

## Caltrans District 3 Corridor System Management Plans

### East Sacramento County – El Dorado County Focus Meeting on US 50 Corridor

September 18, 2008

1:30 – 3:30 p.m.

City of Folsom Public Works Large Conference Room

### Meeting Summary

#### Participants

Kamal Atwal, Sacramento County DOT; Mindy Jackson, El Dorado County Transit Authority; Dan Bolser, Kathy Mathews, and Jerry Barton, El Dorado County Transportation Commission; Samson Okhade, SACOG; Bob Blume, Psomas (for Highway 50 Partnership); Mark Thomas, City of Rancho Cordova; Anne Novotny, El Dorado County DOT; Tom Garcia, City of Folsom; Jeff Pulverman, Nieves Castro, Arthur Murray, and D. Michael Smith, Caltrans District 3; Nancy Kays, MIG, Inc.

#### Welcome

Nancy Kays, the meeting facilitator, welcomed everyone to the meeting and explained that it was one of three focus meetings being held this month in specific geographic areas.

#### CSMP Overview

Nieves Castro, the Caltrans Corridor Manager for the US 50 Corridor, delivered an overview of CSMPs, including the corridor definition and the process that will be followed.

#### Challenges and Strategies

Using a wallgraphic to record the discussion, the group listed *major challenges in the US 50 Corridor*, including:

- Future residential and commercial development
- Increasing truck traffic
  - Due to aggregate pits
- Jobs/housing imbalance
- TOD developments
- US 50 capacity improvements are limited
- Signals on US 50 in Placerville
- Congestion
  - Camino access to US 50
  - El Dorado Hills Blvd/US 50
  - End of HOV lanes on US 50 (affects transit, carpools)

- SR 49/US 50
- On light rail trains and El Dorado Transit commuter buses
- Lack of parallel capacity
- No capacity for expanded Park & Ride in El Dorado County
- Lack of adequate river crossings
- Bike/ped/transit access across US 50
- No alternative fueling facilities for transit in El Dorado County
- Inflexible work schedules
- Peak hour design of corridor
- Maintaining existing infrastructure
- Sensitive resources
- Air Quality
- Conflicting jurisdictional interests
- Limited funding for robust transit
- Funding instability
- Lack of flexible funding

Mike Smith of Caltrans gave an overview of management strategies used today on US 50. This was followed by a listing of ***management strategies that are used locally***, including:

- El Dorado County CIP projects (have funding problems though)
- 50 Corridor Fiber Optic Group project (using the RT Gold Line route to lay fiber optic from Downtown Sacramento to Folsom to Folsom City Hall)
- STARNET projects
- Traffic Management Centers (TMCs)
  - Sacramento County/Rancho Cordova/Folsom (+ cameras)
  - El Dorado (need to check)
- ITS Master Plan – City of Sacramento, City of Elk Grove
- US 50 signal coordination in Placerville
- Express commuter buses (El Dorado to Rancho Cordova)
- 50 Transportation Management Association
- Regional Rideshare Program
- SACOG 511
- CMIA HOV lanes on US 50 – east in El Dorado, west in Sacramento
- Rancho Cordova General Plan jobs/housing balance
- Folsom General Plan jobs/housing balance
- Exploring BRT lanes on Sunrise, Watt, Easton Valley
- Jurisdictional coordination
- Universal fare cards project

The group then reviewed a pre-existing list of ***potential management strategies*** that could be considered for the corridor. The following gives the group consensus on which should be considered in the US 50 CSMP and under what circumstances:

Should Be Considered

- Timely implementation of capital improvements in RTP

- Adequate resources for system maintenance
- Adequate resources (\$) for operating costs for transit
- Full TOS implementation (ramp metering, HAR, CMS, and detection) on all CSMP network components
- Timely implementation of STARNET
- Enhanced traveler information
- Enhanced incident clearance
- Transit AVL/Transit status information enhancements for system users
- Innovative use of CMS (e.g.; travel times)
- Use of freeway shoulders for transit vehicles
- Signal optimization/timing
- Enhanced transit service (service frequency, express services, reduced headways for light rail, etc...)
- Transit fare strategies/subsidies
- “Bike-Sharing”/“Car-Sharing” to/from transit (“Carlink”)
- Freight transport management strategies (e.g.; change delivery times)
- Enhanced TDM strategies (e.g.; telecommuting, flexible work hours, etc...)
- Enhanced detection and data availability to assist daily operations and long-term decision-making
- System relinquishments and ownership transfers to more efficiently operate the system
- Regional bicycle facilities

#### Consider in Appropriate Circumstances

- Parking restrictions to encourage use of SOV alternatives
- Access management strategies to improve system efficiency

#### Don't Consider Now

- Congestion pricing/area cordons

#### Don't Consider

- Freeway HOT lanes
- Institutional changes regarding owner/operator status and responsibilities

### **Micro-simulation Modeling Scenarios**

After a brief explanation of microsimulation, the group discussed how to use it in the US 50 Corridor. They suggested not using the land use base from the Metropolitan Transportation Plan 2035, but rather to use the land use in the 50 Partnership Model, which was developed by DKS and was agreed to by all of the partners. The group also suggested that it was important to look at the synergy of the effects of traffic on US 50 and on local roads.

They recommended ***testing the following variables in the micro-simulation scenarios:***

- An increase in light rail to 15-minute headways during commute hours
- An increase in light rail to 6-minute headways during commute hours
- Flexible work hours

- Regional Transit light rail grade separations (if possible)
- Improvements to existing or new parallel capacity
- Bus Rapid Transit on Easton (between Hazel & Scott)
- Expansion of HOV lanes on US 50 to Downtown Sacramento

### **Visionary Projects**

Finally, the group was asked to recommend visionary projects for the corridor, or projects that are outside of the existing MTP 2035 and El Dorado County RTP. These *visionary projects* included:

- US 50 Placerville Ultimate (plan for no signals on US 50)
- Parallel capacity from Silva Valley Road to Ponderosa Road in El Dorado County
- Elk Grove/Rancho Cordova/El Dorado Connector
- River crossings
- Conversion of some arterials from 6 lanes to 4 lanes in Sacramento County (accompanied by Bus Rapid Transit)
- Bike route such as cross-state bike route
- Perfect road maintenance
- Additional commuter transit service

### **Next Steps and Wrap-up**

The participants were thanked for their time and ideas and will be sent the wallgraphic and meeting summary. There will be a Project Development Team meeting in the next month that covering the entire corridor. Updates on the CSMP process are available continuously on the project website, [www.corridormobility.org](http://www.corridormobility.org).