



US 50 Trip to Green Congestion Management & Resiliency Strategy

US 50 Trip to Green (TTG) *More Green More Mobility*

September 29, 2026





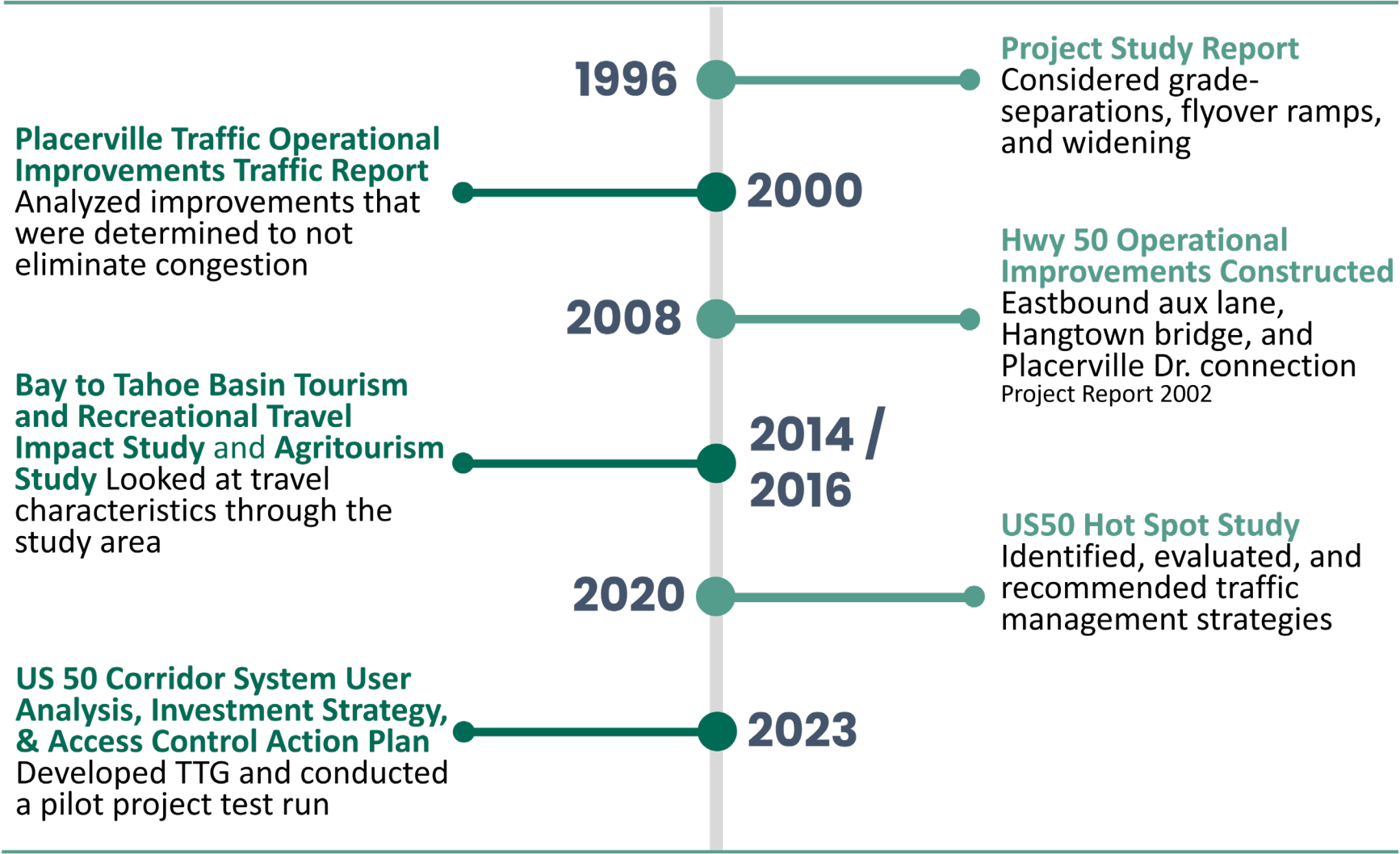
Agenda



- Background - History
- Leverage Action Plan for PID
- Caltrans Coordination
- Progress Update
- Access Control and Local Improvements
- Schedule and Public Outreach
- Project Funding Recap



Background: Project History





Background: TTG Purpose

The Historic US 50 Bottleneck

- Three signalized intersections - critical connections between neighborhoods, downtown businesses, schools and other community destinations.
- Growing interregional tourism traffic between the San Francisco Bay Area, Sacramento and Lake Tahoe creates severe peak-period congestion.
- The challenge: accommodate regional highway travel while preserving local mobility, pedestrian safety and bicycle connectivity.

Decades of Caltrans Alternatives

- Alternatives have included elevated freeway structures, grade-separated crossings, highway widening and operational improvements.
- Major construction alternatives raised concerns about costs, downtown access, community impacts and Placerville's historic character.
- Pedestrian and bicycle access across US 50 remains an important consideration in any permanent solution.





Background: TTG Purpose

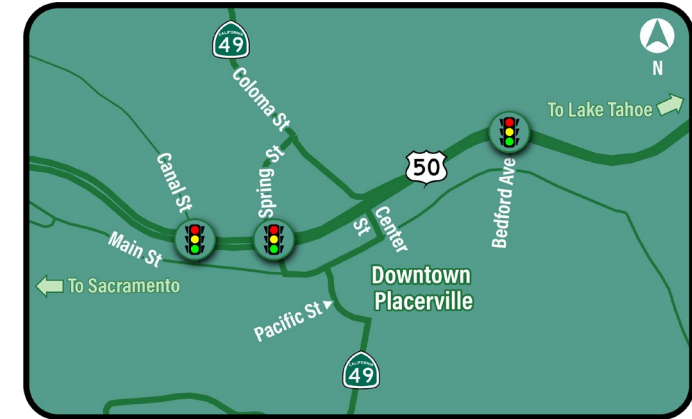




TTG Concept Overview

Trip to Green — Making Better Use of Existing Infrastructure

- Hold all three US 50 signals green during designated peak-congestion periods and emergency evacuations.
- Temporarily restrict north-south vehicle crossings and redirect traffic to existing grade-separated crossings.
- Maintain emergency vehicle access and designated right-turn movements.
- Accommodate pedestrians and bicyclists through safe, alternative routes during activation.
- Improve corridor operations without constructing an elevated freeway or permanently closing local intersections.



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



Prohibit Local
Movements Across
US 50 and Limit
Local Access

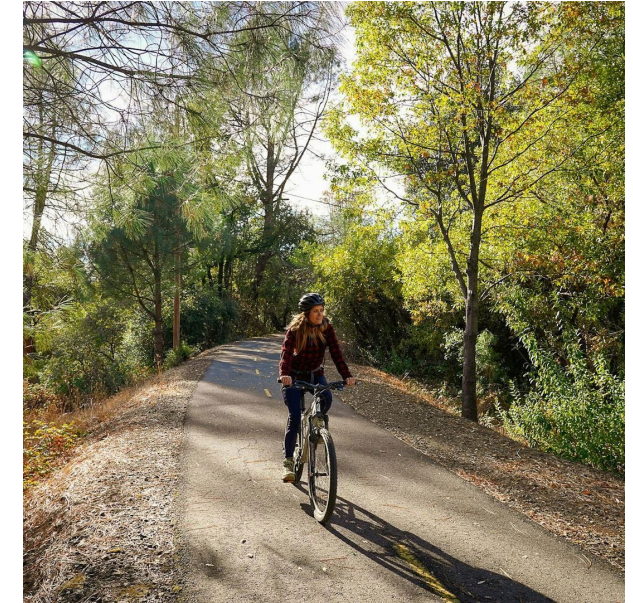


Reroute Local Access
and North/South
Movements Across
US 50



TTG Active Transportation Network

- Construct a new bicycle and pedestrian overcrossing at Canal Street as part of the permanent Trip to Green project.
- Provide a grade-separated crossing of US 50
- Coordinate the Canal Street overcrossing with the City's ongoing Canal Street Bicycle and Pedestrian Improvement Project.
 - Canal Street improvements include upgraded sidewalks, bicycle lanes, curb ramps and traffic-calming measures.
- Improve connections toward El Dorado High School, surrounding neighborhoods and downtown.
- Complement the existing El Dorado Trail and Coloma Street/Center Street crossing.
- Support a more connected network for everyday walking, bicycling and local trips.
- Eliminate all at grade pedestrian crossings of US 50





TTG Congestion Management and Emergency Resiliency

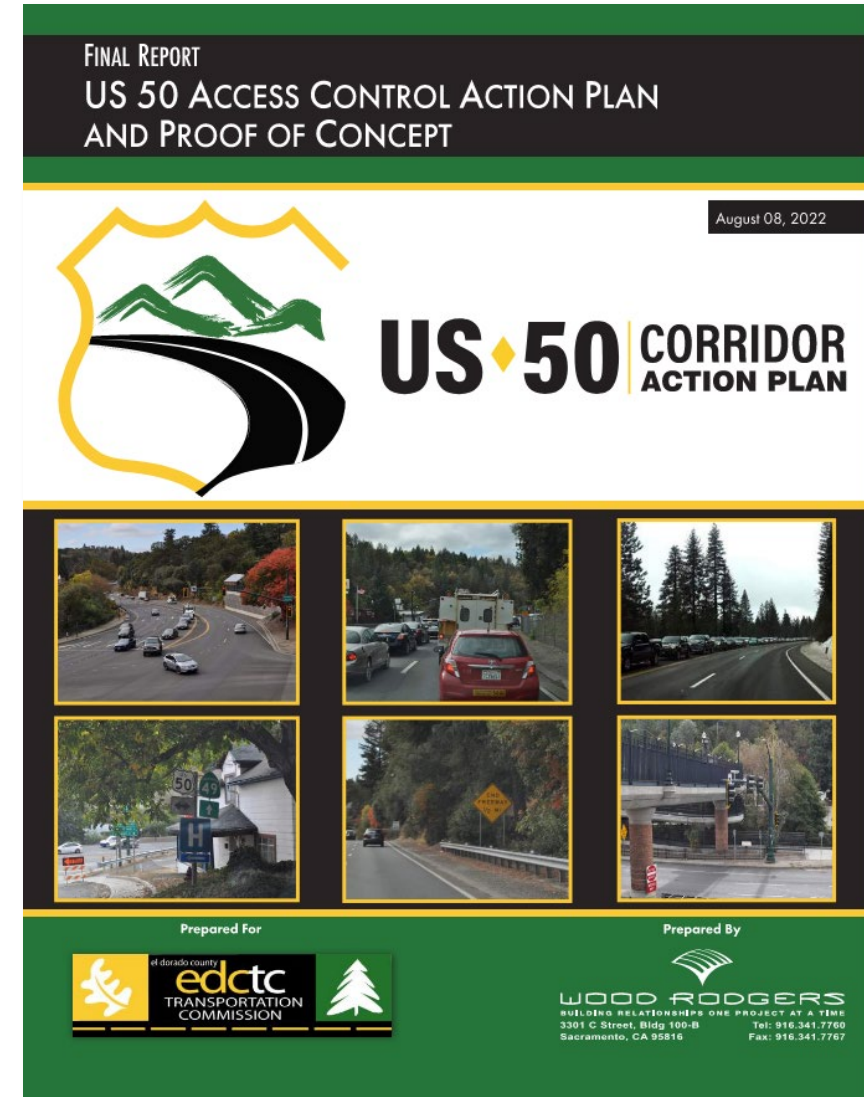
Congestion Management and Emergency Resiliency

- Improve highway travel-time reliability during peak interregional tourism periods.
- Reduce pressure on downtown streets from drivers diverting around US 50 congestion.
- Provide flexible signal operations to support wildfire evacuation and other emergencies.
- Preserve bicycle and pedestrian mobility through grade-separated infrastructure.
- Use intelligent transportation systems, automated barriers and targeted infrastructure rather than extensive highway reconstruction.



Leveraging the US 50 Action Plan

- CTC awarded the City of Placerville \$3M in Local Transportation Climate Adaptation Program funding for environmental and design
- Extensive Caltrans coordination resulted in the US 50 Action Plan being leveraged as a Project Initiation Document (PID)
- Environmental and design for the US 50 Trip to Green Congestion Management and Resiliency Strategy Project commenced February 2025





Agency Coordination

Project Development Team

- Collaborate on all major, technical aspects of the study
- Communicate/coordinate internally within each organization
- Incorporate functional units as needed
- Provide insight into public and stakeholder engagement efforts
- Meet at key milestones and touchpoints throughout the project





Project Scope Overview

PA/ED (Current Effort)	Survey and Topo	Project Management Public Outreach Agency Coordination
	Preliminary Environmental Study Form / Field Review	
	Environmental Resource Studies	
	ITS Implementation Plan	
	Draft and Final IS/MND & NEPA	
	Caltrans Project Approval (GAD, APS, DPR, DSDD, PR, Type Selection)	
Final Design	ITS ConOps Plan	
	Geotechnical Report	
	Drainage Report & Stormwater Report	
	Utility Coordination and Agreements	
	Final Design PS&E & DSDD	
	Caltrans Encroachment Permit	
Right-of-Way	Right-of-Way Mapping	
	Appraisal & Acquisition Services	
	Offer and Closing Documents	
	Right-of-Way Certification Documentation	
Construction	<i>Not Currently Funded</i>	



Design Elements

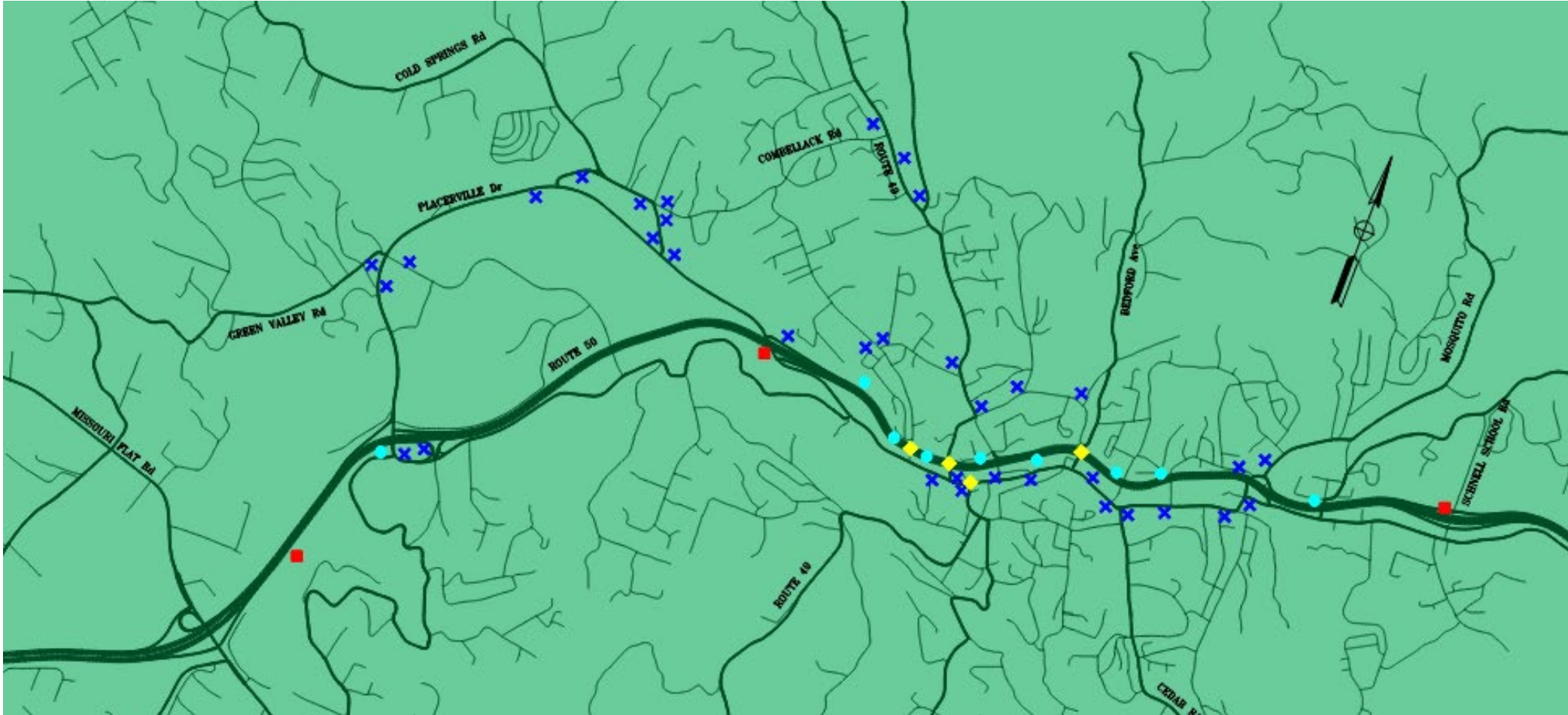
Major Design Elements

- Detour Signage Throughout
- Porkchop Islands with Wedge Barriers
- Signal Modifications at Canal Street, Spring Street, and Bedford Avenue
- New or Extended Barriers and Crash Cushions
- Drainage Modifications
- Pedestrian Bridge Overcrossing
- Connections to existing Class II and sidewalk network





Design Elements



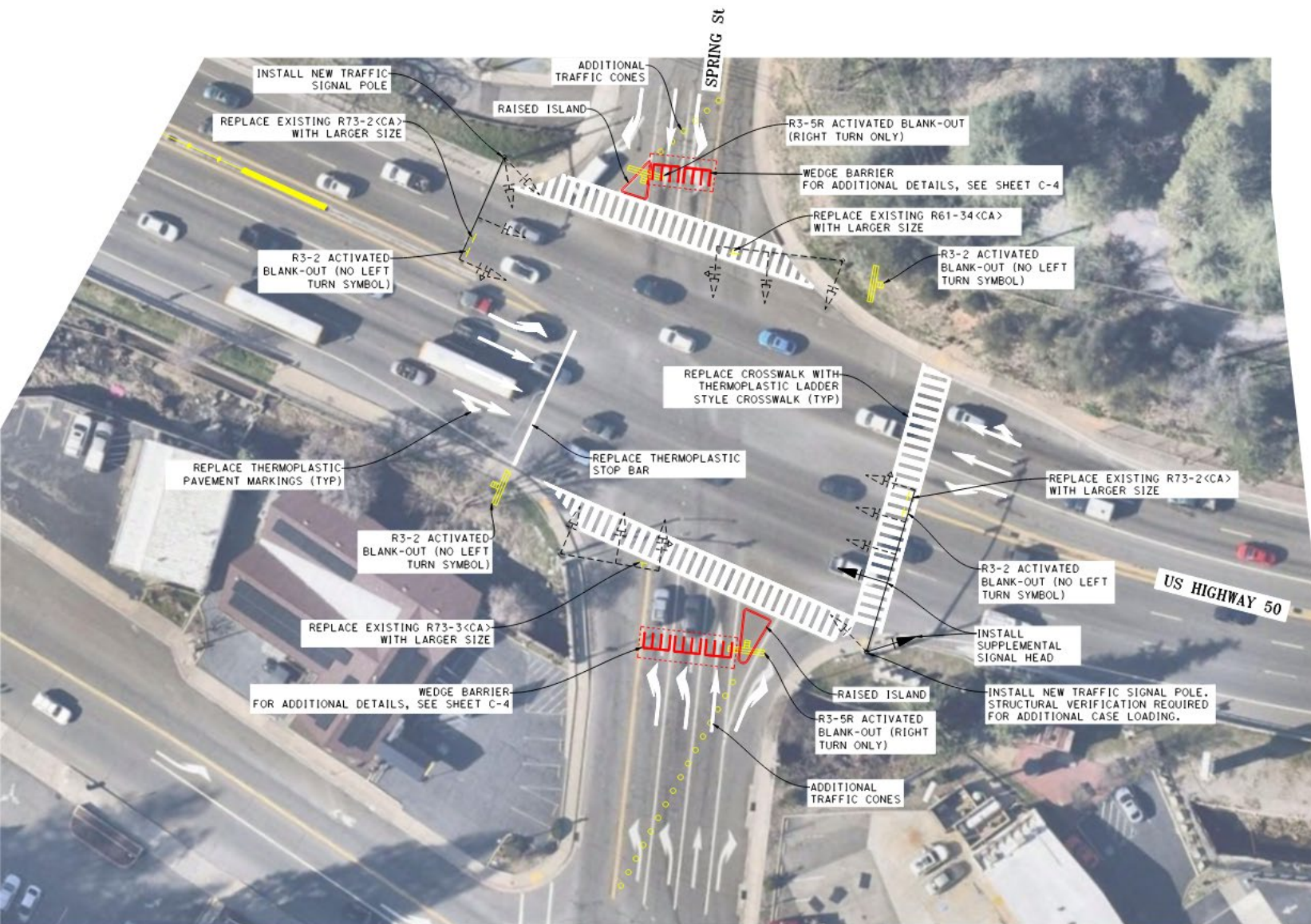
- 3 Overhead Changeable Message Signs (red)
- 35 Two-Post Extinguishable Message Signs (blue)
- 9 Overhead Extinguishable Message Signs (cyan)
- 4 Intersection Modifications (Yellow)



Design Elements

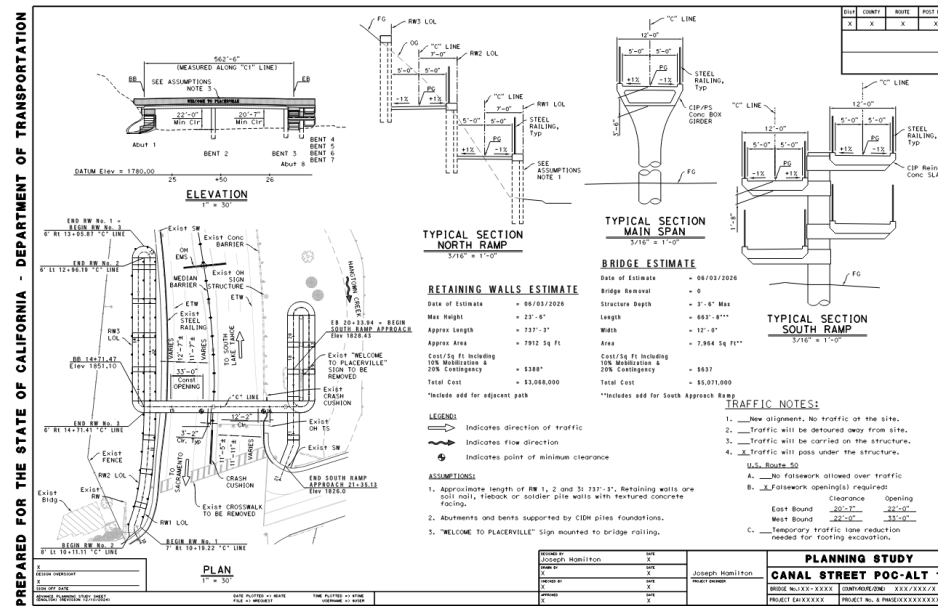
Spring St. Example

- Blank-out signs for restricted turn movements
- Pork-chop island channelization
- Wedge barrier barricades





- Completed Topo Survey and Utility Base Mapping
- Completed Extensive Left-Turn Treatment Evaluation
- Submitted Draft Geometric Approval Drawings (GAD)
- Submitted Bridge Advanced Planning Study (APS)¹



¹ APS for bridge type approval. Aesthetic details TBD during final design.



Progress to Date

- Environmental Scoping Coordination Completed in March 2025
- Determined that a formal PEAR was not necessary

CEQA

- City of Placerville is the Lead Agency Delegated by District 3
- Anticipated CEQA Document – Initial Study with Mitigated Negative Declaration

NEPA

- NEPA Nexus is Federal Grant Funding
- Caltrans is the NEPA Lead Agency Delegated by FHWA
- Anticipated NEPA Document – Categorical Exclusion with Supporting Environmental Technical Studies



Progress to Date

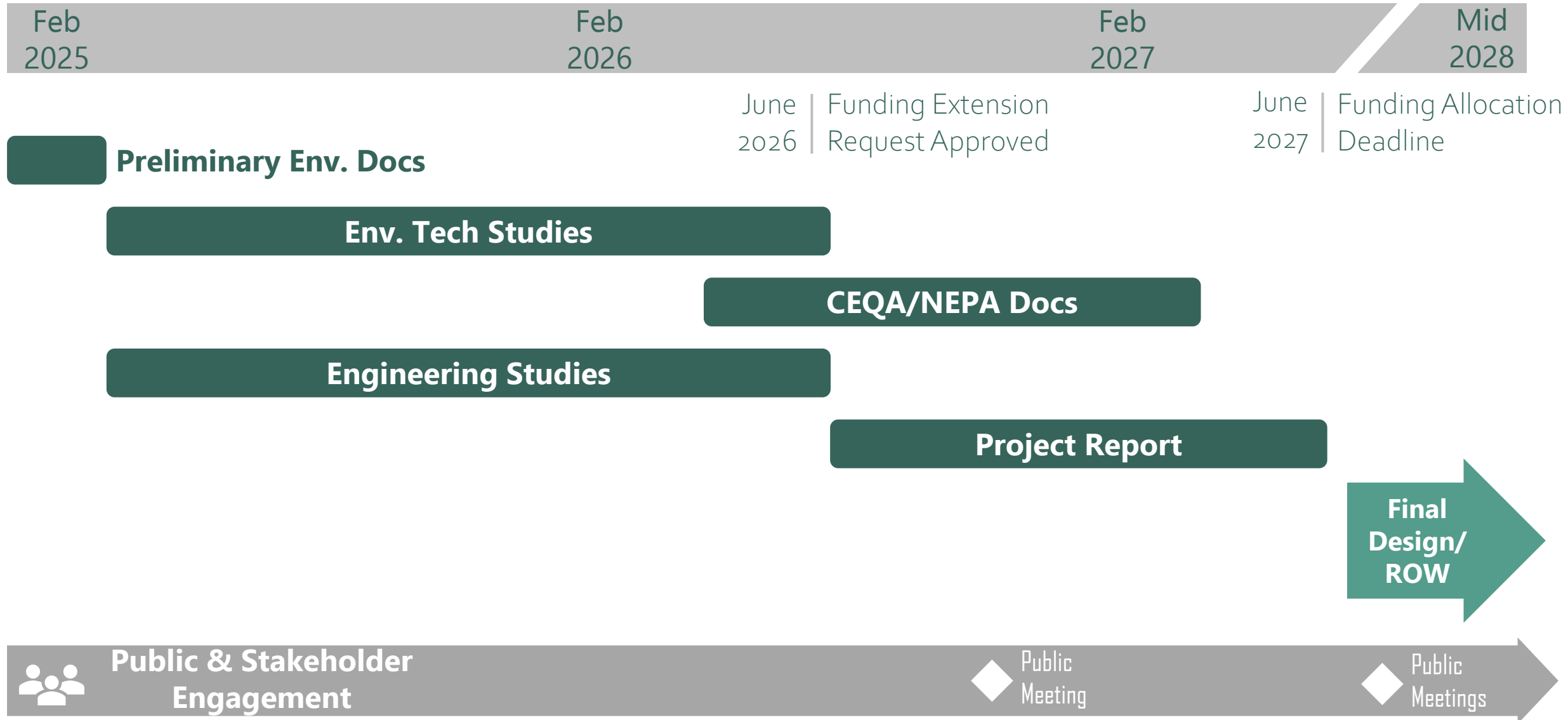
Environmental Technical Studies Summary

- ✓ Natural Environment Study
- ✓ Community Impact Assessment
- ✓ Water Quality Assessment Report
- ✓ Visual Impact Assessment
- ✓ Construction Noise Memorandum
- ✓ Hazardous Waste Initial Site Assessment
- Historic Property Survey
Report/Archaeological Survey Report/Historic
Resources Evaluation Report + Finding of No
Adverse Effects





Project Schedule and Outreach





Project Funding

Funding Summary

- \$3M funding final design and right-of-way (LTCAP)
- Unfunded for construction (\$18-\$22 million)
- SACOG regional priority project
- Federal PROTECT Application in development





Next Steps

- Finalize draft environmental tech studies
- GAD and APS approvals
- Prepare draft CEQA document and Project Report
- Advance ITS concept and evaluation
- Continuous Caltrans coordination