and Canal to NO LEFT TURN lanes "on Sunday between the hours of 11am to 5pm. Cost is minimal and locals could accommodate the one day limited hours inconvenience. Could combine this with Alternative 1.

- Elevated freeway - this would actually fix the problem, and has extra capacity. The others still have delays, so when traffic gets worse and the project is done in 5 years, there will still be a problem.
- #1: least visual impact
- Because it makes the most sense!
- Eliminates delays and still allows local road access. It seems like the most permanent solution.
- elevated freeway with frontage road. I've lived in a city that did this and it was great. in Honolulu from the airport to Waikiki.
- "Most efficient with costs comparable to other alternatives
- Added benefit of increased parking under freeway making a "Main Street Pedestrian only" promenade similar to Charlottesville Va and European cities
- The creek area could become a park and trail"
- Alternative 3 as the others I don't feel would have enough impact.
- Alternative 3 - Elevated freeway will be safer during emergencies and eliminate miles of traffic backups and reduce accidents.
- #3 - best fixes the problems!
- Alternative 1 was my first choice because it makes most sense. For a problem we only have a couple months out of the year, its the cheapest, wont alter the look and feel of Placerville, wont attract homeless problems under the overpasses and trash from people flying through town like we see on 50 now starting at Forni, and wont take away local business and city revenue.
- Avoids elevated roadway. Would be more likely to accept elevated freeway if guaranteed to be built on south side of Highway 50
- Seems like a good compromise for locals and tourists
- Closest to what is needed
- #1: Lowest cost, fastest implementation, lowest noise level to the town and an acceptable amount of time to get thru town.
- I want to allow traffic easy access to downtown so tourist don't fly right by. I grew up in Medford, Oregon where an elevated freeway passed over downtown. Downtown died and on either side of the elevated freeway where there were exits supercenters and other non-local businesses stole all the business.
- Most bang for our buck
- The elevated freeway provides the best access for locals and solves the stoplight issue
- Alternative 3 as the others I don't feel would have enough impact.
- Option 1 because it's the least intrusive. As a local resident, I don't mind the traffic and changing the look and character of our town to save 10 minutes a few times a year is a bad move.
- Alternative 3 seems like the smoothest method to move people through the area.
- Keeps the same small-town feel we currently have.
- "1. let's do it right so we don't have to redo things at a later date.
- #3 because it would do the most to keep traffic moving.

- Number 3, everything else is just a band-aid and this is the only real way to fix this problem for now and the future.
- I like that through traffic can just go above and bypass Placerville. Also, I don't think local should have to pay tolls to reduce impacts by travelers.
- I don't like any of these options and I don't feel the problem is significant enough to warrant spending hundreds of millions of dollars to correct. As a Placerville resident, the traffic sucks, but months or years of construction would be SO. MUCH. WORSE. I really hope this idea can be tabled and revisited (or not) later.
- No elevated roads. Noise increase too. Will look like Los Angeles
- 3 the others are a waste of money when considering prices and results.
- No left turns on 50 for weekends only makes sense.
- Less impact to area and prevent eye soar
- I like the idea of elevated highways in this area though I would have preferred option two without the toll feature. I prefer the length of option 2.
- Elevated freeway. The population is going to continue to grow and we need to think 20, 30, 40 years down the line.
- #1
- Elevated freeway. Giving no room for error for backups.
- "Alternative 1
- I want to keep the small town atmosphere of Placerville and keep access to tourists. "
- Least impact to access town compared to cost.
- I don't like the elevated options at all. This option seems to help the congestion without elevating. Could you consider an underground tunnel? As residence, we are concerned about the noise.
- 3) because it does the most to eliminate traffic problems that plague the area
- Adds more lanes, revenue
- It seems to be the least invasive change to streets and the small town charm of Placerville.
- Alternative 3 because I believe it makes the most long term sense, instead of baby improvements.
- #1. It should have been done when the eastbound lanes were increased to 3.
- Alternative 3 because the people who just want to go home past camino would just take the upper part to by pass traffic going to placerville and apple hill
- I've lived in Pollock for 15 years and now in downtown placerville. Traffic isn't just Apple hill season anymore and it's not just sundays. You still have Thursday/Friday traffic coming up east bound as well You need to address both East and west bound with the forethought of future travel. Let's do it right now instead of revisiting this issue in 5-10 years. I now live within 1/4 mile to the freeway so yes will I notice noise of the increased flow of traffic yes, but I'm willing to accommodate this for the good of traffic. I'm also an owner of a business on Main Street downtown and am not threatened by these measures. Please, we need to make a change. It's time
- "Alternative 3
- Do it correctly the first time."

- Makes the most sense. Keeps traffic moving.
- Super Streets. If we can't tunnel around Placerville this would be the least intrusive to the historic town center.
- Elevated freeway is the only way to go
- The elevated lanes will solve the issue of both Hwy 50 and side road traffic.
- Add third lane. It is least disruptive, cheaper and worked for the east bound lanes.
- Don't slice placerville in half just for people who can afford tolls. Sacramento's raised freeways have dismal spaces underneath them. Also less costly and less future maintenance.
- They are all poor ideas.
- Too long in becoming reality!
- Alternative 3 seems like a long term fix and would allow traffic to flow freely.
- Elevated freeways seem to work in other cities. I realize it would be a longer construction project.
- I ranked alternative three as my first choice, because although it is more expensive, it is the best solution long term.
- Most efficient and safe option for traffic and locals
- Will help but not eliminate the Westbound Lake Tahoe traffic and will not negatively affect downtown tourist revenue
- Alternative 3. Best and most elegant solution, eliminates the traffic light delays on current highway.
- Elevated toll allows this following GPS (hopefully) to take that as their fastest route leaving local roads and 50 clear for locals.
- I rank all as 4
- Adding a 3rd ln. I believe this would be a great baby step our community could get behind to help ease traffic.
- #3 because it is the most reasonable and protects the interest of our Downtown Merchants
- #3 - Looks like it would solve all problems.
- maintains old town' while allowing those that are in a hurry to go through
- It would impact my home the least.
- I don't like any of the options
- I ranked the elevated freeway with frontage roads as number one because I feel it promotes the biggest positive change for local citizens as well as those visiting.
- Simpler
- 4 makes the most sense
- 3-makes more sense
- Elevated Freeway with Frontage Roads - most effective, safe in an evacuation, and realistic choice.
- Do it right the first time. It will handle future traffic increases. This area needs a more aggressive approach.
- Super streets work best for my commute.

- Alt. 3. Reduces congestion to low level
- like to get rid of lights and pay now to eliminate traffic congestion all together
- Simple and makes sense. Affordable.
- Number 3 seems like a better long term answer at nearly the same cost as number 2.
- Eliminates ALL delays and keeps traffic moving
- #1
- Toll lane. Most people are not from this county going to Tahoe. People would pay to not be stuck in traffic eliminating the tax burden on placerville residents.
- Alternative 3. It solves the problem without creating another.
- Cost, it is also the least disruptive to the way things are currently. While the traffic is annoying, most people are prepared and can make arrangements.
- Tolls are the Bomb! People will still go to Tahoe and Apple Hill - it's time they helped us pay for the damage they are doing to all our side roads.
- I like the idea of creating a nonstop route for those who do not need access to downtown Placerville. I love the idea that it would be a Toll Road. It would still encourage traffic and tourism through downtown Placerville and bring in money into the city through the tolls. I feel like this would be the best option and the most long term decision.
- I believe my comments for each option dictate my rank.
- Alternative 3. Seems most like the choice other towns have made with success.
- Alternative 3, because it offers the least delay and is the best long term solution.
- Less money less time to implement
- See comments above
- They are ALL bad, this one was the least.
- "If you do any of the other alternatives it would not eliminate congestion and within a few years you will back to addressing it again.
- Thru Traffic is going to increase in the future so any option addressing the problem other than elevating the freeway would just be a waste.
- I have lived here al of my life(61 yrs) and have experience the problem first hand"
- Alt 4 - super streets. It seemed the most sensible And cost effective.
- Elevated freeway allows for local residence to travel surface streets that we are used to in order to avoid traffic from tourists
- Alternative 3 because it gets through traffic on its way and lets local traffic function normally
- Reduces traffic on local streets. Locals will be able to carry on our lives on the weekends. Most locals don't go out on the weekends because of traffic. Seems to be unfair to your citizens. Also I'm very concerned about an appointment evacuation if we were to have a fire. As stated on the news, the City of Placerville is laid out the same as Paradise.."a big concern! With all the Apple Hill people here during fire season, what would we do? Please consider the people who reside here all year!
- #3 I commute back and forth M - F from Cameron Park to Pollock Pines for work. This option works best for me.
- It's the best long term solution. Not a "band-aid"

- Removing the LEFT turn lanes does not impact the access to down town, since the right turn will lead to underpasses. (Mosquito and Placerville Drive)
- It would be nice to be able to cross the freeway like a normal small town again. Let's just put the freeway above and let it be separate. I think this is the future anyway, let's just do it now.
- Option 1 seems to be the best to start with and if the impact is not enough option 4 can be added later
- Apparent reduction of surface street congestion.
- I don't like the separation caused by elevated roadway.
- Eliminating the lights is the most important thing. They are what are impacting how long it takes to get through town.
- The cost is the lowest as well as keeping the view shed as historic as possible.
- I like the idea of keeping the roads as surface roads - elevated freeways are visually imposing and can contribute to blight. I would like to try alternative 1 to see if it will work, before restricting left and across traffic (#4).
- Greatest reduction in delays
- Economy, tourists pay, allows flexibility
- Elevated freeway will better accommodate future population growth & would help make the downtown area on the N of 50 more walkable to downtown.
- I'm guessing if funds can be found an elevated structure would best deal with future growth. Not sure on duration and impacts of construction.
- Allows for the creation of placerville as a destination and improvement to people living in and around town. Gets people through placerville without having to deal with local traffic.
- I think clear bypass is the best. Having a toll to offset the cost and after payment to use the funds to better the county
- Elevated freeway seems to be safest and best long term solution.
- Least disruptive to current configuration
- Alternative 3 - the Elevated Freeway will HAVE to go in eventually, so why spend huge amounts on short-term alternatives?
- Elevated toll lanes
- 1 makes a lot of sense to Cost Less + 3 blends with a beautiful area we live in much better than any elevated project
- This the best solution and the only one that relieves the traffic pressure.
- "Highway bypass, elevate the highway over placerville
- What highway has stop lights!?!?!?
- I always worry how bad the congestion and grid lock would be if there was ever a fire in the area. You need an elevated highway in case we would ever need to evacuate in a timely manner"
- "I choose 3, it makes the most sense and eliminates the most traffic snarls.
- #3 seems the best solution for keeping traffic moving.
- Good solution long term
- Elevated freeway, go big I guess.

- Alternative 1. Two reasons: 1) The greatest impact on traffic wait time for the least cost. 2) The least impact on noise and light pollution while still preserving local access to both eastbound and westbound 50.
- Alt. 3. As explained above. It's obvious.
- Alternative 3, the only one that will fix the problem long term
- Alternative 3: Although Expensive, this is the safest, long-term solution to address traffic congestion well into the future.
- Would offer some solutions without totally bypassing the opportunity for people to get to downtown Placerville. Less expensive than all but Option 1.
- None. I think the downsides of a few years of construction and high cost just to save a few minutes during the Apple Hill season traffic is not worth it. This highway just got finished a few years ago so why wasn't this an issue then? I also think that the traffic will do some self adjusting after people suffer the wait a few times.
- Seems the better option all around.
- Looking ahead to the future- solves the problem for the longest amount of time. Bypass should have been built around the town originally.
- "It just seemed the least radical solution. It's not perfect, but we don't always need perfect.
- I only ranked one because the three others are incredibly unappealing options.
- A3 as it eliminates the traffic lights. The very lights at the root of the issue. It's time to move forward and have a straight shot through Placerville.
- "Alternative 3, Elevated Freeway with Frontage Roads. An elevated freeway is the solution if done correctly. This is the best of the four alternatives and would be similar to what was done in Reno to alleviate traffic congestion down Virginia Street. "
- The addition of a third Westbound lane is the option I chose first because it seems like it would relieve the most traffic and still maintain the accessibility needed.
- I think there could be a simple remedy to the problem without as much construction being proposed.
- Alternative 3 is estimated to solve the congestion best. I figure that by the time any project is completed, traffic will be worse than predicted.
- Alternative 3, because it eliminates the stop lights, as the bottle neck.
- #3 elevated freeway, provides the best reduction in delays
- Elevated freeway makes the most sense and should be supported and funded by CalTrans.
- Third WB lane, this will keep traffic on the highway and not gridlock Broadway and Main st.. Your video is inaccurate, backups start east of Schnell School
- Elevated Toll Lanes. Seems that construction would be less disruptive and tolls would help pay for it. But, any elevated lanes are problematic to me. Please see comments for Alternative #3.
- Elevated freeway eliminates delays and is safer for through vehicle traffic
- Seems like the best chance to get something done . Probably quicker , least expensive
- It makes the most fiscal sense and is the most practical way to move traffic while keeping our town alive with tourism dollars.

- Elevated freeway with frontage roads
- Elevated freeway. Directs all traffic to/from SLT and leaves local traffic separate and thus hopefully peaceful.
- Elevated version. As I understand this alternative, it would have the least amount of excavation and destruction as well disturb the existing residential streets the least.
- They are all awful and will destroy what makes Placerville special. Fix the lights. If you build a bigger system more people will come up and then you are back to square one.
- "It is a win-win for both those passing through town AND locals who need to move about the city.
- I also like the idea of less interaction between the 2 groups."
- Alternative 3
- The least disruptive!!
- "Alternative 3. Most efficient way through Placerville with off ramps for visitor to come into town but allow me those
- going to aTahoe & Sierras to get through. Also go north on opposite direction."
- Toll lane as it give people the choice of a fast bypass of the the pervious route.
- think it's the best solution to an ongoing problem
- Elevated Freeway - does the most for congestion. The congestion is only going to get worse over time. Bite the bullet and spend the \$\$ now, don't nickel & dime a solution
- Alternative 3. This is the closest thing to a full bypass, which is the only way to completely solve the congestion problem. This is what should have been done when US50 was originally constructed through/around Placerville. Let's implement the full solution and stop fooling around with partial measures.
- Alt 3 - Fixes the problem
- Most logical solution for long term and lower volume of congestion
- It makes the most sense as a freeway. Anyone who wants to go downtown is still able to easily.
- Least intrusive of the alternatives. Locals will quickly adapt. Doesn't put monstrous structures overhead.
- Has best long term solution. Provides local traffic with options to get around town. Concern would be increased noise level for local neighborhoods with faster toll lane driving.
- #1 Makes sense
- It will be used
- Best for the handling of growing future traffic and evacuation safety.
- Using my corrections to the plan it helps everyone. I don't like the cost, but it is the best for all.
- elevate freeway. toll lanes are a bad idea for the area and do not provide the ease of passage
- It solves all of the problems
- seems like the elevated freeway is what was always needed all along. Will solve the problem for years to come.

- Option 3, elevated freeway. It seems like the best solution, if you want to just pass through there's no stoplights but otherwise the side streets are the same. It also might make that street underneath more pedestrian friendly.
- 4 - - explanation previously expressed.
- Elevated freeway will absolutely end congestion. Other options only partially alleviate it and in the long term will just end up in continued traffic.
- won't add congestion to side streets
- Makes most sense to eliminate traffic on both directions
- Only way to go. Eliminates anyone that does not want to stop in Placerville to bypass with no problem. Gives locals more freedom to leave their homes on a weekend. If someone wants to stop and explore Placerville, they can. They will also have a less congested environment. Local business will only have people in town that WANT to be there.
- Having an elevated freeway has worked in other communities such as Vallejo.
- It makes the trip simpler and gets rid of delays.
- I think it's the best long term solution
- "My 1st choice is to better utilize and synchnoise traffic signals during problem hours with longer east/west run times for Hwy 50.
- Of the items list above Alt 1 because it has least impact to historic feel to town and is at a lower cost too."
- #3 fixes the problem permanently
- It makes the most sense and is what most locals I know have talked about and wanted for years. It seems to reduce traffic problems the most.
- "1. Would generate revenue for City Of Placerville and would be a long term solution.
- 2. Temp solution."
- Alternative #3 - I'm local and I don't want side roads becoming more congested.
- #3, which is the best long-term solution.
- Alt 3, it reduces congestion to the lowest level
- Alternative 3 bc its the most effective solution to the problem.
- Less cost and less time.
- 4. Because of cost and less construction. We have easy access to freeway by other routes.
- Super streets. Easily and quickly doable.
- Having lived her and dealt with the traffic from tourists who are passing through for many years - I like the bypass idea. I do not think it would reduce our downtown traffic, but only bring those wishing to come and spend \$. We are a destination spot and I think people usually know whether they want to swing in to downtown or not. I really like the idea of tolls for those passing through as well.
- I want A1 and A2. The elevated toll lanes Would lessen traffic going through Placerville on peak days and also enable people to easily get off 50 and visit downtown Placerville.
- Most logical and future-oriented. The key is to remove all stop lights.
- Most effective.

- Alternative 1. Just add a lane. It reduces the traffic but is the lowest in cost. Since traffic is seasonal it seems the most prudent decision.
- Alternative 3 is the most logical and consistent with existing California freeways. The freeway would be similar to I80 around Auburn. Additionally, freeway construction costs are largely the responsibility of the state and not localities as is the maintenance of the freeway system.
- Alternative 1 seems like a cost-effective first cut at solving the problem. It appears to me that Alternative 4 (assuming no elevated roadway required) could always be added to Alternative 1 later if it proved inadequate.
- Honestly, I think all of these options are terrible. I ranked them based on the cost because that is a lot of money to fix a small problem.
- "Alternative 3 (with my proposed modification above to enhance tourism downtown. More parking and easy access.)
- Alt. 3 eliminates delays and reduces congestion. Tourists more likely to visit Placerville and even return!"
- It solves any need to stop at a traffic light while proceeding through Placerville!
- N/A
- Elevated Freeway. This provides the best improvement in traffic flow in both directions.
- #3 As explained previously in my comments
- Elevated freeway because 99.9 percent of the time people need to get beyond downtown with no need to stop. Would also reduce accidents.
- #3, seems the best
- Alternative 3 : It would solve the delay problem for those traveling through, and people going to downtown would also have a lot less traffic to deal with.
- Least invasive, impact to visual feel of the area.
- I chose alternative 3 as my first choice because it does the most to eliminate all of the problems.
- Elevated freeway. Get people through placerville and quit clogging up side streets with people thinking its faster. This should have been done in the 90s when it was proposed.
- Alternative 1 Please read my remarks in Alternate #1
- Alternative #1 The cost is high but the money spent on the other projects has been high with very little return. HWY 50 Eastbound on Sunday goes to Schnell School. As a police officer with Placerville I remember breaking up fights on Coloma Rd Off Ramp between road rage skiers and Apple Hill goers.
- Charge the Bay Area and sac people!
- This gives the best of both worlds. Locals can use the frontage roads and go where we need and tourists can continue on the freeway that they are accustomed to. Placerville is an amazing little town and people know it and will still shop and eat there. But those just driving through adding to the traffic and be on their way
- 3 we dont need the traffic. If people want to stop and shop or eat in town they can get off the freeway. The way it is now they get off and try to shortcut thru town which causes backups on streets

- Alternative 3. Any option that eliminates the stop lights is the best option. If you're going to spend the money to do something, might as well do it right and future proof it.
- See comments above
- Alternative 3 - it solves the problem without making normal travel around town more difficult for locals
- elevated highway, but make it go past schnell school rd
- Best permanent fix.
- Keeping freeway speeds constant is critical to easing congestion, only a highway with on/off ramps accomplishes this.
- Freeway, seems like a reasonable long term solution.
- Alt 1. Sufficiently accomplishes the traffic objectives without negatively impacting the local community.
- Elevated Toll: As long as I have free access to my customers, then the tourists can make a decision to what they want to use.
- Least expensive while addressing the problem
- alternative 2 because it provides an annual income and provides a thoroughfare for people who aren't looking to stop in downtown proper.
- See comment on specific alternative
- Alternative 3 would completely eliminate the backups through Placerville.
- "#1 will take a bit of getting used to, but will work and cost less.
- #4 won't work,
- #2 I'm opposed to paying a toll period
- #3 was the original plan when the freeway was built, but some locals had it changed to support local businesses. It will work, but be costly.
- Elevated freeway. Allows those who want to not stop to continue. Also allows those who want to go into Placerville to also do so.
- If you're going to eliminate the backup, do it right this time. This should have been done on the last makeover. It would have been cheaper then. Don't push it off again.
- Eliminates delays!
- Seems like the easiest idea for many reasons. Construction time, cost, ease of use, disruption, etc.
- Elevated Freeway is the only true solution to allow traffic to flow smoothly past town. All others only partially fix the problem during certain conditions.
- Elevated freeway, makes the most sense and eliminates all delays
- Pure LOS benefit for the long term..... Alt. 2 maybe a better B/C ratio..... ????
- Best long term solution and also improving local traffic options.
- alt 4 because it is the easiest and less expensive
- #3 is the best solution as it solves the throughput issue without compromising navigability.
- More complete solution. Should have been done years ago
- I think this provides for tourists to bypass the local traffic without impacting local residents.

- Elevated works best
- Decrease local road traffic. Local roads often backed-up be "traffic skippers", and does not result in an influx of economical gain, just people looking for quick outs. Which in turn deters locals and travellers from stopping downtown or heading into town to for lunch/dinner/shopping etc.
- Alternative 3. I feel this would be the best alternative for locals passing through
- Helps keep the character of the town
- Alternative 3 is how the Highway should have been constructed in the first place. Also we need to be planning for future traffic impacts and not for what will get us by now.
- Seems to offer the least congestion.
- Alternative 3, this option would remove the traffic backup which happens every weekend. I have to take back roads if I want to go to Placerville on weekends, and the traffic on side streets is horrible.
- The freeway by passing the City of Coverdale and Willits in Sonoma County is fantastic
- The #3 lane and restrictions in travel may motivate the tourists from using the local roads as a way to avoid the highway backups. U-turning is a pain and the tourists with the recreational vehicles/equipment will likely stay on U.S. 50.
- Alternative 3 is a solution that will have the longest mitigation period before requiring new fixes. All the others will be obsolete in 10 years.
- Solves all the problems.
- Best bang for the buck!
- You wouldn't have to deal with the traffic lights & could easily go thru Placerville
- Those who have no intention or interest in stopping can move right through.
- Pretty of entry at Missouri flat charging all tourists to go through town.
- Alternative 3 seems to be the most efficient and long-term solution.
- #3 serves both our residents and the travelers with the best.
- #3 , seems to be better suited for our future
- #3 would completely eliminate the problem now and also in the years to come
- This illuminates the signals it still provides for the access locally for visitors and residents
- #3 it is a freeway, get rid of the traffic lights
- I think the elevated freeway is the best choice for travellers and locals.
- We need to be able to move the most volume possible. I don't think is should be a toll road because locals will end up paying most of those tolls.
- Elevated Freeway. It is the obvious choice to ease up traffic. Especially during Apple Gill season.
- Alt 1, cost and ease of construction
- Elevated freeway and frontage roads. Because its the best long term solution. We need to do this so we don't have to do it in 15byears. Its heading that way. So do it now.
- Elevated freeway. This should have been done decades ago.
- Super streets because as someone who drives from Shingle Springs to Schnell School everyday and husband drive from to Broadway, I feel this is the safest for our community while helping with our obvious traffic issue.

- Elevated freeway. Let's through traffic continue without impeding local traffic.
- Directly addresses the issue.
- Something that should have been done years ago.
- "Alt. #3. Because it will solve the problem best over the long haul. Otherwise we will be back trying to solve it later.
- #4. Confusing and frustrating. "
- Elevated Freeway with frontage. This makes the most logical sense. We need to prepare for more traffic as more and more houses are being built in the county below us.
- Best solution, two elevated lanes are safer than one. Good north/south access for locals.
- We've needed an elevated freeway for years. Making a premium lane to get through traffic or constricting local Placerville traffic seems like solutions that create new problems.
- 1. It is the lesser of the evils. Less obtrusive to the area.
- See my comments above.
- It makes sense...I thought you would have done this the last time.
- Freeway eliminates all issues.
- Alternative 1 appears to be the least disruptive
- Bypasses all lights so no traffic at all
- seems to be the least intrusive of the options for local residents
- It's a faster solution, and the final product would not impact sound since it's street level, and it would look better.
- Alt 3 has best long term solutions for both locals and tourists!
- Perfect solution and could be improved by smartly modifying the times at which the rules are applied. I.e. not during non-peak events.
- Elevated toll lanes; the project can be self funded and reduce the number of people using it for cruising
- This is the BEST solution by far. It completely reduces the traffic congestion which is the goal.
- I picked option one The other options are too expensive to try to solve a seasonal weekend problem
- Alternative 3...this is the only plan that will reduce congestion. The other plans are only Bandaid fixes.
- Alt 1 is preferable as the option with the lowest cost and fewest negative impacts and risks.
- Elevated freeway with frontage road would have lesser impact on downtown business
- Highway traffic should not be combining with local street traffic the way it does. Further separating the 2 is the most logical fix.
- Alt 3. Though this ultimately could impact downtown business it's time to get rid of the stoplights on Hwy 50.
- Eliminates the traffic lights for through traffic.
- makes the most sense in being similar to traffic flows in other areas
- Lowers congestion and those going into town still can exit.

- Build an overpass. Take Tahoe traffic off our local streets.
- 3—to free up local traffic and let out of town traffic speed through. No tolls for locals with choice 3.
- Elevated freeway, I think it is the best option
- Elevated freeway gives the locals the option of going to town or staying on the freeway when navigating through our community. It will also cut down The Weeknd traffic Our Town experiences. It's all around, more convenient for the locals that travel this Highway for work and everyday life.
- Alternative 3
- Alternative 3. It seems like something that should have been done a long time ago.
- safety first, cost and convenience also impt
- #3 to completely eliminate thru traffic from local roads.
- This ranking provides the best end result to the roadway users and creates a real asset to the community.
- Alternative 3 - we need to fix this the right way, for the long term - this alternative does that.
- Alternative 3, it eliminates delays and congestion and will improve our county for the future.
- Having lived in other tourist heavy traffic areas, the issues caused by home bound Tahoe traffic are not unreasonable. I am concerned that more invasive options (2&3) would forever harm the feel of Placerville.
- Tolls make jams too. I think you need something elevated with no stops
- Less visually disruptive to downtown. Best value.
- This would provide the best long term results and allow for the opportunity to add improvements in walking and biking for locals.
- Elevated Freeway. It would completely solve the problem.
- Fastest and safest
- Reduces congestion and creates income stream.
- Turn of 3 long-term solution
- Alt. 3 provides the most safety and efficiency of travel without restricting it which is what toll roads will inevitably do, and then you'll have 2x less useful roads as compared to one that is useful for everyone.
- I also live in SO CA with multiple toll roads, spend over \$300 per month
- Cheaper. Less confusion on traffic flows. Creates pedestrian overpasses for the remaining crossing streets.
- Elevated Freeway with Frontage roads. This is the solution for all stakeholders and has a view to future growth.
- I like the idea of another lane, plus it seems like the most cost effective option.
- make it easier for locals
- Freeway elevated #3 option
- None there are far better solutions to this problem. each of the solutions listed looks like it would just destroy the uniqueness of placerville and turn it into a town you just want to pass through because the free way is a scattered mess

- Alt 3. Best flow. Great for daily commuting.
- Super streets. Seems like the smartest way to deal with the problem.
- Placerville really needs a complete by-pass - and this is the closest to a by-pass.
- No lights, traffic keeps moving.
- Freeway #3. Larger investment but would take care of issue for a longer period of time. Better investment
- Two through lanes although the pricier of the options really handles the problem head on and I believe superior to the elevated toll lane for the longevity of the solution.
- 3- because it solves ALL of the congestion problems
- Solves the problems the best
- Alternative 3 is my first choice! It would solve the traffic backup once and for all!! Let's do it right the first time!
- Alternative #3 as outlined above.
- Super streets
- Cheapest and least disruptive. Considering improvements only benefit Tahoe traffic two days a week during two seasons!
- It's what I see work through small towns across America in my over 50 years of driving cross-country.
- "If you look at the Golden Gate Bridge, they use an extra lane during traffic hour to provide the extra space in the direction required, north at night, south in the morning.
- Potential to use a third lane going east on Friday, then the mornings of busy season, and then west on Sunday and evening of the busy season, would be an excellent idea. "
- Frontage road
- seems like the best solution to eliminating delays and congestion on city streets with the least impact to locals.
- Least work to the road and completely making Placerville a headache for many years.
- Alternative 3. Moves traffic and allows us to develop a vibrant downtown area that gets people in and out.
- We don't want to hurt downtown small businesses.
- Alternative 1 because it seems to fix the biggest problem for the least money
- We really don't need more overpasses and elevated roads to look like a city. Will lose it's quaint feel. Another land should have been added in 1989
- It seems reasonable but shouldn't we simply remove the lights and create a few on/off ramps for main street?
- It should have been done 30 years ago just like Auburn.
- These choices are no choices at all without any information on the impact they would have on my home. As things stand, they could all be equally terrible. I would appreciate much more information.
- I feel like this option is the most effective with the least impact to aesthetics or cost impact to the local community.
- 3, makes sense
- Less change to the downtown aesthetic. Keeps the pedestrian overcrossings and encourages folks to stop and shop downtown.

- Proven success with the eastbound lane added years ago.
- Alt. 1. Cost. Before investing more do this. Traffic on weekends in certain seasons is not that big of a deal. This could improve it and leave us more money to repair roads.
- "#3 maintains existing access and eliminates freeway traffic that does not want to stop in Placerville.
- Prefer least amount of congestion and ability to access businesses easily still.
- Seems least impacting to existing Placerville aesthetic and less costly.
- The stop lights are what back up traffic, if tourists are going to stop they will stop! We don't need the stop lights to remind them. They are awful.
- None of these options is very good. What you need to do is route through traffic under the current freeway! Drivers would have the option to go into Placerville or head under the freeway coming our somewhere near Mosquito road.
- First, Alt 1 will have the least amount of effect on the visual environment of the town. Tower roads over existing roads will destroy the visual appeal of Placerville, turning it into an urban metro feel. The traffic issue as a whole is largely captured on the weekends, which means the effectiveness of a raised toll road is only applicable during those weekend peak times. The rest of the time the raised toll roads would just be an eyesore for the community. Second, a third westbound lane is an obvious ideal choice. It comes with eminent domain and engineering challenges on the north side of the westbound lanes, but overall should aid with reducing volume during peak times. I do believe that having right turn only on weekends on the three lighted intersections would be ideal, but doing so on a weekend only basis while resuming natural turning options during the week will prove to be difficult to manage without doing so permanently. Given that most weekend traffic are not usually EDC locals, it is fair to assume that visitors may find the right turn only strategy difficult to understand how to get going in the direction they want to (east or west bound 50). In my novice opinion, I believe the problem lies with the three stop lights. I would assume this fact is unanimously evident. A west bound lane and lengthened green lights through town should ease traffic volume, but it will not eliminate it. I am not sure who did the survey but I can tell you that in warm months, particularly on Sunday, the traffic is backed up all the way to Point View exit. I have to take surface streets to get passed town to Placerville rd to try to avoid it. Maybe there is a possible 5th option of regulating westbound traffic flow at less impactful locations such as between Placerville and Camino where the impact could be lessened and possibly prolonged along the city corridor.
- Alternative 1. Least inconvenient to locals. Less visual oddity compared to raised freeway.
- Standard in the industry
- #4 would ensure that Placerville doesn't simply become a town drivers see wizzing by at 65mph. It would retain some tranquility while allowing thru-traffic to flow easily
- It eliminates all the delays and costs the same as Alt 3. Alt 3 will cause its own delays for toll.
- The biggest impact on improving circulation - for both the short and long term.

- Alternative 1 is the only option that allows me to get to me home easily by turning left on Spring and use the pedestrian overpass on Coloma Street that I love.
- Why pay extra for something that should be free.
- Best choice to eliminate delays / provide emergency access
- Because eliminated stop lights helps eliminate the back up that is caused
- Most effective
- No tolls, eliminates the stop light signals. I purposely avoid Placerville and travel through Placerville on all weekend days (not only Sunday) because of the delays caused by the lights. Alternative 1 and 4 don't mitigate that issue substantially.
- Best long term improvement.

7. Which alternative did you eliminate and why?

- Ridiculous, and expensive. We've already paid for the roads through our taxes. It would be double taxation.
- Alternative 4. Causes locals to have to make a u turn just to get onto the freeway towards sacramento. That would add to traffic and frustration
- I don't like the idea of toll lanes.....our traffic is enough of a mess already!
- #1 - It seems like a temporary fix and an additional construction would need to happen in the future. It also has the least impact on the issue.
- Alt. 2? We shouldn't impose fee for usage.
- It would lift the noise level to where it would be heard through main street and really really ugly!!!
- eliminated 1,2, and 4. Tired of compromised fixes that just do not work.
- One lane each way is not enough. Or I do not understand toll roads.
- I don't like any of the ideas. WAY too much money that WE would have to pay for, and those who are causing the problem aren't paying ANY of it. How about you give ALL local residents a sticker for each car, and charge the out of town visitors a toll to go through town in ONE dedicated lane (left lane) with cameras, in case people decide they want to try to cheat the system, which will result in a LARGE fine? Charge each one \$20 each way --- and hopefully, they'll get the message we don't want them here. The money earned can be put aside to pay for an alternate route to be planned in the future, and pre paid by those people who are causing the problem. Don't charge the tax papers who live here and aren't the problem - charge those who ARE the problem. For ONCE, do the right thing and make sure that those who cause the problem PAY for the solution.
- "DO NOT WIDEN the highway. PERIOD. private property, more traffic closer to more homes, etc. THIS BUILDS INTO HISTORIC DISTRICTS! Stop it now.
- Provides the less improvement in congestion and increases traffic going EB.
- "Take any proposed toll road and shove it up your tax wasting ass.
- Better yet, let us do it to you."
- People are not going to willfully pay a toll when they can skirt around it and being so one who commutes daily from west to east for work I don't want to pay a toll to go to work everyday.

- It wouldn't solve the problem but costs half the amount of the real solution. Waste of money. Leave it alone or do the elevated freeway, not put in a non solution that costs so much money any.
- See my comments above.
- If you are going to elevate, you might as well elevate the whole thing. As a resident I don't want to pay a toll fee every day to get to my home because tourist are clogging up the road heading to Tahoe or Apple Hill. If you did a toll lane local residents should have some sort of pass like Fasttrak with no fees.
- This is a historical gold rush town.
- Toll roads not good PR got our county!
- Please refer to comments after each option.
- Third Westbound Lane - it only somewhat improves things and still costs a huge amount. The cost-benefit is not there when the other options are double the cost or less but improve congestion significantly better.
- Too complex and visually obstructive
- That would eliminate traffic but also not be good for the community . We need the business downtown!
- #1, too much trouble with congestion remaining high
- Alternative 4 (and 1 also). These will not eliminate the traffic problem, and the elevated freeway will have to be built eventually, so now is the time to do it!
- #4 - doesn't attempt to fix the problem as well as the others.
- Alternative 2 and 4 because these options just aren't what locals want as the look and feel of the town. We are a small town not a major city. These options are way too expensive, they will attract trash and homeless people, they will take away revenue from local businesses and the city because visitors are less likely to stop in town and spend money. There's the noise factor and no one will pay tolls to get through town faster.
- Third west bound Lane will be just another bottleneck
- Doesn't improve the situation enough
- Alternative 4. Seems like locals would be upset or feel more impacted than tourists. It does seem to offer similar results as option 2 though for less money.
- All the problems of elevated freeway and likely to cause neglect of free highway.
- Not having right hand turns is unacceptable for locals, fire and emergency vehicles.
- I grew up in Medford, Oregon where an elevated freeway passed over downtown. Downtown died and on either side of the elevated freeway where there were exits supercenters and other non-local businesses stole all the business. I love our downtown and want it to thrive.
- Minimum effort and cost produce minimum results. Not worth the time or money; band aid options aren't what we need
- It limits the access to my house
- It would be ugly and noisy for residents and Main Street shopping/dining.
- Alt. 1 creates a bottleneck and adds more driver frustration which leads to more road rage.

- Third west bound Lane will be just another bottleneck
- Takes away the friendly small-town feel we have now.
- #4 I don't like being corralled into 1 way traffic. Those would be congested with people trying to get to the uturn making it difficult and frustrating to get to the east end of town
- "Number 1.
- It's the same thing that was done already and did not make much of a difference. Too much money for very little return."
- I eliminated all of them. I don't think the problem of traffic is so bad (on a daily basis) that it warrants totally changing the landscape of downtown Placerville and, as someone who lives near the freeway, I certainly DON'T want months or years of construction in my ears. The traffic is only bad on weekends and holidays. It's not so devastating that we need to spend hundreds of millions of dollars to fix it.
- I don't think it's a good idea for people to have to U turn. The model traffic looks messy.
- No Toll Roads! Noise increase. Will look terrible like Los Angeles.
- 124 are all bandaids at best. Will still result in growing traffic issues moving forward. If 3 does not happen now it will in 10 or 20 years. We already dumped money into 3rd eastbound lane and traffic went past missouri flat a few weekend ago. Spending 200+ million now just to spend 350+ later is a waste.
- Seems to be the biggest
- I really think that the u-turn options and eliminating the contiguous nature of hi way 49 is a non-starter for me.
- This will in no way, help traffic. As someone whose stuck in that traffic daily, this will not help at all.
- It will impact locals and make getting around on the freeway more difficult than it already is. Travelers will be more inclined to use backroads
- Cumbersome alternative for local traffic.
- 3. I do not want traffic speeding through our town.
- Need to have at least some left hand access. The hospital is on the left, as are most services.
- What about the downtown shops and businesses on Main Street? They would be adversely affected.
- 1) Doesn't help enough and does nothing for future increases in traffic
- I eliminated alternative #3 because it would look too invasive in a small town
- requiring motorists to drive further, and to make a U-Turn just to get somewhere that is a relatively short distance.
- Toll roads are a pain. Only allowing right turns to u turn will create angry drivers and heavy traffic on city streets as people find all the back roads to avoid the u turn option.
- This doesn't make sense. Living in Placerville and having the high school up canal street and hwy 49 I believe you will be just adding congestion to other areas.
- "Alternative 4, not a cure
- This would only minimally help issue with traffic.

- The height of the road against our historic downtown, plus the noise of an elevated road with vehicles at freeway speeds is the most intrusive.
- Too much concrete and cost for weekend travelers.
- Super Streets - worst idea. Even worse than Toll.
- Superstreets, number 4. I think it'll help through traffic get to their destination faster and allow local traffic to move easier without the congestion.
- Not interested in paying a toll.
- The elevated road is ugly, noisy, messy and costs more. If you are going to elevate then do the entire freeway.
- See reasons above.
- I'm not a fan of toll lanes. We all pay a huge amount in road taxes already. We need to use that money to improve our roads so they benefit all of us not just the elite that can afford another use tax
- Because people who don't want to pay the toll would or could still drive thru town on the regular part of 50. It may get not eliminate traffic.
- I eliminated alternative for because not only is it not good long-term, it is bad for local residents.
- This idea of paying for convenience is not in the mind set of how People from El Dorado County think, and is a Bay Area mind set. It would not be received well.
- It is a very short toll road that will hurt local tourism and revenue
- I don't want to pay to drive on a road that my tax dollars paid for.
- U.S. 50 major U.S. highway. Should not be a toll road anywhere along its reach.
- I chose none of these. I think you should consider Roundabouts.
- All
- Super street. I feel like this alternative is a punishment for locals in hopes of relieving congestion caused by out of town travelers.
- This would be a "Hot Mess!"
- None - they all would solve parts of the problem.
- super streets just make a bigger parking lot . look at rocklin , rose ville
- This would be so difficult for so many of us living along main, spring, etc.
- All of them are stupid - they'd just make things worse for the locals
- Adding a 3rd lane is not going to end the bottleneck of light traffic, and I think it's a lot of cost for minimal change.
- I live off of Bedford and would severely impact my driving.
- 4 it would be a mess
- "The elevated toll road would work. But people would still use backroads and cause tragic congestion.
- people from out of town are confused with the simple set up now; change it to this and we will see plenty of accidents.
- "See above, or here let me spell it out for you again
- The traffic really backs up with the pedestrians crossing at Canal Street, which will un-sync the traffic signals. This would not alleviate traffic on the freeway or on surface

streets (with people trying to avoid freeway traffic). There are enough drivers that make the right turn off of Spring and Canal onto West Bound HWY 50 and they are blind corners, especially Canal. This will just increase the number of people making those turns. I know your little diagrams make them seem like they are pretty straight, but just take a drive and see the line of sight is flawed.

- Having two right hand turn lanes will be a major problem and then you force them to make a right then cut all the way over to the left/fast lane before the next light to make a left or a U turn. That is such a bad idea. And you want people to make U-turn lanes on the highway - are you NUTS?? You would be better off putting a round-a-bout in. I can't believe that someone gets paid to design terrible stuff like this, my 2 year old could do a better - do you have any positions available for her?!?!?"
- Third lane because in the end, it still bottlenecks and will not solve the problem.
- I don't want to pay to avoid traffic due to out of towners.
- Eliminating left turns makes traffic maneuvering awkward for the local population
- Doesn't solve traffic flow problem
- don't like the u-turn thing
- I think this creates another large issue that is not yet realized but will need to be addressed. U turns just are not workable in significant numbers.
- I don't like the thought of having to make a u turn to get to where they are going.
- Too confusing for out-of -towners.
- Alternate 1 because it doesn't solve anything.
- As I mentioned before, this will affect the most residents of Placerville on a daily basis. It will require residents, students, parents and staff to turn right which will take more time on a daily basis. It might help traffic on the weekends, but I also don't see how much of a benefit it will have. It will also make it less appealing to drive into town if you know that as you leave you have to turn right and go up and around. Maybe I am not understanding something??
- "As mentioned above - #4 is a bad bad idea. There is a lot of traffic coming from the North side of Hwy 50 - the high school is a LOT more than you realize - as well as Hwy 49 and all the residential areas.
- #1 is just a bandaid. If we are going to fix it then FIX IT!"
- I don't think eliminating the left turns would really impact the traffic significantly enough to notice.
- I don't think enough people would use it.
- Alternative 4: I don't think super streets are friendly to the folks who call Placerville home. Those who live in and around the downtown area rely heavily on the ability to make left turns to get to home, work, school, etc. Having to make U turns farther down does not really save those people any time especially if that's an everyday thing. Additionally, I don't think U turns are the safest alternative and they add delays somewhere else.
- I eliminated both Alternative 1 and 4 because I don't think these options will meet needs as for as long a timeframe as an elevated structure, and I believe these would be

profoundly unsafe and inadequate in the event of a wildfire where evacuating residents would need to use Hwy 50 to escape.

- Costly and lengthy
- Too little 'bang for buck', improves things for only as long as it takes locals to learn all the nuances.
- I am not in favor of ANY elevated freeway in this area. It would ruin the Placerville ambiance. Elevated freeways are ugly. Suggestion: make it a true freeway (with no stoplights), and construct overpasses where the current stoplights are located.
- Locals should not be the ones suffering the consequences
- I just don't see toll roads being a viable option, especially in the long term.
- That will be a nightmare for those of us locals who use hwy 50 routinely
- Tolls cause jams. I've seen it n Orange County b
- #2 I am a local here and paying toll to get around would be a financial burden on my family
- Will still have traffic jammed on it
- "Super structures like elevated highways are not visual pleasing and remove the ""small town
- "" feel for this town. We are a historical settlement and like the vibe. Super structures have in the past caused a disconnected feel to the residences since they are visually cutoff (See the results from the San Francisco waterfront and Oakland Cypress freeway by use of high rise freeways) The impact on the downtown businesses will be reduced unless there are better provisions to enter the downtown area."
- I just further restricts locals from doing what they need to do. I don't like it at all.
- Elevated roads lead to blight and increase the chance of undesirable behavior under the structures. All over the world roads like this are taken down because they bring undesirable side effects and have the possibility to come down during a natural disaster.
- I don't like the separation caused by elevated roadway.
- I am a Camino resident and have to go through town to go shopping or got to doctor visits. It has taken me upwards of 45 minutes, on a Monday afternoon, to get from Camino to Cameron Park due to the congestion. The toll lanes would still need to merge in and will still cause a big back-up on the highway. Plus, people are basically cheap and will opt out of the toll lanes and wait in traffic through the lights. Still causing major traffic delays.
- # 2 - I don't care for Toll lanes as I feel that it penalizes the local community by having to pay. The influx of visitors and drivers are not from new residence, but recreational users throughout the entire year. Tahoe (summer and winter) along with off season usage as Apple Hill and festivals occur.
- I don't like toll roads, they are not egalitarian, I think roads should be built with public funds for the good fo all, regardless of ability to pay.
- Do not like tool lanes
- Super Streets as this seems like would negatively affect the local community.
- Alt 1. Adding more lanes doesn't solve problem long term.

- I don't think adding a lane will help. We still have to stop at the lights. People still race and cut off other drivers. The traffic on Sunday, westbound isn't stopped at Smith flat...it is sometimes further. And east bound traffic, during Apple Hill season can take 45 minutes to go through Placerville and Camino. I live in Pollock Pines. And commute. I would pay for a toll pass just to eliminate the wait to get through.
- The toll burden will be on locals.
- "Seems like a half-measure. How much demand would there really be for an optional toll bypass? And it wouldn't necessarily improve pedestrian connections at street level.
- It would make navigation for locals and tourists much more difficult.
- Super streets
- Would destroy the beauty of Placerville
- For those of us who live in Placerville, this would be onerous. Plus, it makes traffic worse when those who get off of 50 trying to bypass the lights. The lights are the real problem here.
- Doesn't seem to improve the situation and I live off Mosquito rd so it sounds like more of a hassle trying to reach my road by having to make a u-turn.
- "All except 3. Solve the problem, don't just put another bandaid on our traffic problem.
- 2 people don't want to pay tolls
- I don't think that will impact the situation enough.
- "Super streets too complicated
- Toll lanes isn't fair to locals"
- "2 and 3, they are the most disruptive to locals and will decrease our quality of life by increasing road noise and light pollution to surrounding neighborhoods. Hwy 50 road noise is currently significant, raising the roadway 20 feet is just going to make it worse. In addition, the people who benefit most from 2, 3 and 4 are the non-locals. The locals receive a benefit but always at a cost, there is not cost to those passing through. In reality it seems all of the alternatives, aside from 1, place the interests of Placerville residents second to those who are simply passing through. Lastly, the traffic back ups occur primarily on Sundays, less so on Saturdays, and only during certain times and seasons. Typically, noon to 6 p.m. Primarily during Apple Hill season, Labor Day to Thanksgiving. The ski season does increase traffic, but nothing like Apple Hill. There is, also, increased traffic on Sunday only during the summer, campers and backpackers going home. How can we justify spending all that money for a raised roadway when the traffic issue is primarily a weekend issue at worst, and then only part of the year?
- Alt.4 Left turns, presently, increase the problems but it is by no means the biggest factor.
- Adding one lane west bound is a temporary band aid, the heavy traffic during the busy time, weekends mostly but now almost all the time will not be fixed at all by adding a third lane west bound.
- High cost that Doesn't Eliminate congestion. Only spreads it out into another lane that ends in a bottle-neck merge at the end.
- Don't want to make it too easy for people to bypass our downtown area. Want it to be relatively easy for people to go there and shop.

- All. I think the downsides of a few years of construction and high cost just to save a few minutes during the Apple Hill season traffic is not worth it. This highway just got finished a few years ago so why wasn't this an issue then? I also think that the traffic will do some self adjusting after people suffer the wait a few times.
- Likely because I just don't understand how a toll road will work. People will do what they can to avoid paying the toll, which may create other unforeseen problems.
- Creates year round burden for local traffic and doesn't really give enough of a benefit for the cost.
- Americans will not go for not being able to turn left.
- See above comments for reasons.
- Toll roads here to slow the traffic down even more bad idea and that's locals will have to pay to go to Placerville
- Does not eliminate the stop lights.
- "1. This alternative is an outdated proposal and would not offer enough relief for future traffic.
- Once again this would not offer enough relief for future traffic congestion, and I am against having toll lanes in our town.
- Super Streets are definitely not a good solution as this would once again not offer enough relief for future traffic congestion."
- The super streets would make things more difficult and would cause a back up on the Eastbound
- High speed cars passing through town is a negative for both residents and businesses in Central Placerville. The benefits are only for non-residents, and only for brief periods of time on weekends, not for those living in Placerville.
- Alternative 4 causes great inconvenience for locals.
- Alternative 2. The problem with Toll roads, is that they only decrease a small percentage of traffic using the main highway. Not everyone wants to pay to get to their destination 5 to 12 minutes faster.
- #1 third westbound lane, seems to be a waste of money since the result would still have congestion remain too high
- Super streets makes no sense whatsoever and would impede travel by area residents and could create very large problems in response times for emergency vehicles and the ability of residents to reach Marshall Medical Center.
- Eliminating left turns only will increase surface street traffic.. This is a major issue as it is
- Super Streets. Seems like an imposition on the local traffic to have to make U turns to get to destination.
- After spending \$350M, would not want to pay tolls too.
- I think the approvals for an elevated road would ultimately doom the project . An elevated road would have negative impacts on Placerville
- Some congestion is not a bad thing as it encourages visitors to the area to stop and shop/eat. An elevated freeway will make Placerville a place easily avoided and businesses will suffer. Look at Sutter Creek for instance with the by-pass. Likewise, Washoe (NV) for the same reason and theirs is an elevated freeway with frontage roads.

- #1 it won't solve the problem
- Horrible for locals
- Eliminates trouble remembering changes.
- As I said earlier, I am convinced many drivers would want to avoid triggering the toll and use alternative local residential streets.
- Loaded questions. No option for all of the above.
- Too close to the current problem. It doesn't provide a substantive change.
- Just more bandaids, doesn't really solve the problems!
- 1 no improvement to traffic issues currently
- I just don't see that working out very well.
- the Super Streets one - almost likely punishing the Placerville residents - a U turn to go downtown? no
- Nightmare for local residents, high school.
- Alternatives 1, 2, & 4 do not completely eliminate the congestion problem. This is no time to be wasting money on partial measures. As our population continues to increase, so does our road traffic. Let's finish what should have been done in the first place (complete bypass) so that it doesn't have to be revisited in the future.
- Kicks the can down the road and doesn't fix the problem.
- does not relieve the current conditions let alone long term , waste of money
- Too time consuming for locals
- Puts monstrous structures overhead detracting from local character. Gives preferential treatment to those that can afford to pay, putting lower income people at a disadvantage.
- Provides least favorable options for local traffic.
- We live here, don't make it harder for us to get around on our aging distressed streets.
- no one will pay to use it
- There's no room for a 3rd lane
- Slowing to one lane and paying a toll won't convince enough traffic to not drive through town.
- Plan 4. It will not allow access for crossing Hwy 50 without driving down the road and then making a u-turn, which on occasion could cause some serious back ups, and definitely would cause accidents.
- too much impact on local citizen travel
- Toll Roads will punish the people who live here. They are bad for economic development.
- elevated toll lanes - Don't think it is enough and won't solve the traffic problem. don't like the idea of adding a "tax" road to our community
- No left turns seems inconvenient as a local resident.
- Not going to have enough of an impact to bother.
- People will not want to pay and will use local side roads. Adding congestion to local traffic
- Eliminating left-hand turns will only add more confusion and frustration for local drivers.

- Alternative 4, because it creates a burden on local drivers.
- 2 - I don't think toll lanes would be well accepted
- Gross cost, significant construction impacts, long-term impact to historic feel of town, and often moves problem from one area to another.
- Because when it reduces back to 2 lanes again it will just clog and slow down traffic. It's also too short.
- The toll lane. No need to pay more for through traffic.
- Don't believe it is a long term solution.
- Eliminate #2 drivers would go to side streets to avoid paying tolls
- I'm a local
- Alt 1, congestion remains high
- Alternative 1 is the least effective solution.
- Traffic would alternative routes to avoid toll. Cost on locals.
- The toll would make people try to go around it to avoid toll. More traffic for downtown.
- I am fully biased. I live on Canal and this would be very inconvenient for me in my daily commute travels as a resident of 20+ years.
- A3 and A4 were eliminated as in my opinion, either cost too much and seem to big city like, or cater mostly to out-of-town traffic and not locals while also inconveniencing said locals.
- The stop lights remain at Bedford, Spring, and Canal. Plus there really is no room for a third lane without having to displace residences on the north side of 50.
- 4 Impede local resident traffic/
- Too much cost and lose the small town feel.
- Absurd! Alternative 4 disrupts travel for residents and potentially for emergency vehicles. It does not eliminate the traffic lights that are currently causing the delays to travel through Placerville. At best, it would be a very short term attempt at solving the problem.
- It has two features I dislike: a toll road and an elevated roadbed next to downtown.
- That will change the fabric of Placerville. The City is just starting to get hip with new restaurants and bars and more of the younger crowd moving back. This would hamstring the local economy and reduce visitors to the City. It would also be a terrible eye sore and loud for those homes along the hillsides facing Placerville.
- 1, 2 and 4 are a waste of time and money and only kick the can down the road.
- Lousy for locals!
- These are not great options. some are ridiculous . Make it a continuous freeway through the town for lake tahoe traffic both east and west.
- All eliminated because the state has other emergencies at this time. We have no time , nor money for luxuries.
- Toll Lanes; Tolls would reduce usage and thereby reduce the impact of this approach.
- #4 As explained previously in my comments
- Toll roads. The people needing it the most are locals, but we'd end up paying a disproportionate share due to frequent trips.
- Seems counter productive to force uturns.

- Alternative 4: People hate having to go that far the other direction to get back on the freeway. There would be a lot of complaining and a lot of ignoring “No Left Turn” signs.
- An elevated freeway would have too much visual impact, too expensive just to save Tahoe tourists an extra 10 min sitting in their cars.
- It does the least.
- no left turns? Seriously?
- Please read my remarks in Alternate #1
- It would be horrible for locals!
- This is only going to cause outrage for locals and I think people will use alternative routes that they have no business using to avoid tolls and will only cause headaches and accidents
- Alternative 1. Similar cost to Alternative 4 but 4 achieves much greater congestion reduction.
- I don't want to pay to avoid the congestion. This is not the bay area.
- Its gotta be big to be more future proof why spend a little now and then have to do it again way too soon. Just one big swoop of elevated lanes that will last 20 years instead of a band aide for only 7 to 10 year fix
- Least effective.
- There would still be horrible traffic.
- Dozens of California communities have been permanently devastated by this type of bypass.
- Elevated frwy: I didn't move here to feel like the cities.
- Tolls, not a fan.
- alternative 4 because "Super" streets does nothing to address the reason that the traffic gets backed up aside from adding more lanes but what happens when more lanes isnt enough. Same problem as before.
- Too much confusion for local road traffic and I don't think it's a good long-term solution.
- Alternative 2. See comments in Question 2, above.
- No more taxes/ tolls
- #1. Because the gain is not worth the cost. You still have backups that will continue to get worse with the local population growth.
- Don't want to pay tolls after spending hundreds of millions on improvements
- A toll road would be wrong. Would locals get a free pass? What about tourists (or locals) that don't have extra money to spend to speed through town, now they have to wait in traffic? That doesn't seem fair.
- does least to address the problem
- I don't think more lanes without eliminating stoplights will make any difference.
- toll toads because that is just another tax
- I do not think this project will get Placerville area and public users past a 10 to 20 year life depending on future traffic forecasts.
- 4 Seems like it would be a hassle to locals with not much added benefit.
- toll lanes, people would just clog up our local roads when they learn they can go around the tolls.

- Alternative 1 does not eliminate the signal delays that are the main issue
- Confusing and would aggregate motorists.
- I don't see this being a good solution for local residents. Making u-turns in big vehicles causes back ups and accidents.
- Stupido..like roundabouts
- Too much impact on local traffic.
- Alternative 2. We pay enough taxes already. We shouldn't have to pay tolls to get around the area
- Little to no impact on current traffic, and zero help in the future.
- Cost as much as the freeway, but does not bring much improvement to traffic.
- I don't believe the cost of the project justifies the minimal relief it would give
- Toll lanes as I don't think people wouldn't want to pay to use it and if they don't use them it would not alleviate the current problem
- It doesn't seem attractive for the downtown area. How will it change the noise for the neighborhoods?
- No left turns is a serious problem for locals.
- way to confusing and just a stop gap measure that really won't solve the problems
- none, because something needs to be done. Whoever decided to put traffic lights on a freeway is an idiot
- "All the roads at the red lights are accessible via other non-red light exits. Remove the red lights. Dead end those side streets where the red lights currently are.
- Via a small change in routes. Downtown is still accessible, Residential areas are still accessible, 50 is wide open freeway, as it should be. No new roads are necessary. Tax dollars can be saved. Why isn't this an option?
- Eliminate adding a lane. This is merely a stop-gap since it doesn't bypass the problem of the stoplights.
- Not enough benefit for the work and cost.
- #4 is the worst for our citizens
- "1
- Seems like a waist of time and money like fancy cat walks"
- "Number three is the only proposal that would not have to be addressed in The future
- You might as well face it, the only real solution is to Elevate the freeway"
- 4 doesn't resolve the congestion created by the signals. Does an alarm for future growth using the roads
- #2 I do not agree with toll lanes for the rich and wealthy users only
- Any option that increases eastbound time is ridiculous. Why not go with the option that helps both directions?
- It will not make a difference.
- Alternative 1. I don't think it would make any difference. The problem is and always has been the traffic lights.
- 2, NO TOLL LANES

- Elevated toll roads. Come on we pay taxes as it is for our roads and its not right to have to pay more to drive around placerville area as a resident. It also would set a bad precedent i think for the whole state. Toll roads are a bay area or back east thing. Terrible idea.
- This is a lot of money for just slightly increasing the funnel size.
- I just do not think elevated roads would be beneficial to our town in many ways. I worry about maintenance, accidents, speed limits, safety of pedestrians as well as law enforcement if needing to pull someone over on these roads. Just strongly against any elevated freeway options with many cars and trucks and semis traveling at high speeds through our small town. Also I think having all traffic slow and stop at the lights not only helps keep us safer but helps our small businesses!
- Doesn't address the issue.
- The Toll
- #4. To confusing and frustrating.
- Horrible for local traffic!
- We don't need to give access to the solution only to those with economic means.
- I think 4 would create many collisions at the u turns. Too difficult for people. Especially visitors. Not able to go left on Coloma st and others complicates it. I drive doordash and have very little traffic through town. If unable to turn as needed would cost me time. Time is money.
- This solution simply moves congestion around and poses a significant inconvenience to local residents.
- I do not like the elevated options at all, it would be a eye sore in the beautiful city. It would hinder tourism as it would make it harder for people to see downtown shops
- Toll lanes solves little.
- Looks ugly
- This is not a long term solution
- Alt 2. Noise would be incredibly loud
- "It would take too long to build and it would be too expensive. It would change the way Placerville looks in a detrimental way.
- Alt 4 inconveniences local traffic!
- You are inconveniencing the residents who live here day in and day out for those that just travel through.
- Super streets; this will create more congestion in other parts of downtown
- Creates secondary issue of alternative traffic flow necessitating U turns
- Toll, too many assumptions that people would actually use it. As a local I would not want to have to pay just to get across town more quickly. I would consider this option only if the toll was during Peak periods
- #4...this will not help . The stoplights are the problem!
- Alt 4 as the most costly and with the greatest negative impacts and risks.
- This alternative would cause people to not go to downtown due to difficulty of having to go through town before being able to turn left

- A 3rd lane does not remove the largest issue that the area creates. Stopping highway traffic.
- Optional toll roads would not believe the volume. Look at any express lane in the area. People do not want to pay to drive on our roads.
- Does the least to solve the problem.
- why should people have to pay extra to travel through where a freeway should be anyway?
- High cost vs benefits
- 2—locals should not have to pay the tolls and should not have to go through the stop and go traffic
- Locals shouldn't have to pay a toll
- Super Street. For the people that live in Placerville those left turns are very important to get where we need to go in a timely manner. The whole point of this Improvement is to allow everyone to get where they need to go in a more timely manner.
- Alternative 2
- People already drive like idiots, adding U turns into the mix will only make the problem worse.
- Too complicated.
- Forcing people to travel out of their way to do a u-turn, only infuriates drivers...
- Does not really solve the problem.
- Doesn't make enough difference. Poor value for cost.
- #4. It would not solve the problem efficiently.
- #1. Not going to help much and actually traffic now backs up to Schnell and sometimes Jacquier
- Still does not correct the signal light issues not a long-term solution for congestion
- Just adding one lane is not cost effective for the long run and will end up costing the area much more than it is worth instead of tearing off the bandaid with a more expensive upfront but more economical change.
- You are not giving the actual cost and how long of the road will be a toll collected
- Toll road. I don't think they get used enough to reap the rewards of lower traffic on existing highway. Plus you'd have to squeeze over to the designated on ramp for the toll road. Very short toll road which I just don't think makes sense to enter and exit so soon.
- I think this will negatively impact local traffic, property values and tourism.
- The super streets, I think people need to be able to have easy access to downtown .
- Charging to use the road is horrible. No way!
- They are all a mess use simpler solutions. talk to home owners, see if its possible to purchase the land required to do an overpass and off ramps. don't destroy the ease of use of the freeway just to solve through traffic. If you're going to solve it use a solution that isn't meant to create confusion. look at the overpass in shingle springs for some inspiration maybe. easy to use. or the underpasses in pollock pines. sure one or two roads may non longer be passable to across the freeway but if you're going to solve the problem solve it in a non confusing manner.

- would still have to sit at long lights.
- Tolls because it will be noisy for business and family that are around. Plus people might have to exit in downtown in an instant for breaks while driving
- Elevated freeway- worry this would change the feel of the town. Can't think of many examples of elevated roadways that improved the look/feel of a city especially for pedestrians.
- Toll roads do not eliminate traffic and allow the wealthy to use a roadway that the average person may not be able to use frequently. Also, not long enough stretch of road for a toll - could see this as a potential alternative if the toll section went from Placerville to Camino or beyond.
- Travel with large vehicles seems harder
- I really think this alternative will just further congest the smaller local streets without really eliminating the problem just introducing more cars to an already cramped road system. Option 1 is not an option. With respect.
- Bc it makes things more complicated and doesn't fix anything
- Adding a 3rd lane is expensive and does not solve the issue of the traffic lights stopping traffic on HWY 50!
- Alternative #1 as outlined above.
- The toll!
- Too expensive for locals To fund and won't work once people experience a slow down on the weekends and switch back. Locals sure aren't going to pay to install and then pay to travel on it.
- Toll road. Not a fan of toll roads. They say money goes back to the road but never seems like it does.
- "Not everyone can afford tolls on roads their taxes already are directed to road/ traffic improvement & maintenance.
- Certainly I prefer to not pay twice for the same taxed item. "
- "Raising the road has been talked about for years. Quit trying to steal peoples property which would be required to do this.
- People aren't going to willingly sell their homes for your raised freeway ideas. "
- "This alternative has the greatest impact to locals who live along highway 50 with the least resolution of the problem. This alternative would add at least 10 minutes onto my daily commute as I would have drive around on city streets to get from Spring Street to Placerville Drive.
- Additionally in the event of a fire or an emergency where people need to get out quickly this alternative could cause serious problems with adding time to escape routes. For example if there was a fire coming up from the west where I live near the spring street light I would have to try to make my way around on city streets up to mosquito rd to get out along with all the other locals trying to escape the same way so I really do not think this option should even be considered. "
- Toll lanes are not needed
- Stupid
- The first two. They don't fix anything and cost as much as all of them.

- I think it would limit travelers from stopping into downtown businesses.
- Alternative 2 because I don't like toll roads
- Don't want big city
- The lights need to go!
- Super streets. Honestly people are too dumb for this.
- Elevated freeway. I've made peace with living above a freeway, I have no desire to live directly next to one and lose my access to the el dorado trail and town which was why I bought my house. Please provide an environmental impact study so I know what changes in noise and choking freeway dust I can expect.
- Local residents should not have to pay toll, but should be the ones to benefit most from the improvement project. We live, work, and shop here; everyone else is essentially just passing through.
- Toll, done with slavery crap
- Year round pain and inconvenience to county residents.
- Toll road is a discouragement to tourism. The project too costly the infrastructure too large for our quaint town. The problem is not so large to fix it with such a nuisance of a solution
- #1 It doesn't seem to accomplish anything
- Do not want to eliminate ability to turn left.
- This is costly and will increase noise.
- As a local who lives off Mosquito I don't want to pay to drive around my own town.
- "Any elevated freeway is not an option. It will destroy the look, feel and livability of Placerville. The noise will echo throughout Placerville and to many homes will be impacted. The only real option is to move 50 underground, bypassing downtown entirely!!!"
- The freeway does not need a wider footprint through town either. Placerville is a small town, it would be nice to keep it that way. The best option is to route traffic somewhere else and since no one wants the freeway in their backyard the best option is to lower it or go underground."
- Elevated roads. I lived in Southern California for 30s years. Placing elevated roads right in the heart of one of California's most beautiful and historic communities will all but destroy the visual culture. Elevated roads also create confusion to motorists and also create increased accidents on those roads due to confusion of individuals who have difficulty processing what their next option might be. Toll roads create angst among citizens.
- Alternative 2 because the toll system is ripe for abuse and repurposing to pet projects.
- these options would treat 50 as more of an expressway and erode Placerville's appeal to tourists.
- Number 1 as it does not really improve the situation very much and it is only a matter of time before that third lane gets clogged up as well.
- "It seems to offer uncertain circulation improvements - the actual usage of a toll lane can't be defined and analyzed until it is in place. I believe most El Dorado County residents are looking for circulation improvements that are available to all motorists.

- Additionally, if the toll road usage only makes a minor improvement on the rest of US50 through Placerville, a solution will still need to be developed, analyzed, designed, and funded to improve the seemingly same circulation challenges as exist now."
- The eliminate the pedestrian overpasses.
- I refuse to pay a toll to pass through something that's been here for 150 years just because you have no ability to think farther into the future than your next birthday.
- Don't believe it would help, just causes another merge
- Alternative 2 - the toll lanes - because charging the locals to use the roads they paid for is absolutely outrageous
- Not enough to fix the problems
- Restricting traffic flow seems counter intuitive to what you are trying to achieve and would just clog up surface streets.
- Optional toll lanes are more likely to be used by commuters. Traffic through Placerville is not commuter traffic, it is primarily recreational travelers.

8. Do you have any other questions or comments for the project team?

- Have you considered traffic circles instead of lights? You should.
- easy to understand and well done! good luck!
- No question just comment. Thank you for putting this out and I hope you go with the long term solution. We have waited 30 years for a way to get thru P Ville. It is a destination and people will stop and spend money there. I will not stop just because i am stuck in traffic. I refuse too! I do not cut thru P Ville either cuz it does create a problem for businesses and customers who really want to shop there.
- Have sensors that detect traffic backing up and have green lights run longer by 60 sec or so to move the cars thru. Estimated cost 1 million dollars
- You need to develop one or more routes around placerville. Some kind of FEE s going to be needed and it needs to help with traffic management / mitigation within the impacted neighborhoods and downtown historic main street. Please educate people about TOLL vs. FEE and about the ORIGINAL HWY 50 ALTERNATIVES ROUTING AROUND PLACERVILLE.... We need to disperse this traffic into different streams to protect historic placerville and its neighborhoods.
- "Good luck.
- Maybe you could study it to death."
- If you do decide on a toll road can there be a special pass for those that commute everyday through town.
- Residents should come first and then the shops in town. There should be considerations for evacuations and emergency vehicles.
- Please hire some professionals with experience in planning with historical towns of global importance
- Years ago Charlie Downs came up with a plan where there's an underpass for Highway 50 making the downtown area much improved and park like Also good for local businesses. Where did this plan go?

- Our property adjoins the Caltrans property on the north side of Hwy. 50 between Canal St. and Placerville Drive. Any of the four options would severely impact either our enjoyment of our property or the value of our home, and could result in the loss of some or all of our land for construction. What are the options for compensating homeowners who would likely see a decrease in value or loss of property if any of the four alternatives would be chosen?
- Would prefer our suggestion of "No Left Turns on Sunday" from Hwy 50 onto Canal, Spring and Bedford both north and south...between hours of 11-5. Combined with Alternative 1 this slight inconvenience to locals would be less invasive, less costly and far less lengthy in construction time. It would eliminate the left turn signal delays by the length of time allowed for the left turn traffic to complete their movement. Should see a reduction in travel minutes through Placerville area.
- There was nothing indicating where the money would come from to do the project or timeline of completion. This would have been useful information to make a better decision.
- Yes why don't you sync the signals in the meantime. That would help a lot!
- Using the average delay times makes the problem seem less severe than it is. I have seen westbound traffic backed up to the Smith Flat off ramp on holidays.
- Money, accidents and traffic problems will be eliminated if the elevated freeway is put in now, saving millions of dollars in the long run.
- If spending up to \$350 mil. on a project is on the table then you should make the 3rd new WB lane go all the way down to Cameron park, because there is now congestion down there all year around during commute times and seasonal peak on both sides of 50 ever since El Dorado Hills had their hwy 50 expanded. Use the same concepts in Placerville and Cameron park that were used in el dorado hills on hwy 50 to alleviate traffic congestion. All that happened there was adding a lane.
- The cheap solution that needs to be tried first is stop the left hand turns at Bedford and Spring. Put signs at the Mosquito and Schnell offramps stating this. See how that affects traffic. Then time the lights and install anti-gridlock sensors. Please do these things BEFORE you spend 1000x as much on solutions that can create new problems.
- Do not prove your inability to successfully complete the project by attempting to do so.
- Be wary of toll companies
- Why not change the Highway 50 alignment through Pleasant Valley as was originally proposed in the early 50's. This would solve all problems and not ruin the character of Placerville.
- No
- Please, please, please do option 3 and start work ASAP! I have lived here for 30 years and this is the solution I have wanted the whole time.
- I would prefer NOT to eliminate the pedestrian overcrossings if at all possible.
- This is a terrible idea. Also, this is the last day that we can do the survey, and I only just received a link from a colleague yesterday. I am horrified that whoever planning and signing off on this project did not do more extensive homeowner outreach by making this survey widely-known. It is terribly irresponsible of the planning team.

- Anything other than 3 is a complete waste of money. I dread leaving my house to go across town on the weekends a large portion of the year.
- Make an elevated freeway already. We already missed the boat with redirecting the freeway many years ago, let's not do that again. This issue needs to be solved.
- in Alternative 2, how would the tolls work for locals?
- No
- Worries about pedestrian crossing from the north side of 50 to cross to the south side. Making sure the route of student pedestrians can safely cross the new proposed highway. As student cross the highway fault and it's currently an unsafe open green light to cross to main st.
- No
- Is a tunnel possible? Even one directional with the flow of traffic?
- "I thought shutdown of local traffic at spring, Canal and Bedford at peak periods of days was a great plan. We locals could use Placerville dr underpass or Snell underpass. It would be a learning curve.
- Or back East during high traffic leaks convert lightly traveled Eastbound lane for westbound extra west bound
- Lanes"
- For the long term only the Elevated freeway makes sense.
- What about a Santa Barbara style, take the crossings under the freeway, maybe just a slight elevation increase in the freeway.
- How would it be funded? A TOT tax should be implemented to support the funding.
- I've lived here 44 years. I will never live to see any of these projects completed. My best solution these days is just stay home on Sunday!
- Improvements to roads like Sly Park/Pleasant Valley Road/Motherload, by inputting passing lanes and improved traffic sections would allow Locals access to a route around Downtown Placerville, by bypassing congestion and allowing Placerville to retain its charm. It would also likely tie in to the Hwy 49 project in Diamond Springs.
- What is the timeline for completion?
- How does this address the issue of traffic once it makes it to Camino?
- Please look into the possibility of roundabouts. They may be cheaper to build and could be ready by next year. Either of the Embarcadero Fwy designs would disrupt Placerville for years while being built and would look ugly.
- "I live off Carson Rd. and Pinecrest Rd. We currently has access to Broadway using the bridge that goes over the freeway. If we had an elevated toll and/or highway, would we lose this access to Broadway Rd? I love the idea of improving traffic but worry that a raised freeway would cause loss of road access, increase road noise, and could possibly lower home values for families who live close to the freeway.
- Has there been any thought of doing a frontage road for local traffic with crossing points under the freeway from canal and/or spring st that could take traffic to the opposite side of the freeway thus eliminating the need for traffic lights through placerville? The frontage roads could end, merging traffic back onto the freeway once out of town."

- Have the E/W streetlights green for 10-15 minutes... then have that traffic stop for 5 minutes to let side street traffic through
- What would be the cost of the "toll lanes" mentioned in option 2 and where would that collected money go?
- No
- What kind of time line are you looking at? How often have you driven through the actual project site, have you done it during different times of the year and different times of day?
- "I am a resident of the city of Placerville. Last Sunday was the worst traffic ever on my residential street. I estimate at least 500 cars between 2.30-6pm. These are frustrated drivers trying to get back to the Bay Area. Airport rd. Needs to be blocked off. It's shameful the City of Placerville allows this. It's dangerous.
-
- Why not save millions of dollars and TURN THE LIGHTS GREEN!!! Forget eliminating left turns. Now you diverting and creating new problems. TURN THE LIGHTS GREEN FOR 5 Minutes at a time! This could be done by remote Bluetooth and cost nothing. Let these people get home and not have the citizens of Placerville pay the price.
- Thanks"
- DO NOT CHANGE OUR SMALL TOWN
- No
- Prayed about all this? Psalms 127 and in James where it says about being successful IF Jehovah wills the ongoing activity/activities. Prayer can and does certainly work wonders.
- "Do something now. It is only going to get much worse.
- Something needs to be done about the Apple Hill traffic on highway 50. At least eliminate all the left hand turn lanes and run the traffic up to Camino turn off before someone gets killed.
- "Yea - why was this not advertised better?
- I am just now hearing about this one day before it's due? from a nextdoor post. There should have been much better communication for something that will impact so many."
- Good job on the virtual presentation; much quicker to grasp than with an in-person event.
- Make Highway 50 a true freeway (with no stoplights), and construct overpasses where the current stoplights are located.
- You all ready know which one you are gonna build. If they can build a 40 million dollar bridge on Mosquito road without improving the road you can build an elevated freeway in Placerville without charging a toll
- Please let honk of the people who reside here all year. Apple Hill is in full swing. We see kids using our property for restrooms, extensive littering, speeding and horrible traffic which diminishes our peaceful lives.
- Keep the lights synchronized in the meantime!!!!!!
- I wish there were a way to do a bypass around placerville altogether. I hate that the freeway cuts our little town in half.

- Please consider bike/ped issues with all alternatives. I am very concerned about loss of bike/ped bridge at Bedford. I assume there will be sufficient time for cyclists and pedestrians to cross under elevated highway at Bedford, Spring, and Canal.
- Good job. Please consider roundabouts for all new intersections and use of yield signs.
- I have been a third-generation Placerville resident for 64 years. Apple Hill traffic delays are much longer than the times mentioned in the intro video. An elevated 4-lane freeway is the ONLY long-term solution!
- The way fires are burning up California it's just a matter of time before the placerville area gets hit with a forest fire. I feel that when considering redevelopment and for the highway you will need to take into consideration evacuation plans for upper Tahoe and placerville. Highway will be completely congested for hours if we were to evacuate now so a highway bypass would be a much better solution
- No
- How and who will make final decision
- See above
- How can the costs for 2 and 3 be the same? Four lanes of raised roadway versus 2? Are there any studies that demonstrate the impact of noise and light pollution for Alt's. 2 and 3?
- Please make an engineering decision not a very local emotional decision. This freeway belongs to all Californians.
- I would like to be involved if possible, I just found out about this, I wish I would have known sooner and appreciate being able to give my input, I have been thinking about for a very long time and even have it somewhat designed.
- This entire Hwy 50 Improvement Project directly impacts the heart of El Dorado County, all the way to the Nevada State line, so can the County set-up a toll plaza near the county line to help defray the huge construction costs?
- The video narration was too quick. The depictions of alternatives was too fast. There was no link to further descriptions. How is any of this going to be paid for? The delays are seasonal, for the most part, but Covid-19 has caused more people to have time off from work and be on the road up here. The waits aren't that long, considering the costs that would be incurred and the tremendous amount of time the road would be torn up for use. I would rather see you folks work on alternative routes such as Hwy 49 to Pleasant Valley Road to Missouri Flat, so that people could use that route instead of Hwy 50, to get around this area of the County.
- I think the downsides of a few years of construction and high cost just to save a few minutes during the Apple Hill season traffic is not worth it. This highway just got finished a few years ago so why wasn't this an issue then? I also think that the traffic will do some self adjusting after people suffer the wait a few times.
- Why not build a single lane each way bypass around the town, like has been done for Sutter Creek, rather than a raised causeway?
- I don't feel that the traffic is bad enough to warrant spending this amount of money on projects that will ultimately hurt the local tourist based economy. Most local residents

know what the backroads are to avoid the traffic and people that are driving up from down the hill are used to traffic so why should we be considering their problems?

- No
- A3 lets get it done
- Talk with someone in Reno Nevada that was instrumental in solving their traffic congestion problems. Learn the dos and the don'ts about roads and bridges.
- In regards to the elevated freeway, can you provide a more detailed description as to what the frontage roads will be like and the accessibility to Bedford and Spring Street will look like?
- I would like to know if simply eliminating the traffic lights, and closing off Bedford, Spring and Canal to/from 50 is a viable option. Keep the speed limit at 40 through town, and provide an option for eastbound drivers to easily get to Main Street. Re-route 49 away from Spring and Coloma through less densely populated roads, as previously investigated, and get better utilization from the Placerville Drive and Ray Lawyer on/off ramps. I think this would have the most benefit for residents as well as visitors and those passing through.
- Has Caltrans thought of a fifth alternative such as keeping Highway 50 at its current elevation, while under grounding the 3 feeder roadways (canal, spring, and Bedford). This would eliminate the need for stop lights at these intersections with Hwy 50, thus keeping the flow of traffic moving, and not effectively changing sight lines.
- Proceed with the elevated freeway. This option would provide access to the downtown area for tourists and would not impede daily life for area residents.
- "How about mitigating some of the cost by offsets provided by Apple hill growers and Tahoe businesses?"
- Or make the Pointview , Schnell School and Mosquito road off ramps toll offramps "
- Please send updates as requested below! Thank you!
- What is the guaranteed funding source for these alternatives that cannot be revoked at the last minute, such as happens with the Camino underpass project year after year?
- Good job on thinking outside the box.
- The maximum amount of traffic modeling for these alternatives would be mandatory. The footprint of Placerville and the Highway's adjacent streets make understanding traffic flow consequence very difficult to conceptualize.
- Need to show how you can reconstruct the lights during holiday and Apple Hill peak hours.
- Thank you for your continued work on this!
- "Placerville needs to come up with a disaster plan now for
- local residents to know how to get out if fire or? Need emergency info provided and phone numbers and phone
- calls placed for alerts beside PG&E alerts:"
- Study Santa Barbara, before and after.
- get er done
- How are these options to be funded? Will work be done by LOCAL contractors and companies? Need to support EDC businesses.

- How about just on-ramps at East Placerville Dr or an overpass at canal and eliminate all other lights
- spend the money and make a beautiful park tunnel top to go with our beautiful area
- Please read my comments regarding plan 2. No need for a toll road. We still need the present Hwy 50 as an access road. If you can find an alternate freeway route around town great!
- Why didn't you look at roundabouts?
- It looks like a lot of thought went into these options. Good job.
- How much would the toll be, and would it be free for el dorado county residents?
- Do either of the elevated alternatives provide for parking or other usage underneath?
- If you consider a tourism tax or fee to pay for it assess it county wide, not regionalized to Apple Hill or specific industries just east of Pville. Visitors are visiting all areas of the county, less visited ones will contribute relative to visitation and that's fair.
- Why couldn't hwy 50 be cut lower to provide an underpass flow with surface street lid? Like Folsom Blvd passing under the Sutter Street area of Folsom?
- This is a tough issue to address with no clear solution that will make the majority happy. Kudos for taking on this epic challenge!
- "I am a retired Civil Engineer living in Pollock Pines. Historically, only partial attempts, in efficient attempts, or grossly impractical attempts at better signaling have been attempted.
- It would seem that simialr benefits to Alt 1 and 4 could be obtained with longer through times being allowed during extreme peaks with much longer wait times on the side and streets to allow momentum of traffic to occur.
- We have a progressive failure. Some delay causes some drivers to use side streets to go around the backups causing shorter total East/West green time when they try to re-merge back onto 50. Delay gets worse and more drivers try the same thing, etc. Hwy 50 sensors should turn all lights green during extreme peak events to clear the traffic on 50 and perhaps to increase side street delays to improve efficiency of E/W 50 traffic. The length of ""all green 50"" time would depend on what the road sensors are showing for the backup/delay. (The longer the backup the longer the run time on 50). Locals know how to get across or under 50 and tourists will learn its not worth having to wait a long time to get back on 50.
- Also, by having longer E/W 50 flow periods it increases the intersection efficiency by reducing the amount to time used by transistioning to allow side street to enter 50 and the amount of time it takes for vehicles to accelerate and move throught the intersection.
- This will likely be opposed by some businesses since some travelers will not want to get off 50 because it will take longer to get back onto 50.
- Yes, for a few hours there would be more congestion near these intersection during a few hours each week as there would be fewer side street cycles. However, the cost is extremely lower than proposed alternatives, and the visual and noise levels are kept lower thus maintaining more of the historical feel to the downtown area. Remember,

this is only a short duration problem and thus lets not create lasting long-term scars on the community."

- Thank you for working on this!
- None
- Thank you Woody for answering my questions over the phone. Great work team!!
- how much traffic moves through Placerville, weekdays, weekends, holidays, Apple Hill Season, at what point does traffic congestion become a problem?
- Please come up with a solution so we don't have to keep revisiting this problem.
- Whoever you guys got working on this project is doing a great job. All proposals and information i've seen in this survey and workshop are really great ideas. Thank you for letting me be apart of this!
- As a quick, temporary solution, consider lane direction control like is done in several east coast states.
- Alternative 2 is not feasible as most travelers would try to avoid paying a toll. Toll lanes are only successful in commuter situations.
- Yes. 1. Please clarify the elevation of the roadbed in Alternative 4. 2. If alternative 4 chosen, and assuming the roadbed is not elevated, can future plans be considered for adding an overpass at Bedford (and possibly Spring/Canal) to eliminate the need for a stoplight for through traffic?
- Yes, why have you not proposed a transit option? If there is this much money open on the table, let's talk about a rapid transit system of busses. You guys are creative and a great consulting firm. Look at what we could do to make busses work through this corridor.
- Thank you!
- Start right away--so that the project isn't ready for 10 years!
- Recommend putting sensors at Spring, Bedford, and Canal Streets (Cross streets) to decrease congestion on these streets.
- Eastbound delays are more often seen on Friday Afternoon (People driving to Tahoe, who then return on Sunday causing the WB delays on Sunday). What impact if any is seen for each approach for these Friday delays?
- A bypass is what's needed and an elevated freeway is the optimal solution.
- It's important to make sure the downtown area is still easily accessible. Too many towns have been turned into ghost towns by a freeway passing them by too far away or with no easy access.
- Why isn't a bypass an option?
- I'm very interested in what the rest of the community thinks.
- Thank you for keeping us updated
- Thank You for working on this project
- N/a
- No.
- Have you considered replacing the traffic signals with modern, multilane roundabouts? Have you considered longer green times at the traffic signals (up to 5 minutes)?

- When will environmental reports be out? For some of the residential locations the noise pollution is really bad and echoes through the city in a lot areas. Also addressing "hopefully" expanding roads through 50 with two lanes each way would help as well for Tahoe travel
- Was tunneling under discussed and if so why was it not mentioned? Thanks
- How soon can this project be started? Where will guaranteed funding come from that will not be pulled back (like the Camino underpass project)
- Lets really solve the problem by elevating the freeway.
- no
- Good job.... Well, we knew it would be expensive. I know the concrete structures my not sell in our little town, but if we want good LOS traffic benefit this is tradeoff... In the 1950's they should have realigned Hwy 50 away from Placerville proper... well, 20-20 hindsight...
- How about the lowered freeway with street level cross streets like Caltrans offered 15 years ago?
- Do something about the sound pollution from the current Hwy 50 traffic and future sound pollution from improved Hwy 50
- Please be cognizant that the downtown merchants rely on travelers coming through on 50.
- Who is paying for this and how?
- Get your heads out if you're butt. This Idas a living town not a tourist check in. Every traffic mitigation you design kills the towns. Pur in toll gates for tourists
- Why is there no option of a tunnel under the town?
- No
- "It is my understanding that in the past there has always been concern that to elevate the freeway would stop people from shopping in the Downtown district.
- From the research I have done it would be just the opposite, current travelers are frustrated with the backup and can't wait to proceed on their journey therefore not stopping in town"
- We need to get rid of the traffic lights. The amount of gas wasted because of them is ridiculous.
- Yes please what project won? Please let me know. I hope its the freeway. Won't that be nice yet easier to go to businesses down town.
- Please consider the schools, homes, and small businesses nearby, we have so many school buses with our children aboard as well as many families driving in this area. I appreciate all you are doing in trying to better our town and fix issues we have had for so long! I hope my feedback is helpful in some way! I know your job cannot possibly be easy! I hope we can improve traffic while maintaining safety and the authenticity of our small town! Good luck!
- Solve for the long term... No bandaids.
- I hope sound/noise abatement is part of all designs.
- Unneeded. It is fine. Usually there is no traffic.

- Why not improve other city streets so locals and others have more options through and around town.
- Please think of the best long term solution which clearly is the elevated freeway with frontage road
- Please do something soon. This has been a problem not dealt with far too long!
- Thank you for performing a survey of the community.
- What are the options when Placerville is having community events?
- The Bedford overpass is ugly and was unnecessary. What a terrible waste of taxpayers' money! I read that there have been 'studies' as far back as the '80s. Get on with it! People are dying out on hwy 50 where there are no barriers!
- "Alternative Plan 5: EASY
- Get rid of all three lights.
- No cross traffic where lights were, only able to turn right. After driving through previous lighted intersections, create round-abouts on each end, so traffic can easily head the other direction. Round-abouts located on Mosquito Rd and Placerville Drive."
- The toll road option; what would the projected toll rate be, if any? When will these decisions be finalized? And once finalized, when will the construction begin? And how long would the construction be projected to last? Are there measures set in place to not disrupt the already congested flow of traffic?
- Don't make us look like a big city.
- Next on my list: Camino Hills DR improvements
- "Elevate canal, spring, and Bedford over the freeway and let freeway flow without stoplights underneath.
- We do NOT want to see massive structures built up across the whole main drag of the freeway. "
- We really need this improvement. Please find funding and make this project a reality. Thanks you for doing this! El dorado county appreciates it.
- Synchronized lights at 45mpb
- Get her done
- My other comments express all of my concerns.
- All this elevation requests of roads - What above Camino Heights - so dangerous crossing the US 50
- "If you email me I'd be glad to help plan.
- If this is the el dorado county planning commission fix the freeways in camino. they need overpasses and underpasses. a driver trying to enter caused me to lose everything there and the same day another crash killed a driver. this happens often in camino and needs solved. probably would help your traffic issues as well. "
- I live in Pollock Pines and avoid driving to Placerville on weekends due to heavy traffic in downtown. Would love to be able to come down the hill to shop and dine without the traffic headache.
- This does not help the people of El Dorado County. It is for the Bay area and Sacramento region and the developers.
- Thank you for taking the time to consider these thoughts and opinions. Best of luck.

- Let's finally fix this issue for the long term and do whatever it takes to remove the traffic lights along HWY50!
- You never stated estimated build time on these and proposed payment plan. Who is paying? Feds, state or locals.
- Include speed monitoring with severe consequences for speeders, as suggested above; especially for those repeat offenders.
- If Caltrans could make sure the lights are all synchronized, the trip through Placerville would be a little easier.
- A train from Folsom to Tahoe would be wonderful
- Please consider adding a 3rd west bound lane. Keep the turning as it currently at all times except from 10am-5pm on Sundays. During this time make Highway 50 green light except for 1 minute at the top of the hour and the 30 min mark where you would stop traffic on highway 50 and allow for left turning during that minute. Don't ruin Placerville for this Tahoe traffic one day of the week during peak seasons. Come on!
- Thanks for reading my opinions.
- Time the lights correctly. That would help the situation two fold
- This has been a long time coming.
- Why not route Bedford, Spring, and Canal over the 50? Then provide access to the town at Placerville Dr and Mosquito thereby letting local traffic continue unmixed with freeway traffic but eliminating traffic lights on the 50 which are the primary cause of the slowed traffic rather than lane capacity.
- Efforts are appreciated.
- Please count the cost to fix a seasonal weekend problem. Having more money to do road repair seems wise.
- Please stop considering elevated roads. This would ruin Placerville and damage downtown economy, as well as increase noise for the residents who live close by.
- Please look at additional options that do not include an elevated road component.
- Thank you for considering options in an effort to reduce the seemingly ridiculous westbound traffic on the weekends. Somewhere in the list of ideas there will hopefully be a sound solution that provides some degree of relief to the traffic problem.
- Was it considered to use fly overs for Bedford Avenue, Spring Street and Canal Street, eliminate the lights on US 50, and only allow right onto US 50 from these streets?
- engineering right hand exits in 2-3 major areas of Placerville with undercrossings would allow traffic to flow more easily and still let Placerville retain its access to both sides of 50
- Will people on streets directly adjacent receive any sort of compensation for the destruction of view and months of construction noise?
- Is there a way to do something like the mosquito exit tunnel for the other stop lights on hywy 50
- No

Social Media Comments:

- All they have to do is coordinate the lights. There's never any traffic past Canal.

- I love the wait going through town. Some of my best minutes of the day. Stop ruining this town.
- How about fixing the streets in our housing area?
- I hope this happens in my lifetime.
- Best part of living by the Lake. I take SPR to PVR and bypass it all
- So, what's the problem? 12 minutes? THIS is such a conundrum at this time of our lives... 12 minutes?
- you ever been held up for 40 minutes because of apple hill traffic going through there? 12 minutes is on a good day. 12 is an average. Some days there's no delay, others it's way longer than 12 minutes. It does need to be addressed
- it is way more than that at times
- I live in town. The traffic, between going to Tahoe or apple hill is not amusing. I can't leave the house around 4th July. and of course, they will shut main street down for any reason.
- Town and apple hill our county makes money
- Toll booth
- Who is paying you?
- Overpasses
- #3 please!
- Alternative 3.
- #3 please....
- #3
- I hope with the new improvements it includes building concrete barriers in the center. That stretch of Hwy 50 is SO Dangerous, Especially in the Winter Months.
- Elevate 50 through Placerville and leave lower area to city. We do not need a 3rd lane. We need the lights removed.
- This has been going on for way too long. I've been here for 20 years and it gets worse every year. Do something now.
- No elevation. #1, widen westbound lane.
- #3, elevate it!
- Elevate the highway!!

US PLACERVILLE

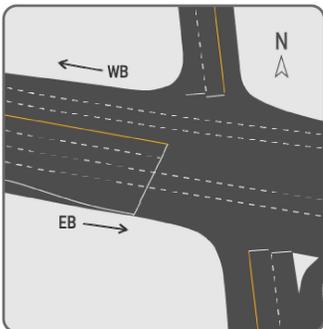
IMPROVEMENTS PROJECT



Are you sick of traffic backups through Placerville?

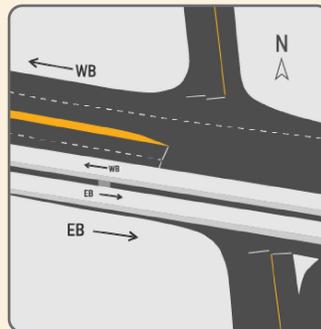
Join us for a **virtual community workshop** to learn more about **four proposed alternatives** that will seek to reduce traffic congestion in Placerville along US 50. Provide your feedback from **September 24 - October 16**.

GO TO www.edctc.org/hotspotstudy



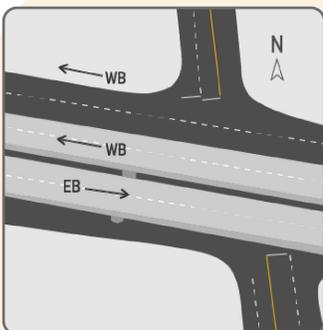
ALTERNATIVE 1:

Third Westbound Lane



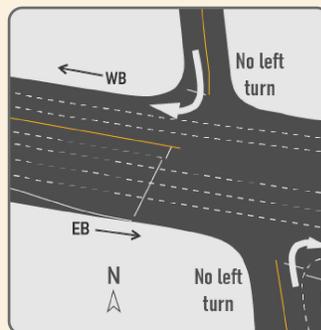
ALTERNATIVE 2:

Elevated Toll Lanes



ALTERNATIVE 3:

Elevated Freeway



ALTERNATIVE 4:

“Super Streets”



US PLACERVILLE

IMPROVEMENTS PROJECT

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