

US 50 Comprehensive Multimodal Corridor Plan (CMCP)

Virtual Community Workshop #3 Summary

May 5, 2026 | Virtual Workshop via Zoom

Meeting Summary

The Sacramento Area Council of Governments (SACOG), in partnership with Caltrans District 3 and the plan team, hosted the third virtual community workshop for the US 50 Comprehensive Multimodal Corridor Plan (CMCP). The workshop provided an overview of the plan's progress, community engagement efforts, multimodal project development process, and evaluation framework being used to identify and prioritize transportation improvements along the US 50 corridor from West Sacramento to Pollock Pines.

**US 50 Comprehensive
Multimodal Corridor Plan**
Virtual Community Workshop #3
May 5, 2026



The meeting was conducted virtually through Zoom and included simultaneous Spanish interpretation services for participants. Attendees were encouraged to participate through live polling, chat responses, and the Zoom Q&A feature throughout the presentation.

The meeting was attended by 57 community members.

Welcome and Introductions

Katie DeMaio of AIM Consulting welcomed attendees, reviewed Zoom participation guidelines, and introduced the meeting agenda. Participants were informed that questions and comments could be submitted throughout the workshop using the Q&A feature. Spanish interpretation instructions were also provided at the beginning of the meeting.

Plan team introductions included:

- Dustin Foster, SACOG Project Manager
- Hayary Torres, Caltrans District 3 Associate Transportation Planner
- Charu Kukreja (Jacobs)
- Phil LaCombe (Jacobs)

The team emphasized the collaborative nature of the CMCP effort and the importance of public participation in shaping the future of transportation improvements along the corridor.

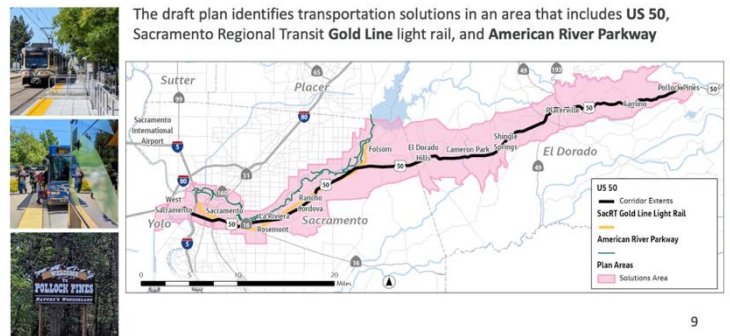
Poll Question #1: Where do you live? Please enter your City and Zip Code in the chat.

Participants represented a broad cross-section of communities throughout the US 50 corridor and the surrounding Sacramento region. The largest concentration of attendees came from the City of Sacramento, including neighborhoods such as East Sacramento, Oak Park, Arden-Arcade, and Pocket/Greenhaven (95831). Additional participants joined from Folsom, Rancho Cordova, West Sacramento, Elk Grove, Vineyard, and several communities in El Dorado County, including El Dorado Hills, Cameron Park, Placerville, Pollock Pines, and Camino.

CMCP Background and Planning Process

Dustin Foster of SACOG and Hayary Torres of Caltrans provided an overview of the US 50 Comprehensive Multimodal Corridor Plan (CMCP), describing it as a long-range planning effort focused on creating a more balanced and connected transportation system along the corridor. The team explained that the plan evaluates existing and future transportation needs and identifies strategies to address congestion, improve safety, reduce environmental impacts, and expand multimodal travel options. They also noted that the CMCP helps position communities and agencies to compete for future state and federal transportation funding opportunities.

US 50 CMCP Solutions Area



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Presenters reviewed the study area, which extends from West Sacramento to Pollock Pines and includes US 50, the Sacramento Regional Transit Gold Line, the American River Parkway, and key local transportation connections. The team explained that the corridor was selected through collaboration with local agencies and stakeholders and reflects major travel patterns, destinations, transportation barriers, and community needs.

The team also reviewed the plan's three guiding goals: improving safety for all transportation users, enhancing travel reliability throughout the corridor, and increasing multimodal travel options and access to destinations. Finally, the team provided an update on the planning process, noting that the CMCP is nearing completion after two years of technical analysis, stakeholder coordination, and public engagement, with final plan adoption anticipated in Summer 2026.

Community Engagement Update

Katie DeMaio of AIM Consulting provided an update on the community engagement effort conducted throughout development of the CMCP. Outreach activities included community pop-up events, virtual workshops, stakeholder coordination, an interactive StoryMap, and an online survey that generated more than 1,500 responses from residents and corridor users. The engagement program was designed to gather input from a broad cross-section of communities and transportation users throughout the US 50 corridor.

Community Engagement Activities

Pop-up Workshops – Two Regional Community Virtual Workshops – Online Survey (1,500 responses!)



The presentation also highlighted key findings from previous engagement activities. Survey and workshop participants indicated that US 50 is most frequently used for commuting, shopping, and accessing services, while increasing multimodal travel options and access to destinations emerged as the most important goal for the corridor. Community members consistently identified unpredictable travel times, pedestrian and bicycle safety, driving safety, and access to public transit as the most significant transportation challenges.

The team also shared recurring themes heard throughout the outreach process, including the need for safer pedestrian and bicycle crossings, improved first- and last-mile transit connections, more frequent and reliable transit service, congestion relief in key corridor segments, and completion of regional bicycle and trail networks. These priorities have helped inform the development and evaluation of transportation solutions included in the draft CMCP.

What We Heard

Community members shared clear priorities for the future of travel along the US 50 corridor. Across the survey, pop-ups, and virtual workshops, the strongest themes focused on safety, better transit, stronger bike and pedestrian connections, and more reliable travel for everyone.

Safety is the top priority.

People want the corridor to feel safer and for crashes to be reduced for everyone.

Transit should be faster and easier to use.

Participants asked for more frequent, reliable service and better access to stops.

Bike connections need to be safer and more complete.

Community members want better bike facilities, stronger connections, and more protection from traffic.

Travel time and reliability still matter.

Many people want trips to be quicker, more predictable, and less affected by congestion.

The corridor should work for all travel modes.

Feedback supported improvements for walking, biking, transit, and driving.

By the Numbers

110+ people attended the virtual workshops	1,568 survey responses received in March, 2025	37% selected personal safety as a top improvement	39% said faster transit would encourage transit use	50% said better protection from traffic would encourage biking
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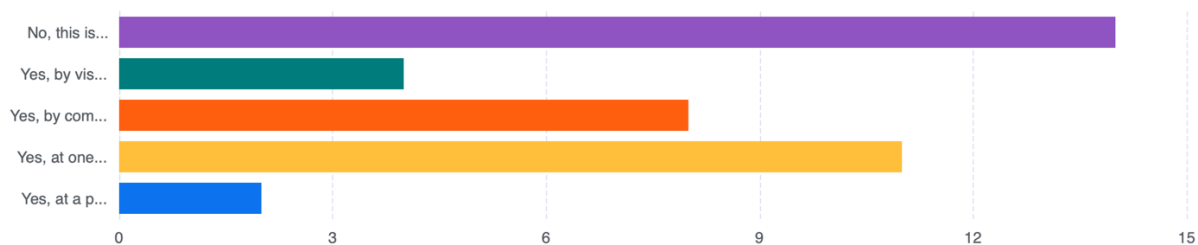
Poll Question #2: Have you engaged with the US 50 CMCP before?

- Yes, at a pop-up in-person workshop – 6%
- Yes, one of the virtual community workshops – 34%
- Yes, by completing the online survey – 24%
- Yes, by visiting the StoryMap – 12%
- No, this is my first time participating! – 12%

1. Have you engaged with the US 50 CMCP before? // ¿Ha participado anteriormente en el CMCP US 50? (Multiple choice)



33/33 (100%) answered · 0 skipped



Multimodal Project Development

The Jacobs team provided an overview of the process used to develop and refine the multimodal transportation solutions included in the CMCP. The team explained that the project list was built from a variety of sources, including SACOG's recently adopted 2025 Blueprint, local transportation plans, previous corridor studies, agency recommendations, stakeholder input, and feedback gathered through the public engagement process. By drawing from these existing efforts, the CMCP builds upon established regional priorities while identifying additional opportunities to improve mobility throughout the corridor.

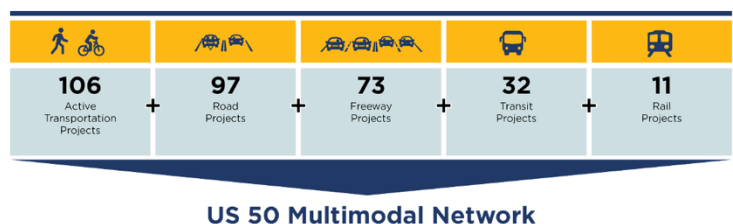
Presenters described how potential projects are evaluated and screened before being included in the plan. Projects are assessed based on how well they support the CMCP goals of improving safety, enhancing travel reliability, and increasing multimodal access. The team also considers factors such as project readiness, funding competitiveness, and community and stakeholder priorities. This process helps ensure that the final project list reflects both technical analysis and the transportation needs identified by corridor communities and partner agencies.

Project Categories Reviewed

The workshop included discussion of several multimodal project categories, including:

- Active transportation improvements
- Complete streets and roadway projects
- Freeway and operational improvements
- Transit enhancements
- Rail and mobility hub investments
- Transportation demand management strategies

Draft Projects by Mode



Examples of transportation improvements discussed during the workshop reflected the multimodal nature of the CMCP and included projects designed to improve travel by walking, bicycling, transit, and automobile. Presenters highlighted potential investments such as closing gaps in regional trail networks, modernizing the Sacramento Regional Transit Gold Line, implementing transit priority treatments and Bus Rapid Transit concepts, and enhancing transit access through station and mobility hub improvements. The team also discussed roadway and operational improvements, including managed lanes, interchange upgrades, and Intelligent Transportation Systems (ITS) that can improve traffic flow and corridor reliability. In addition, active transportation projects such as sidewalk enhancements, ADA accessibility upgrades, safer pedestrian crossings, and bicycle network connections were identified as important components of the draft transportation solutions.

Plan Evaluation and Performance Measures

The team reviewed the draft evaluation framework that will be used to assess and prioritize transportation improvements included in the CMCP. Presenters explained that proposed projects are being evaluated not only on their ability to improve mobility, but also on how effectively they support broader corridor goals related to safety, travel reliability, multimodal accessibility, environmental sustainability, equity, and implementation readiness. The evaluation process is intended to help identify projects that provide the greatest overall benefit to corridor users while aligning with regional and state transportation priorities.

How is the Plan being Evaluated?



SACOG Planning & Analysis Tools



Alignment with State & Regional Goals



Ready for Funding & Implementation

To measure project performance, the team discussed a range of quantitative and qualitative metrics, including potential reductions in collisions, improvements to transit reliability, access to jobs and essential services, vehicle miles traveled (VMT), greenhouse gas emissions, and access to high-frequency transit. Additional consideration is being given to how projects serve disadvantaged and historically underserved communities to ensure transportation investments provide equitable benefits throughout the corridor.

The presentation also highlighted how the CMCP evaluation process aligns with California's Climate Action Plan for Transportation Infrastructure (CAPTI) and other state funding priorities. By incorporating these measures into the evaluation framework, the plan will help position future transportation projects to compete for state and federal funding opportunities while advancing climate, mobility, and equity goals.

Community Feedback and Discussion

Pedestrian and Bicycle Connectivity

Participants expressed significant concern about the lack of safe and convenient walking and bicycling access throughout the US 50 corridor. Many noted that US 50 acts as a major barrier, making it difficult to cross between communities, and questioned how the Plan will improve pedestrian and bicycle crossings both at interchanges and between interchanges. Comments highlighted specific challenges such as poor access to transit stops, particularly at the Cambridge Road interchange, limited local bicycle connectivity in areas like Cameron Park, and frequent El Dorado Trail closures without adequate detour routes. Several participants felt that pedestrians and cyclists are often treated as lower-priority transportation users and emphasized that addressing basic safety, connectivity, and accessibility issues should take precedence before pursuing larger regional initiatives. Suggestions included utilizing existing local streets as active transportation routes, improving intersections, adding missing connections, reducing vehicle speeds, and expanding both on-street bicycle facilities and pedestrian infrastructure to create a more connected and practical network for everyday travel.

Wildlife Crossings and Fencing

Participants asked questions about wildlife crossing improvements on US 50. Several comments focused on a recently installed wildlife underpass/corridor in the Camino area and the apparent construction of new wildlife fencing along US 50. While there was general awareness of efforts to support wildlife movement, one resident expressed concern that the proposed fence line could create access constraints for emergency and fire response vehicles by introducing potential choke points near their property. Participants sought clarification on whether wildlife bypasses are included as part of the project and requested information on whom to contact to discuss and resolve concerns related to the wildlife fencing and emergency access.

Transit, Park-and-Ride, and Corridor Operations

Participants discussed the need to better balance transportation investments that serve peak recreational travel during weekends and holidays and mobility needs of residents, including commuting and running errands. Several comments focused on the availability of Park-and-Ride facilities, noting frustration that commuter parking capacity has been reduced in some locations, such as Cameron Park, even as new facilities have been added elsewhere. Participants questioned how the region can expand its Park-and-Ride network without losing existing capacity and expressed concern that current approaches may result in a net loss of available spaces. Some also noted that additions to the Park-and-Ride inventory often depend on large residential development projects, which do not consistently include commuter parking facilities, limiting opportunities to meet growing demand.

Placerville and Trip to Green Comments

Participants discussed the US 50 Trip to Green pilot as a promising and innovative strategy for improving emergency evacuation and traffic operations through Placerville. Comments highlighted support for the project's use of Intelligent Transportation Systems (ITS) and safety features designed to improve awareness and coordination among motorists, bicyclists, and pedestrians during signal operations. Participants also emphasized the importance of clear and permanent traveler information, suggesting the installation of digital message signs farther in advance along the corridor rather than relying solely on temporary signs. Additionally, some attendees shared concerns about navigation and wayfinding during traffic control changes, noting past experiences of missing the Highway 49 exit when closures were not clearly communicated.

Rancho Cordova and New Interchange Discussion

The discussion clarified that a future interchange is being planned west of the Hazel Avenue interchange as part of the Rancho Cordova Parkway (also referred to as Cordova Parkway) project, which is intended to improve regional connectivity, including access to the Gold River area. Comments also noted that construction of the new interchange would require relocation of the existing “Mineshaft” building south of US 50. Overall, participants were seeking more information about planned improvements associated with the future interchange project.

Project Costs and Funding Discussion

Participants raised the high cost of constructing pedestrian overcrossings and expressed interest in understanding the typical expenses associated with environmental review, design, and construction. Comments acknowledged that pedestrian overcrossing projects, like many transportation infrastructure projects, are often significantly more expensive than the public expects. Participants also noted that costs can vary considerably depending on project-specific factors, though there was general agreement that these facilities require substantial investment.

Next Steps

The team outlined the next steps for the CMCP process, including:

- Finalizing the draft multimodal solutions list
- Continuing technical analysis and prioritization
- Preparing the final phase of community engagement
- Advancing projects for future funding opportunities

The team noted that multimodal projects identified through the CMCP may be nominated for state, federal, and local funding opportunities beginning in Fall 2026.

Participants were encouraged to continue following the plan and submit additional comments or questions by email:

US50.CMCP@sacog.org

US 50 Comprehensive Multimodal Corridor Plan (CMCP)

Pop-Up Memo Summary 2026

Introduction

In spring 2026, the US 50 Comprehensive Multimodal Corridor Plan (CMCP) team attended four pop-up events within the plan area. These events provided an opportunity to connect with community members, answer questions, share plan updates, and let attendees know that the Draft Plan Summary was available for review. The team also invited community members to participate in the upcoming virtual community workshop on Tuesday, May 5, 2026, via Zoom.

The team attended the following events:

- **El Dorado Hills Town Center Farmers Market** on Saturday, April 25, 2026, from 9:00 AM to 2:00 PM, at 4364 Town Center Blvd. in El Dorado Hills.
- **Rancho Cordova Kids Day at the Park** – Saturday April 25th 10am – 3pm – Cordova Park Event
- **Karen's Bakery/Folsom Farmers Market/Bike Event** on Saturday, May 2, 2026, from 8:00 AM to 11:00 AM, at 705 Gold Lake Drive in Folsom.
- **Sacramento Breathe Bike Festival** on Saturday, May 9, 2026, from 10:00 AM to 1:00 PM, at Riverfront Street and Mill Street in West Sacramento.



The US 50 CMCP booth at the El Dorado Market



The US 50 CMCP booth at Karen's Bakery in Folsom



The US 50 CMCP booth at the Sacramento Breathe Festival

Exhibit Engagement

Community members visiting the US 50 CMCP pop-up booth were welcomed with a variety of free giveaway items. Four display boards shared information about the plan background, key findings from the past year, the plan area map, and the corridor planning process. Printed materials were also available with information about the US 50 CMCP Draft Plan Summary and the upcoming virtual community workshop.



Plan team discussing the US 50 corridor with community members

Display Boards

Below are the four display boards present at the pop-up events for the US 50 CMCP.

Board 1: Plan Overview

This board provided an overview of the US 50 CMCP, a long-range plan for the 58-mile US 50 corridor from West Sacramento to Pollock Pines. It summarized the plan's focus on reducing congestion, improving safety, expanding travel options, and identifying projects for highways, local roads, transit, biking, walking, and transportation technology. It also highlighted the plan's key goals and timeline.



The US 50 Comprehensive Multimodal Corridor Plan is a long-range transportation planning effort that guided improvements along a 58-mile stretch of the US 50 corridor, from West Sacramento to Pollock Pines. Led by SACOG in partnership with Caltrans, local agencies, transit providers, and community organizations, the plan focused on reducing congestion, improving safety, and expanding access across all modes of travel.

What the Plan Covered

The CMCP identified a strategic list of transportation projects designed to support the region's broader mobility and accessibility goals. These included improvements to highways and local roads, public transit such as the SacRT Gold Line, active transportation facilities like bike and pedestrian paths, transportation demand management strategies, and broadband and intelligent transportation systems.

Key Goals

The US 50 CMCP was organized around three main goals:

- Improving safety for all transportation users
- Enhance travel reliability throughout the corridor
- Increase multimodal travel options and improve access to key destinations

These goals reflected a broader vision that included sustainability, equity, and economic vitality.

Project Timeline



Sign-up & Stay Involved!

bit.ly/US50CMCP



Board 2: What We Heard

This board summarizes community feedback gathered through the US 50 CMCP survey, pop-ups, and virtual workshops. Key themes included improving safety, making transit faster and easier to use, creating safer bike and pedestrian connections, reducing congestion, and supporting all travel modes. It also highlighted engagement numbers, including 110+ workshop attendees and 1,568 survey responses.



**US 50
CMCP**
Comprehensive Multimodal
Corridor Plan



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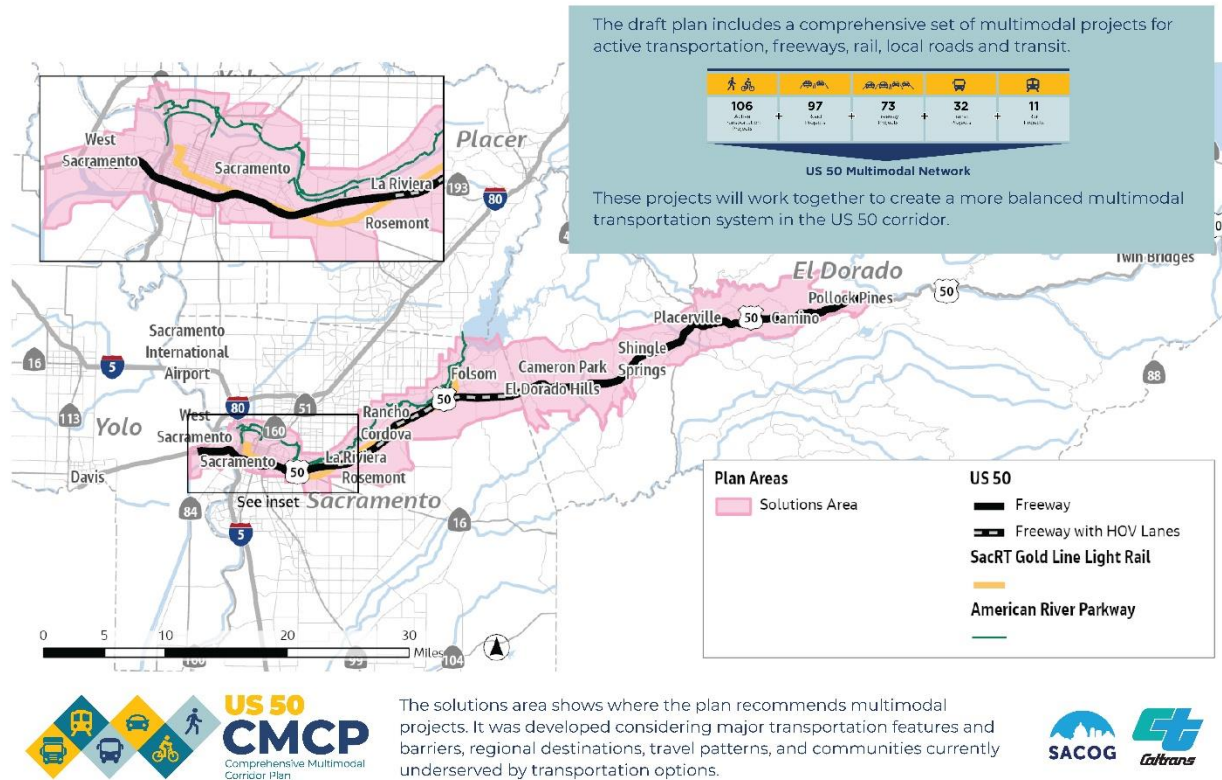
37%
selected
**personal
safety**
as a top
improvement

39%
said **faster
transit** would
encourage
transit use

50%
said better
**protection
from traffic**
would encourage
biking

Board 3: Map of the Corridor

This board showed the US 50 CMCP solutions area, where the draft plan recommends multimodal projects across the corridor. It explained that the plan includes improvements for active transportation, freeways, rail, local roads, and transit to support a more balanced transportation system.



Board 4: Corridor Planning Process

This board explained the US 50 CMCP corridor planning process, which included four main phases: defining corridor characteristics, analyzing gaps and opportunities, identifying solutions, and developing the implementation plan. It also described how the team reviewed regional projects from SACOG's 2025 Blueprint, previous plans and studies, and input from partners and the public to identify potential projects.



Draft Multimodal Projects & Analysis - Panning for Gold

The team began by looking at regional projects included in the Sacramento Area Council of Governments' long-range plan, the 2025 Blueprint. This was developed through an extensive regional process, and provided a strong foundation for the projects to analyze in the plan.

The team also reviewed previous plans and studies, and incorporated ideas from partners and the public to identify additional projects that

could improve safety, enhance travel reliability, and expand transportation options.

All potential projects were evaluated using a consistent set of criteria including:

- Alignment with state, regional and plan goals and metrics
- Project readiness, meaning how close a project is to being implemented once funding becomes available

All Projects in Solutions Area (Blueprint, Local Plans, etc.)

