



**US 50** | **CORRIDOR  
ACTION PLAN**



# City of Placerville Presentation

March 14, 2023

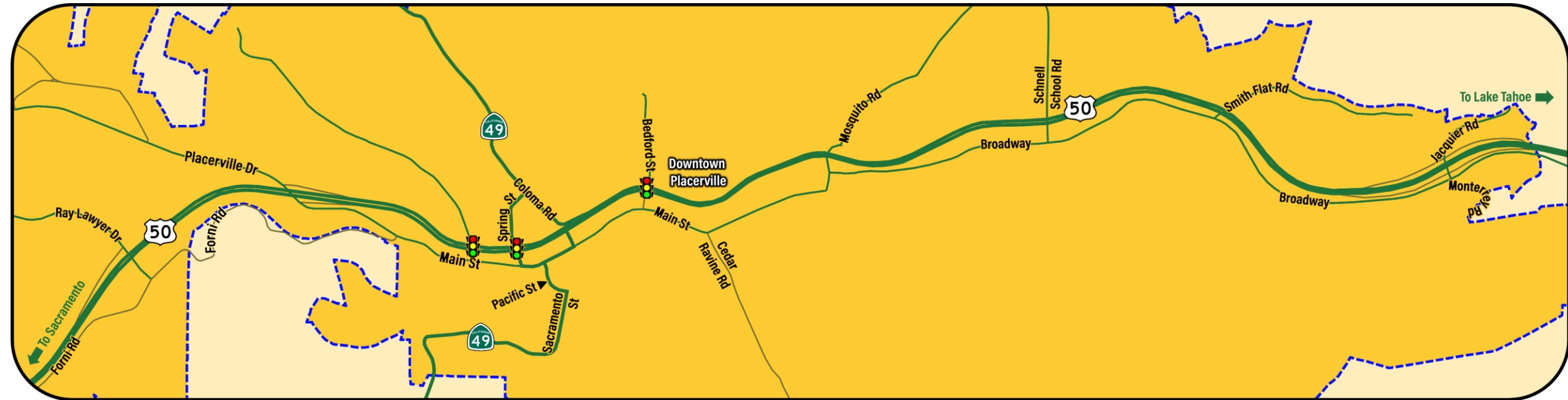
- 1) Study Background**
- 2) Access Control Action Plan (Trip to Green)**
- 3) System User Travel Analysis**
- 4) Investment Strategy Results**
- 5) Public Feedback Summary**
- 6) Final Document and Next Steps**

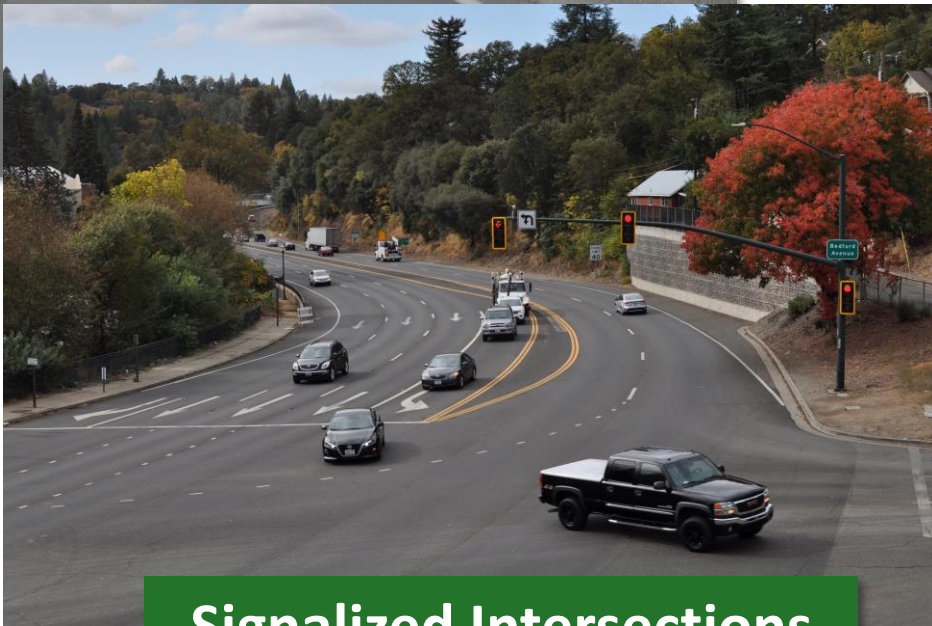


# Study Background

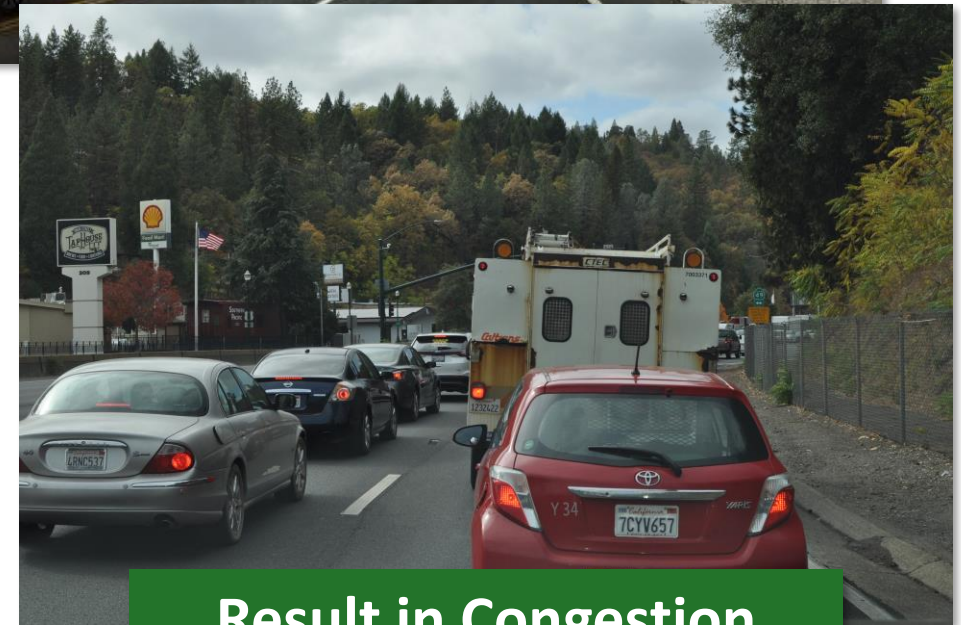


# Study Area

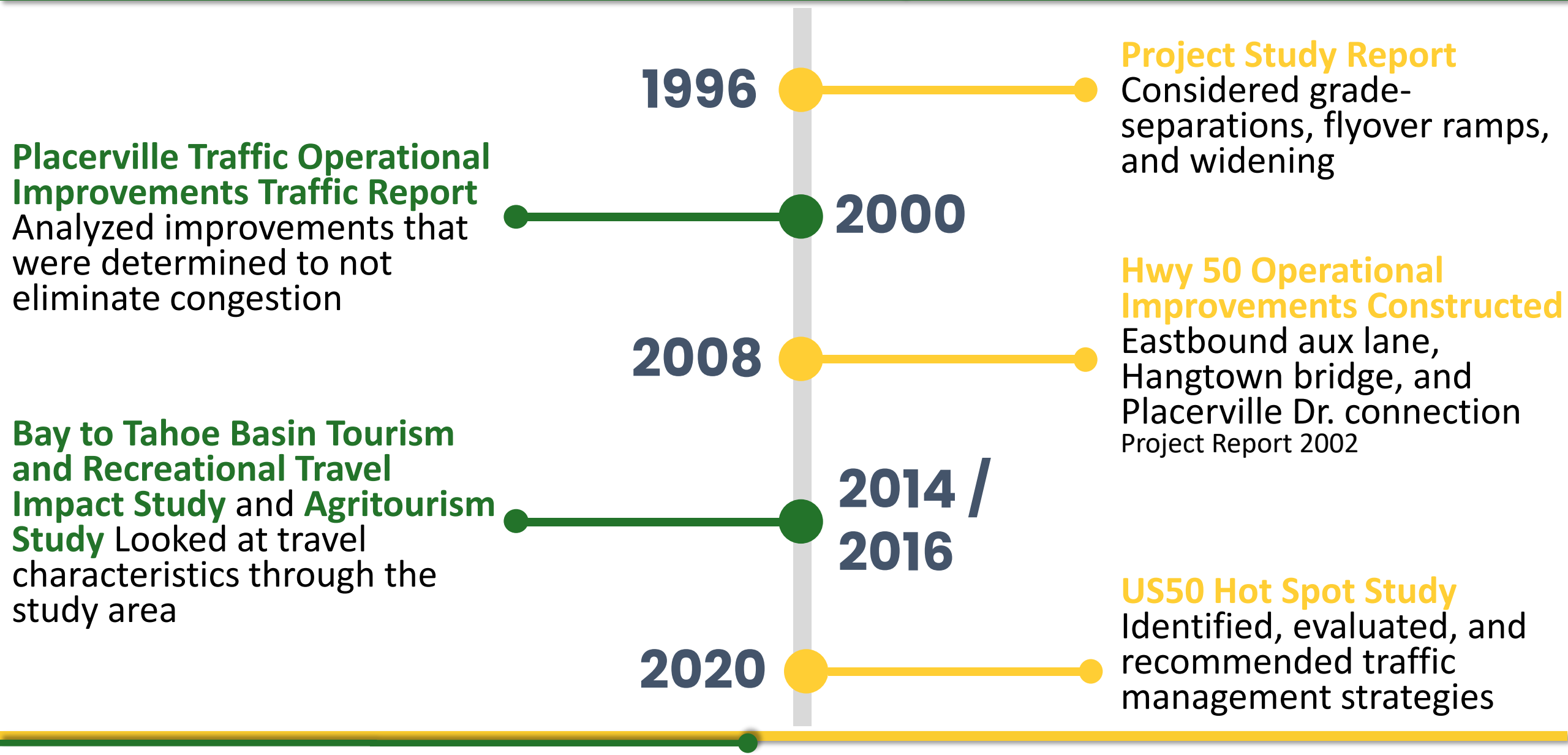




**Signalized Intersections**



**Result in Congestion**



Q1 21

Q1 23

 Access Control Plan for US 50 in Placerville

 System User Analysis

 Financing Strategies

 Final Plan

 Public Outreach

Caldor  
Fire

# Project Development Team (PDT)



## Project Development Team Role

- ▶ Collaborate on study processes, findings and recommendations
- ▶ Provide technical input and expertise
- ▶ Coordinate needs, responsibilities and actions within respective organizations
- ▶ Ensure we develop the most effective plan possible for the traveling public



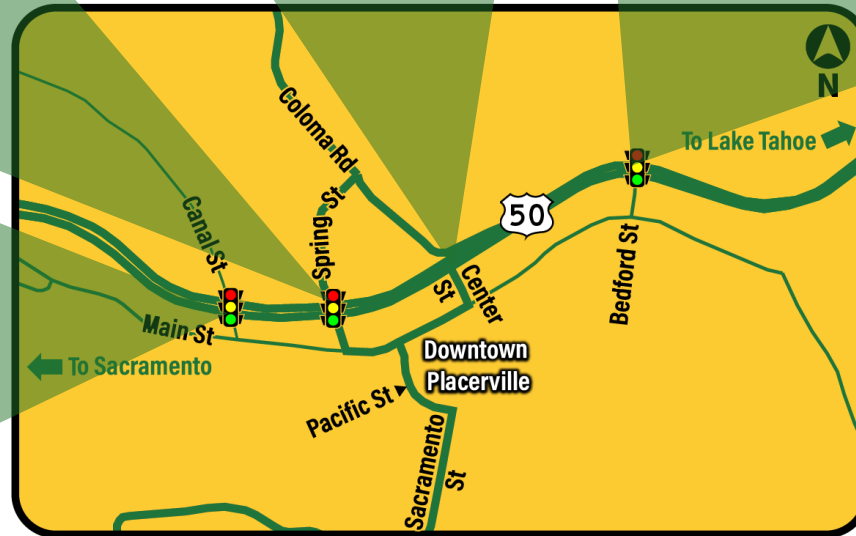
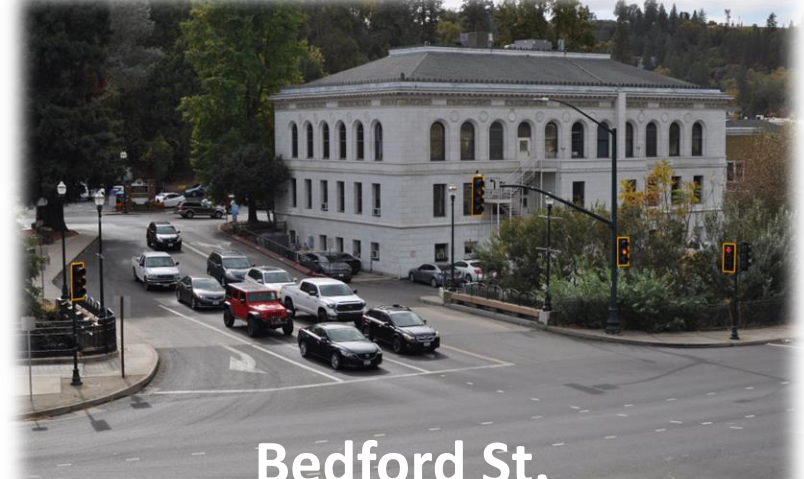
District





# Access Control Plan for US 50 in Placerville

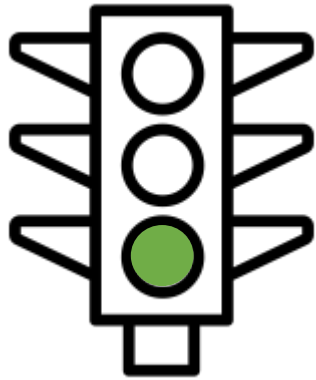
# Access Control Plan



Access Control Plan Proof of Concept



# Access Control Plan Concept



**Continuous Green for  
US 50 Thru Traffic at  
all 3 Signals in  
Downtown Placerville**



**Prohibit Local  
Movements Across  
US 50 and Limit  
Local Access**



**Reroute Local Access  
and North/South  
Movements Across  
US 50**

# Access Control Plan: Trip to Green

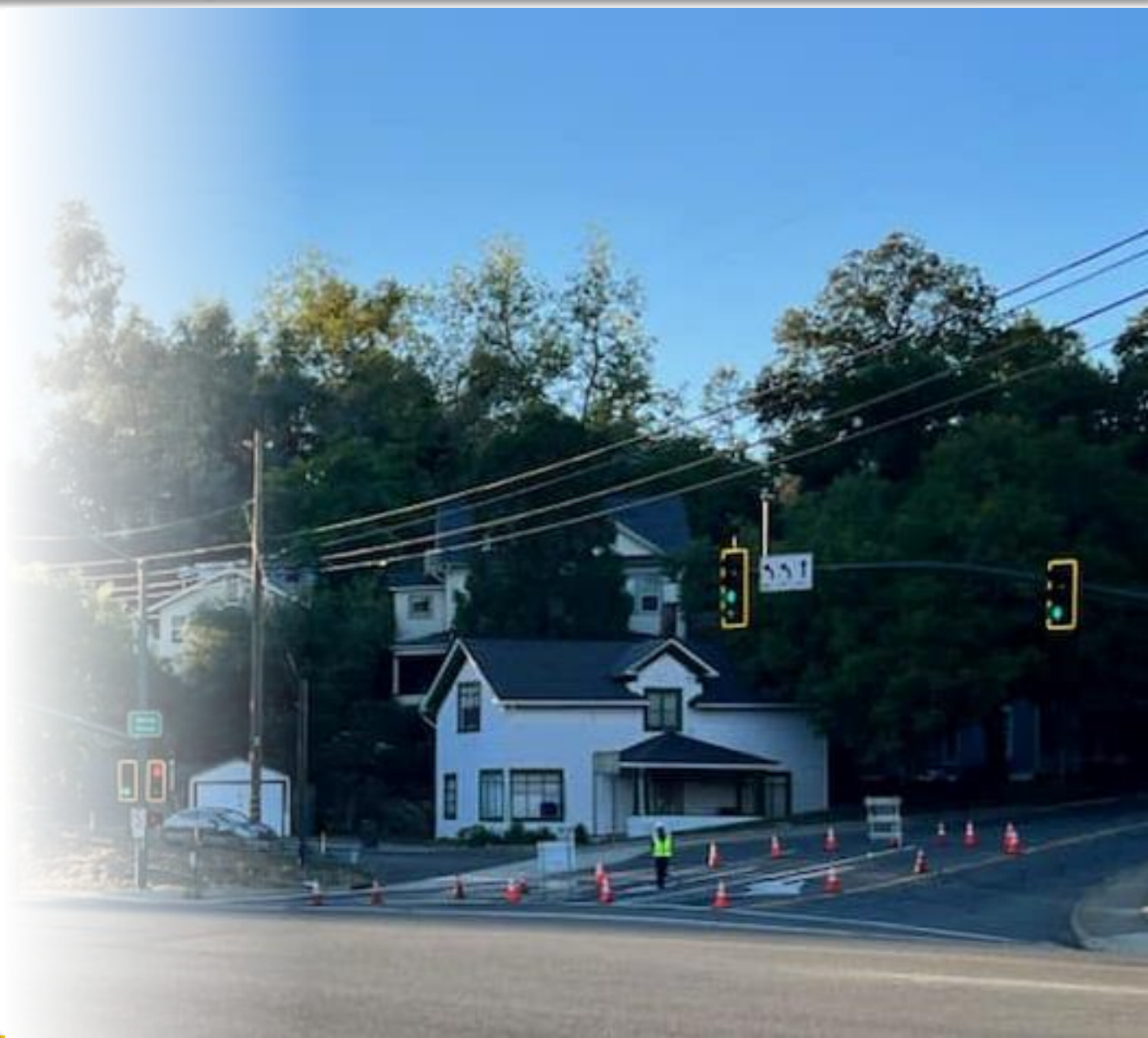
## 2022 Trip to Green Implementation:

- 3 Trip to Green Test Weekends:
  - *August 6-7, 2022: Saturday (8am-8pm) - Sunday (8am-8pm)*
  - *September 3-5, 2022: Saturday (8am-8pm) - Monday (8am-8pm)*
  - *October 1-2, 2022: Saturday (8am-8pm) - Sunday (8am-8pm)*



## Trip to Green Takeaways:

- Trip to Green effectively addressed congestion
  - *Average travel speeds through Placerville remained at around 40 MPH*
- No crashes were reported during Trip to Green operations
- Traffic modeling shows westbound delays are most significant and Trip to Green may be more effective on Sundays only
- Results also suggest a narrower timeframe than 8am-8pm can be considered
- Emergency responders reported no issues

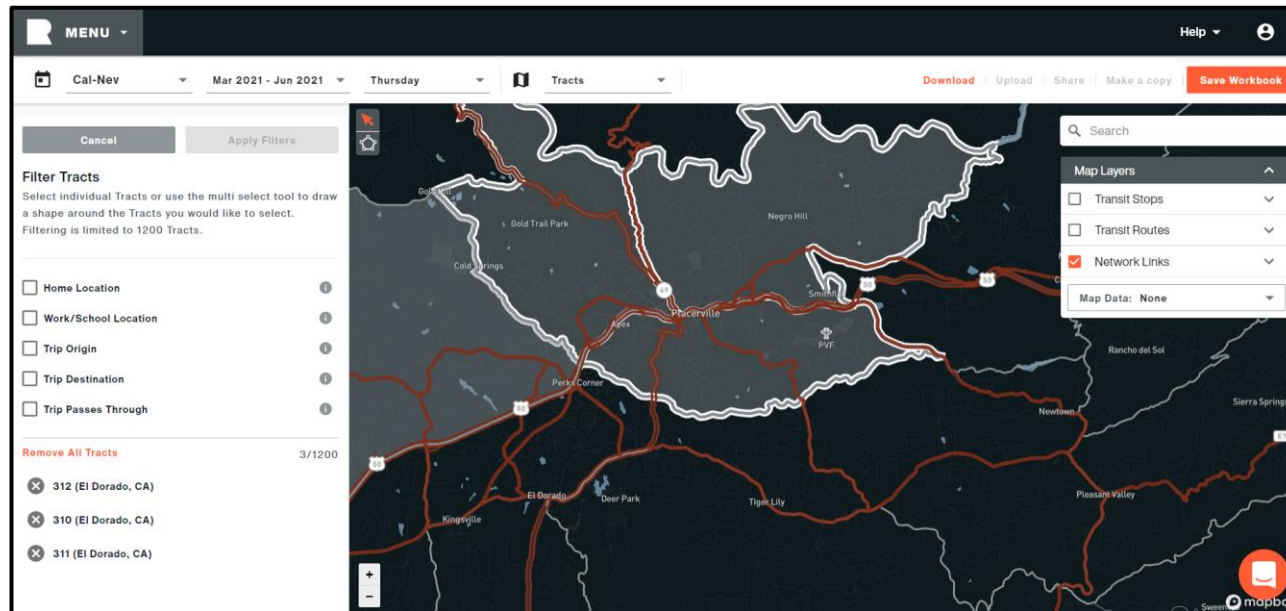




# System User Analysis

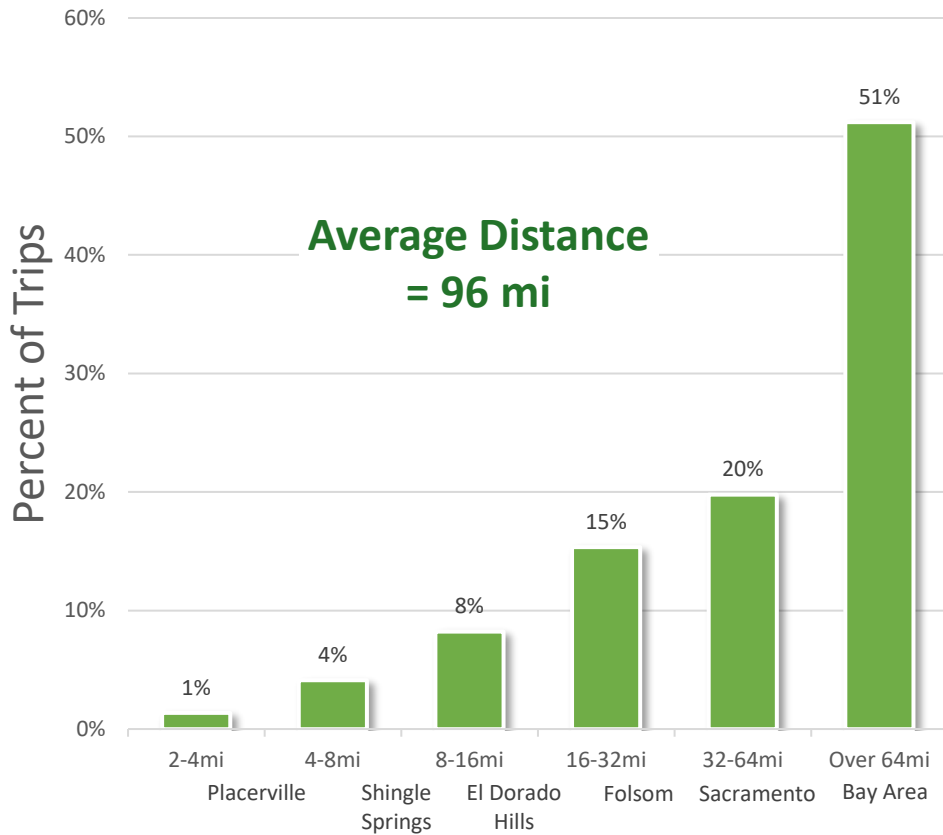
## System User Analysis Overview:

- Develop an understanding of corridor users, travel patterns and demographics
- Information is used to inform the plan and investment strategy
- Utilized location-based device data to conduct the travel analysis

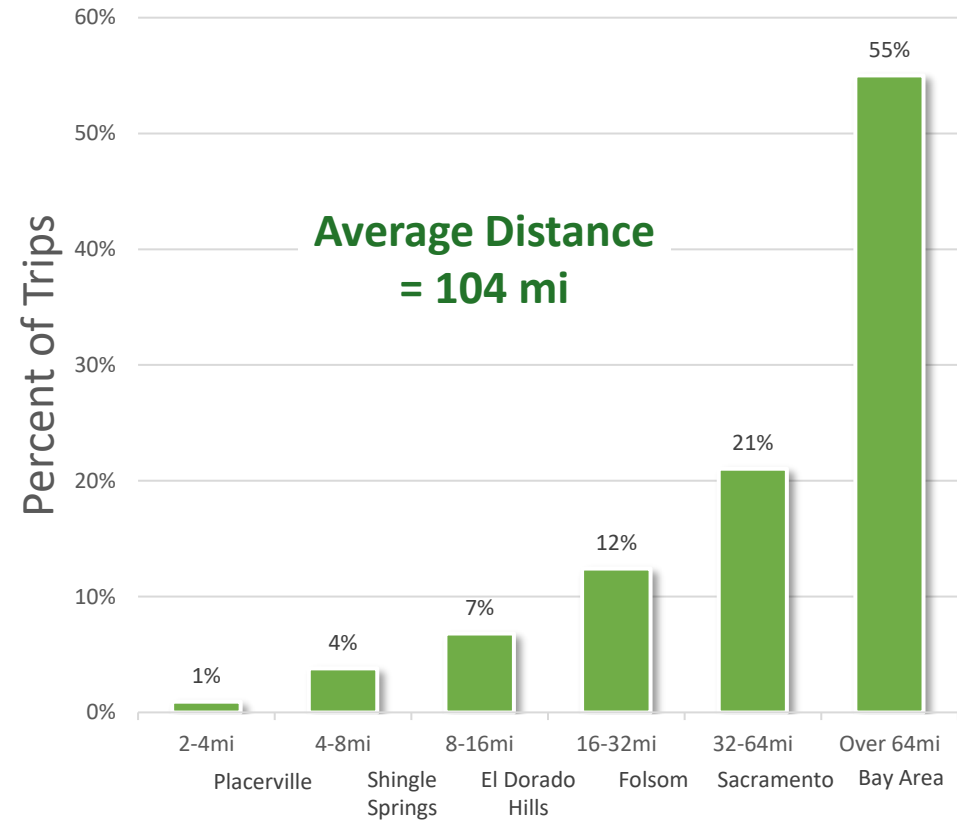


# System User Analysis: Trip Distance

## Average Trip Distance



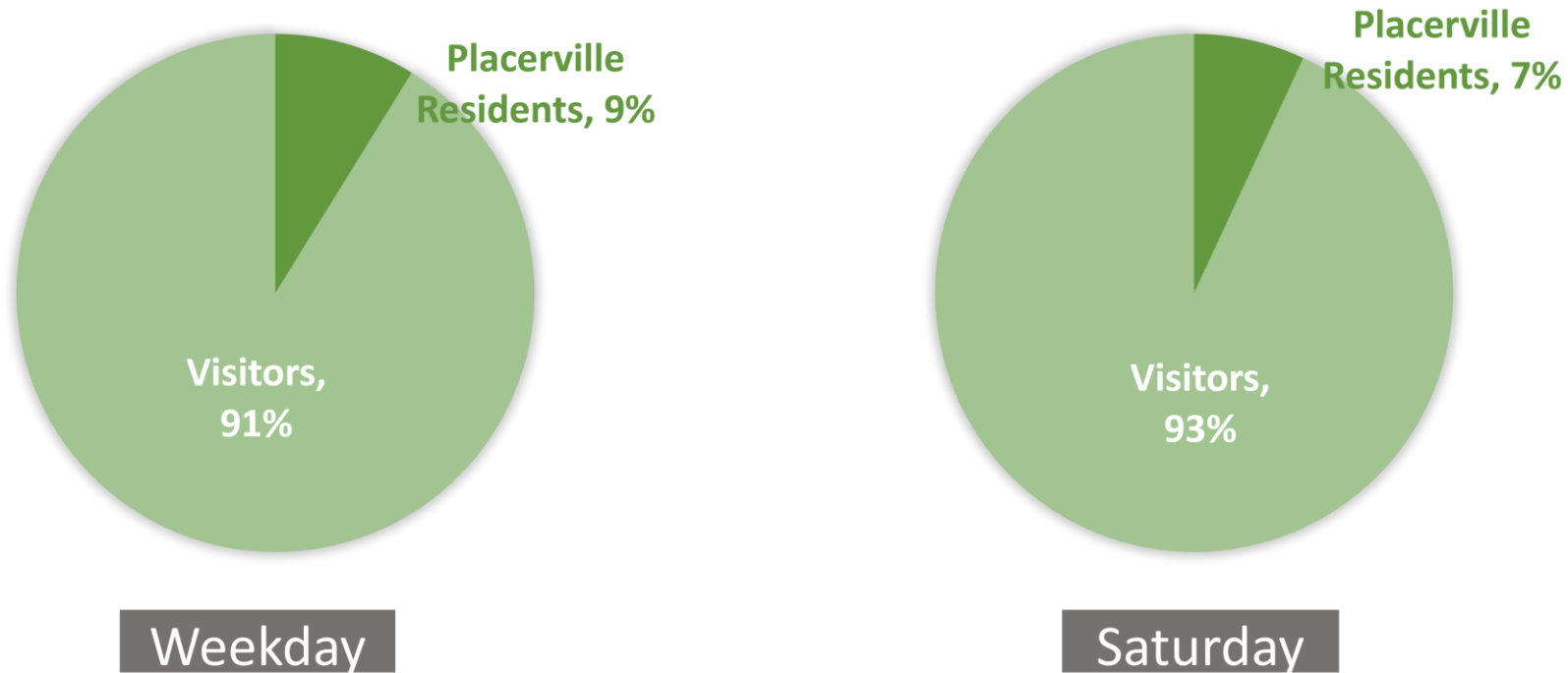
**Weekday**



**Saturday**

# System User Analysis: Users

## Resident vs. Visitor Trips



**6x**

The 63,000 persons traveling longer than 32 miles on US 50 in Placerville on one Saturday is equal to nearly 6 times the population of Placerville.



# Financing and Investment Strategy

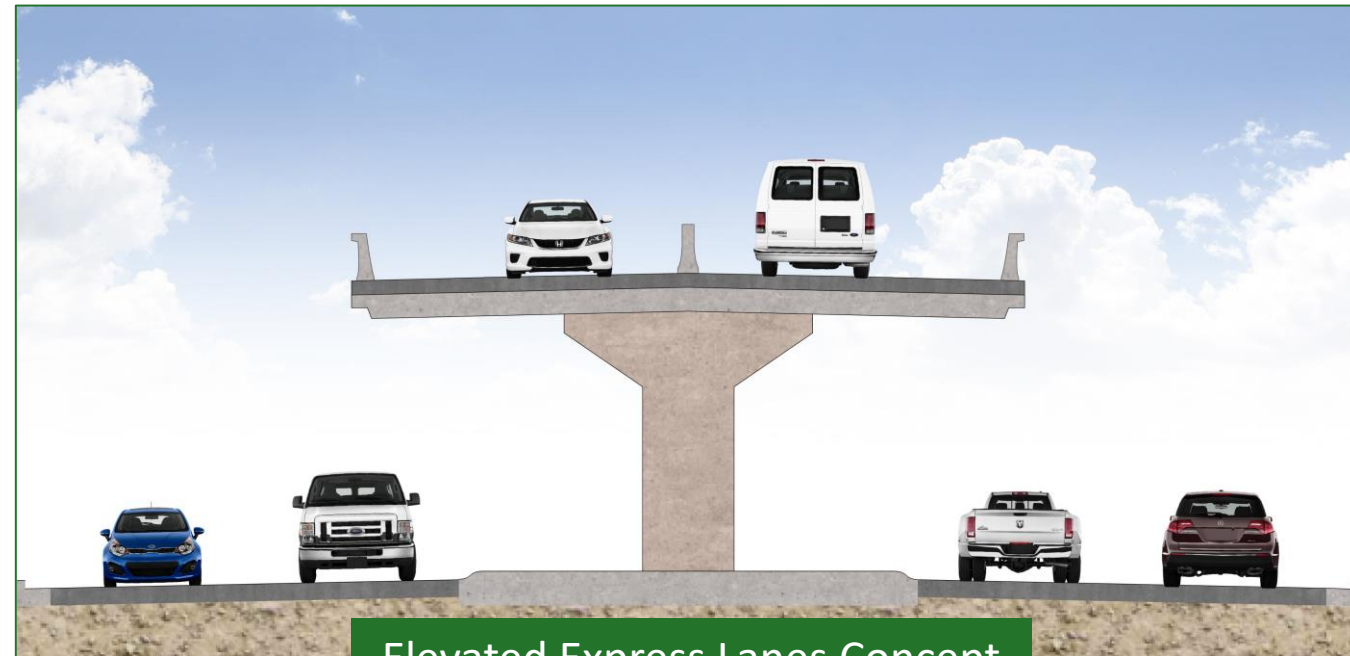
**OBJECTIVE** – Conduct a sketch-level study to determine the potential order of magnitude of revenue if tolling were implemented to help fund solutions for US 50 congestion

- Analyze two scenarios:
  - *Elevated express lanes concept*
  - *Permanent Trip to Green infrastructure*
- Tolling would require additional studies and approvals
- Results simply inform overall viability



# Elevated Express Lanes Concept

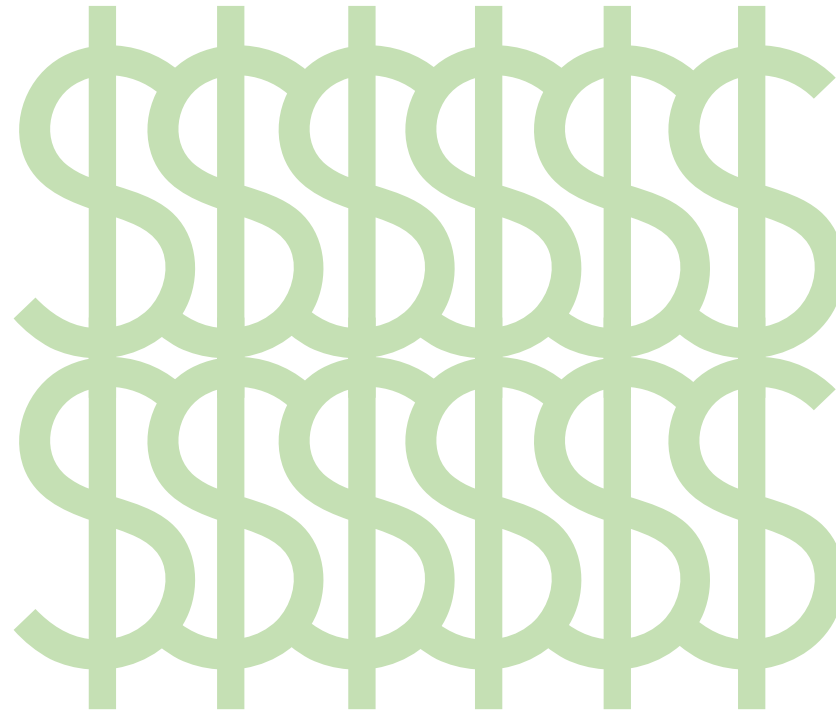
- **Scenario 1: Elevated Express Lanes**
  - *Western terminus at Placerville Dr.*
  - *Eastern terminus at Mosquito Rd.*
  - *One lane per direction*
  - *24 hours x 365 days*
  - *Exemption for local residents*



Elevated Express Lanes Concept

# Gross Revenue for Elevated Express Lanes

- **Elevated express lanes usage ~25%-35% of total corridor volume at peak period toll rates of \$1.00-\$1.75/\$0.50 off peak**



\$  
**Annual gross revenue \$1.4 million in 2025 (2021\$)**

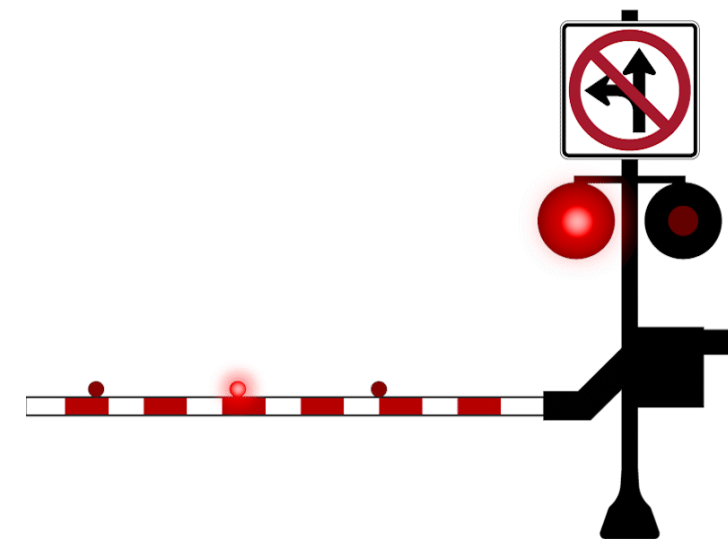
**Approximate \$200 million to \$300 million construction cost (2021\$)**

	Transactions	Revenue
2025	2,004,000	\$1,369,000
2026	2,013,000	\$1,392,000
2027	2,022,000	\$1,414,000
2028	2,031,000	\$1,436,000
2029	2,040,000	\$1,458,000
2030	2,049,000	\$1,480,000
2031	2,058,000	\$1,503,000
2032	2,067,000	\$1,525,000
2033	2,076,000	\$1,547,000
2034	2,085,000	\$1,569,000
2035	2,094,000	\$1,591,000
2036	2,103,000	\$1,613,000
2037	2,112,000	\$1,636,000
2038	2,121,000	\$1,658,000
2039	2,130,000	\$1,680,000
2040	2,139,000	\$1,702,000
2041	2,148,000	\$1,724,000
2042	2,157,000	\$1,747,000
2043	2,167,000	\$1,769,000
2044	2,176,000	\$1,791,000
2045	2,185,000	\$1,813,000
<b>Total</b>	<b>43,977,000</b>	<b>\$33,417,000</b>



# Permanent Trip to Green Infrastructure

- **Scenario 2: Permanent Trip to Green Infrastructure**
  - *Signals on US50 held to green with other infrastructure (e.g. ITS, barriers, signs, etc.)*
  - *Assume operates for 5 holiday periods and 7 typical Fall weekends*
  - *All US 50 traffic is tolled using overhead gantries during operations (no stopping)*
  - *Exemption for local residents*



# Toll Revenue for Trip to Green

- Assumptions
  - *Local residents exempt (10% of traffic at Point View Dr.)*
  - *Tolling for 12 weekends: 5 holiday weekends and 7 “typical” Fall weekends*
- Toll amount: \$1.00-\$3.00

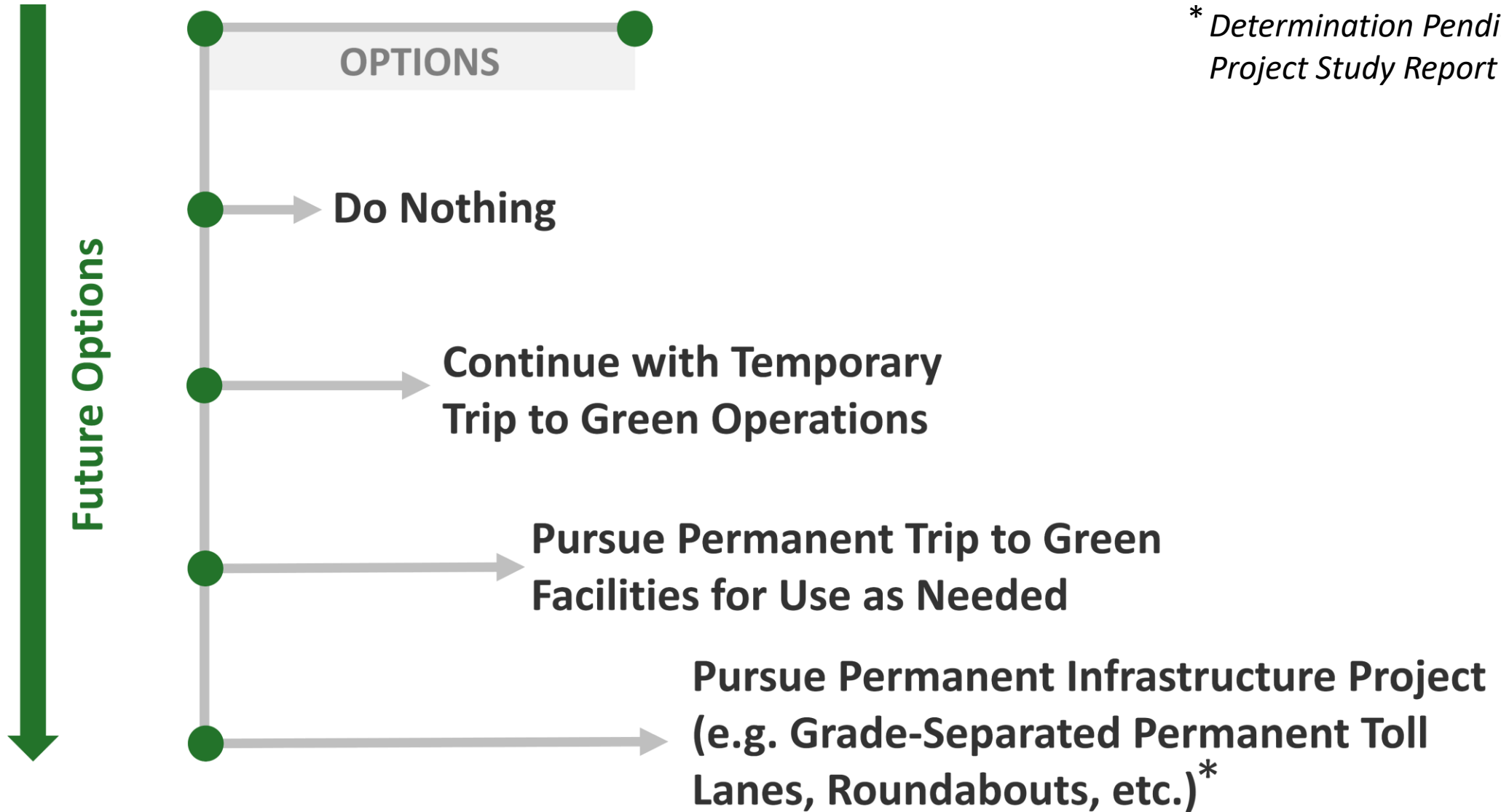
\$  
Annual Gross Revenue  
\$620,000-\$1,800,000 (2021\$)

\$\$\$  
Approximate \$16+ million  
construction cost (2021\$)



## Next Steps

# Next Step Options



*\* Determination Pending Future Project Study Report Results*



# Public Feedback

- Over **87%** surveyed said that peak seasonal congestion on US 50 has impacted them (i.e. during Apple Hill or Tahoe Traffic).
- Nearly **57%** of respondents said Trip to Green made it easier to get around, while **30%** said it made travel more difficult; **7%** saw no difference, and **6%** did not travel during that time.
- **70%** of respondents would support the future use of Trip to Green during peak congestion, including **57%** who said yes outright and **13%** who said yes with modifications, and **30%** said no.





## January 19, 2023 Workshop Takeaways:

- No interest in pursuing the elevated express lanes option
- Mixed reactions to tolling to help fund improvements
- Trip to Green is supported with refinements to schedule and signage

- **Virtual Presentation Providing Same Overview as this Presentation**
- **A Total of 57 Community Members Attended**
- **Q&A Session Inquiries Included:**
  - *Questions About Funding and Paying for Improvements*
  - *Questions Around Impacts to Local Residents and Businesses*
  - *Comment Suggesting Ways to Leverage TTG Traffic*



# Where Do We Go From Here?

- **Public Comment on the Draft Final Report** (*through March 24*)
- **Final Plan Adoption** (*April*)
- **Receive Direction on How to Proceed**
- **Coordinate Next Steps with Caltrans and Agency Partners**





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