

# Executive Summary

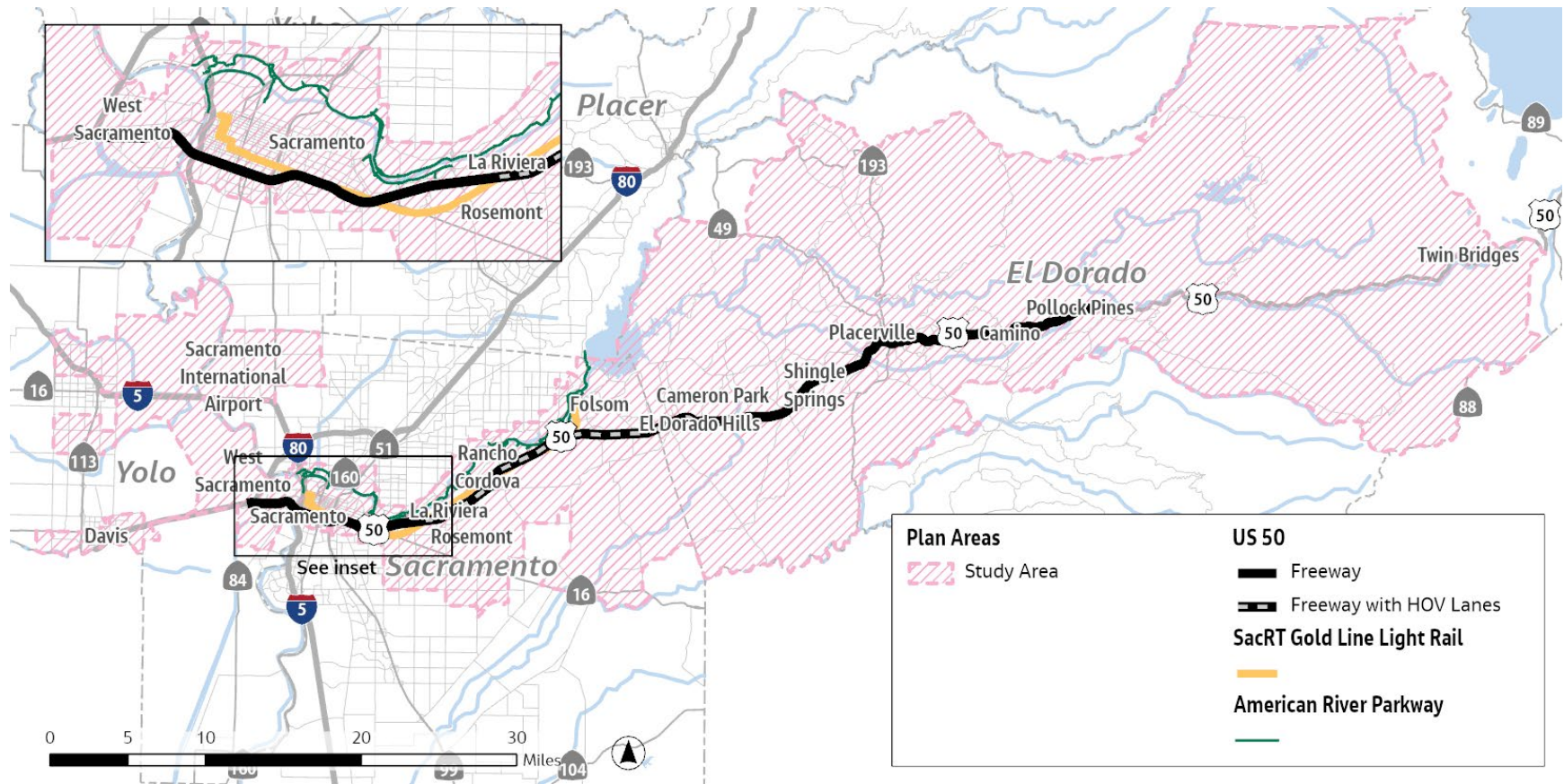
This Existing Conditions Report is the first step in developing the US 50 Comprehensive Multimodal Corridor Plan (CMCP), providing context and analysis of the Study Area through four main themes: People, Economy, Environment, and Transportation. This report aims to guide the CMCP in developing equitable, multimodal transportation solutions, as it identifies key opportunities and issues within the Study Area.

## The US 50 CMCP Corridor

The US 50 CMCP addresses a corridor centered on U.S. Route 50 approximately 58 miles in length, from West Sacramento at the I-80/US 50 split to Pollock Pines. From west to east, US 50 goes through the communities of West Sacramento, Sacramento, La Riviera, Rosemont, Rancho Cordova, Folsom, El Dorado Hills, Cameron Park, Shingle Springs, Placerville, Camino, and Pollock Pines. The limits of US 50 for the purposes of this CMCP are shown as a black line in Figure 1.

The US 50 CMCP Study Area, which defines where the CMCP Team analyzed existing and projected conditions for this report, is shown in pink in Figure 1. The Study Area also defines where the CMCP Team will analyze potential benefits and impacts of proposed transportation solutions and engage partners and the public throughout the planning process. It was defined through a combination of big data from mobile devices, showing where trips using US 50 start and end, and partner input through the US 50 CMCP Technical Advisory Committee (TAC).

Figure 1. US 50 CMCP Study Area



The CMCP Team conducted a comprehensive review of existing and projected conditions within the US 50 corridor. Table 1 summarizes the highlights of the analysis detailed in this report. Appendix A provides a list of the data sources analyzed.

**Table 1: Highlights of Corridor Characteristics**

Theme	Existing Conditions Highlights
<b>People</b>	<ul style="list-style-type: none"> <li>▪ Existing population in the Study Area is concentrated in the western half of the corridor, between West Sacramento and El Dorado Hills.</li> <li>▪ Population density is generally greater north of US 50 than south of US 50.</li> <li>▪ Population is projected to increase most in West Sacramento, Downtown Sacramento, Sacramento River District, Southeast Sacramento, Rancho Cordova, Folsom, and El Dorado Hills.</li> <li>▪ Black, Indigenous, Asian, Pacific Islander, Hispanic/Latino, or other communities of color (BIPOC) populations are concentrated in Sacramento, West Sacramento, and Folsom, where some census tracts have greater than 90% BIPOC population.</li> <li>▪ Older adults (people aged 65 or older) comprise around 20-35% of the population in El Dorado County.</li> <li>▪ Incomes are lowest in the Sacramento River District and around the campuses of the University of California, Davis (UC Davis) and California State University, Sacramento (Sacramento State).</li> <li>▪ Areas with the greatest percentage of households without access to a vehicle are in Davis, West Sacramento, Downtown Sacramento, Woodlake near Old North Sacramento, around Sacramento State, around Mather Airport, around Mercy Hospital in Folsom, Shingle Springs, Diamond Springs, and Pollock Pines.</li> <li>▪ Low-income communities have long commute times (45 minutes or more) in Southwest Cap and around the CBD in West Sacramento, Historic Placerville, Cordova Park and Cordova Gardens, and around Starfire Station in La Riviera/Rosemont.</li> </ul>
<b>Economy</b>	<ul style="list-style-type: none"> <li>▪ Major employment centers are located in Downtown Sacramento and Davis, and additional employment centers are in La Riviera, Rancho Cordova, and Folsom.</li> <li>▪ Projected employment growth is greatest in West Sacramento, Sacramento River District, East Sacramento, Rancho Cordova, Folsom, and El Dorado Hills.</li> <li>▪ Portions of West Sacramento, Rancho Cordova, Shingle Springs, Diamond Springs, and Pollock Pines have poor multimodal access to destinations as measured by the Caltrans Transportation Equity Index.</li> <li>▪ SACOG's Green Means Go Green Zones encourage growth through infill development in existing commercial and mixed-use corridors across the corridor.</li> <li>▪ Fiber optic infrastructure plans have gaps in Folsom, Cameron Park, Shingle Springs, Camino, and Pollock Pines.</li> </ul>
<b>Environment</b>	<ul style="list-style-type: none"> <li>▪ Most of El Dorado County is vulnerable to wildfires.</li> <li>▪ Historic Placerville is most vulnerable to inland flooding.</li> </ul>

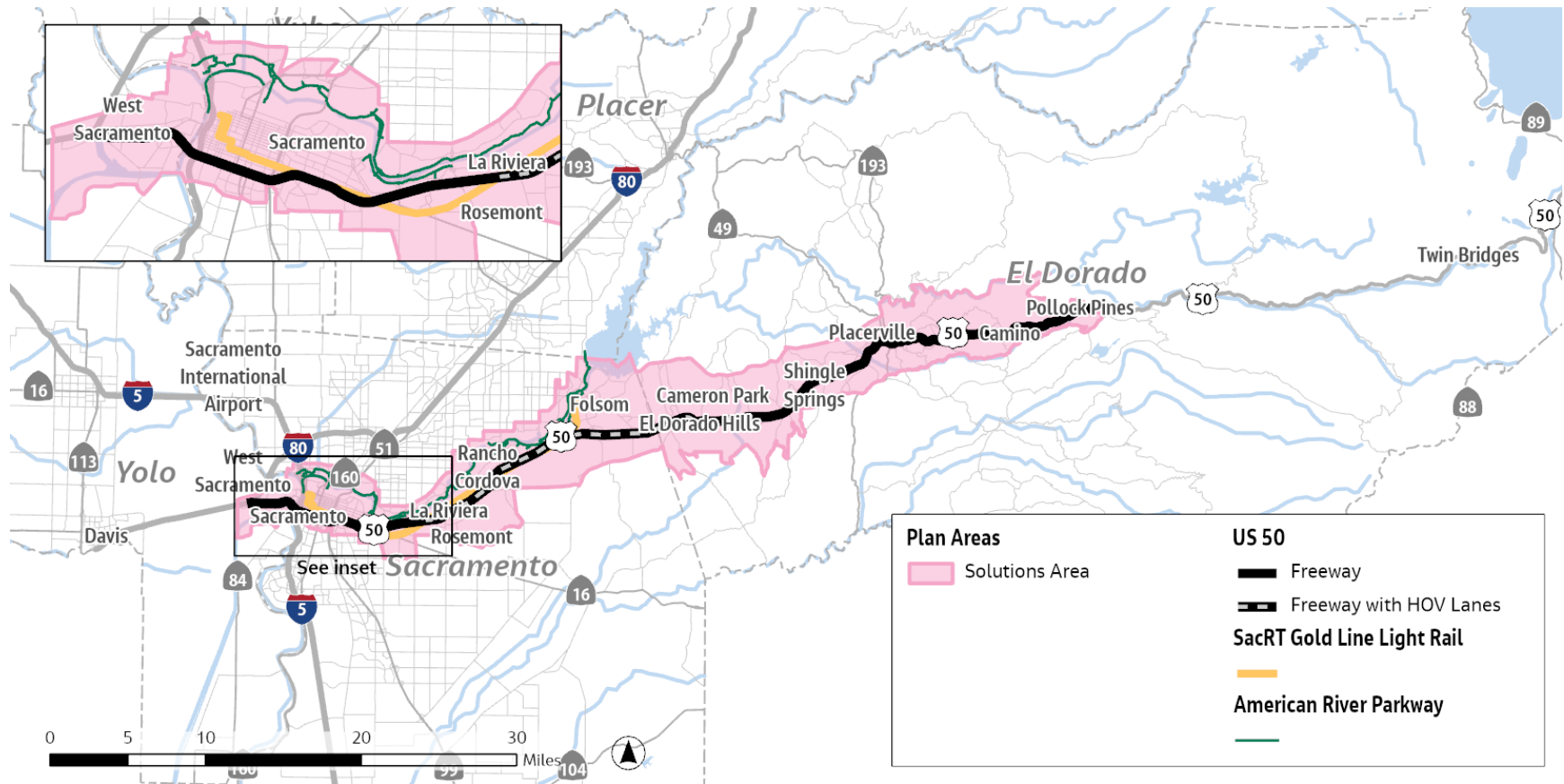
Theme	Existing Conditions Highlights
	<ul style="list-style-type: none"> <li>▪ Downtown Sacramento, East Sacramento/Sacramento State, La Riviera, Rosemont, and areas of Rancho Cordova are vulnerable to dam breach inundation.</li> <li>▪ The most significant wildlife habitat corridors are west of Placerville, through Shingle Springs, at the western edge of Folsom, and around the Sacramento River.</li> <li>▪ Heat vulnerability, as measured by the California Heat Assessment Tool, is the greatest in the Sacramento River District, West Sacramento, and Rosemont.</li> <li>▪ The greatest cumulative impacts from environmental pollution and hazards are faced by residents of West Sacramento, Sacramento River District, Southeastern Sacramento, and Rancho Cordova.</li> <li>▪ Negative traffic burden exposure, as measured by the Caltrans Transportation Equity Index, is greatest in Downtown Sacramento, Southeast Sacramento, Rancho Cordova, and around Sacramento State.</li> </ul>
<p><b>Transportation</b></p>	<p><b>US 50</b></p> <ul style="list-style-type: none"> <li>▪ US 50 between I-5 and Watt Ave is designated as a deficient corridor through the SACOG Congestion Management Process. Caltrans is currently constructing High Occupancy Vehicle (HOV) lanes and rehabilitating pavement in this segment.</li> <li>▪ Traffic volumes on US 50 are greatest around major interchanges: I-5, SR 51/SR 99, Howe Ave/Power Inn Rd, and Watt Ave.</li> <li>▪ US 50 bottlenecks are concentrated in Sacramento, La Riviera, and Folsom.</li> <li>▪ Truck volumes on US 50 are greatest in Downtown Sacramento, followed by West Sacramento, East Sacramento, La Riviera, Rancho Cordova, and Folsom.</li> <li>▪ Transit frequency on US 50 varies by segment, from one to 31 trips per day. The segments of US 50 with fewer transit trips also have fewer bottlenecks.</li> </ul> <p><b>Travel Flows</b></p> <ul style="list-style-type: none"> <li>▪ Folsom, East Sacramento/Sacramento State, Rancho Cordova West, Downtown Sacramento, and La Riviera/Rosemont all have more than 10,000 daily internal walking trips.</li> <li>▪ West Sacramento, Downtown Sacramento, East Sacramento/Sacramento State, and Folsom all have more than 3,000 daily internal biking trips.</li> <li>▪ Downtown Sacramento and East Sacramento have the most daily public transit trips.</li> <li>▪ Downtown Sacramento, East Sacramento, and Rancho Cordova have the most on-demand vehicle trips.</li> <li>▪ There are more than 10,000 SOV trips between East Sacramento and Downtown Sacramento, and between El Dorado Hills and Folsom.</li> <li>▪ There are also more than 10,000 daily SOV trips within Cameron Park/Shingle Springs, Downtown Sacramento, East Sacramento, El Dorado Hills, Folsom, Placerville, Pollock Pines, Rancho Cordova West, Rosemont, and West Sacramento.</li> </ul>

Theme	Existing Conditions Highlights
	<ul style="list-style-type: none"> <li>▪ There are approximately 32,000 commercial vehicle trips per day within the Study Area. Approximately 27,000 commercial vehicle trips enter the Study Area from other areas of the Sacramento region. An additional 6,000 commercial vehicle trips enter the Study Area from outside the Sacramento region.</li> </ul> <p><b>Multimodal Infrastructure</b></p> <ul style="list-style-type: none"> <li>▪ The corridor has two major existing trails, the American River Parkway and the El Dorado Trail, but these trails do not connect.</li> <li>▪ US Bicycle Route 50 has been designated by the American Association of State Highway and Transportation Officials (AASHTO) in El Dorado County but has gaps in infrastructure.</li> <li>▪ More than 70 public transit routes operated by El Dorado Transit, SacRT, and YoloBus intersect with the Study Area.</li> <li>▪ 27 SacRT, El Dorado Transit, and YoloBus routes are completely within the Study Area and 19 routes are completely within the Solutions Area.</li> <li>▪ Most SACOG Regional Transit Network corridors (38 of 47) intersect with the Study Area. However, only two corridors are completely within the Study Area.</li> <li>▪ There is no existing or planned long-distance, intercity, and commuter rail to the east of Sacramento along US 50; instead, all routes travel north and south of Sacramento.</li> <li>▪ The El Dorado Western Railroad operates an excursion railroad between the historic Placerville Branch between Folsom and El Dorado County.</li> <li>▪ Most park-and-ride facilities are between Sacramento and Folsom.</li> <li>▪ The Placerville Industrial Lead is the only freight railroad that parallels US 50 east of Sacramento; it terminates near the Hazel light rail station.</li> </ul> <p><b>Safety</b></p> <ul style="list-style-type: none"> <li>▪ Fatal and severe collisions for all modes are concentrated in Davis, West Sacramento, La Riviera, and Rancho Cordova.</li> <li>▪ Collisions involving pedestrians are concentrated on roadways in Davis, West Sacramento, La Riviera, and Rancho Cordova, and along the SacRT Gold Line light rail in La Riviera and Rancho Cordova.</li> <li>▪ Collisions involving bikes are concentrated in Davis, West Sacramento, La Riviera, and Rancho Cordova.</li> </ul>

## Gaps and Opportunities

The CMCP Team's analysis of existing conditions identified gaps and opportunities tailored to communities in the US 50 CMCP solutions area, shown in Figure 2. The solutions area, which defines where the CMCP will recommend transportation solutions, was defined in collaboration with SACOG, Caltrans, El Dorado County Transportation Commission (EDCTC), CMCP SMEs, and the TAC. It encompasses US 50, SacRT Gold Line light rail, American River Parkway, points of interest such as universities and hospitals within two miles of US 50, parallel roadways, and a half-mile buffer around the American River Parkway to consider opportunities to improve access to the trail.

Figure 2: US 50 CMCP Solutions Area



These gaps and opportunities are listed in Table 2 and can be found throughout the report in the **bold text** action statements, accompanied by additional detail including maps and tables to visualize and summarize the supporting data. The CMCP Team will utilize these gaps and opportunities to engage communities and identify solutions.

*Please note: The gaps and opportunities listed in Table 2 are neither complete nor final, they are limited to what could be identified through the data analyzed by the CMCP Team. The existing conditions, gaps, and opportunities will be validated by the TAC, and both TAC and community engagement will identify additional gaps and opportunities not revealed by the data analyzed for this report.*

**Table 2: Gaps and Opportunities Identified through the Existing Conditions Analysis**

Community	Gaps and Opportunities
<b>West Sacramento</b>	<ul style="list-style-type: none"> <li>▪ Engage BIPOC populations and ensure engagement activities are culturally relevant and accessible to these communities</li> <li>▪ Increase system capacity through development of multimodal transportation options</li> <li>▪ Develop affordable transportation options for low-income households</li> <li>▪ Engage low-income residents to identify solutions to reduce long commute times</li> <li>▪ Identify public transit, biking, and walking solutions for people without access to a vehicle</li> <li>▪ Develop solutions to provide mobility to areas with poor multimodal access to destinations</li> <li>▪ Develop solutions to support employment growth</li> <li>▪ Reference Green Means Go Green Zones when identifying and prioritizing solutions to support economic development, infill development, and decreasing vehicle trips</li> <li>▪ Consider dam breach inundation evacuation routes</li> <li>▪ Preserve and strengthen habitat connectivity around the Sacramento River</li> <li>▪ Identify solutions to mitigate cumulative pollution impacts</li> <li>▪ Identify solutions to mitigate negative traffic burden exposure</li> <li>▪ Identify solutions to mitigate heat vulnerability in West Cap</li> <li>▪ Consider solutions to improve bottleneck severity on US 50 and consider bottlenecks when developing transit solutions that would travel on US 50</li> <li>▪ Consider solutions to manage high truck volumes on US 50</li> <li>▪ Identify solutions to improve walking safety and comfort at US 50 crossings</li> <li>▪ Identify solutions to encourage biking for short trips</li> <li>▪ Identify solutions to expand access to the Regional Trail Network</li> <li>▪ Identify solutions to reduce fatal and severe collisions at hotspots</li> </ul>

Community	Gaps and Opportunities
<b>Downtown Sacramento</b>	<ul style="list-style-type: none"> <li>▪ Increase system capacity through development of multimodal transportation options</li> <li>▪ Identify public transit, biking, and walking solutions for people without access to a vehicle</li> <li>▪ Reference Green Means Go Green Zones when identifying and prioritizing solutions to support economic development, infill development, and decreasing vehicle trips</li> <li>▪ Consider dam breach inundation evacuation routes</li> <li>▪ Identify solutions to mitigate negative traffic burden exposure</li> <li>▪ Consider solutions to improve bottleneck severity on US 50 and consider bottlenecks when developing transit solutions that would travel on US 50</li> <li>▪ Consider solutions to manage high truck volumes on US 50</li> <li>▪ Identify solutions to improve walking safety and comfort at US 50 crossings</li> <li>▪ Identify solutions to improve biking safety and comfort for trips to/from East Sacramento/Sacramento State</li> <li>▪ Consider strategies to encourage walking, biking, and transit as alternatives to or in connection with on-demand vehicle travel</li> <li>▪ Identify solutions to expand access to the Regional Trail Network</li> <li>▪ Address designated deficient corridors through active transportation, intelligent transportation solutions (ITS), and public transit solutions</li> </ul>
<b>Sacramento River District</b>	<ul style="list-style-type: none"> <li>▪ Develop affordable transportation options for low-income households</li> <li>▪ Develop solutions to support employment growth</li> <li>▪ Reference Green Means Go Green Zones when identifying and prioritizing solutions to support economic development, infill development, and decreasing vehicle trips</li> <li>▪ Consider nature-based resilient solutions to mitigate flooding and evacuation solutions for potential flood events</li> <li>▪ Consider dam breach inundation evacuation routes</li> <li>▪ Preserve and strengthen habitat connectivity around the Sacramento River</li> <li>▪ Identify solutions to mitigate cumulative pollution impacts</li> <li>▪ Identify solutions to mitigate heat vulnerability</li> <li>▪ Identify solutions to expand access to the Regional Trail Network</li> <li>▪ Address designated deficient corridors through active transportation, intelligent transportation solutions (ITS), and public transit solutions</li> </ul>
<b>East Sacramento / Sacramento State</b>	<ul style="list-style-type: none"> <li>▪ Develop affordable transportation options for low-income households</li> </ul>

Community	Gaps and Opportunities
	<ul style="list-style-type: none"> <li>▪ Engage older adults (people aged 65 or older) and identify solutions that support aging in place in Campus Commons, Sierra Oaks, River Park, and College/Glen</li> <li>▪ Identify public transit, biking, and walking solutions for people without access to a vehicle</li> <li>▪ Develop solutions to support employment growth</li> <li>▪ Reference Green Means Go Green Zones when identifying and prioritizing solutions to support economic development, infill development, and decreasing vehicle trips</li> <li>▪ Consider dam breach inundation evacuation routes</li> <li>▪ Identify solutions to mitigate negative traffic burden exposure</li> <li>▪ Consider solutions to manage high truck volumes on US 50</li> <li>▪ Identify solutions to improve walking safety and comfort at US 50 crossings, paths to Sacramento State, and around SacRT Gold Line stations</li> <li>▪ Identify solutions to improve biking safety and comfort for trips to Downtown Sacramento</li> <li>▪ Identify solutions to encourage biking for short trips</li> <li>▪ Consider solutions to shift more trips to the SacRT Gold Line and Route 30 bus</li> <li>▪ Consider solutions to increase transit service on J Street</li> <li>▪ Consider strategies to encourage walking, biking, and transit as alternatives to or in connection with on-demand vehicle travel</li> <li>▪ Identify solutions to expand access to the Regional Trail Network</li> <li>▪ Address designated deficient corridors through active transportation, intelligent transportation solutions (ITS), and public transit solutions</li> </ul>
<b>Southeastern Sacramento</b>	<ul style="list-style-type: none"> <li>▪ Engage BIPOC populations and ensure engagement activities are culturally relevant and accessible to these communities</li> <li>▪ Reference Green Means Go Green Zones when identifying and prioritizing solutions to support economic development, infill development, and decreasing vehicle trips</li> <li>▪ Identify solutions to mitigate cumulative pollution impacts</li> <li>▪ Identify solutions to mitigate negative traffic burden exposure</li> </ul>
<b>La Riviera</b>	<ul style="list-style-type: none"> <li>▪ Engage BIPOC populations and ensure engagement activities are culturally relevant and accessible to these communities</li> <li>▪ Engage low-income residents to identify solutions to reduce long commute times</li> <li>▪ Reference Green Means Go Green Zones when identifying and prioritizing solutions to support economic development, infill development, and decreasing vehicle trips</li> </ul>

Community	Gaps and Opportunities
	<ul style="list-style-type: none"> <li>▪ Consider dam breach inundation evacuation routes</li> <li>▪ Consider solutions to improve bottleneck severity on US 50 and consider bottlenecks when developing transit solutions that would travel on US 50</li> <li>▪ Consider solutions to manage high truck volumes on US 50</li> <li>▪ Identify solutions to improve walking safety and comfort at US 50 crossings and around SacRT Gold Line stations</li> <li>▪ Consider solutions to shift more trips to the SacRT Gold Line</li> <li>▪ Consider solutions to increase transit service on La Riviera Dr</li> <li>▪ Identify solutions to expand access to the Regional Trail Network</li> <li>▪ Address designated deficient corridors through active transportation, intelligent transportation solutions (ITS), and public transit solutions</li> <li>▪ Identify solutions to reduce fatal and severe collisions at hotspots</li> </ul>
<b>Rosemont</b>	<ul style="list-style-type: none"> <li>▪ Identify public transit, biking, and walking solutions for people without access to a vehicle</li> <li>▪ Engage low-income residents to identify solutions to reduce long commute times</li> <li>▪ Reference Green Means Go Green Zones when identifying and prioritizing solutions to support economic development, infill development, and decreasing vehicle trips</li> <li>▪ Consider dam breach inundation evacuation routes</li> <li>▪ Identify solutions to mitigate heat vulnerability</li> <li>▪ Identify solutions to improve walking safety and comfort at US 50 crossings and around SacRT Gold Line stations</li> <li>▪ Consider solutions to shift more trips to the SacRT Gold Line and Route 72 bus</li> <li>▪ Consider solutions to increase transit service on Kiefer Blvd</li> </ul>
<b>Arden-Arcade and Carmichael</b>	<ul style="list-style-type: none"> <li>▪ Engage older adults and identify solutions that support aging in place in Sheffield Park</li> </ul>
<b>Rancho Cordova</b>	<ul style="list-style-type: none"> <li>▪ Engage BIPOC populations and ensure engagement activities are culturally relevant and accessible to these communities</li> <li>▪ Engage older adults and identify solutions that support aging in place in Cordova Meadows and Gold River (adjacent to the City of Rancho Cordova)</li> <li>▪ Engage low-income residents to identify solutions to reduce long commute times</li> <li>▪ Develop solutions to support employment growth</li> <li>▪ Develop solutions to provide mobility to areas with poor multimodal access to destinations</li> </ul>

Community	Gaps and Opportunities
	<ul style="list-style-type: none"> <li>▪ Reference Green Means Go Green Zones when identifying and prioritizing solutions to support economic development, infill development, and decreasing vehicle trips</li> <li>▪ Consider dam breach inundation evacuation routes</li> <li>▪ Identify solutions to mitigate cumulative pollution impacts</li> <li>▪ Identify solutions to mitigate negative traffic burden exposure</li> <li>▪ Consider solutions to manage high truck volumes on US 50</li> <li>▪ Identify solutions to improve walking safety and comfort at US 50 crossings and around SacRT Gold Line stations</li> <li>▪ Identify solutions to encourage biking for short trips</li> <li>▪ Consider solutions to shift more trips to the SacRT Gold Line and Route 75 bus</li> <li>▪ Consider solutions to increase transit service on Coloma Rd and near Mather Airport</li> <li>▪ Identify solutions to expand access to the Regional Trail Network</li> <li>▪ Include Regional Transit Network corridors in transit solutions</li> <li>▪ Identify solutions to reduce fatal and severe collisions at hotspots</li> </ul>
<b>Folsom</b>	<ul style="list-style-type: none"> <li>▪ Engage BIPOC populations and ensure engagement activities are culturally relevant and accessible to these communities</li> <li>▪ Increase system capacity through development of multimodal transportation options</li> <li>▪ Identify public transit, biking, and walking solutions for people without access to a vehicle</li> <li>▪ Develop solutions to support employment growth</li> <li>▪ Reference Green Means Go Green Zones when identifying and prioritizing solutions to support economic development, infill development, and decreasing vehicle trips</li> <li>▪ Work with relevant partners to identify solutions to close gaps in fiber optic infrastructure plans</li> <li>▪ Preserve and strengthen habitat connectivity</li> <li>▪ Consider solutions to improve bottleneck severity on US 50 and consider bottlenecks when developing transit solutions that would travel on US 50</li> <li>▪ Identify solutions to improve walking safety and comfort at US 50 crossings and around SacRT Gold Line stations</li> <li>▪ Identify solutions to encourage biking for short trips</li> <li>▪ Consider solutions to shift more trips to the SacRT Gold Line</li> <li>▪ Consider transit solutions to serve trips to/from El Dorado Hills, Cameron Park, and Shingle Springs</li> </ul>

Community	Gaps and Opportunities
	<ul style="list-style-type: none"> <li>▪ Consider solutions to encourage carpooling to key destinations</li> <li>▪ Identify solutions to expand access to the Regional Trail Network</li> <li>▪ Consider solutions to increase transit service</li> <li>▪ Consider new park-and-ride facilities</li> </ul>
<b>El Dorado Hills</b>	<ul style="list-style-type: none"> <li>▪ Engage older adults and identify solutions that support aging in place</li> <li>▪ Increase system capacity through development of multimodal transportation options</li> <li>▪ Develop solutions to support employment growth</li> <li>▪ Consider evacuation routes for wildfire events</li> <li>▪ Consider the role of vegetation management to protect against wildfires</li> <li>▪ Consider transit solutions to serve trips to/from Folsom</li> <li>▪ Consider solutions to encourage carpooling to key destinations</li> <li>▪ Identify solutions to close gaps in infrastructure on US Bicycle Route 50</li> <li>▪ Consider new park-and-ride facilities</li> </ul>
<b>Cameron Park</b>	<ul style="list-style-type: none"> <li>▪ Engage older adults and develop solutions that support aging in place</li> <li>▪ Work with relevant partners to identify solutions to close gaps in fiber optic infrastructure plans</li> <li>▪ Consider evacuation routes for wildfire events</li> <li>▪ Consider the role of vegetation management to protect against wildfires</li> <li>▪ Consider transit solutions to serve trips to/from Folsom</li> <li>▪ Identify solutions to close gaps in infrastructure on US Bicycle Route 50</li> </ul>
<b>Shingle Springs</b>	<ul style="list-style-type: none"> <li>▪ Engage older adults and develop solutions that support aging in place</li> <li>▪ Identify public transit, biking, and walking solutions for people without access to a vehicle</li> <li>▪ Work with relevant partners to identify solutions to close gaps in fiber optic infrastructure plans</li> <li>▪ Consider evacuation routes for wildfire events</li> <li>▪ Consider the role of vegetation management to protect against wildfires</li> <li>▪ Preserve and strengthen habitat connectivity</li> <li>▪ Consider transit solutions to serve trips to/from Folsom</li> <li>▪ Identify solutions to close gaps in infrastructure on US Bicycle Route 50</li> </ul>
<b>Placerville</b>	<ul style="list-style-type: none"> <li>▪ Engage older adults and develop solutions that support aging in place</li> </ul>

Community	Gaps and Opportunities
	<ul style="list-style-type: none"> <li>▪ Engage low-income residents to identify solutions to reduce long commute times</li> <li>▪ Consider nature-based resilient solutions to mitigate flooding and evacuation solutions for potential flood events</li> <li>▪ Consider evacuation routes for wildfire events</li> <li>▪ Consider the role of vegetation management to protect against wildfires</li> <li>▪ Preserve and strengthen habitat connectivity</li> <li>▪ Identify solutions to improve walking safety and comfort at US 50 crossings</li> <li>▪ Identify solutions to expand access to the Regional Trail Network</li> </ul>
<b>Diamond Springs</b>	<ul style="list-style-type: none"> <li>▪ Identify public transit, biking, and walking solutions for people without access to a vehicle</li> <li>▪ Consider evacuation routes for wildfire events</li> <li>▪ Consider the role of vegetation management to protect against wildfires</li> </ul>
<b>Camino</b>	<ul style="list-style-type: none"> <li>▪ Engage older adults and develop solutions that support aging in place</li> <li>▪ Work with relevant partners to identify solutions to close gaps in fiber optic infrastructure plans</li> <li>▪ Consider evacuation routes for wildfire events</li> <li>▪ Consider the role of vegetation management to protect against wildfires</li> <li>▪ Identify solutions to close gaps in infrastructure on US Bicycle Route 50</li> </ul>
<b>Pollock Pines</b>	<ul style="list-style-type: none"> <li>▪ Develop affordable transportation options for low-income households</li> <li>▪ Identify public transit, biking, and walking solutions for people without access to a vehicle</li> <li>▪ Work with relevant partners to identify solutions to close gaps in fiber optic infrastructure plans</li> <li>▪ Consider evacuation routes for wildfire events</li> <li>▪ Consider the role of vegetation management to protect against wildfires</li> <li>▪ Identify solutions to close gaps in infrastructure on US Bicycle Route 50</li> <li>▪ Consider new park-and-ride facilities</li> </ul>

## Next Steps

1. The CMCP Team is developing a policy framework for the CMCP, which will guide the identification, screening, and prioritization of transportation solutions, alongside the analysis of existing conditions.
2. The CMCP Team will validate the existing conditions analysis in this report through the TAC and engage US 50 corridor communities to identify other important existing conditions.
3. The CMCP Team will build upon the initial scan of previous plans and studies to develop a database of previously proposed transportation solutions within the Solutions Area.