

EL DORADO COUNTY: KEY US 50 CORRIDOR PROJECTS*

DRAFT

Map Key		Scenario		
		#1	#2	#3
Highlighted New or Expanded Longer Distance Bus Service and Park-&-Ride Facilities				
A	El Dorado Hills Fixed Route Circulator - Fixed Route Transit Service to activity centers in El Dorado Hills			X
	Provide Commuter Service from Folsom to El Dorado Hills	X	X	
	Reinstate Commuter Service to Rancho Cordova	X	X	
	Expand Dial-A-Ride Service	X	X	X
	Extend Local Route Service 1 hour in evening		X	X
	Sunday Service on Local Routes		X	X
	County Line Transit Center- Develop multimodal transit center and regional fueling station in the vicinity of the Sacramento/El Dorado County lines south of US 50 and north of White Rock Road		X	X
Highlighted New/Expanded Bike/Ped and Bridge Improvements				
B	Silva Valley Parkway Bike Lanes - In El Dorado Hills, Class II Bike Lanes on Silva Valley Parkway from White Rock Road to Green Valley Road	X	X	X
C	El Dorado Hills Boulevard Bike Path - Phase 1 - Sign and Stripe existing Class I bike paths in two locations: 1) Harvard Way to St. Andrews Drive, 2) From Governors Drive to Francisco Drive.	X	X	X
D	El Dorado Hills to Bass Lake Connection - Phase 1 - Class III Bike Route on Tong Road, Class III Bike Route on Old Bass Lake Road, use existing roadway as Class I Bike Path between gates from Tong Road to Old Bass Lake Road.		X	
E	US 50 Grade Separated Crossing in El Dorado Hills - Bike/Ped overcrossing of US 50 at El Dorado Hills Boulevard and Latrobe Road.			X
F	El Dorado Hills to Folsom Connection - Class II Bike Lanes on the extension of Saratoga Way to Iron Point Road (alternatively, construct a Class I Bike Path prior to construction of the extension of Saratoga Way to Iron Point Road.)		X	
G	Cameron Park Drive Bike Lanes - Class II Bike Lanes from US 50 to La Canada Drive.	X	X	
H	Green Valley Road Bike Lanes - Class II Bike Lanes from El Dorado Hills Boulevard to Pleasant Grove Middle School.	X	X	
I	Bass Lake Road Bike Lanes - Class II Bike Lanes from Green Valley Road to US 50.	X	X	
J	Northside School Bike Path - Class I Bike Path from Northside School in Cool to Highway 49/193 intersection and from Highway 49/193 intersection to the Auburn Lake Trails Community.	X		X
K	El Dorado Trail Sac-Placerville Transportation Corridor - Class I Bike path from Missouri Flat Road in Diamond Springs to Mother Lode Drive in El Dorado.	X	X	X
L	El Dorado Trail Sac-Placerville Transportation Corridor - Class I Bike path from Mother Lode Drive in El Dorado to Mother Lode Drive in Shingle Springs.		X	X
M	El Dorado Trail in the City of Placerville - Class I Bike Path from Ray Lawyer Drive to Forni Road/Main Street			X
N	Mallard Lane/Green Valley Road Bike Lanes - In the City of Placerville, Class II bike lanes from the city limit to Green Valley Road and from Mallard Lane to Placerville Drive.			X
O	Broadway Bike Lanes - In the City of Placerville, Bike Lanes on Broadway from Main Street to Point View Drive			X
Highlighted New/Expanded Interchanges and Parallel Roads				
P	US 50 Carpool (HOV) Lanes Phase 2A - Bass Lake Road to Cameron Park Dr	X	X	X
Q	US 50 Carpool (HOV) Lanes Phase 2B - Cameron Park Drive to Ponderosa Rd	X	X	X
R	US 50 Carpool (HOV) Lanes Phase 2C- Ponderosa Road to Greenstone Rd	X	X	
S	US 50 at Silva Valley Parkway - new interchange in El Dorado Hills	X	X	X
T	US 50 at Cameron Park Drive - Interchange Reconfiguration	X	X	
U	US 50 at El Dorado Hills Blvd/Latrobe Rd - Interchange Improvements		X	
V	US 50 at Ponderosa Rd/S. Shingle Rd - Interchange Improvements	X		
W	Country Club Drive Extension - new 2-lane road from Bass Lake Road to Silva Valley Pkwy	X		
X	Diamond Springs Parkway (Phase 1) - new 2-lane road with Class II bike lanes & bus pullouts from Missouri Flat Rd to Hwy 49 & Hwy 49 to Pleasant Valley Rd	X	X	
Y	Diamond Springs Parkway (Phase 2) - widen to 4 lanes with Class II bike lanes & bus pullouts from Missouri Flat Rd to Hwy 49 & Hwy 49 to Pleasant Valley Rd	X		
Z	Green Valley Rd - widen to 4 lanes with Class II bike lanes from Francisco Dr to Deer Valley Rd (west end)	X	X	
AA	Headington Road Extension - new 2-lane road with Class II bike lanes from Missouri Flat Rd to El Dorado Rd			X
BB	Latrobe Rd/White Rock Rd Connector - new road with Class II bike lanes connecting White Rock Rd to Latrobe Rd at the south end of the EDH Business Park			X
CC	Ray Lawyer Dr Extension - new 2-lane road from Forni Rd to Hwy 49	X		
DD	Saratoga Way Extension (Phase 1) - new 2-lane road with Class II bike lanes from El Dorado Hills Blvd to western county line, to connect to Iron Point Rd in City of Folsom	X	X	
EE	Saratoga Way Extension (Phase 2) - widen to 4 lanes with Class II bike lanes from El Dorado Hills Blvd to western county line, to connect to Iron Point Rd in City of Folsom	X		
FF	Silver Springs Parkway - new 2-lane road with Class II bike lanes from Bass Lake Rd to Green Valley Rd	X		
GG	White Rock Rd - widen to 4 lanes with Class II bike lanes from Monte Verde Dr to US 50/Silva Valley Pkwy Interchange.	X		
HH	Latrobe Road - widen from 2 to 4 lanes from Golden Foothill Parkway to Investment Boulevard.	X		
II	Western Placerville Interchange Improvements - Interchange improvements at Ray Lawyer Drive and Placerville Drive/Forni Road in the City of Placerville	X	X	
JJ	Placerville Drive - In the City of Placerville, widen Placerville Drive from Fair Lane to US 50		X	
KK	US 50 Camino Corridor Safety Improvements - Safety improvements on US 50 in the Camino area.			X
LL	Point View Drive Extension - Extend Point View Drive 2 lane road from existing Point View Drive at US 50 to Smith Flat Road.		X	
	US 50 at Broadway Eastbound Exit #47 - In the City of Placerville, extend offramp and signalize Broadway intersection			X

* All Projects are drawn from the El Dorado County Regional Transportation Plan scheduled for adoption in November 2010

Regional Scale: Highlighted Corridor Projects

Legend:

Italics: Common across two or more scenarios

Underline: Changes or key differences

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NEW RAIL	Scenario 1	Scenario 2	Scenario 3
Streetcar	<i>Downtown Sacramento-West Sacramento starter line</i>	<i>Downtown Sacramento-West Sacramento starter line</i> • <i>Rancho Cordova Town Center loop</i>	<i>Downtown Sacramento-West Sacramento starter + Broadway and Midtown loop extensions</i> • <i>Rancho Cordova Town Center loop</i> • <i>Downtown Sacramento-CSUS</i> • <i>Downtown Sacramento-Natomas-SMF Airport</i>
Light Rail	• <i>South Line to Cosumnes River College Main Campus</i> • <i>Downtown Sacramento-Natomas-SMF Airport (link to Gold Line)</i>	• <i>South Line to Cosumnes River College Main Campus</i> • <i>Gold Line frequencies increased</i> • <i>Downtown Sacramento-Natomas-SMF Airport (link to Gold Line)</i>	• <i>South Line to Cosumnes River College Main Campus</i> • <i>Blue and Gold lines frequencies increased</i>
Regional Rail (Capitol Corridor)	No additional service beyond existing (hourly)	<i>Add one stop and increase service to 30-60 minute peak service</i>	<i>Add one stop and increase service to 30-60 minute peak service</i>
NEW BUS	Scenario 1	Scenario 2	Scenario 3
Local & Express Buses, Neighborhood Shuttles	Daily (weekday) Vehicle Service Hours (VSH) Express & Local Bus: 4,206 Shuttle & ADA paratransit: 2,999	Daily (weekday) Vehicle Service Hours (VSH) Express & Local Bus: 5,138 Shuttle & ADA paratransit: 3,678	Daily (weekday) Vehicle Service Hours (VSH) Express & Local Bus: 6,226 Shuttle & ADA paratransit: 4,531
Bus Rapid Transit (BRT)	• <i>15-30-minute service along 3 BRT corridors: Stockton Boulevard, North Watt (US 50-North Highlands, and Sunrise (US 50-Roseville)</i> • <i>Lower level of street & operational improvements coordinated with complete streets corridor enhancements</i>	• <i>15-30-minute service along 6 BRT corridors: Roseville, Citrus Heights, Downtown, Northern Sac. Co., Southern Sac. Co., Rancho Cordova.</i> • <i>Medium level of street & operational improvements coordinated with complete streets corridor enhancements</i>	• <i>15-30-minute service along 8 BRT corridors: Roseville, eastern Sac. Co., Citrus Heights, Natomas, northern Sac. Co., Rancho Cordova, southern Sac. Co., Downtown</i> • <i>Higher level of street & operational improvements coordinated with complete streets corridor enhancements</i>
NEW BIKE/PEDESTRIAN	Scenario 1	Scenario 2	Scenario 3
Complete Streets	• <i>Few complete streets retrofits along corridors in existing communities; complete streets incorporated into new and planned communities</i> • <i>Less growth in the number of households and employment sites within ¼ to ½ mile of an existing complete streets corridor</i>	• <i>Some complete streets retrofits along corridors in existing communities; complete streets incorporated in new and planned communities</i> • <i>More growth in the number of households and employment sites within ¼ to ½ mile of an existing complete streets corridor</i>	• <i>Most complete streets retrofits along corridors in existing communities</i> • <i>Most growth in the number of households within ¼ to ½ mile of an existing complete streets corridor</i>
Recreational Trails	• <i>Less focus on trails incorporated into new and planned communities with limited connections to existing transportation facilities</i>	• <i>More focus on connections between recreational trails incorporated into new and planned communities and existing transportation facilities</i>	• <i>Greater focus on creating recreational trails with connections to streets in existing communities and complete streets corridors</i>
NEW/EXPANDED ROADS & OPERATIONAL IMPROVEMENTS	Scenario 1	Scenario 2	Scenario 3
US 50 El Dorado/Folsom	• <i>Carpool lane extension: Cameron Park Drive to Greenstone Road</i> • <i>4-lane Green Valley Road, Folsom to El Dorado Hills</i> • <i>New auxiliary lanes + connected parallel roads between Folsom/El Dorado Hills and Shingle Springs</i>	• <i>Carpool lane extension: Cameron Park Drive to Greenstone Road</i> • <i>4-lane Green Valley Road, Folsom to El Dorado Hills</i> • <i>New auxiliary lanes + connected parallel roads between Folsom/El Dorado Hills and Shingle Springs</i>	• <i>Carpool lane extension: Cameron Park Drive to Ponderosa Road</i> • <i>4-lane Green Valley Road, Folsom to El Dorado Hills</i>
US 50 Sacramento	• <i>Carpool lane extension: Watt to 99/50 interchange</i> • <i>Auxiliary lanes: Sacramento, Rancho Cordova, Folsom</i> • <i>Rebuilt interchanges at US 50 & Hwy. 99, US 50 & I-5</i>	• <i>Carpool lane extension: Watt to 99/50 interchange</i> • <i>Auxiliary lanes: Sacramento, Rancho Cordova, Folsom</i> • <i>Modified interchange operational improvements at US 50 & Hwy. 99, US 50 & I-5</i>	• <i>Carpool lane extension, Watt to 99/50 interchange</i> • <i>Auxiliary lanes: Sacramento and Rancho Cordova</i> • <i>Modified interchange operational improvements at US 50 & Hwy. 99, US 50 & I-5</i>
I-80 Yolo	• <i>Carpool lanes: Davis-West Sacramento + new bike bridge across the Yolo Causeway</i>	• <i>Carpool lanes: Davis-West Sacramento + new bike bridge across the Yolo Causeway</i>	• <i>Carpool lanes: Davis-West Sacramento + new bike bridge across the Yolo Causeway</i>
I-80 Sacramento	• <i>Carpool lane ext.: Watt/Longview to I-5</i> • <i>Roseville Road widened to 4 lanes (Cirby-El Camino, with extension onto Hwy. 160)</i>	• <i>Carpool lane extension: Watt/Longview to I-5</i> • <i>Business 80 (Capital City freeway) operational improvements</i>	• <i>Carpool lane extension: Watt/Longview to I-5</i> • <i>Business 80 (Capital City freeway) operational improvements</i>
I-80 Placer	• <i>Carpool lane extension + 2 auxiliary lanes: Sacramento County line to Hwy. 65</i> • <i>I-80/Hwy. 65 interchange partially rebuilt</i>	• <i>Carpool lane extension + 2 new auxiliary lanes: Sacramento County line to Hwy. 65</i>	• <i>Carpool lane extension + 2 new auxiliary lanes: Sacramento County line to Hwy. 65</i>
Hwy. 65	• <i>Lincoln Bypass: 2 & 4 lane expressway</i> • <i>Carpool lanes: I-80 to Blue Oaks</i> • <i>2-lane parkway north and east around Wheatland, connecting to Hwy. 65 on either end</i> • <i>4-lane Feather River Boulevard east of Marysville, connecting to Hwy. 65 at Olivehurst</i>	• <i>Lincoln Bypass: 2 & 4 lane expressway</i> • <i>Operational improvements in Marysville through area where Highways 20, 65 and 99 come together</i> • <i>6-lane Industrial Avenue between Roseville & Lincoln</i>	• <i>Lincoln Bypass: 2 & 4 lane expressway</i> • <i>Operational improvements in Marysville through area where Highways 20, 65 and 99 come together</i> • <i>6-lane Industrial Avenue between Roseville & Lincoln</i>
Placer Parkway	• <i>4-lane freeway/expressway, north alignment, Hwy. 65 at Whitney to Foothills as freeway, then Foothills to Hwy. 99/70 at Sankey</i>	• <i>4-lane freeway/expressway, north alignment, Hwy. 65 at Whitney to Foothills as freeway, then Foothills to Hwy. 99/70 at Sankey</i>	• <i>4-lane expressway, north alignment, Hwy. 65 at Whitney to Watt, continuing as a 2 lane expressway west to Hwy. 99/70 at Sankey</i>
Hwy. 99/70, Sacramento, Sutter & Yuba	• <i>Carpool lanes: I-5 to Placer Parkway</i> • <i>Hwy. 99 & 70 4-lane expressways, Placer Parkway to Yuba City/Marysville</i>	• <i>Operational improvements between I-5 and Placer Pkway (intersection improvements only)</i> • <i>Hwy. 99 & 70 4-lane expressways, Placer Parkway to Yuba City/Marysville</i>	• <i>Operational improvements between I-5 and Placer Pkway (intersection improvements only)</i> • <i>Hwy. 99 & 70 4-lane expressways, Placer Parkway to Yuba City/Marysville</i>
I-5 Northern Sacramento	• <i>Carpool lanes: downtown Sacramento to Sacramento International Airport</i>	• <i>Carpool lanes: downtown Sacramento to I-80</i> • <i>Auxiliary lanes: Hwy. 99/70-SMF Airport</i>	• <i>Carpool lanes: downtown Sacramento to I-80</i> • <i>Auxiliary lanes: Hwy. 99/70-SMF Airport</i>
I-5 Southern Sacramento	• <i>Carpool lanes: US 50 to Elk Grove Boulevard</i>	• <i>Carpool lanes: US 50 to Elk Grove Boulevard</i>	• <i>Carpool lanes: US 50 to Cosumnes River Blvd.</i>
Hwy. 99, Sacramento	• <i>Auxiliary lanes: Florin to Calvine</i>	• <i>Auxiliary lanes: Florin to Calvine</i>	• <i>Auxiliary lanes: Florin to Calvine</i>
Elk Grove-Rancho Cordova-El Dorado Connector	• <i>Kammerer and Grant Line roads at 6 lanes from Bruceville to Bradshaw. Grant Line at 4 lanes between Bradshaw and White Rock with right-of-way preserved</i> • <i>White Rock at 6 lanes to Silva Valley in El Dorado County</i> • <i>Connector bypass from Latrobe Road to White Rock Road</i>	• <i>Kammerer and Grant Line roads at 6 lanes from Bruceville to Bradshaw. Grant Line at 4 lanes between Bradshaw and White Rock with right-of-way preserved. White Rock at 4 lanes to Silva Valley in El Dorado County</i> • <i>Grade separations at Douglas, White Rock and Scott Road</i> • <i>Connector bypass from Latrobe Road to White Rock Road</i>	• <i>Kammerer and Grant Line roads at 6 lanes from Bruceville to Bradshaw. Grant Line at 4 lanes between Bradshaw and White Rock with right-of-way preserved. White Rock at 4 lanes to Silva Valley in El Dorado County</i> • <i>Grade separations at Douglas, White Rock and Scott Road</i>
BRIDGES & RIVER CROSSINGS	Scenario 1	Scenario 2	Scenario 3
Sacramento River	• <i>Sacramento to West Sacramento</i>	• <i>Sacramento to West Sacramento</i> • <i>C Street (West Sacramento) to Railyards Avenue bridge on north side of downtown Sacramento</i>	• <i>Sacramento to West Sacramento</i> • <i>I Street Bridge rebuilt for transit/sidewalks</i>
Feather River	• <i>5th Street Bridge rebuilt/widened to 4 lanes</i>	• <i>5th Street Bridge rebuilt/widened to 4 lanes</i> • <i>10th Street Bridge widened to 6 lanes</i>	• <i>5th Street Bridge rebuilt/widened to 4 lanes</i>
American River	• <i>Howe Bridge widened to 6 lanes</i> • <i>Sunrise & Watt widened to 8 lanes at US 50</i> • <i>4-lane auto/transit/pedestrian/bike river crossing between Downtown and Natomas</i>	• <i>Howe Bridge widened to 6 lanes</i> • <i>4-lane auto/transit/pedestrian/bike river crossing between Downtown and Natomas</i>	• <i>Howe Bridge widened to 6 lanes</i> • <i>4-lane auto/transit/pedestrian/bike river crossing between Downtown and Natomas</i>