

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

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

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

The meeting format included the following agenda:

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

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

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

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

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

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

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

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

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

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

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

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

US 50 Camino Corridor Stakeholder Advisory Committee (SAC) Representatives

2008-09

Apple Hill Growers Association
Camino Community Action Committee
Camino Heights Advisory Committee
Camino Hills Property Association
Camino School
El Dorado County Chamber of Commerce
El Dorado County Office of Emergency Services
El Dorado County Planning Commission
El Dorado County Winery Association
El Dorado High School
El Dorado Irrigation District
El Dorado Irrigation District
El Dorado County Transit Authority
Farm Trails
Ivy Knoll Road Association
Sierra Pacific Industries
Still Meadows Road Association
Trails Now

Camino/US 50 PSR: Alternatives Screening Matrix
 printed 10/28/08



ALTERNATIVE	ALTERNATIVE DESCRIPTION	EVALUATION CRITERION								Screening Focus									
		Safety	Access	Traffic Ops/ Congestion	Alternative Transp. Options	Consistency with Plans	Community Impacts	Environmental Impacts (Other)	Cost, Phasing, Implementability	Highway		Environ- mental		Community		Implemen- tation		Overall	
										Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank
A	Median Barrier Gap Closure with Traffic Signal at Camino Heights Drive	4	2	3	5	4	5	5	4	32	1	32	1	32	1	32	1	32	1
B	Unsignalized Intersection at Camino Heights Drive	3	2	5	3	4	4	4	3	28	2	28	2	28	2	28	2	28	2
C	Median Barrier Gap Closure from Lower Carson Road to Just West of Still Meadows Road (Right In/Right Out at Lower Carson Rd); mitigation includes Undercrossing located between Camino Heights Drive and Upper Carson Road.	4	1	5	3	4	2	2	1	22	3	22	3	22	3	22	3	22	3
D	Median Barrier Gap Closure Extending from Still Meadows Road to Just East of Lower Carson/Sierra Blanca Intersection; mitigation includes local road connection to Newtown Road from Still Meadows Road (Ivy Knoll)	4	1	5	3	4	1	0	0	18	7	18	7	18	7	18	7	18	7
E	Undercrossing at Upper Carson Road; tie-in frontage road from Camino Heights Road to the undercrossing at Upper Carson Road	0	2	5	3	4	2	2	1	19	4	19	4	19	4	19	4	19	4
F	Undercrossing of US 50 midway between Upper and Lower Carson Road connections with road connection at/perpendicular to Carson Road	0	2	5	3	4	2	2	1	19	4	19	4	19	4	19	4	19	4
G	Undercrossing and slip ramp at Upper Carson (east bound)	0	2	5	1	4	2	2	1	17	8	17	8	17	8	17	8	17	8
H	Extend Camino Heights Drive west to Newtown Road, terminating west of Parkway Drive	0	0	5	1	4	1	1	0	12	12	12	12	12	12	12	12	12	12
I	Extend Camino Heights Drive west to Newtown Road, terminating east of Parkway Drive	0	0	5	1	4	1	1	0	12	12	12	12	12	12	12	12	12	12
J	Extend Camino Heights Drive southwest to Newtown Road, terminating at Ivy Knoll Drive	0	0	5	1	4	1	1	0	12	12	12	12	12	12	12	12	12	12
K	Extend Verde Robles Drive south to Newtown Road, terminating at Mining Brook Road	0	0	5	1	4	1	1	0	12	12	12	12	12	12	12	12	12	12
L	Local road alignment along the existing El Dorado Trail	0	0	5	0	0	1	1	0	7	16	7	16	7	16	7	16	7	16
M	Frontage road from Snows Road to Camino Heights parallel to and south of US 50	0	0	5	1	4	3	2	2	17	8	17	8	17	8	17	8	17	8
N	Frontage road ties to El Dorado Trail head w/ rest area.	0	0	5	1	4	3	2	2	17	8	17	8	17	8	17	8	17	8
O	Develop a frontage road parallel and south of US 50 (east end of project)	0	0	5	1	4	3	2	2	17	8	17	8	17	8	17	8	17	8
P	Median Barrier Gap Closure from Upper Carson Road to Just West of Still Meadows Road (Right In/Right Out at Upper Carson Rd); Undercrossing located 1,000 east of Upper Carson Rd.	4	1	5	3	4	1	1	0	19	4	19	4	19	4	19	4	19	4

Notes

Access at Still Meadows, Camino Heights, Upper Carson. Traffic signal option is currently being analyzed. Analysis may show that signal is not warranted. Potential "fatal flaw" under "Consistency w/ Plans" criteria if signal is not warranted in the corridor.

Similar to alt. A but no traffic signal.

Safety: similar to Alt. A but also closes Camino Heights. ROW impacts & residential relocation.

Similar to Alt. C. w/ exception to significant ROW & potential relocation impacts, steep grades on local roads. No undercrossing.

This is a subset of Alternative C.

This is a subset of Alternative C.

Similar to Alt. C.; ROW & potential relocation impacts; does not solve the safety issue.

Significant ROW impacts to residences

Significant ROW impacts to residences

Significant ROW impacts to residences

Significant ROW impacts to residences

Major environmental and regional plan impacts to El Dorado Trail status.

Local road improvements do not improve conditions on US-50

Local road improvements do not improve conditions on US-50

Local road improvements do not improve conditions on US-50

Impacts similar to Alt. C. More significant out of direction travel and higher cost due to extended access road. Potentially cost prohibitive - access roads and grading.

KEY	 Fatal Flaw in alternative
	 Top ranking alternative

Camino/US 50 PSR: Alternatives Screening Matrix
 printed 10/28/08



COMPONENT	SUPPLEMENTAL COMPONENTS	NOTES
C-1	Grade modifications at Upper Carson Road. (Superelevation correction)	Would require realignment of US-50. Beyond the scope and feasibility of this project.
C-2	Increased CHP enforcement	On-going maintenance costs
C-3	Speed Monitoring Displays east of Still Meadows Road	Short term.
C-4	Speed Monitoring Display on US 50 east of Upper Carson Road in W/B direction.	Short term.
C-5	Traffic Signals on US 50	Included in Alternative A.
C-6	Extend acceleration/deceleration lanes at Carson Road.	Included in Alternatives A, B, C, D, P.
C-7	Median Refuge Area w/ W/B Acceleration Lanes from Apple Café	W/B US-50 access has been removed from Alternatives A, B, C, D P to improve safety at the intersection.
C-8	Active Cross Traffic Detection Device at Still Meadows Road.	Included in part of separate ITS grant project
C-9	Active Cross Traffic Detection Device on US 50 east of Upper Carson Road in the W/B direction.	ITS component; not part of ITS grant.
Highway-Focus Criterion Weights		1 1 1 1 1 1 1 1 1
Environmental-Focus Criterion Weights		1 1 1 1 1 1 1 1 1
Community-Focus Criterion Weights		1 1 1 1 1 1 1 1 1
Implementation-Criterion Weights		1 1 1 1 1 1 1 1 1
Overall Criterion Weights		1 1 1 1 1 1 1 1 1

Screening Criteria Explanations

Purpose and Need element: Safety	Estimated number of left turns** to/from US 50 at unsignalized intersections 5 100% fewer left turns or no permitted left turns. 4 80% fewer left turns as compared to no-build 3 60% fewer left turns as compared to no-build 2 40% fewer left turns as compared to no-build 1 20% fewer left turns as compared to no-build 0 0%, similar to no-build	Purpose and Need element: Maintain Consistency with Land Use/Regional Transportation Plans	Consistency w/County/Regional Plans 5 Corresponds with other planned projects, and consistent with all current plans 4 Does not conflict with other planned projects, and consistent with all current plans 3 Overlap with other planned projects, but no inconsistencies 2 Overlap with other planned projects, and may be challenging to fund 1 Inconsistencies with other planned projects that will present funding challenges 0 Unavoidable inconsistencies that would threaten the viability of the project						
	Purpose and Need element: Access		Number of local streets with access restrictions (i.e., reduced access to/from US 50) 5 Less than 1/2 mile out of direction travel 4 1/2 to 1 mile out of direction travel 3 1 to 2 miles out of direction travel 2 2 to 3 miles out of direction travel 1 More than 3 miles out of direction travel 0 Uncontrolled access (e.g., no build - no change to access)	Purpose and Need element: None	Community Impacts (physical takes and pass-through traffic) 5 No historic impacts, minimal other ROW impacts, and no new pass-through traffic 4 Minimal community impacts (small increase in pass through traffic) 3 Some community impacts (moderate non-historic ROW requirements) 2 One historic property impact, or moderate ROW requirements and moderate increase in pass-through traffic 1 One historic property impact and large increase to pass-through traffic 0 Multiple community impacts with a high level of community concern				
			Purpose and Need element: Traffic Operations/ Congestion		Travel Time on US 50 5 Baseline - similar to current travel time on US 50 4 3 1-minute or less additional travel time on US 50 2 1 Greater than 1-minute of additional travel time on US 50 0	Purpose and Need element: None	Other Environmental Impacts (biology, air, noise, visual, hazardous waste, and stormwater impacts) 5 No major impacts 4 Minor impacts that can be addressed; low level of community concern 3 Impacts in one or two resource areas that can mostly be addressed 2 Impacts in multiple resource areas that can mostly be addressed 1 Impacts in multiple resource areas; many cannot be addressed; high level of community concern 0 Major impacts that cannot be addressed that would threaten the viability of the project		
					Purpose and Need element: Alternative Transportation Options		Number and quality of new and improved bike/pedestrian/transit options and services 5 Significant new bike, pedestrian, and transit options 4 Significant new bike and pedestrian options 3 Minor bike/pedestrian improvements and/or significant new transit options 2 Minor transit improvements only 1 No changes to bike/pedestrian/transit options 0 Elimination or degradation of existing bike/pedestrian/transit options	Purpose and Need element: None	Cost/Phasing/Implementability 5 Lowest capital cost; potential short-term phasing options; drivers for quick implementation 4 Moderately low capital cost; potential phasing options; no barriers to quick implementation 3 Average capital cost (compared to the other alternatives); no phasing options; no implementation barriers 2 Moderately high capital cost; some implementation barriers that must be addressed 1 High capital cost; potentially challenging implementation barriers 0 Capital cost or implementation barriers would threaten the viability of the project

Alternative "A"	Median Barrier Gap Closure with Traffic Signal at Camino Heights Drive
------------------------	---

Description

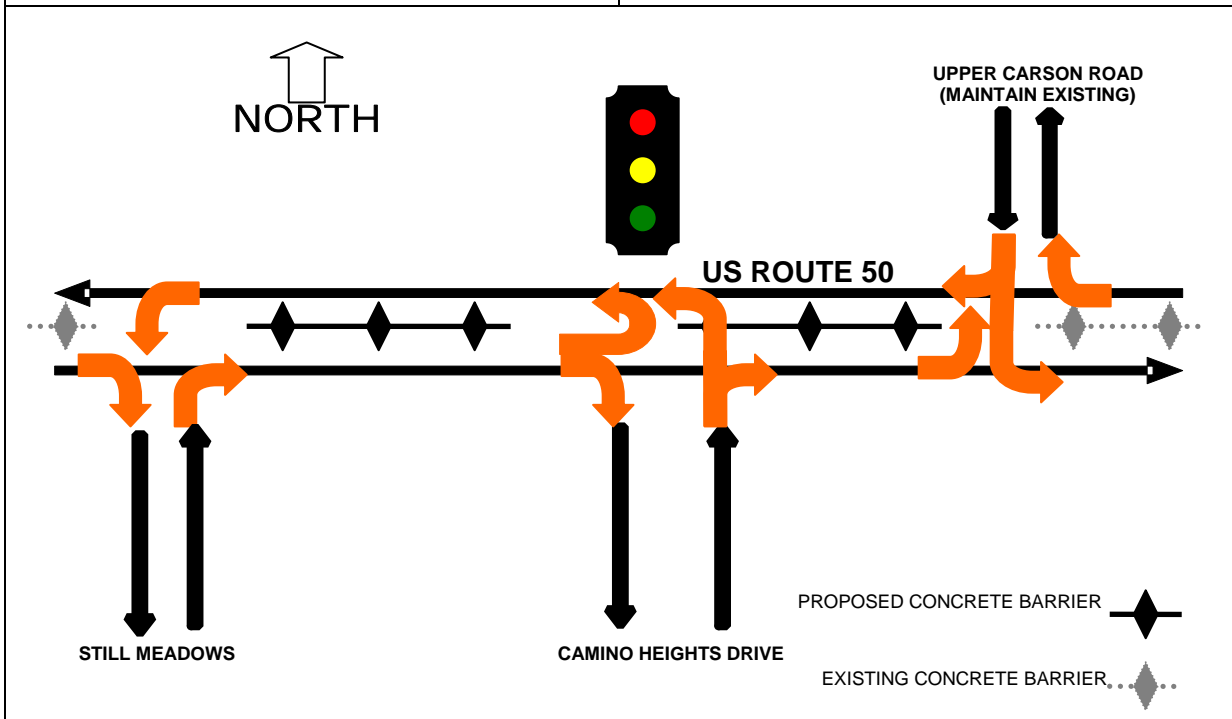
Alternative "A" would include concrete median barrier along US-50 to close the gap from Still Meadows Road to Upper Carson Road. Median barrier gap openings would remain at the intersections of Still Meadows Road, Camino Heights Drive and Upper Carson Road. The Still Meadows Road intersection would have ¾ access (i.e., it would allow eastbound right-in and right-out access from Still Meadows Road and also westbound left-turn access to Still Meadows Road. Left-out access from Still Meadows Road to westbound US-50 would not be allowed). The intersection at Camino Heights Drive would be signalized to allow U-turns for eastbound US-50 traffic to access driveways on the north side of US-50 (west of Still Meadows Drive). The signal would allow left and right turns from Camino Heights Drive onto US-50 and left turns for westbound traffic from US-50 to Camino Heights Drive. The full-access intersection at Upper Carson Road would remain. All other intersections would be limited to right-in/right-out access with acceleration and deceleration lanes from the local roads onto US-50. Outside shoulders would be widened to 12-feet.

Potential Benefits

- Traffic signal provides opportunity for school buses and transit to access high school and park & ride lot.
- Left turn access is permitted at either end and midpoint locations along the corridor which balances modified access through the project limits.

Issues

- Isolated traffic signal on US-50
- U-turn at Camino Heights Drive must have a wide turn radius for trucks and other vehicles.



Alternative "B"	Unsignalized Intersection at Camino Heights Drive
------------------------	--

Description

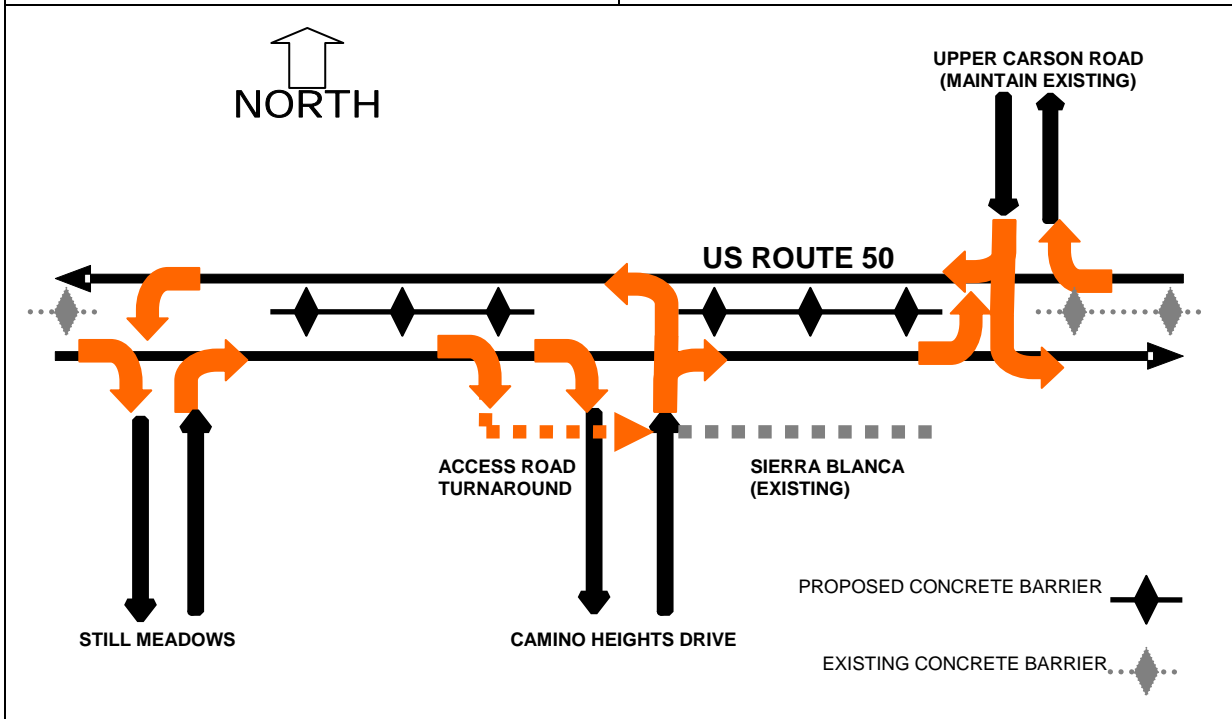
Alternative "B" would include concrete median barrier along US-50 to close the gap from Still Meadows Road to Upper Carson Road. Median barrier gap openings would remain at the intersections of Still Meadows Road, Camino Heights Drive and Upper Carson Road. The Still Meadows Road intersection would have ¾ access (i.e., it would allow eastbound right-in and right-out access from Still Meadows Road and also westbound left-turn access to Still Meadows Road. Left-out access from Still Meadows Road to westbound US-50 would not be allowed). The intersection at Camino Heights Drive would not be signalized but would provide eastbound access to a new frontage road, south of US-50, which would connect to Camino Heights Drive at the intersection of Sierra Blanca Road. This access would allow eastbound travelers to return westbound at Camino Heights Drive, to access driveways on the north side of US-50. The intersection at Upper Carson Road would remain. All other intersections would be limited to right-in/right-out access with acceleration and deceleration lanes from the local roads onto US-50. Outside shoulders would be widened to 12-feet.

Potential Benefits

- Maintains continuous traffic flow on US-50.
- "Dog leg" turnout at Camino Heights provides drivers an opportunity to pull out and return westbound on US 50.
- Left turn access is permitted at either end and midpoint locations along the corridor which balances modified access through the project limits.
- Reduces U-turn traffic on US-50.

Issues

- Diverts local trips using US-50 onto local roads.
- Complex combination U-turn movement for eastbound to westbound US-50 traffic.



<h2 style="margin: 0;">Alternative "C"</h2>	<h3 style="margin: 0;">Median Barrier from Still Meadows to Lower Carson; Local Road from Camino Heights to Still Meadows</h3>
---	--

Description

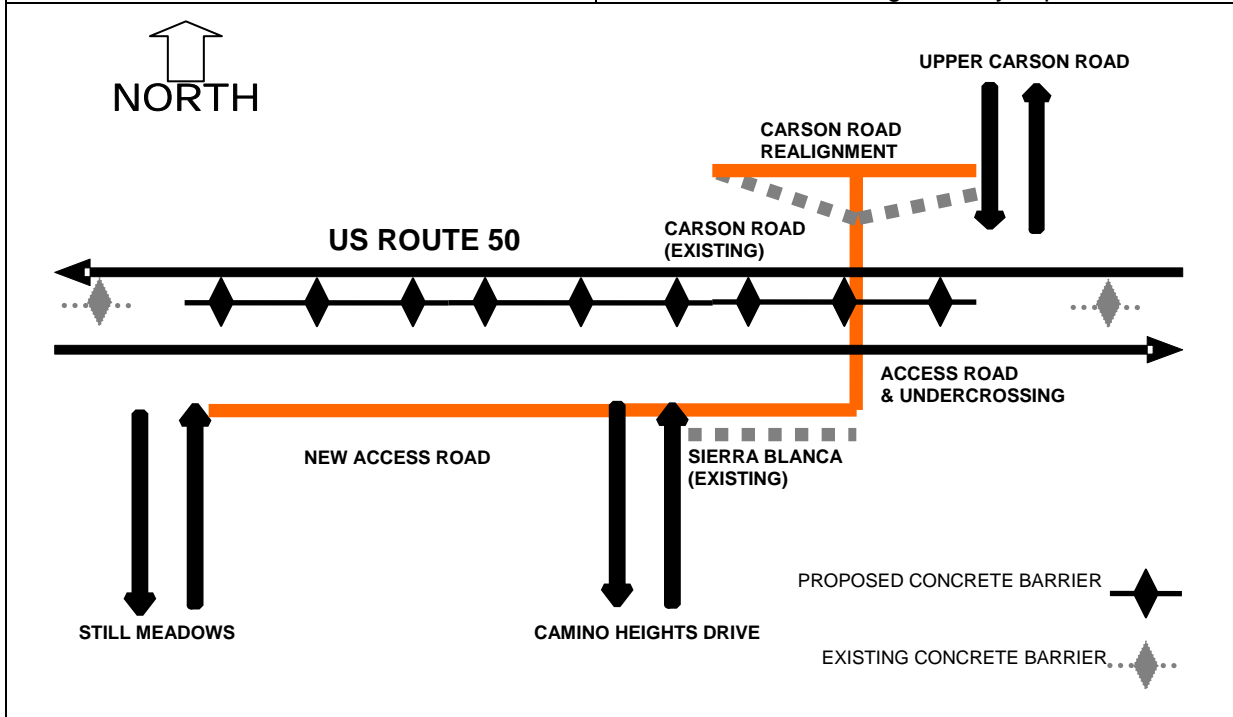
Construct a concrete median barrier along US-50 to close the gap from Still Meadows Road to Lower Carson Road. Median barrier gap openings would remain at the intersections of Still Meadows Road, and Upper Carson Road. The Still Meadows Road intersection would have ¾ access (i.e., it would allow eastbound right-in and right-out access from Still Meadows Road and also westbound left-turn access to Still Meadows Road. Left-out access from Still Meadows Road to westbound US-50 would not be allowed). A new frontage road, south of US-50, would connect to Camino Heights Drive at the intersection of Sierra Blanca Road and extend to Still Meadows Road to the west and approximately Lower Carson Road to the east. This would allow east-west access by avoiding US-50. The intersection at Upper Carson Road would remain. An undercrossing at US-50 would be located between Camino Heights Drive and Upper Carson Road. The connection to Carson Road would require the realignment of Carson Road to accommodate access and operation of the connection. All other intersections would be limited to right-in/right-out access with acceleration and deceleration lanes from the local roads onto US-50. Outside shoulders would be widened to 12-feet.

Potential Benefits

- Maintains continuous traffic flow on US-50.
- Controls access on US-50.
- Provides local east-west access.
- Provides north-south access near Lower Carson Road.

Issues

- Diverts local trips using US-50 onto local roads.
- Increased out of direction travel for east-west US-50 travelers.
- Extensive R/W and environmental impacts to residential areas.
- High costs due to undercrossing and potential environmental and right of way impacts



Alternative "D"	Median Barrier from Still Meadows to Lower Carson; Local Road from Newtown to Still Meadows
------------------------	--

Description

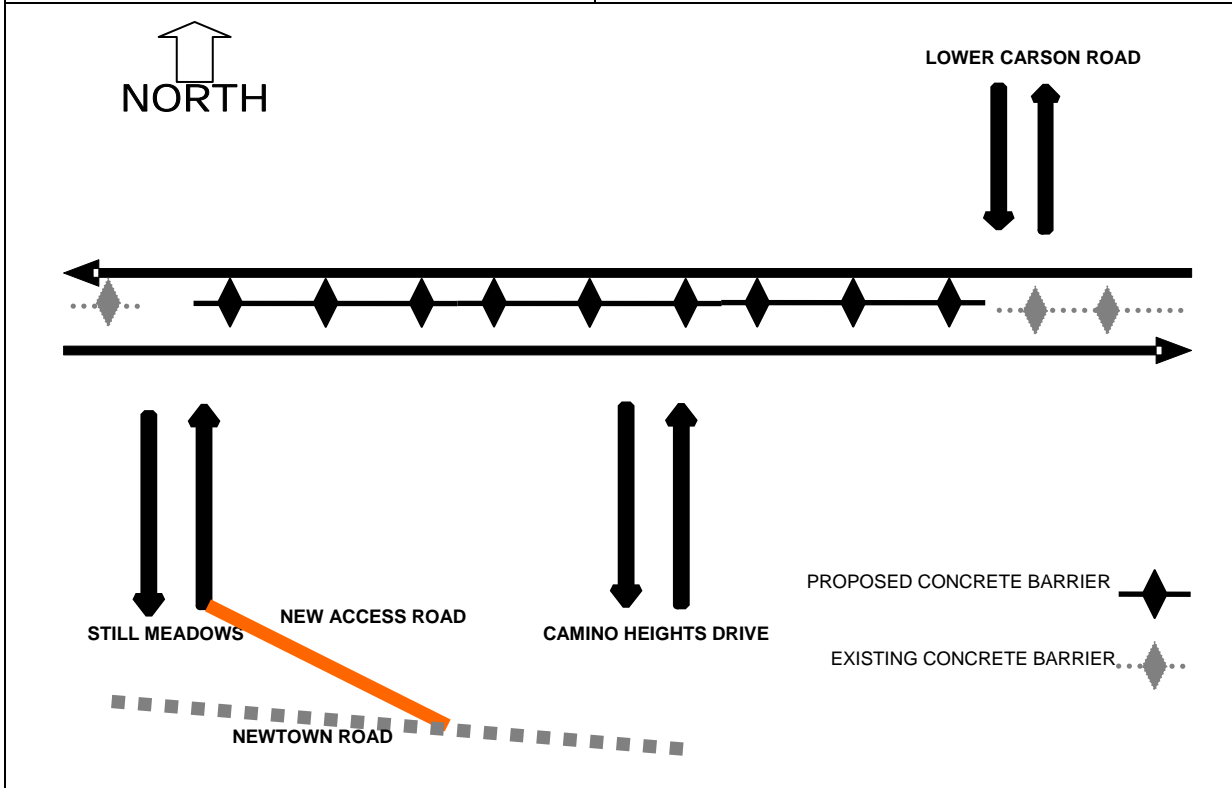
Construct a concrete median barrier along US-50 to close the gap from Still Meadows Road to Lower Carson Road. Median barrier gap openings would remain at the intersections of Still Meadows Road and Upper Carson Road. The Still Meadows Road intersection would have ¾ access (i.e., it would allow eastbound right-in and right-out access from Still Meadows Road and also westbound left-turn access to Still Meadows Road. Left-out access from Still Meadows Road to westbound US-50 would not be allowed). A new frontage road, south of US-50, would connect to Still Meadows Road and connect to Newtown Road. This would allow alternative local travel to Placerville. The intersection at Upper Carson Road would remain. All other intersections would be limited to right-in/right-out access with acceleration and deceleration lanes from the local roads onto US-50. Outside shoulders would be widened to 12-feet.

Potential Benefits

- Maintains continuous traffic flow on US-50.
- Controls access on US-50.
- Provides local access south of US-50.

Issues

- Diverts local trips using US-50 onto local roads.
- Extensive R/W and environmental impacts to residential areas.
- Does not provide protected movement for north-south access on US-50.
- Increased out of direction travel for east-west US-50 travelers.



<h2 style="margin: 0;">Alternative "E"</h2>		<h3 style="margin: 0;">Undercrossing at Upper Carson Road; Tie-in frontage Road from Camino Heights</h3>
<p>Description Construct an undercrossing at Upper Carson Road and a connecting access road from Camino Heights to Upper Carson Road via Sierra Blanca Road. Similar to Alternative 'C'.</p>		
<p>Potential Benefits</p> <ul style="list-style-type: none"> - Provides alternative local access between north and south sides of US-50. 	<p>Issues</p> <ul style="list-style-type: none"> - Diverts local trips using US-50 to local roads. - Does not improve safety on US 50. - Potential costs for access road and undercrossing. 	
<p>The diagram illustrates the proposed infrastructure for Alternative E. A horizontal line represents US Route 50, with arrows indicating traffic flow in both directions. Above the route, a north arrow is labeled 'NORTH'. To the right, 'UPPER CARSON ROAD' is shown with two vertical arrows pointing in opposite directions. Below the route, 'STILL MEADOWS' is indicated with two vertical arrows pointing in opposite directions. Further south, 'CAMINO HEIGHTS DRIVE' is shown with two vertical arrows pointing in opposite directions. A dashed line labeled 'SIERRA BLANCA (EXISTING)' connects Camino Heights Drive to the 'ACCESS ROAD & UNDERCROSSING', which is highlighted in orange. This orange line runs east from Camino Heights Drive, turns north, and then turns east again to cross under US Route 50. An 'EXISTING CONCRETE BARRIER' is shown as a dashed line with diamond markers along the southern side of US Route 50.</p>		

<h2 style="margin: 0;">Alternative "F"</h2>		<h3 style="margin: 0;">Undercrossing at US-50 between Upper and Lower Carson</h3>
<p>Description Construct an undercrossing at Upper Carson Road and a connecting access road from Camino Heights to Upper Carson Road via Sierra Blanca Road. Similar to Alternative 'C'.</p>		
<p>Potential Benefits</p> <ul style="list-style-type: none"> - Provides alternative local access between north and south sides of US-50. 	<p>Issues</p> <ul style="list-style-type: none"> - Diverts local trips using US-50 to local roads. - Does not improve safety on US-50. - Potential costs for access road and undercrossing. 	
<p>The diagram illustrates the proposed infrastructure for Alternative F. A horizontal line represents US ROUTE 50, with a northbound arrow above and a southbound arrow below. Above US-50, two vertical double-headed arrows represent LOWER CARSON ROAD and UPPER CARSON ROAD. A dashed line labeled CARSON ROAD (EXISTING) runs parallel to US-50, crossing over it. Below US-50, two vertical double-headed arrows represent STILL MEADOWS and CAMINO HEIGHTS DRIVE. A dashed line labeled SIERRA BLANCA (EXISTING) runs parallel to US-50, crossing under it. An orange line, labeled ACCESS ROAD & UNDERCROSSING, starts from Camino Heights Drive, crosses under US-50, and then turns north to connect to Upper Carson Road. A north arrow is located in the top left corner. Existing concrete barriers are indicated by diamond symbols on the left and right sides of US-50.</p>		

<h1 style="margin: 0;">Alternative "G"</h1>		<h2 style="margin: 0;">Undercrossing and Slip Ramp at Upper Carson (Eastbound)</h2>
<p>Description Construct an undercrossing at Upper Carson Road and a connecting access road from Camino Heights to Upper Carson Road via Sierra Blanca Road. Similar to Alternatives 'C', 'E', and 'F'.</p>		
<p>Potential Benefits</p> <ul style="list-style-type: none"> - Provides alternative local access between north and south sides of US-50. 	<p>Issues</p> <ul style="list-style-type: none"> - Diverts local trips using US-50 to local roads. - Does not improve safety on US-50. - Potential costs for access road and undercrossing. 	
<p>The diagram illustrates the proposed infrastructure for Alternative G. It shows a plan view of the road network. At the top, a north arrow points upwards. Below it, a horizontal line represents US Route 50, with arrows indicating traffic flow in both directions. To the right of US Route 50, a vertical line represents Upper Carson Road, also with arrows for two-way traffic. A dashed line labeled 'SIERRA BLANCA (EXISTING)' runs horizontally below US Route 50. An orange line, labeled 'ACCESS ROAD & UNDERCROSSING', starts from the Sierra Blanca line, turns south, then east, and finally north to cross under US Route 50 and connect to Upper Carson Road. To the left of US Route 50, there are two vertical lines representing 'STILL MEADOWS' and 'CAMINO HEIGHTS DRIVE', both with arrows for two-way traffic. A dashed line with diamond markers at the ends, labeled 'EXISTING CONCRETE BARRIER', runs horizontally below the Sierra Blanca line.</p>		

<h2 style="margin: 0;">Alternative "H"</h2>		<h3 style="margin: 0;">Extend Camino Heights Drive west to Newtown Road, end west of Parkway Drive</h3>
<p>Description Create local road access south of US-50 by extending Camino Heights Drive, west to connect to Newtown Road, west of Parkway Drive.</p>		
<p>Potential Benefits</p> <ul style="list-style-type: none"> - Creates parallel local access for local tripstripsto reduce use of US-50 for east-west travel. 	<p>Issues</p> <ul style="list-style-type: none"> - Significant right of way impacts to residential areas. - Does not provide a clear benefit for safety on US-50. - Does not improve north-south access at US-50. 	

<h1 style="margin: 0;">Alternative "I"</h1>		<h2 style="margin: 0;">Extend Camino Heights Drive west to Newtown Road, end east of Parkway Drive</h2>
<p>Description Create local road access south of US-50 by extending Camino Heights Drive, west to connect to Newtown Road, west of Parkway Drive.</p>		
<p>Potential Benefits</p> <ul style="list-style-type: none"> - Creates parallel local access for local trips to reduce use of US-50 for east-west travel. 	<p>Issues</p> <ul style="list-style-type: none"> - Significant right of way impacts to residential areas. - Does not provide a clear benefit for safety on US-50. - Does not improve north-south access at US-50. 	
<p>The diagram illustrates the proposed road layout. At the top, a horizontal line represents US ROUTE 50 with arrows pointing in both directions. Below it, Parkway Drive is shown as a vertical road with two-way traffic. To the west of Parkway Drive, Newtown Road is shown as a dashed line extending westward. East of Parkway Drive, Still Meadows is shown as a vertical road with two-way traffic. Further east, Connect Access Road is shown as a horizontal road connecting Parkway Drive to Camino Heights Drive. Camino Heights Drive is shown as a horizontal road extending eastward from Connect Access Road, with two-way traffic. A north arrow is located at the top left of the diagram area.</p>		

<h2 style="margin: 0;">Alternative “J”</h2>		<h3 style="margin: 0;">Extend Camino Heights Drive, southwest to Newtown Road, east of Parkway Drive</h3>
<p>Description Create local road access south of US-50 by extending Camino Heighs Drive, west to connect to Newtown Road, west of Parkway Drive.</p>		
<p>Potential Benefits</p> <ul style="list-style-type: none"> - Creates parallel local access for local trips to reduce use of US-50 for east-west travel. 	<p>Issues</p> <ul style="list-style-type: none"> - Significant right of way impacts to residential areas. - Does not provide a clear benefit for safety on US-50. - Does not improve north-south access at US-50. 	

Alternative "K"	Extend Verde Robles Drive, south to Newtown Road, end at Mining Brook Road
------------------------	---

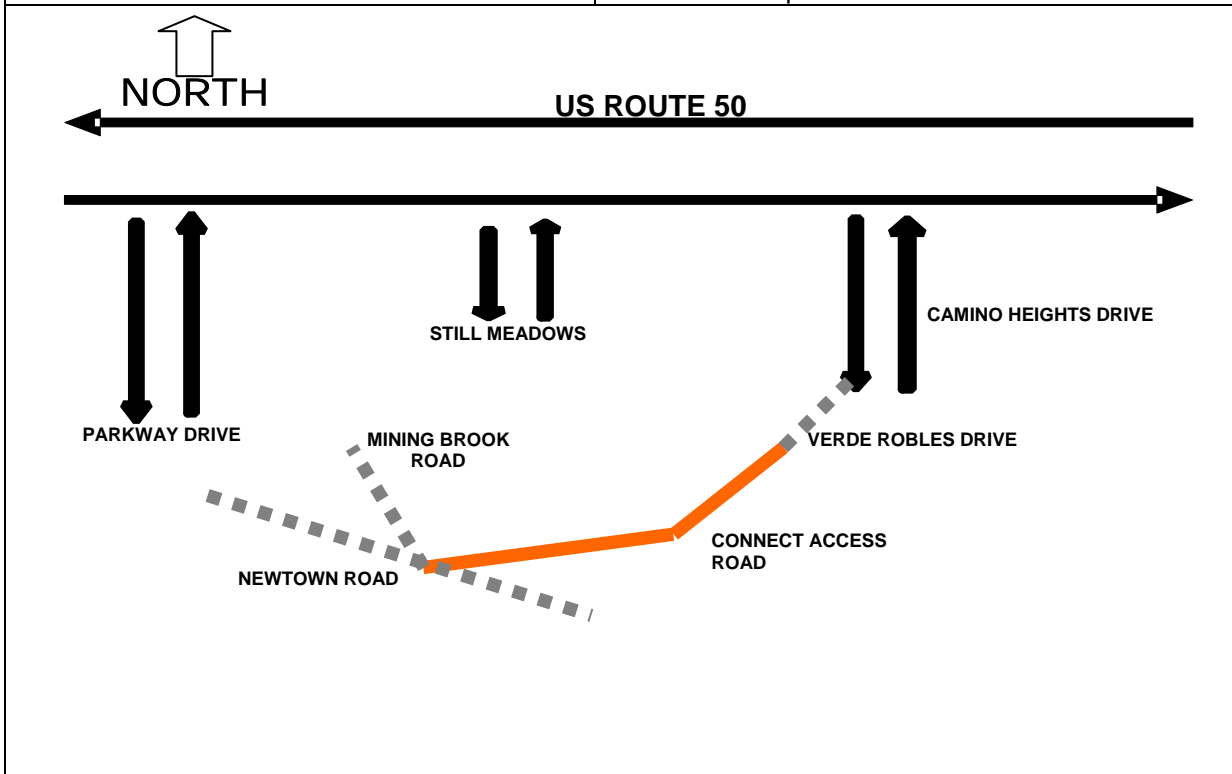
Description
 Create local road access south of US-50 by extending Verde Robles Drive, southwest to connect to Newtown Road until Mining Brook Road.

Potential Benefits

- Creates parallel local access for local trips to reduce use of US-50 for east-west travel.

Issues

- Significant right of way impacts to residential areas.
- Does not provide a clear benefit for safety on US-50.
- Does not improve north-south access at US-50.



<h2 style="margin: 0;">Alternative “L”</h2>		<h3 style="margin: 0;">Local Road Alignment along El Dorado Trail</h3>
<p>Description Create local road access south of US-50 along the recreational El Dorado Trail.</p>		
<p>Potential Benefits</p> <ul style="list-style-type: none"> - Creates parallel local access for local trips to reduce use of US-50 for east-west travel. 	<p>Issues</p> <ul style="list-style-type: none"> - Significant right of way impacts. - Current funding agreement for the trail limits use of trail right of way to recreational, pedestrian travel. Use of the trail other than non-motorized, recreational travel will cut funding source. - Does not provide a clear benefit for safety on US-50. 	

<h1 style="margin: 0;">Alternative "M"</h1>		<h2 style="margin: 0;">Frontage Road from Snows Road to Camino Heights, south of US-50</h2>
<p>Description Create local road access south of US-50 by extending Sierra Blanca to Snows Road</p>		
<p>Potential Benefits</p> <ul style="list-style-type: none"> - Creates parallel local access for local trips to reduce use of US-50 for east-west travel. 	<p>Issues</p> <ul style="list-style-type: none"> - Right of way impacts to residential areas. - Does not provide a clear benefit for safety on US-50. - Significant out of direction travel for north-south access at US-50. - Does not serve a majority of the corridor. 	
<p style="text-align: center;"> NORTH UPPER CARSON ROAD US ROUTE 50 SIERRA BLANCA (EXISTING) NEW FRONTAGE ROAD SNOWS ROAD CAMINO HEIGHTS EXISTING CONCRETE BARRIER... </p>		

<h1 style="margin: 0;">Alternative "N"</h1>		<h2 style="margin: 0;">Frontage Road ties to El Dorado Trail Head, west of Rest Area</h2>
<p>Description Create local road access south of US-50 by connecting to the El Dorado Trail head to Upper Carson Road.</p>		
<p>Potential Benefits</p> <ul style="list-style-type: none"> - Creates vehicle access from US-50 to the El Dorado Trail. 	<p>Issues</p> <ul style="list-style-type: none"> - Right of way and environmental impacts - Does not provide a clear benefit for safety on US-50. - Does not serve a majority of the corridor. 	

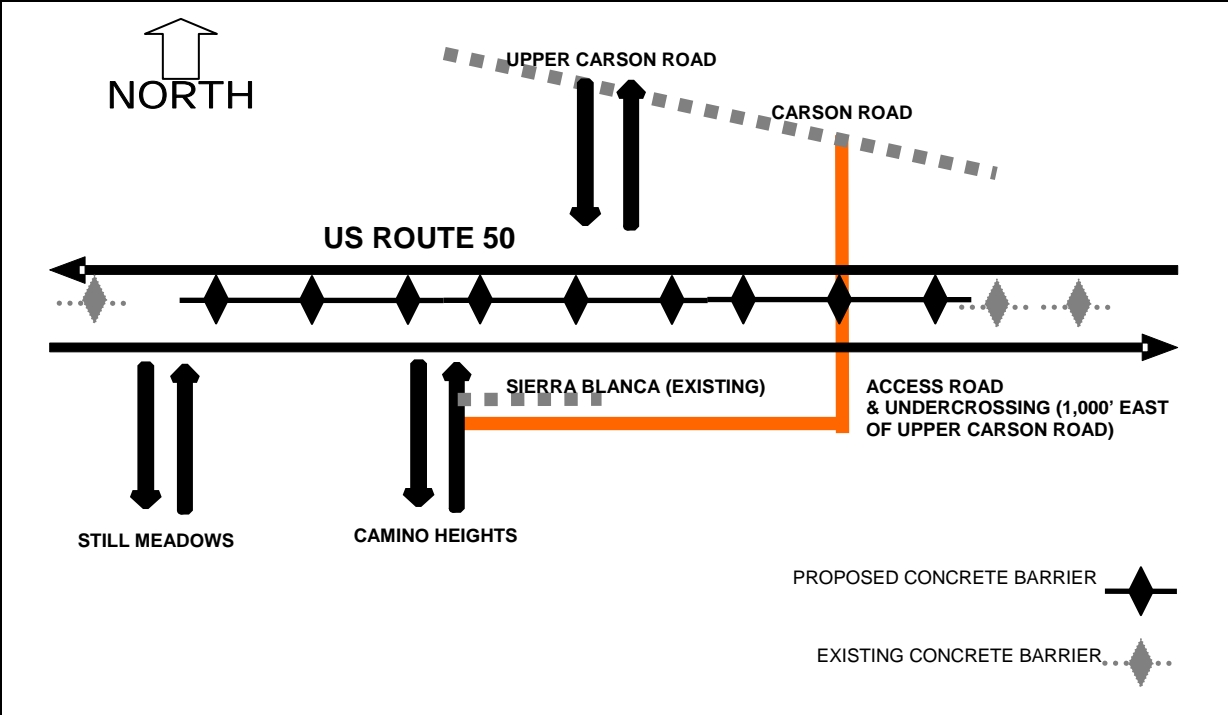
<h2 style="margin: 0;">Alternative "O"</h2>		<h3 style="margin: 0;">Frontage Road parallel and south of US-50 (east end of project)</h3>
<p>Description Create local road access south of US-50 by extending Sierra Blanca to Snows Road.</p>		
<p>Potential Benefits</p> <ul style="list-style-type: none"> - Creates parallel local access for local trips to reduce use of US-50 for east-west travel. 	<p>Issues</p> <ul style="list-style-type: none"> - Right of way impacts to residential areas. - Does not provide a clear benefit for safety on US-50. - Significant out of direction travel for north-south access at US-50. - Does not serve a majority of the corridor. 	
<p style="text-align: center;"> NORTH UPPER CARSON ROAD US ROUTE 50 SIERRA BLANCA (EXISTING) NEW FRONTAGE ROAD SNOWS ROAD CAMINO HEIGHTS </p>		

Alternative "P"	Median Barrier from Still Meadows to Upper Carson; Undercrossing 1000' east of Upper Carson Road
------------------------	---

Description
 Construct a concrete median barrier along US-50 to close the gap from Still Meadows Road through Upper Carson Road. A median barrier gap opening would remain at the intersection of Still Meadows Road. The Still Meadows Road intersection would have ¾ access (i.e., it would allow eastbound right-in and right-out access from Still Meadows Road and also westbound left-turn access to Still Meadows Road. Left-out access from Still Meadows Road to westbound US-50 would not be allowed). A new frontage road, south of US-50, would connect Camino Heights Drive to north of US-50 at Carson Road via an undercrossing located 1,000-ft east of the Upper Carson Road intersection at US-50. All other intersections would be limited to right-in/right-out access with acceleration and deceleration lanes from the local roads onto US-50. Outside shoulders would be widened to 12-feet.

- Potential Benefits**
- Maintains continuous traffic flow on US-50.
 - Controls access on US-50.
 - Provides local east-west access.
 - Provides north-south access 1000-ft east of Upper Carson Road.

- Issues**
- Diverts local trips using US-50 onto a new local road, to the east.
 - Increased out of direction travel for east-west US-50 travelers.
 - Potentially extensive environmental impacts due to grading and terrain at the east end of the project.
 - Potentially cost prohibitive due to high costs for the undercrossing and access road and environmental and right of way impacts.



Component “C-1”	Grade Modifications at Upper Carson Road
------------------------	---

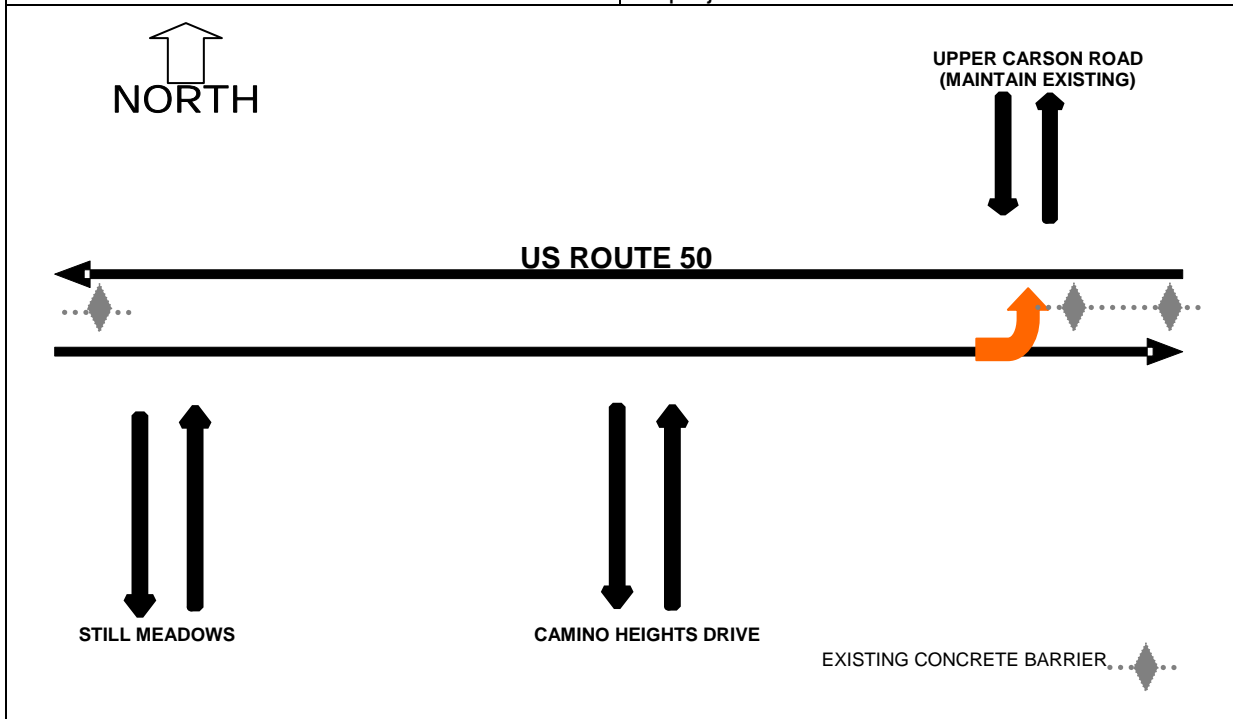
Description
 Modify cross slope and superelevation grade on US-50 at the Upper Carson Road intersection for eastbound left turn movements onto Upper Carson Road.

Potential Benefits

- May improve driver’s comfort and drivability in left turn movement at Upper Carson Road

Issues

- Provides safety improvement for one turning movement but does not provide a clear benefit for safety along the entire corridor.
- Does not improve access along the corridor.
- Would require realignment of US-50 which is not feasible within the scope of this project.
- Does not fulfill the purpose and need of the project.



Component “C-2”		Increased CHP Enforcement
Description Provide continous CHP enforcement along US-50 in the Camino Corridor		
Potential Benefits - May improve driver awareness within the corridor to drive within the speed limit.	Issues - Not a long term solution. - Requires full time CHP staffing resources along the corridor which are beyond the control and scope of this project. - The Camino Corridor is already the most heavily enforcement segment of highway in El Dorado County.	
N/A		

Supplemental Component “C-3”		Speed Monitoring Display on US-50 east of Still Meadows Road (Westbound)
Description Speed Monitoring Displays are portable electronic devices that project digital readouts indicating vehicle speeds.		
Potential Benefits <ul style="list-style-type: none"> - Low cost for implementation - Could be a supplemental component of an alternative. 		Issues <ul style="list-style-type: none"> - Speed Monitoring Display tool may not have long term effects on drivers (i.e., would not reduce driver speed or improve awareness). - Not typically a long term solution.
<p>The diagram illustrates the location of the Speed Monitoring Display on US Route 50. A horizontal line represents US Route 50, with arrows indicating westbound and eastbound traffic. A box labeled 'SPEED MONITORING DISPLAY' is placed on the westbound side. Vertical double arrows indicate the locations of Still Meadows, Camino Heights Drive, and Upper Carson Road. A diamond symbol on the right side of the route indicates an existing concrete barrier. A north arrow is located in the upper left corner.</p>		

Supplemental Component “C-4”		Speed Monitoring Display on US-50 east of Upper Carson (Westbound)
Description Speed Monitoring Displays are portable electronic devices that project digital readouts indicating vehicle speeds.		
Potential Benefits - Low cost for implementation.	Issues - Speed Monitoring Display tool may not have long-term effects on drivers (i.e., would not reduce driver speed or improve awareness). - Not typically a long term solution.	

**El Dorado County Transportation Commission
Camino/US 50 Project Study Report**

TO: Camino Stakeholder Advisory Committee (SAC)
FROM: EDCTC
SUBJECT: Camino SAC Meeting #1
MEETING DATE: July 31, 2008
MEETING TIME: 6:00 - 8:00 PM
VENUE: EDCTC, 2828 Easy Street, Suite 1, Placerville, CA

- | | |
|--|-----------------------|
| 1. Welcome and Introductions | 6:00 – 6:15 PM |
| 2. Review Role of the SAC in Project Study Report Phase | 6:15 – 6:25 |
| 3. Project Status & Schedule | 6:25 – 6:35 |
| 4. Review and Discuss Draft Evaluation Criteria and Methodology | 6:35 – 7:45 |
| 5. Discuss Next Steps/Meeting | 7:45 – 8:00 |
| Adjourn Meeting | 8:00 |

is a conceptual document from an engineering/environmental standpoint, and is required for a project to be eligible for State Transportation Improvement Program (STIP) funds. He explained that new STIP funds are available or "programmed" every two years and that the next STIP programming year is 2010. The PSR must be approved and signed by the Caltrans District 3 Director by fall 2009, so the next phase of the project is eligible for the 2010 STIP. Dan stated that the EDCTC Board will decide which projects will be proposed for inclusion in the 2010 STIP.

During a review of the project schedule, it was noted that the SAC meeting scheduled for October would conflict with his schedule as that is the peak crush time for wineries. It was agreed to move the meeting date to early November and to confirm the exact date and time later. SAC members agreed that evening meetings were preferred to daytime meetings. Dan then reviewed the project study limits and project assumptions.

Leslie Regos discussed the project Purpose and Need elements and explained the importance of the design team understanding the project's objectives before proceeding with the development and design of alternatives. She explained that project objectives include addressing safety concerns and congestion in the project area and that the development of alternatives would also include the consideration of future transit plans and alternative modes of transportation.

Comment: Concern was expressed that some of the alternatives might not protect existing homes.

Response: Both Judy Matsui Drury and Loren Bloomberg advised that levels of impacts will be evaluated during the alternatives evaluation process and that the environmental process will also take that concern into consideration.

Comment: Undeveloped areas south of U.S. 50 are currently being considered for development.

Question: A question was asked of how proposed development would be considered in the development of alternatives.

Response: Leslie explained that the development and evaluation of alternatives will consider potential development based on current zoning, the County General Plan, or on subdivision maps recently approved by the County Planning Department. Dan Bolster added that speculative development would not be considered. Leslie emphasized that land use is part of the planning process and that the project's traffic model will estimate projected future travel needs.

Question: Is the team was in communication with the SMUD Iowa Hill project?

Response: Dan informed the SAC that he is in communication with Scott Flake from the SMUD project team.

Leslie presented the concept of the alternatives screening matrix by showing a graphic of the matrix. She explained that the alternatives screening matrix is a structured evaluation process that allows each alternative to be equally evaluated based on a process of applying the same screening criteria to each alternative. Leslie added that this structure allows the team to discontinue studying alternatives that do not adequately address all of the screening criteria.

Question: Have alternatives already been developed?

Response: Leslie confirmed that no alternatives had been developed but they will be developed during September and October and will be presented to the SAC at the next SAC meeting in November. To clarify how the alternative screening process works, Loren compared it to a home buyer consulting a realtor about buying a house. The buyer describes to the realtor the key elements (criteria) of the house being sought, such as square footage, location, number of bedrooms, etc. The realtor then “screens” the market for houses meeting the criteria set by the buyer. Loren said it is unlikely that a single house will be ideal for all of the criteria, so there will be trade-offs and the buyer has to decide which trade-offs are acceptable. Leslie emphasized that the evaluation process is transparent and that EDCTC will discuss the process with the SAC and answer any questions they may have.

The team introduced the Alternatives Screening Matrix format. Leslie and Loren explained that the matrix contains eight individual criteria and that each alternative is scored against criteria. The eight evaluation criteria with rankings from 0 to 5 are:

Safety: Estimated number of left turns to/from US 50 at unsignalized intersections

- 5 = 100% fewer left turns or no permitted left turns
- 4 = 80% fewer left turns as compared to no-build
- 3 = 60% fewer left turns as compared to no-build
- 2 = 40% fewer left turns as compared to no-build
- 1 = 20% fewer left turns as compared to no-build
- 0 = similar to no-build (i.e., existing conditions with no project)

Left turns on US 50 were used to reflect the primary safety ranking.

Question: What about right turns? And, what defines the left-turn safety criteria?

Response: Leslie explained that right turns do not differentiate alternatives as much as left turns. Loren emphasized that left turns are good predictors of safety.

Question: Are all seasons are studied, specifically during the winter?

Response: Judy answered by stating that a preliminary traffic analysis will be conducted and will include peak weekday and weekends, such as Friday afternoon and Sunday mid-afternoon as well as a weekend in October.

Comment: Newtown Road is a straight road, but when it snows it gets very slippery and winter weather makes it unpredictable. Leslie confirmed that the project will consider the chain-up locations that are currently on US-50 in the Camino area.

Access: Out of Direction Travel

- 5 = less than ½ mile out of direction travel
- 4 = ½ to 1 mile out of direction travel
- 3 = 1 to 2 miles out of direction travel
- 2 = 2 to 3 miles out of direction travel
- 1 = More than 3 miles out of direction travel
- 0 = Uncontrolled access (e.g., no build - no change to access)

Question: Will you measure from neighborhoods or driveways?

Response: Dan answered by stating it would depend on which alternative is being evaluated. Loren explained that the ideal situation would be fewer left turns and less out of direction travel.

Traffic Operations/Congestion on US 50 - Travel time on US 50

5 = Baseline, similar to current travel time on US 50

3 = 1 minute or less of additional travel time on US 50

1 = Greater than 1 minute of additional travel time on US 50

Mainline US 50 through traffic is of greatest interest to Caltrans. Loren said that a level of service (LOS) is a common assessment of delays for traffic signals. A common standard is LOS D, which is a delay of 35 to 55 seconds, which is less than 1 minute.

Comment: Traffic signals in Placerville affect traffic to the east.

Comment: You should consider a traffic signal where the lights change on demand from the side streets (the technical term is an actuated signal).

Question: Can you clarify Caltrans' through traffic concerns?

Response: Loren explained that Caltrans does not want to add delay for through traffic and the intent of our screening matrix is to balance alternatives. He noted that a greater level of detail will be evaluated in the next phase of the project.

Alternative Transportation Options

5 = Significant new bike, pedestrian, and transit options

4 = Significant new bike and pedestrian options

3 = Minor bike/pedestrian improvements and/or significant new transit options

2 = Minor transit improvements only

1 = No changes to bike/pedestrian/transit options

0 = Elimination or degradation of existing bike/pedestrian/transit options

Comment: There is no reason to improve the bike paths.

Leslie explained that future access or improvements would be taken into consideration so bicyclists and pedestrians would either experience improved connectivity or would not lose existing connectivity. Loren emphasized that the first 3 criteria are easy to measure and quantify but the subsequent criteria will involve more qualitative evaluation.

Maintain Consistency with Land Use/ Regional Transportation Plan

5 = Corresponds with other planned projects, and consistent with all current plans

4 = Does not conflict with other planned projects; and consistent with all current plans

3 = Overlap with other planned projects, but no inconsistencies

2 = Overlap with other planned projects and may be challenging to fund

1 = Inconsistencies with other planned projects that will present funding challenges

0 = Unavoidable inconsistencies that would threaten viability of the project

In the context of consistency with existing plans, the project team will consider "significant" to mean an alternative that would require significant changes to current plans. Loren clarified that the team's use of "current plans" in the criteria will consider future planned development.

Community Impacts (physical takes and pass-through traffic)

- 5 = No significant physical takes, reduced pass-through traffic; no community disruption
- 4 = Limited number physical takes (no historic structures); reduced pass-through traffic
- 3 = Significant physical takes (no historic structures); no change to pass-through traffic
- 2 = High number of physical takes; no change to pass-through traffic
- 1 = High number of physical takes and increased pass-through traffic
- 0 = Significant unmitigable takes and increases in pass-through traffic

Loren explained stated that “significant” is qualitative and relative to the project. For example, an acquisition of a strip of land from a large parcel may be considered insignificant or impacts to 6 individual houses could be significant. Loren explained that facilities are officially registered as “historic”. He explained that vehicles using local roads that are not considered destination roads are “pass-through traffic” or out of direction travel.

Environmental Impacts (biology, air, noise, visual, hazardous waste and stormwater impacts)

- 5 = No significant impacts
- 4 = Minor significant impacts that can be mitigated; low level of community concern
- 3 = Significant impacts in one or two resource areas that can mostly be mitigated
- 2 = Significant impacts in multiple resource areas that can mostly be mitigated
- 1 = Significant impacts in multiple resource areas; many are unmitigable; high level of community concern
- 0 = Unmitigable significant impacts that would threaten the viability of the project

Cost, Phasing, Implementability

- 5 = lowest capital cost; potential short-term phasing options; drivers for quick implementation
- 4 = Moderately low capital cost; potential phasing options; no barriers to quick implementation
- 3 = Average capital cost (compared to the other alternatives); no phasing options; no implementation barriers
- 2 = Moderately high capital cost; some implementation barriers that must be addressed
- 1 = High capital cost; potentially challenging implementation barriers
- 0 = Capital cost or implementation barriers would threaten the viability of project

Leslie explained that alternatives that could be implemented quickly and have low capital cost would score high in this category. Costs will be compared to other projects within the community and against other alternatives.

In summary, the matrix will provide a first screening of alternatives. It screens out the alternatives that are not feasible and allows the team to develop and improve the alternatives. It is a useful tool to determine solutions that work and those that do not work.

Judy reminded the attendees that alternatives had not yet been developed as the project team wanted to get the SAC’s endorsement of the alternatives screening criteria before moving forward with developing alternatives. The team is developing new aerial mapping of the corridor and is expected to be completed in August. The plan is to develop alternatives during the next three months and share them with the SAC in November.

Question: How should we provide feedback on the alternatives matrix or the project in general?

Response: Attendees were advised to contact Dan Bolster by email or phone with any questions or comments.

Question: Is there was a plan to overlay development on the new mapping of the project area?

Response: Judy indicated that a request had been made to El Dorado County Department of Transportation for development data but was informed that there are no electronic right-of-way or parcel files available at this time.

Question: Will the criteria be weighted during the evaluation of alternatives?

Response: Leslie explained that the team has not determined weight or prioritization options yet and plans to keep the criteria equally weighted at this time.

Question: How many alternatives will be shown at the next meeting.

Response: The team confirmed that the number of alternatives to be screened has not yet been determined. There will continue to be opportunities to submit ideas for new alternatives prior to the next SAC meeting.

The meeting concluded with the attendees discussing a day preference for the next meeting. Attendees agreed there were schedule conflicts on the first Thursday of each month and the second Tuesday of each month. It was agreed that the first or third Tuesday of a month, or any Wednesday, would be the best days to schedule the next SAC meeting.

**Camino Corridor Project Study Report
Stakeholder Advisory Committee (SAC) Meeting #2
November 5, 2008, 6:00 – 8:00 p.m.**

- | | |
|---|-------------------------|
| 1. Welcome and Introductions | 6:00 – 6:10 p.m. |
| 2. Review Study Process to Date | 6:10 – 6:20 |
| 3 Review/Discuss Alternatives Screening | 6:20 – 7:45 |
| <ul style="list-style-type: none">– Alternatives evaluated and proposed to eliminate– Alternatives proposed to be carried forward for further evaluation | |
| 4. Discuss Next Steps/Meeting | 7:45 – 8:00 |
| Adjourn Meeting | 8:00 p.m. |

Stakeholder Advisory Committee for the El Dorado County Transportation Commission Camino/US-50 Project Study Report

ATTENDEES: **Stakeholder Advisory Committee Attendees**
Bessie Dietz, Camino Hills Property Association
Jean Huettis, Ivy Knoll Road Association
Linda Eifle, Ivy Knoll Road Association
Jim Mullens, Still Meadows
Scott Chadd, EDC Farm Trails
Christa Campbell, Camino Community Action
Eileen Crim, Trails Now

Tami Knieriem, Camino Heights Advisory Committee
Donna Mullens, Still Meadows
Matthew Barnes, El Dorado High School

Project Team Attendees
Dan Bolster, EDCTC
Leslie Regos, CH2M HILL
Judy Matsui-Drury, CH2M HILL
Loren Bloomberg, CH2M HILL
Teresa Billings, CH2M HILL

FROM: El Dorado County Transportation Commission

DATE: November 5, 2008

On Wednesday, November 5, 2008, the El Dorado County Transportation Commission (EDCTC) hosted a Stakeholder Advisory Committee (SAC) meeting for the Camino/US 50 Project Study Report project. The meeting was scheduled from 6:00 p.m. to 8:00 p.m. at the EDCTC office at 2828 Easy Street, Suite 1, Placerville, CA.

The meeting agenda included the following:

- I. Welcome and Introductions**
- II. Review Study Process to Date**
- III. Review/Discuss Alternatives Screening**
 - Alternatives evaluated and proposed to eliminate
 - Alternatives proposed to be carried forward for further evaluation
- IV. Discuss Next Steps/Meeting**
- VI. Adjourn Meeting**

At 6:10 p.m., the attendees made self-introductions. Dan Bolster welcomed the attendees and explained that this project benefits from the community’s input. He began by reviewing the meeting agenda and let the attendees know that the goal of this meeting is to narrow down the list of alternatives. Dan noted that much progress would take place between now and the next meeting in December. In concluding, he discussed a Grand Jury petition recently filed by Joe Flynn to cease all state and locally funded work on US-50.

Leslie Regos began the PowerPoint presentation that presented the study process and where the project has been to date. She explained that the project team has completed a preliminary scoring of the alternatives. The next step is to get a more detailed analysis of the alternatives after the list has been narrowed down by the SAC.

Judy Matsui Drury gave a brief orientation of the alternatives screening matrix for those who were not present at the first SAC meeting. Dan added that the project team wanted to capture all ideas brought forth from Open Houses and SAC meetings. Judy proceeded with a discussion of the alternatives, beginning with Alternative A. She noted that Caltrans

performed traffic signal analyses in the past and found that no signals were warranted in the corridor. The project team is doing a further evaluation to confirm this.

Question: If the speed limit is changed from 55 to 65 mph, do you really think that drivers won't just breeze through the signal?

Response: All alternatives will include technical engineering elements to mitigate safety concerns.

Question: Why don't you consider three signals?

Response:

Loren Bloomberg responded that if an alternative is carried out, the project team will look into variations of the alternative. Judy proceeded to explain and reference the screening criteria. Leslie advised the attendees that while the scoring of alternatives was partly subjective, the subjectivity was vetted by Caltrans and DOT, therefore the "subjective" element of the scoring was grounded in technical expertise.

Comment: The graphic looks incomplete since it shows only three intersections.

Response: The drawings are only schematic and intended to be conceptual in nature. This is a preliminary assessment and subsequent drawings of alternatives will reflect more detailed engineering.

Question: Did you take into consideration that the Still Meadows drivers will now be going to Ivy Knoll?

Response: The project team would perform a traffic analysis to examine behaviors for the specific alternatives that are advanced.

Question: This is a congested area every Friday, Sunday, and at seasonal times. Are we just extending/moving the congestion area?

Response: If it's a single signal, Caltrans will time a signal for a longer wait on Camino Heights Drive. Three signals would be more difficult to synchronize. The project team would have to do a detailed traffic analysis. This is a big challenge with Alternative A.

Judy continued to discuss the evaluation criteria noting that Alternative L was the only alternative to score exceptionally low for "consistency with plans" due to the alignment impacts to the El Dorado Trail. She noted that the criteria for "community" and "environmental" impacts were similar to each other. Judy explained that Alternatives H – L scored 0 for cost, phasing, and implementability. Alternatives E through O scored low in "safety" due to the lack of safety improvements on US-50.

Question: Have you considered taking a median barrier from Alternative A and putting it on Alternatives E or F? It would score a 4.

Response: Alternatives E and F are both similar to Alternative C and represented in Alternative C.

Question: Can you clarify the undercrossing location for Alternative C?

Response: Dan advised the attendees that a committed project is still 3 to 4 years away after completing environmental documentation and a Project Report. The specific location for an undercrossing still needs to be evaluated.

Question: Can more of the simple projects happen in the meantime?

Response: Yes, we are looking to improve safety.

Comment: Instead of saying “fatally flawed”, there may be one option that really works.

Response: We look at the projects that have the potential for being fully funded.

Comment: We submitted sketches that showed a fly-over and undercrossing for east-bound traffic. You would exit at Upper Carson and arrive at a signalized intersection; essentially an interchange or Alternative P, which is a cost issue.

Response: The concept is considered in Alternative P. The fly-over and undercrossing is essentially an interchange which may be beyond the scope and feasibility of this project.

Comment: The community sentiment is that they want the project done correctly. Don't do it if it's not right. We don't want unintended problems.

Response: Our goal is to narrow down this list to a few alternatives so a more detailed analysis can be done.

Question: What are “physical takes?”

Response: The term refers to taking property or right of way acquisition.

Comment: When we consider alternatives, we should be taking into consideration the impacts to local businesses and residences.

Response: As we do more engineering and evaluate the alternatives, we'll get a better idea of what these impacts are.

Judy proceeded to Alternative B, which is a conceptual alternative similar to Alternative A but in lieu of the traffic signal at Camino Heights, an off-ramp or short access road would be constructed to allow traffic to return on westbound US-50. This alternative reduces ROW impacts because the access road is largely within Caltrans ROW. A sketch of the alternative was passed out. Loren noted that the project team has not done a traffic analysis on this alternative yet.

Judy moved forward to discuss Alternative C.

Question: Would you build a new road just to get on US-50? Seems like a lot of money for only 30 households.

Response: Yes. Fatally flawed alternatives may contain various components. As a stand-alone solution, the access road to US-50t may not be feasible, but it may be possible if combined with other solutions.

Comment: I'd like for all of these alternatives to be available at the next meeting in December. We aren't ready to totally eliminate any of these alternatives yet.

Question: What would happen to the Park-n-Ride?

Response: There is no intention to remove it with this project.

Question: Can you clarify Alternative O?

Response: This alternative came about from a comment during the last open house. Some requests for alternatives were very specific to individuals.

Comment: Let's eliminate Alternatives L, M, N, O, K, H, I, J

Question: Why did Alternative E fail on safety?

Response: It did not propose safety improvements on US-50.

Comment: Making left turns is difficult when I'm coming up US-50 and there is someone else making a left turn onto US-50 from Upper Carson. It's a blind curve. Get rid of the left turn from Upper Carson Road onto eastbound US-50.

Comment: There are logging truck issues.

Response: This is discussed in Component C-1. Changing the grades on US-50 at Upper Carson would require a realignment of US-50 and would be beyond the scope of this project.

Comment: It would be more helpful to have better graphics to better understand each of these alternatives.

The meeting concluded with a consensus that Alternatives A, B, C, and P would be further evaluated prior to the next meeting and to eliminate Alternatives L, M, N, O, K, H, I and J. Alternatives E, F, and G are basically C without the barrier. The project team will show Alternative C with other components of E, F, and G. The attendees discussed a date/time preference for the next meeting in December. December 15, 2008 at 5:30 pm at EDCTC.

**Camino Corridor Project Study Report
Stakeholder Advisory Committee (SAC) Meeting #3.
December 15, 2008, 5:30 – 7:30 p.m.**

- | | |
|---|-------------------------|
| 1. Welcome and Introductions | 5:30 – 5:40 p.m. |
| 2. Review Study Process to Date | 5:40 – 5:50 |
| 3 Review/Discuss Short-Listed Alternatives | 5:50 – 7:15 |
| – Discussion of Alternative details for PSR documentation | |
| 4. Discuss Next Steps/Meeting | 7:15 – 7:30 |
| Adjourn Meeting | 7:30 p.m. |

Stakeholder Advisory Committee for the El Dorado County Transportation Commission Camino/US-50 Project Study Report

ATTENDEES: **Stakeholder Advisory Committee Attendees**
Jean Huettis, Ivy Knoll Road Association
Scott Chadd, EDC Farm Trails
Ann Wofford, AHGA
Mindy Jackson, El Dorado Transit
Christa Campbell, Camino Community Action Committee
Eileen Crim, Trails Now

William Crim, Trails Now
Tami Knieriem, Camino Heights Advisory Committee
Matthew Barnes, El Dorado High School
Project Team Attendees
Dan Bolster, EDCTC
Judy Matsui-Drury, CH2M HILL
Teresa Billings, CH2M HILL
Leslie Regos, CH2M HILL (by teleconference)

FROM: El Dorado County Transportation Commission

DATE: December 15, 2008

On Monday, December 15, 2008, the El Dorado County Transportation Commission (EDCTC) hosted a Stakeholder Advisory Committee (SAC) meeting for the Camino/US 50 Project Study Report project. The meeting was scheduled from 5:30 p.m. to 7:30 p.m. at the EDCTC office at 2828 Easy Street, Suite 1, Placerville, CA.

The meeting agenda included the following:

- I. Welcome and Introductions**
- II. Review Study Process to Date**
- III. Review/Discuss Short-listed Alternatives**
 - Discussion of Alternative details for PSR documentation
- IV. Discuss Next Steps/Meeting**
- VI. Adjourn Meeting**

At 5:30 p.m., Dan Bolster welcomed the attendees and thanked everyone for coming to the meeting. The attendees made self-introductions and then Dan gave a brief review of the project. Leslie Regos explained that the project team’s goal is to screen down these four alternatives, if possible, and plan to meet again in early January to discuss the remaining alternatives in more detail. Judy Matsui-Drury began by giving a brief overview of each alternative. (Alternatives A, B, C, and P). The SAC provided comments as follows.

Comment regarding Alternative A: Since the left-turn out access from Still Meadows to westbound US-50 is not permitted, drivers will use Ivy Knoll to go to Placerville. This is a private road and the use of the road by non-road association members would increase the road maintenance costs for the association members. The project team will investigate some options to mitigate the potential traffic on Ivy Knoll.

Comment regarding Alternative A: There is not much distance to accelerate on eastbound US-50 from Still Meadows. Drivers have to speed up to catch up with traffic.

Response: The alternatives provide an acceleration/deceleration lane on US-50 at the major intersections.

The current roadway grades on Ivy Knoll are steep and the road has a narrow width. To make improvements on Ivy Knoll, the road would likely need to be brought up to County standards which could impact the residents on that road.

Comment regarding Alternative P: Would you close off the left-turn access onto US-50 at Camino Heights?

Response: Yes

Dan provided a summary to SAC members for a comparison of the four alternatives based on operations, right-of-way, environmental, and cost issues. Judy then gave an overview of the alternatives and a comparison of the issues.

Question: [Regarding Alternative C] Is it easy to get under Highway 50?

Response: The proposed roadway grades are relatively flat compared to Alternative P and there is a grade drop when the road approaches US-50 for the undercrossing.

Question: Can we have a more detailed cost estimate of these alternatives?

Response: At this point, the team is providing an order-of-magnitude level estimate until further detailed engineering is done in the coming months. We are still in the process of reducing down these alternatives to three or less before studying further.

Question: Does EDCTC work through the Sacramento Area Council of Governments (SACOG) for funding from the State Transportation Improvement Program (STIP)?

Response: The State Transportation Improvement Program (STIP) doesn't go through SACOG. It is a 2-year funding cycle. Dan provided a brief overview of this cycle and explained that EDCTC sends the Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC) for approval of project funding.

Question: Does SACOG run the air model?

Response: The California Air Resources Board (CARB) is responsible for preparing and submitting a state air quality plan to the Environmental Protection Agency (EPA). SACOG has the responsibility for making findings of conformity required under the Clean Air Act within the designated Sacramento Ozone Non-attainment Area.

Question: Where does the money come from to build this project?

Response: Dan gave an overview of the local, state, and federal funds that could be available for the project and explained that for STIP funding, EDCTC staff brings their funding recommendations to the EDCTC Board who then decides which projects get programmed for funding and inclusion in the RTIP, which is then submitted to the CTC for inclusion in the STIP.

Question: Do you need to save to spend to build this project?

Response: For some projects, like Missouri Flat, there were several STIP funding cycles involved to fund that project.

Question: Safety is the issue. Do we know the traffic accident statistics? Are we trying to solve a problem at Apple Café that has already been solved?

Response: In 2005 after the Caltrans rehabilitation project was completed, intersections in the project corridor were still higher than the statewide average. At our next SAC meeting, more accident information could be provided.

Comment: The [acceleration] lanes at Camino Heights on US-50 have improved since the lanes are longer.

Comment: School bus drivers currently do not turn left at Camino Heights Drive from westbound US-50.

Comment: There may be smaller improvements that can be done without spending a lot of money.

Response: This project is looking at more feasible alternatives to build a safety project.

Comment: Alternative P may lead to no where.

Question regarding Alternative C: Are left turns allowed on Still Meadows?

Response: The left-turn out of Still Meadows is not permitted. Left-turn into Still Meadows is permitted.

Dan asked the SAC which feasible alternatives should be carried forward.

Question: Can we send all four alternatives?

Response: The goal is to narrow down these alternatives to three or less to proceed with more detailed engineering.

Comment on Alternative P: I don't see the practicality of Alternative P.

Comment on Alternative B: It may be confusing to those drivers who have never turned left before on Camino Heights Drive.

Comment on Alternative B: The long off-ramp seems easier to maneuver than a hard right turn as shown on Alternative C.

Leslie asked the SAC if there were any components of the alternatives that could be combined. Is there an attractive component that we can add to another alternative?

Comment: I'd like to see the least impact on Camino Heights.

Question on Alternative B: How effective is signage?

Response: Alternative B could be challenging to interpret for new drivers in the area. Signage could be further developed during later stages of engineering design and traffic operational analysis.

Comment: Alternative B does not work for the High School. All options should be explored for Alternative C.

Comment: I like Alternative C since it is pedestrian-friendly.

Comment: I don't like Alternative B.

Comment: I like options A and C, but mostly C.

Question: Could we come out with an analysis and get a shovel-ready project and come out with another project?

Response: Deciding to phase the project at this point, could require two separate studies.

Comment: Let's carry forward Alternatives A, B, and C.

The meeting concluded with a consensus that **Alternatives A, B, and C** would be further evaluated prior to the next meeting. The attendees discussed a date/time preference for the next meeting in early January. **Thursday, January 8, 2009 at 5:30 p.m. at EDCTC.** EDCTC will follow up right after the New Year to confirm the meeting date with the SAC.

**El Dorado County Transportation Commission
Camino Corridor Project Study Report
Stakeholder Advisory Committee (SAC) Meeting #4
February 9, 2009, 5:30 – 7:30 p.m.
2828 Easy Street, Placerville, CA 95667**

AGENDA

- | | |
|--|-------------------------|
| 1. Welcome and Introductions | 5:30 – 5:40 p.m. |
| 2. Review Study Process to Date | 5:40 – 5:50 |
| – Coordination with Caltrans | |
| 3 Discuss Analysis of Alternatives A, B, C, and P | 5:50 – 7:15 |
| – Discussion of traffic analysis | |
| – Discussion of Caltrans recommendations | |
| 4. Discuss Next Steps | 7:15 – 7:30 |
| Adjourn Meeting | 7:30 p.m. |

Stakeholder Advisory Committee for the El Dorado County Transportation Commission Camino/US-50 Project Study Report

ATTENDEES: Jean Huettis, Ivy Knoll Road Association
Scott Chadd, EDC Farm Trails
Christa Campbell, Camino Community Action Committee & Apple Hill Growers Association
Eileen Crim, Trails Now
Tami Knieriem, Camino Heights Advisory Committee
Matthew Barnes, El Dorado High School
Bessie Dietz, Camino Hills Property Association
Linda Eifle, Ivy Knoll Road Association
Jim Mullens, Still Meadows
Justin Boeger, El Dorado Winery Association
Dan Bolster, EDCTC
Leslie Regos, CH2M HILL
Loren Bloomberg, CH2M HILL (by teleconference)
Teresa Billings, CH2M HILL

FROM: El Dorado County Transportation Commission

DATE: February 10, 2009

On Tuesday, February 10, 2009, the El Dorado County Transportation Commission (EDCTC) hosted a Stakeholder Advisory Committee (SAC) meeting for the Camino/US 50 Project Study Report (PSR) project. The meeting was scheduled from 5:30 p.m. to 7:30 p.m. at the EDCTC office at 2828 Easy Street, Suite 1, Placerville, CA.

The meeting agenda included the following:

- I. Welcome and Introductions**
- II. Review Study Process to Date**
- III. Discuss Analysis of Alternatives A, B, C, and P**
 - Discussion of traffic analysis
 - Discussion of Caltrans recommendations
- IV. Discuss Next Steps/Meeting**
- VI. Adjourn Meeting**

At 5:35 p.m., Dan Bolster welcomed the attendees and thanked everyone for coming to the meeting. The attendees made self-introductions and then Leslie Regos gave a brief overview of the meeting's focus. Leslie explained that there would be a review of accident data and forecasting; a discussion on the four alternatives; and a review of the feedback that the project team received regarding these alternatives from Caltrans and other agencies. She then read the Purpose and Need statement and explained that this statement is used as the "skeleton" or "backbone" for why we are doing this project. The SAC added the following comments and asked questions:

Question: Did we get an understanding from Caltrans if this will be an expressway or freeway?

Response: The existing facility will not be re-classified.

Question: What is the maximum speed limit for a freeway?

Response: The state (Caltrans) makes this determination.

Leslie reviewed what the project team had been working on since the last meeting in December 2008. She explained that the team has been getting concurrence from Caltrans and other agencies regarding traffic forecasting. Caltrans, El Dorado County DOT, and SACOG have approved all data points.

Leslie explained that the project team worked with Caltrans regarding a traffic signal warrant analysis to justify putting in a traffic signal at the intersection of Camino Heights and US 50. Analysis showed that the project would not meet the justification to support a traffic signal. The project team reviewed Caltrans 2001/2002 study in addition to the new analysis conducted by the project team to confirm the conclusions on the traffic signal warrants.

Leslie explained that the project team also met and received feedback from the Caltrans Geometrician regarding the four different alternatives (A, B, C, and P). She clarified that geometricians are roadway designers. Leslie explained that there has been a lot of coordination with the Caltrans representatives who will be reviewing the project alternatives as they are developed in the PSR. The purpose for meeting with Caltrans early on is to get early feedback on potential alternatives because an alternative will not move forward if Caltrans does not support it.

Dan described the four alternatives and explained that Alternatives A, B, C, and P are mitigation measures to the median barrier that will be constructed from Still Meadows to Upper Carson Road along US 50. Leslie added that Alternative A has little right-of-way and environmental impact, but does include out-of-direction travel.

Question Regarding Alternative B: What is the off-ramp's purpose?

Response: To provide east-bound US 50 traffic the means to exit US 50 and then re-enter US 50 to travel west-bound. This provides traffic entering US 50 east of Smith Flat the opportunity to travel west-bound on US 50 with little out-of-direction travel.

Dan proceeded with discussing Alternative B.

Comment Regarding Alternative B: There will be more traffic at Camino Heights.

Dan continued his description of the alternatives and asked that the committee members hold their questions and comments until after each alternative had been explained. After Dan finished describing the alternatives, Leslie handed out accident data to the stakeholders.

Loren Bloomberg explained the data graphs were a comparison of actual accidents in the Camino Corridor of US 50 to the state average for accidents on a similar facility. Loren explained that the state average for the Camino Project Area stayed relatively the same through 2000–2007. He reviewed the accident data at the following intersections: Still Meadows Road/US-50, Camino Heights/US-50, Lower Carson/US-50, and Upper Carson/US-50.

Question Regarding Accident Data: How are accidents recorded (property damage, injury, etc.)?

Response: There is detailed data on every accident including property, injury, and fatality. The information shows that half of these accidents were injury accidents.

Loren stated that the two highest accident intersections are Upper Carson/US-50 and Still Meadows Road/US-50 and the accidents at these locations include the following types of

collisions: head-on, injury, property, and fatality, etc. Dan explained that the purpose of the graphs was to give the SAC a snapshot of the accident data for each intersection and the Camino Corridor as a whole.

Comment Regarding Accident Data: When I look at this data, it looks like there isn't a dramatic safety issue. In some cases, unintended consequences may cause more problems.

Comment Regarding Accident Data: I would like to see where exactly these accidents are occurring.

Response: We are looking for solutions to the "hot spots" or the worst places for accidents. The higher the accident rate, the more attention it gets. Dan agreed to provide more detailed information accident information for the Still Meadows Road / US 50 intersection to Jim Mullens after the meeting.

Leslie provided the SAC with feedback the project team had received from Caltrans and other agencies on Alternatives A, B, C, and P:

- **Alternative A:** Agencies clearly communicated to the project team that this alternative does not meet the project's purpose and need and, if anything, it may cause additional safety issues. Alternative A does not warrant a traffic signal; therefore it is an unfeasible solution since Caltrans will not support it. The project team also heard that this alternative is not a "good fit" for snow country. Conclusion: It does not make sense to spend money evaluating Alternative A any further because Caltrans does not support it.
- **Alternative B:** Agencies agreed that this is a feasible alternative. The project team heard the importance of pulling the east bound auxiliary lane closer to the main line to make it look like a merge lane to create as little impact as possible. Conclusion: This is a feasible alternative to move forward.
- **Alternative C:** Agencies communicated to the project team the importance of ensuring the alternative include adequate acceleration/deceleration lanes in order to provide drivers enough time to get out of and into the main line of traffic. Agencies also suggested exploring the option of extending the median barrier to the Upper Carson Road exit. Conclusion: This is a feasible alternative to move forward.
- **Alternative P:** The agencies told the project team that Alternative P does not meet the project's purpose and need. The agencies' biggest concern is that the alternative creates a restricted access situation that does not provide access to the south side of US 50 and provides limited access to west-bound US 50 traffic wanting to access the north side of US 50. The agencies also noted that Alternative P creates significant out of direction travel by completely closing Lower and Upper Carson exits. Conclusion: This alternative does not address the project's purpose and need and therefore should be dropped from further evaluation.

Comment Regarding Alternative B: I'm concerned about sight distance.

Response: The median barrier will be designed to accommodate sight distance and there will be an acceleration lane.

Comment Regarding Alternative B: This alternative creates a complex situation for the driver.

Comment Regarding Alternative C: There has been a great deal of concern regarding the out-of-direction travel.

Response: The next step is for the project team to model the traffic flow.

Comment Regarding Alternative C: This is the only “community” alternative.

Comment Regarding Alternative C: I want no part of Apple Hill Café traffic and logging traffic.

Response: Once more in-depth engineering of each alternative has begun there will be an opportunity to design better signage and driver information to direct drivers to the appropriate exit.

Question Regarding Alternative C: How do you get an emergency vehicle into traffic and back to the hospital?

Response: The design of the alternative needs to address the need to keep traffic flowing, including emergency vehicle traffic.

Comment Regarding Alternative C: There will be a real problem if you aren’t looking at Apple Hill peak traffic volumes.

Question Regarding Alternative P: What if you left access open to Lower Carson?

Response: While that would provide traffic with access to the north side of US 50, there would still be a full median barrier dividing US 50 with no mitigation measure providing access to the south side of US 50.

Comment Regarding Alternative P: You need to consider emergency vehicle access if you close access at Camino Heights.

Response: All alternatives must consider emergency vehicle access throughout the project area.

Comment Regarding Alternative P: We still like Alternative P. I’d like to see more traffic modeling for Alternatives C and P.

Comment Regarding Alternative P: The residents of Still Meadows would need to access the new fly-over. There is going to be year-round recreational traffic. 3-4 months of peak traffic is going to be an issue for traffic operations.

Response: The project team will do additional traffic modeling of the alternatives that are carried forward. The traffic modeling will be based on the traffic forecasting methodology approved by Caltrans which considers increases in traffic based on land use, housing and job projections.

Comment Regarding Alternative P: Alternative P could be simpler. It is too complicated.

Comment Regarding Alternative B: How are school buses going to deal with this alternative?

Response: Buses will do what they currently do, which is travel east to the Cedar Grove exit in order to turn around and go west-bound on US 50.

Question: What is the goal of tonight’s meeting?

Response: To determine what alternatives will move forward into the PSR document for further analysis and engineering. Leslie told the SAC that they were bringing up valid issues and the project team would attempt to resolve them as additional design and analysis is conducted.

Comment Regarding Alternative P: Alternative P allows you storage for peak traffic.

Question Regarding Alternative P: Can we modify Alternative P to address Caltrans concerns? Can we modify this alternative so that Caltrans will support it?

Response: Alternative P is currently shown as a half-interchange. Modifying it to become a full interchange with frontage road to solve its access issue was a concept that was dropped by Caltrans in 2003 due to high cost.

Comment: There is also the option of no project.

Comment: I'd just like to clarify why this project was brought forth. This process is being driven by Caltrans initially going to the County about building a median barrier. And the County responded by asking them to hold on until more discussions and alternatives could be evaluated.

Comment: There are 8 days of the year with horrific traffic. We can mitigate this issue and the Apple Hill community is looking for ways to mitigate the congestion independently of this project.

Question: Can you look at Ivy Knoll and Still Meadows? There is going to be more traffic on these roads if we go with Alternative B.

Response: The project team will do additional traffic modeling of the alternatives that are carried forward to consider the potential traffic impacts of the alternatives.

Question: What are the next steps?

Response: EDCTC will ask the project team to begin analyzing Alternatives B and C. The project team will prepare a draft PSR and present it to the public at an open house in late May to receive comments on the draft PSR. The tentative date for the open house is May 22, 2009. The draft PSR will include a preliminary environmental assessment report (PEAR). A final PSR will be ready in August and will be presented to the El Dorado County Transportation Commission Board of Directors for their approval. Once the EDCTC Board has approved the PSR, it will be submitted to Caltrans District 3 for approval. Once the PSR is approved by Caltrans then programming funding for the next phase of the project (Project Report) can begin.

The meeting concluded with a consensus that **Alternatives B and C** would be carried forward into the PSR document and that Alternatives A and P would be dropped from further analysis. Dan advised the SAC that the project team would accept any written comments regarding alternatives that are not being carried forward and that the comments would be included in the final PSR document.

Meeting adjourned at 7:35 p.m.

From: [Jean Huettis](#)
To: [Dan Bolster](#)
Subject: Camino Corridor
Date: Saturday, February 21, 2009 12:48:40 PM

Dan,

Per our conversation yesterday, I am emailing you the concerns I have regarding the proposed alternatives for the Camino Corridor:

1. If alternative B is selected, I feel that "Still Meadows residents", locals eating at Apple Cafe, service vehicles (Fed Ex, trash trucks, etc.), etc., will not drive ALL the way up to Camino and turn around to head west on HWY 50 when they can just drive down Still Meadows to Ivy Knoll and access Hwy 50 from Newtown Road. This "shortcut" is nothing new to Ivy Knoll (we see vehicles using our road everyday) but will only increase with alternative B. These drivers are not going to drive ALL the way up to HWY 50 especially when it's raining, snowing, foggy, or Apple Hill traffic, Christmas tree traffic, Tahoe traffic, are present. I feel this alternative would mainly only serve those "non-locals" eating at Apple Cafe that need to go west on HWY 50 or "non-locals" that are lost and need to turn around and head West at Apple Cafe that don't know about using Still Meadows/Ivy Knoll to access HWY 50. As a taxpayer, I would hate to see alternative B selected when I feel that the majority of the time the new road would go unused. Also, this alternative does not address the left turns onto HWY 50 in Camino.
2. Regardless of which alternative (B or C) is selected, eliminating the left turn at Apple Cafe (which I agree with), will result in a significant traffic impact on both Still Meadows Road and Ivy Knoll Road, as noted above. How would the citizens who live and pay for the maintenance of these roads be compensated (i.e. accept the roads into the county road system, provide an annual/one-time maintenance amount to cover the increased wear and tear on the road)? As you know, the costs to maintain a road is not only exorbitant but are constantly increasing. We have a hard enough time collecting the amount needed to maintain our road with the level of wear it currently gets let alone adding all the traffic that will result because of alternative B or C.
3. I am VERY concerned (as the majority of stakeholders at all the meetings seemed to be) of the danger of the left turn onto the freeway (heading east) at Upper Carson. Honestly, I did not see that concern from you or any of the CH2M Hill representatives. I don't understand this lack of concern especially since the accident reports seems to support my concern. I urge EDCTC to find a solution that eliminates this left hand turn.

I hope that the above concerns are taken into consideration when selecting a viable solution for the Camino Corridor,

Jean

From: Scott Chadd [scottchadd@lotusbonsai.com]

Sent: Mon 3/2/2009 5:19 PM

To: Dan Bolster

CC: Jodar Winery; Donna Lee Sauber; Bolet Salvador

Subject: Camino/US-50 Project Study Report

Dan, I wanted to follow up on our SAC meeting of 2-9-09, and the chance we had to sit and review the current status of this program on 2-24-09. I will keep this brief and cover the major points of the discussions only.

1. The purpose and need statement arises in the dialogue between the local jurisdiction (in this case El Dorado County) and the owner of the facility, Cal-Trans. The State has focused on this stretch of expressway, that portion between the Point View Drive and Cedar Grove interchanges, a distance of about 5 miles due to the occurrence of several severe (fatal) accidents that have happened in the past.

EDCTC Response: Accident rates on US 50 between the Smith Flat Interchange and the Cedar Grove Interchange are higher than the state average due to uncontrolled left turn movements on and off US 50 and the speed differential between the local traffic and the interregional travelers on US 50. The higher than average accident rates indicate there is a need to improve safety for local and interregional travelers along the Camino Corridor of US 50.

A preliminary Draft Project Report (June 2003) on the Route 50/Camino Interchange project identified several alternatives for a freeway conversion project ranging in cost from \$40 to \$60 million dollars. These improvements included eliminating all at-grade access to U.S. 50, a new interchange near the town of Camino, and the construction of frontage roads or local road improvements, which would ultimately connect with the existing local road system to provide residents with an alternative to utilizing U.S. 50 as a connection to Placerville. However, the \$40-60 million estimate, coupled with existing transportation funding shortages necessitated that other alternatives be explored to develop a lower cost, near-term alternative to meet the continuing need for improved safety on US 50 in the Camino Corridor.

As the first step in exploring fundable, lower cost, near-term alternatives to provide safe access to and from the north and south sides of US 50 and safe east-west access on and off US 50, the EDCTC, in collaboration with El Dorado County DOT and Caltrans, issued the "Summary Report: Camino Area Parallel Capacity/Safety Study" in August 2007 as a preliminary analysis to identify relatively lower cost, near-term alternatives addressing existing safety and operational issues on U.S. 50 in the Camino area.

In 2008, EDCTC, utilizing \$250,000 in local funds, began the "Camino Corridor Project Study Report" (PSR), which involves preliminary engineering and environmental analysis to more closely identify alternatives to provide safe access to and from the north and south sides of US 50 and safe east-west access on and off US 50 in the Camino Corridor.

2. The most simple solution is to place a "safety shape"/"K-rail" along the center of the roadway thus creating a "right-in and right-out" only situation for adjoining property owners. Most of the accidents are the result of right of way violations and excessive speed. The K-rail will solve the problem for the State but create some local difficulties; therefore the involvement of the EDCTC.

EDCTC Response: The proposed project will close the gaps in the median barrier between the Smith Flat Interchange and the Cedar Grove Exit 54B. The PSR will more closely identify alternatives to mitigate the effects of closing the gaps in the median barrier by providing safe access to and from the north and south sides of US 50 and safe east-west access on and off US 50 in the Camino Corridor.

3. Subsequent to the State's expenditure of \$17,000,000 plus or minus in 2003 to improve sight distance and shoulder conditions accidents in this part of the corridor have been reduced. A location of continuing and serious concern is the intersection of Still Meadows Road at the Apple Cafe and Highway 50.

EDCTC Response: Since the completion of Caltrans' \$17 million Resurfacing, Restoration, and Rehabilitation (RRR) Project in 2003, accident rates on US 50 between the Smith Flat Interchange and the Cedar Grove Interchange have remained higher than the state average due to the uncontrolled left turn movements and the speed differential between the local traffic and the interregional travelers on US 50.

4. After over a year of study and several hundred thousand dollars the direction of the EDCTC staff is to move forward with further study on options "B" and "C" as described in the meeting summary of 2-10-09 provided by CH2MHill. There was not consensus on the part of the SAC regarding these options. Several of those in attendance were concerned about the undercrossing creating many additional traffic problems for the driver, as well as substantial disruption of the local residents. This option requires a lot of confusing stop and turning movements that may actually make the current situation worse, not better.

EDCTC Response: As the first step in exploring fundable, lower cost, near-term alternatives to provide safe access to and from the north and south sides of US 50 and safe east-west access on and off US 50, the EDCTC utilized a \$250,000 combination of State Rural Planning Assistance Funds, Federal Highway Administration Partnership Planning Grant Funds, and local El Dorado County Highway 50 Traffic Impact Mitigation Fees to produce the "Summary Report: Camino Area Parallel Capacity/Safety Study" in August 2007.

In 2008, EDCTC, utilizing \$250,000 in local El Dorado County Highway 50 Traffic Impact Mitigation Fees, began the "Camino Corridor Project Study Report" (PSR), which involves preliminary engineering and environmental analysis to more closely identify alternatives to provide safe access to and from the north and south sides of US 50 and safe east-west access on and off US 50 in the Camino Corridor. A PSR is required by Caltrans for a project to be eligible to receive State Transportation Improvement Program funds.

While it was not unanimous (two dissenting voices were in the minority), the February 10, 2009 Stakeholder Advisory Committee (SAC) meeting concluded with a consensus that Alternatives B and C would be carried forward into the PSR document and that

Alternatives A and P would be dropped from further analysis. Dissenting opinions were encouraged to submit their comments in writing to EDCTC.

The additional analysis of Alternatives B and C will include traffic volume forecasting for each alternative, including turning movement volumes.

5. Knowledgeable citizens on the SAC observed that the extreme traffic congestion at Upper Carson and Lower Carson Road exits happen only 8 or 10 days out of the year. They also believe that the agreements with Cal-Trans closing these exits (using temporary barricades during peak times has solved the problem.

EDCTC Response: Comment noted.

6. As compared with Statewide traffic accident data on like systems it is generally agreed that this portion of the Highway 50 expressway, with the notable exception of the Still Meadows Road at the Apple Cafe access point, does not differ in any significant way and the accident rate on this section of road is generally within the norm.

EDCTC Response: Between 2000 and 2007, accident rates on US 50 between the Smith Flat Interchange and the Cedar Grove Interchange were higher than the state average due to uncontrolled left turn movements on and off US 50 and the speed differential between the local traffic and the interregional travelers on US 50. The higher than average accident rates indicate there is a need to improve safety for local and interregional travelers along the Camino Corridor of US 50.

7. It seems as though the most cost effective and reasonable solution to the problem (if in fact there really is a problem) is to install informational reader boards that provide drivers "real time" information at Still Meadows Road, and construct addition K-rail down the median. Additional work at upper and lower Carson Roads do not make much sense.

EDCTC Response: Comment noted.

8. I understand that the SAC has completed their work; but should be prepared to provide future assistance if called upon.

EDCTC Response: Comment noted. A public meeting will be held prior the approval of the PSR for the community to review the final analysis and provide comments.

9. The plan is to return to the EDCTC in August with a PSR and submit that document to Cal-Trans for their review in the same time frame. It is our hope that the SAC involvement in the process has helped staff reduce the scope, cost, and environmental impact of alternatives so that something can be accomplished with minimal disruption of the local community.

EDCTC Response: The Camino Corridor Project Study Report (PSR) is scheduled to be presented to the EDCTC Board of Directors in August for their approval. The approved document will then be submitted to Caltrans District 3 for the Director's approval. Public involvement and outreach are major components of the Camino Corridor PSR Project. The Camino Corridor SAC has provided invaluable input to the project from a broad

range of potentially affected interests. The time and energy the SAC has given to the project is greatly appreciated by the EDCTC.

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

PROJECT TEAM	Dan Bolster, EDCTC Carl Hagen, EDCTC	Matt Smeltzer, El Dorado County Department of Transportation
ATTENDEES:	Kathy Mathews, EDCTC Clark Peri, Caltrans Adam Bane, El Dorado County Department of Transportation	Leslie Regos, CH2M HILL Judy Matsui Drury, CH2M HILL Mark Gallegos, CH2M HILL

On Tuesday, June 21, 2009, the El Dorado County Transportation Commission (EDCTC) hosted an Open House for the Camino/US-50 Corridor Project Study Report project. The Open House was held from 5:00 p.m. to 7:30 p.m. at the Camino Elementary School in the "Old" gymnasium. A formal presentation and open comment period began 6:00 p.m..

The meeting format included the following agenda:

I. Doors Open (5:00 p.m.)

- a) View Displays
- b) Opportunity to speak one-on-one with Project Team representatives

II. Presentation by the Camino Project Team (6:00 p.m.) – Attachment A

- a) Welcome and opening remarks (Carl Hagen)
- b) Review of Project Study Limits (Dan Bolster)
- c) Project History & Timeline (Dan Bolster)
- d) Review of Study Goals & Objectives (Dan Bolster)
- e) Evaluation Criteria (Dan Bolster)
- f) Alternatives evaluated during the study (Leslie Regos)
- g) Overview of Alternatives Screening Matrix (Leslie Regos)
- h) Overview of alternatives carried forward into PSR (Judy Matsui-Drury)
- i) Thank you's (Dan Bolster)
- j) Overview of Next Steps (Dan Bolster)

III. Open House (6:45 p.m.)

The informal open house allowed attendees to walk around the room and visit a number of information stations and talk one-on-one with Project Team representatives from EDCTC, El Dorado County DOT, Caltrans, and CH2M HILL. The information stations included:

- Project History/Timeline
- Estimated Delivery Schedule
- Study Goals and Objectives
- Accident Data
- PEAR Findings
- Next Steps
- Site Map
- Alternative B
- Alternative C1
- Alternative C3
- Pros & Cons of each alternative

During the sign-in and throughout the evening, attendees were given the opportunity to submit comments using the cards provided, which could be turned in to the comment box during the meeting

or brought home to mail in at a later time. Following the presentation by the Camino Project Team, the general public was provided the opportunity to comment and/or ask questions.

During the meeting attendees were informally surveyed as to which alternative they preferred out of the three alternatives presented during the meeting. The results of the informal survey are shown in the table below:

Survey Results			
No-Build	Alternative B	Alternative C1	Alternative C2
13	11	5	8

During the meeting, CH2M Hill recorded all comments and questions made by community members and the responses of the project team. The formal presentation is included as Attachment A and the comments and questions are included as Attachment B.

Attachment A



El Dorado County Transportation Commission

Camino/US 50 Project Study Report

July 21, 2009



CH2MHILL



Project Study Limits



Project History/Timeline

- ✓ Caltrans Preliminary Draft Project Report for Freeway Conversion Project – June 2003 (*not approved due to high cost*)
- ✓ Caltrans Resurfacing, Restoration & Rehabilitation (RRR) Project – 2001 to 2003
- ✓ Camino Area Parallel Capacity/Safety Study – August 2007
- ✓ EDCTC Initiates Camino/US 50 Project Initiation Document – February 2008
- ***Camino/US 50 Draft Project Study Report – July 2009, for Caltrans review***

Study Goals & Objectives

- ❖ Address existing and future safety problems for motorized and non-motorized travel in the project study limits.
- ❖ Respond to existing and future congestion problems on US 50.
- ❖ Address existing travel inefficiencies while providing for existing and future access needs.
- ❖ Improve alternative transportation options.
- ❖ Respond to regional and local land use plans.

How solutions were evaluated

- ✓ Did the alternative meet the defined purpose of & need for the project?
- ✓ Evaluation criteria included:
 - ✓ Is safety addressed?
 - ✓ Is access acceptable?
 - ✓ Are the operations on US50 efficient?
 - ✓ Are design guidelines followed?
- ✓ All concepts were evaluated against same criteria
- ✓ Feasible alternatives will be carried forward

Alternatives Evaluated

1. Extend acceleration/deceleration lanes at Carson Road.
2. Median Refuge Area w/ W/B Acceleration Lanes from Apple Café.
3. Active Cross Traffic Detection Device at Still Meadows Road.
4. Active Cross Traffic Detection Device on US-50 east of Upper Carson Road in the W/B Direction.
5. Grade Modifications at Upper Carson Road.
6. Increased CHP enforcement.
7. Extend Camino Heights Drive west to Newton Road, terminating west of Parkway Drive.
8. Extend Camino Heights Drive west to Newton Road, terminating east of Parkway Drive.
9. Extend Camino Heights Drive southwest to Newton Road, terminating at Ivy Knoll Drive.
10. Extend Verde Robles Drive south to Newton Road, terminating at Mining Brook Road.
11. Local Road Alignment along the existing El Dorado Trail.
12. Frontage road from Snows Road to Camino Heights parallel to and south of US-50.
13. Frontage Road ties to El Dorado Trail head w/rest area.
14. Develop a frontage road parallel and south of US-50 (east end of project).
15. Median barrier gap closure from Lower Carson Road to just west of Still Meadows Road; mitigation includes undercrossing located between Camino Heights Drive and Upper Carson Road.
16. Median barrier gap closure extending from Till Meadows Road to just east of Lower Carson/Sierra Blanca intersection; mitigation includes local road connection to Newton Road from Still Meadows Road (using Walkabout Way).
17. Speed monitoring displays east of Still Meadows Road.
18. Speed monitoring display on US 50 east of Upper Carson Road in W/B direction.
19. Traffic signals on US-50.
20. Undercrossing at Upper Carson Road; tie-in frontage road from Camino Heights Road to the undercrossing at Upper Carson Road.
21. Undercrossing at US-50 midway between Upper and Lower Carson Road connections with road connection at/perpendicular to Carson Road.
22. Median Barrier from Still Meadows to Upper Carson; Overcrossing 1000' east of Upper Carson Road

Camino/US 50 PSR: Alternatives Screening Matrix

printed 07/13/09



ALTERNATIVE	ALTERNATIVE DESCRIPTION	EVALUATION CRITERION								Screening Focus										Notes		
		Safety	Access	Traffic Ops/ Congestion	Alternative Transp. Options	Consistency with Plans	Community Impacts	Environmental Impacts (Other)	Cost, Phasing, Implementability	Highway		Environ- mental		Community		Implemen- tation		Overall				
										Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank		Score	Rank
A	Median Barrier Gap Closure with Traffic Signal at Camino Heights Drive	4	2	3	5	4	5	5	4	32	1	32	1	32	1	32	1	32	1	32	1	Access at Still Meadows, Camino Heights, Upper Carson. Traffic signal option is currently being analyzed. Analysis may show that signal is not warranted. Potential "fatal flaw" under "Consistency w/ Plans" criteria if signal is not warranted in the corridor.
B	Unsignalized Intersection at Camino Heights Drive	3	2	5	3	4	4	4	4	28	2	28	2	28	2	28	2	28	2	28	2	Similar to alt. A but no traffic signal.
C	Median Barrier Gap Closure from Lower Carson Road to Just West of Still Meadows Road (Right In/Right Out at Lower Carson Rd); mitigation includes Undercrossing located between Camino Heights Drive and Upper Carson Road.	4	1	5	3	4	2	2	1	22	3	22	3	22	3	22	3	22	3	22	3	Safety: similar to Alt. A but also closes Camino Heights. ROW impacts & residential relocation. Significant out of direction travel with no north-to-south access. Higher cost due to overcrossing/flyover and RW impacts including businesses near Upper Carson Road. Potentially cost prohibitive. No changes to bike/ped options with freeway off/on ramp system.
P	Median Barrier Gap Closure from Upper Carson Road to Just West of Still Meadows Road (Right In/Right Out at Upper Carson Rd); Overcrossing located 1,000 east of Upper Carson Rd.	4	1	5	1	4	1	1	0	17	4	17	4	17	4	17	4	17	4	17	4	

KEY

- Fatal Flaw in alternative
- Top ranking alternative

Screening Criteria Explanations

<p>Purpose and Need element: Safety</p> <p>Estimated number of left turns** to/from US 50 at unsignalized intersections</p> <p>5 100% fewer left turns or no permitted left turns.</p> <p>4 80% fewer left turns as compared to no-build</p> <p>3 60% fewer left turns as compared to no-build</p> <p>2 40% fewer left turns as compared to no-build</p> <p>1 20% fewer left turns as compared to no-build</p> <p>0 0%, similar to no-build</p>	<p>Purpose and Need element: Consistency w/County/Regional Plans</p> <p>5 Corresponds with other planned projects, and consistent with all current plans</p> <p>4 Does not conflict with other planned projects, and consistent with all current plans</p> <p>3 Overlap with other planned projects, but no inconsistencies</p> <p>2 Overlap with other planned projects, and may be challenging to fund</p> <p>1 Inconsistencies with other planned projects that will present funding challenges</p> <p>0 Unavoidable inconsistencies that would threaten the viability of the project</p>
<p>Purpose and Need element: Access</p> <p>Number of local streets with access restrictions (i.e., reduced access to/from US 50)</p> <p>5 Less than 1/2 mile out of direction travel</p> <p>4 1/2 to 1 mile out of direction travel</p> <p>3 1 to 2 miles out of direction travel</p> <p>2 2 to 3 miles out of direction travel</p> <p>1 More than 3 miles out of direction travel</p> <p>0 Uncontrolled access (e.g., no build - no change to access)</p>	<p>Purpose and Need element: Community Impacts (physical takes and pass-through traffic)</p> <p>5 No historic impacts, minimal other ROW impacts, and no new pass-through traffic</p> <p>4 Minimal community impacts (small increase in pass through traffic)</p> <p>3 Some community impacts (moderate non-historic ROW requirements)</p> <p>2 One historic property impact, or moderate ROW requirements and moderate increase in pass-through traffic</p> <p>1 One historic property impact and large increase to pass-through traffic</p> <p>0 Multiple community impacts with a high level of community concern</p>
<p>Purpose and Need element: Traffic Operations/ Congestion</p> <p>Travel Time on US 50</p> <p>5 Baseline - similar to current travel time on US 50</p> <p>4 1-2 minutes additional travel time on US 50</p> <p>3 1-minute or less additional travel time on US 50</p> <p>2 1-2 minutes additional travel time on US 50</p> <p>1 Greater than 1-minute of additional travel time on US 50</p> <p>0</p>	<p>Purpose and Need element: Other Environmental Impacts (biology, air, noise, visual, hazardous waste, and stormwater impacts)</p> <p>5 No major impacts</p> <p>4 Minor impacts that can be addressed; low level of community concern</p> <p>3 Impacts in one or two resource areas that can mostly be addressed</p> <p>2 Impacts in multiple resource areas that can mostly be addressed</p> <p>1 Impacts in multiple resource areas; many cannot be addressed; high level of community concern</p> <p>0 Major impacts that cannot be addressed that would threaten the viability of the project</p>
<p>Purpose and Need element: Alternative Transportation Options</p> <p>Number and quality of new and improved bike/pedestrian/transit options and services</p> <p>5 Significant new bike, pedestrian, and transit options</p> <p>4 Significant new bike and pedestrian options</p> <p>3 Minor bike/pedestrian improvements and/or significant new transit options</p> <p>2 Minor transit improvements only</p> <p>1 No changes to bike/pedestrian/transit options</p> <p>0 Elimination or degradation of existing bike/pedestrian/transit options</p>	<p>Purpose and Need element: Cost/Phasing/Implementability</p> <p>5 Lowest capital cost; potential short-term phasing options; drivers for quick implementation</p> <p>4 Moderately low capital cost; potential phasing options; no barriers to quick implementation</p> <p>3 Average capital cost (compared to the other alternatives); no phasing options; no implementation barriers</p> <p>2 Moderately high capital cost; some implementation barriers that must be addressed</p> <p>1 High capital cost; potentially challenging implementation barriers</p> <p>0 Capital cost or implementation barriers would threaten the viability of the project</p>

Alternatives that Made the Cut

- ✓ **Alternative B** – Unsignalized intersection at Camino Heights Drive, full median barrier from Still Meadows to Upper Carson Road
- ✓ **Alternative C1** – Undercrossing at Camino Heights Drive, full median barrier from Still Meadows to Lower Carson Road
- ✓ **Alternative C2** – Undercrossing at Pondorado Road/Lower Carson, full median barrier from Still Meadows to Upper Carson Road

EDCTC Thanks You!

- Apple Hill Growers Assoc.
- Camino Community Action Committee
- Camino Heights Advisory Committee
- Camino Hills Property Owners Assoc.
- Camino Union School District
- EDC Chamber of Commerce
- EDC Office of Emergency Services
- EDC Planning Commission
- EDC Winery Assoc.
- ED Union High School District
- ED Irrigation District
- ED Transit
- Farm Trails
- Ivy Knoll Road Assoc.
- Sierra Club Maidu Group
- Sierra Pacific Industries
- Still Meadows Road Assoc.
- Trails Now
- Caltrans
- El Dorado County Department of Transportation

The Next Steps

Carson
Rd →

APPLE CAFE

CROSS
TRAFFIC
AHEAD

- ✓ Finalize PSR document
- ✓ Request EDCTC Board acceptance of PSR Recommendations – *August 2009*
- ✓ Obtain Caltrans approval for PSR – *December 2009*
- ✓ Secure funding for next phase – Project Approval/Environmental Document (PA/ED) – *February 2010 (pending EDCTC Board decision)*
- ✓ Determine PA/ED schedule
- ✓ Initiate PA/ED phase
- ✓ Maintain communication with agencies, stakeholders, and general public

Attachment B

Reference	Comments During Post-Presentation Question and Answer Period	Project Team Response
Q/A	Are left turns restricted on these alternatives due to fact that this is the cause of most of the accidents in the study corridor?	Yes. In analyzing the data, we found that left turn movements were the cause for the majority of the accidents.
Q/A	Are there any plans to implement any sort of system to alert drivers needing to make left-turns onto US-50 of oncoming traffic?	EDCTC received federal grant funding from the Rural Safety Innovation Program to implement Intelligent Transportation Systems (ITS) in the Camino Corridor. The ITS system will use dynamic message signs east and west of the intersection of US 50 and Still Meadows Road to advise drivers of approaching cross traffic entering US 50 from Still Meadows Road.
Q/A	The Apple Hill tourist season is approximately 7-8 weeks long. Do these alternatives address traffic volumes during this season?	The alternatives were designed to meet the needs of "normal" traffic demand during peak (AM & PM) travel times. The improvements are not designed to address congestion during the heavy tourist season. Designing for tourism traffic volumes would not be cost-effective since these volumes only occur during a few weeks a year.
Q/A	Based on the data, is there an increase in accident frequency during the Apple Hill tourist season?	No. We did not identify any trend to suggest that accident rates increase during the Apple Hill peak season.
Q/A	Did you study the impact of the additional traffic through downtown Camino due to the redirection of traffic caused by restricting turn movements?	This was analyzed and we did not see any significant increase in delays or other issues. We actually found that traffic flow was more efficient with these three alternatives in some cases.
Q/A	C1 and C2 are more expensive, so we should be going with Alternative B since we don't have the money right now due to our current economic problems.	We have recently been informed by Caltrans that Alternative B, as it is currently designed does not meet their design criteria. Alternative B will not be carried forward as a feasible alternative.
Q/A	Why does Alternative B not meet Caltrans standards?	The off-ramp configuration that is currently a part of the design creates an unexpected move for drivers. The turning movements required by Alternative B do not meet driver expectations, are not something that drivers would be accustomed to in a rural area, and could create confusion with regard to driver expectations.

Q/A	What about emergency vehicle access? Which of the alternatives would perform best for emergency access?	Analysis has shown that Alternatives C1 and C2 would perform better for emergency access in and around the Camino area, than the current conditions. This analysis has been confirmed with the Office of Emergency Services.
Q/A	When will the Draft PSR be available for the public to review?	The earliest the Draft PSR would be available for review would be Friday, July 31 st .
Q/A	Where is the data showing the effects of the interim improvements that were made? Have these changes made significant improvements in the accident rates to make this project unnecessary?	We do have this data and there has been no significant improvement in the accident rates since the interim improvements were made compared to before the improvements were constructed. This data is included in the PSR.
Q/A	With regard to the undercrossings, what size vehicle was this designed for? Would oversized vehicles be accommodated?	The undercrossing will be designed to meet Caltrans standards and accommodate the clearances for vehicles using the highway facility.
Reference	General Comments	
General Comment	I live on Fall Trail Road. I would have to go an extra 5 miles roundtrip out of my way to Camino Heights to turn around in order for me to get home. With the current configuration I already have to travel approximately 1800 miles a year out of my way to get home and gas is not cheap. The new configuration would increase this significantly.	
General Comment	I think cutting off access for the local residents is a bad idea.	
General Comment	Speed limit needs to be reduced back to 55 mph.	
General Comment	Leave the left turn at 5 Mile Road headed east. Don't make us come through Apple Hill traffic to get home.	
Reference	Comments Submitted on Comment Cards	
Comment Card	C1 and C2 make no sense – more problems will be created off the highway. This is not the correct location for underpass. No consideration to logging trucks or fire in the Camino Heights area.	
Comment Card	Need <i>[accident]</i> data before 2003 to after 2003 improvements and clearly define the problems.	
Comment Card	Solutions do not address safety (traffic safety) during peak tourism periods – goes from September to December (4 months is a significant period of time).	

Comment Card	Wineries are <i>[increasing in number]</i> in the area and bringing hundreds of people to the area year round on weekends throughout the year.
Comment Card	Seems like all of the solutions transfer accidents onto side roads and residential areas and are not popular with the people who live/work here.
Comment Card	Apple Hill traffic lasts more than 1 month. September through early December. (1. Apples, 2. Pumpkins, 3. Christmas Trees, 4. Special events – concerts @ High Hill & Wagon Train Stops, 5. Wine tasting/picking <i>[increased]</i>).
Comment Card	Don't block 50 to 5 Mile Road left turn headed east or 5 Mile Road families will have to contend with Apple Hill traffic on Carson to home. Also longer on snow/ice roads maintained by county not state.
Comment Card	I respect that this project is being formulated based on "normal" conditions but I would like to ask you to keep in mind the economic impact this project will have on this county. The Apple Hill region earns income based on tourism dollars and those in turn fund the County coffers.
Comment Card	Our bed & breakfast guests have commented about the high congestion in Apple Hill area alone <i>[and]</i> that if they ever come up again they won't return should the congestion be equally bad.
Comment Card	My concerns are two-fold: 1. The negative fiscal impact on small businesses which will ripple down to our County. 2. The negative effect that may have on overall living conditions of the local residents.
Comment Card	Choosing the most restrictive option will have a negative <i>[impact on]</i> resale value for homes in the region. Please consider the impact this type of project will have on us all.
Comment Card	I think that the speed limit being put to 65 mph had a lot to do with the fact that accidents were not reduced after the last improvements. Please reduce speed limit back to 55 mp and don't put up barriers that make locals have to go out of our way on Carson Road – during September – October this is not an option. I try not to leave my home on weekends in autumn as it is due to the bad traffic. Please, no barriers.
Comment Card	Alternative C2 is 100% the safest route. Safety should come first. In the last 60 years, I have seen hundreds of accidents with several fatalities because of people turning left crossing the traffic.
Comment Card	I think this project should be completely revised.
Comment Card	Caltrans is doing the usual, off-the-wall projects. Should reissue the STIFF.
Comment Card	This is not going to change much, just add more traffic to side streets that can't handle the traffic as-is.
Comment Card	What about the extra miles (5-10) in order to go home or to Placerville? Gas is not cheap.

Comment Card	What about <i>[emergency]</i> access, fire, etc.
Comment Card	I have a feeling this is going to create more gridlock on Carson Road. That road needs to be improved for this project.