



Appendix B: Community Engagement

US 50 Comprehensive Multimodal Corridor Plan – Study Questionnaire Results Summary

Timeline: March 10, 2025 – March 31, 2024 - Results: 1568 responses

Introduction

From March 10, 2025 – March 31, 2025, the US 50 Comprehensive Multimodal Corridor Plan (CMCP) released a questionnaire online through Survey Monkey to collect initial data to understand the needs, concerns, and priorities of the community regarding the US 50 corridor, which spans across significant areas within the Sacramento region. This data from 1568 community members' responses will inform the US50 CMCP Plan, which will be shared for community and stakeholder feedback.

Project Overview

The US 50 CMCP will provide a roadmap for how the Sacramento region will holistically address congestion, safety, and accessibility along a 58-mile portion of the corridor. The US 50 CMCP will identify solutions for US 50, the American River Parkway and the SacRT Gold Line, local roadways, public transit, active transportation networks, intelligent transportation systems, transportation demand management, and broadband infrastructure.

The plan is a collaboration between SACOG, Caltrans District 3, El Dorado Transportation Commission (EDCTC), Sacramento Transportation Authority (STA), local jurisdictions, tribes, and public transit agencies in addition to community members and partners along the corridor between West Sacramento and Pollock Pines. The US 50 CMCP will identify a strategic list of transportation projects that support performance along the US 50 Corridor. These projects will be eligible and competitive for state and federal funding opportunities.

Questionnaire Purpose & Format

The 22-question questionnaire had a combination of ranking and open-ended questions about demographics, corridor travel, travel choices, and asking for feedback on specific corridor improvement preferences. The questionnaire was hosted on Survey Monkey and accessible via link and QR code. A version was also available in Chinese and Spanish.

The questions were as follows:

Typical Corridor Travel

1. How often do you travel within the US 50 Corridor?
2. What is your primary reason for traveling within the corridor?
3. For your most frequent trip, how do you travel within the corridor?
4. Do you use any other modes to travel within the corridor?

5. For your typical trip, what time(s) of day do you travel within the corridor? Select all that apply for weekdays and weekends.
6. How satisfied are you with the following aspects of your travel experience within the US 50 Corridor?
7. What would most encourage you to share a ride with others (e.g., carpool, vanpool, etc.)?

Travel Choices

8. What would most encourage you to ride a bike? (Select up to 3)
9. What would most encourage you to use public transit? (Select up to 3)
10. What would encourage you to travel outside of the morning or afternoon rush?
11. Which segments of the US 50 Corridor do you typically travel during your trip? Refer to the map below and select all segments that apply.
12. If you use carpool/vanpool, how many people are in your ride?

Optional: Light Rail

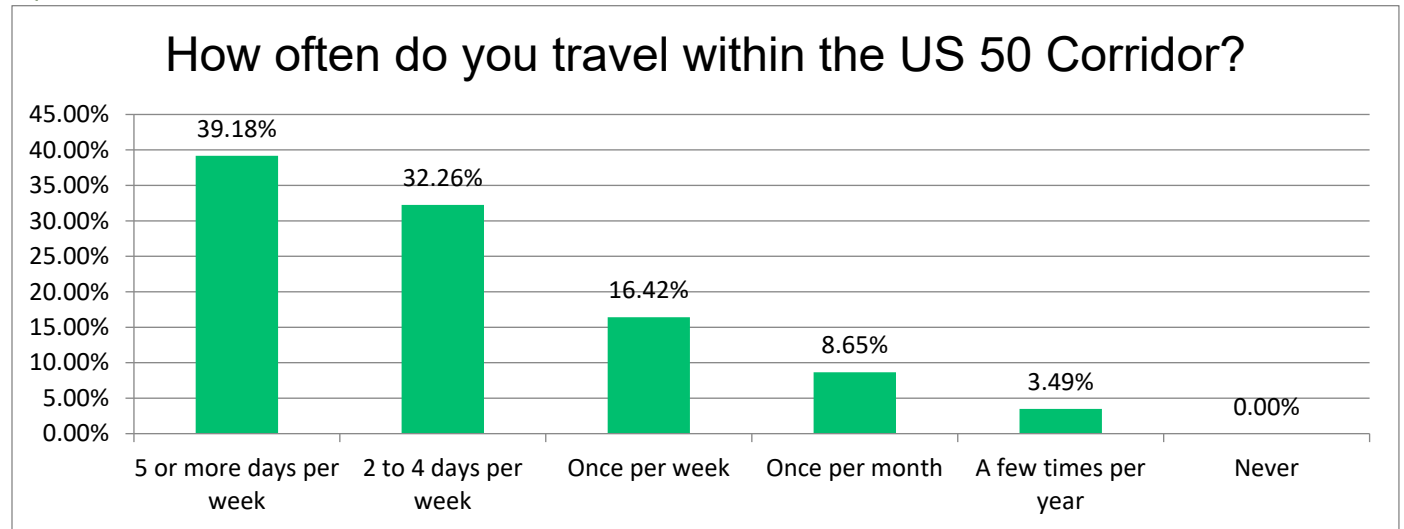
13. Optional Light Rail: Which line(s) do you take for your typical trip?
14. At the beginning of your light rail trip, how do you typically get from your origin (e.g., home) to your station? At the end of your light rail trip, how do you typically get from your station to your destination?

Improvement Preferences

15. What would improve your corridor travel experience?
16. What other improvements would make your travel experience better?
17. What is your zip code?
18. Gender?
19. What is your race?
20. Do you consider yourself to have a disability that impacts your ability to travel?
21. What languages are spoken in your household?
22. Sign up to get informed:

Questionnaire Results

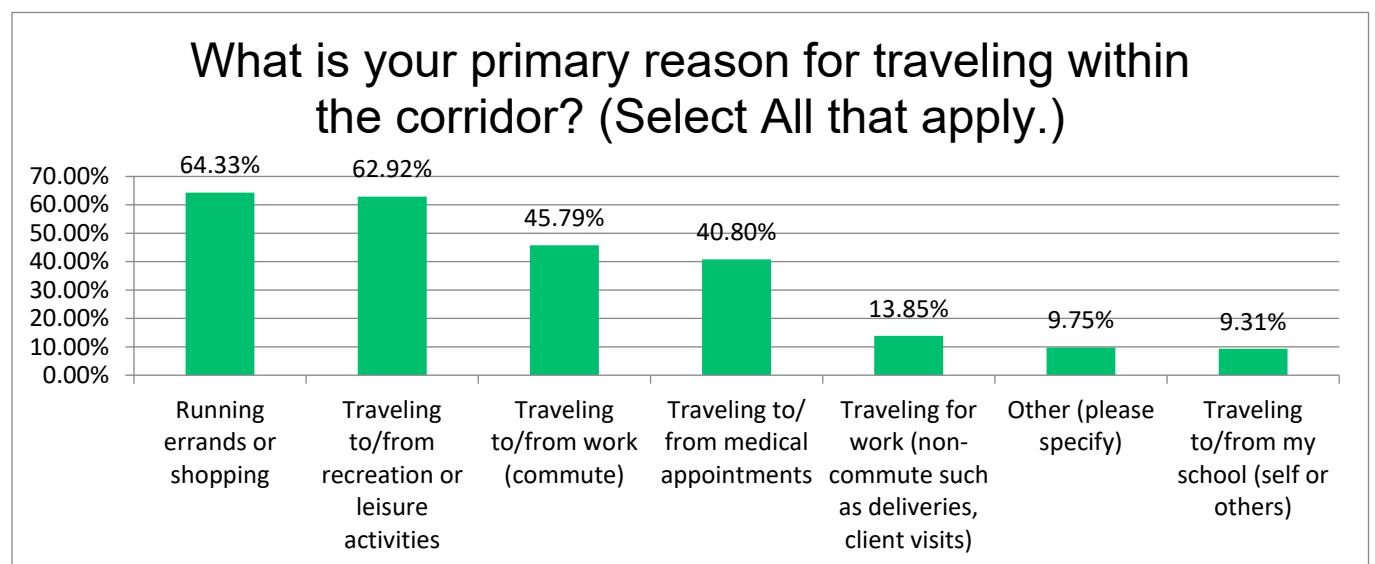
Question 1:



Data:

- **5 or more days per week - 39.18%**
- 2 to 4 days per week - 32.26%
- Once per week - 16.42%
- Once per month - 8.65%
- A few times per year - 3.49%
- Never - 0.00%

Question 2:

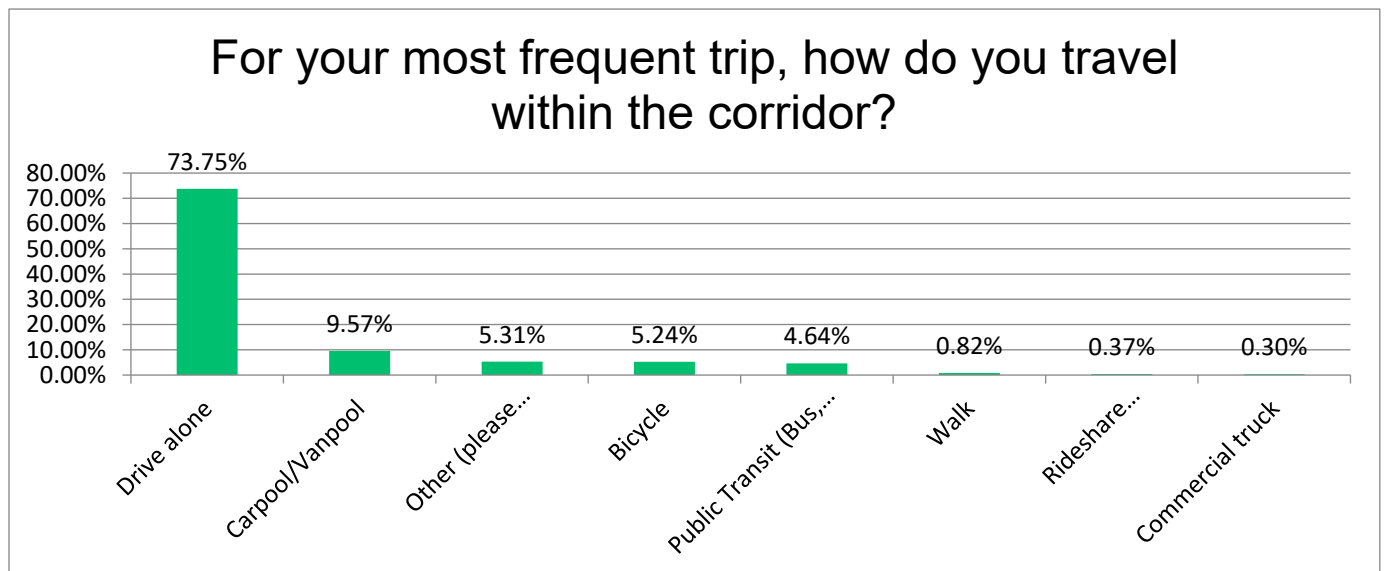


Data:

- **Running errands or shopping - 64.33%**
- Traveling to/from recreation or leisure activities - 62.92%

- Traveling to/from work (commute)- 45.79%
- Traveling to/from medical appointments - 40.80%
- Traveling for work (non-commute such as deliveries, client visits) - 13.85%
- Other (please specify) - 9.75%
 - Includes: Family visits, trips to airport, exercise, major city destinations, volunteering
- Traveling to/from my school (self or others) - 9.31%

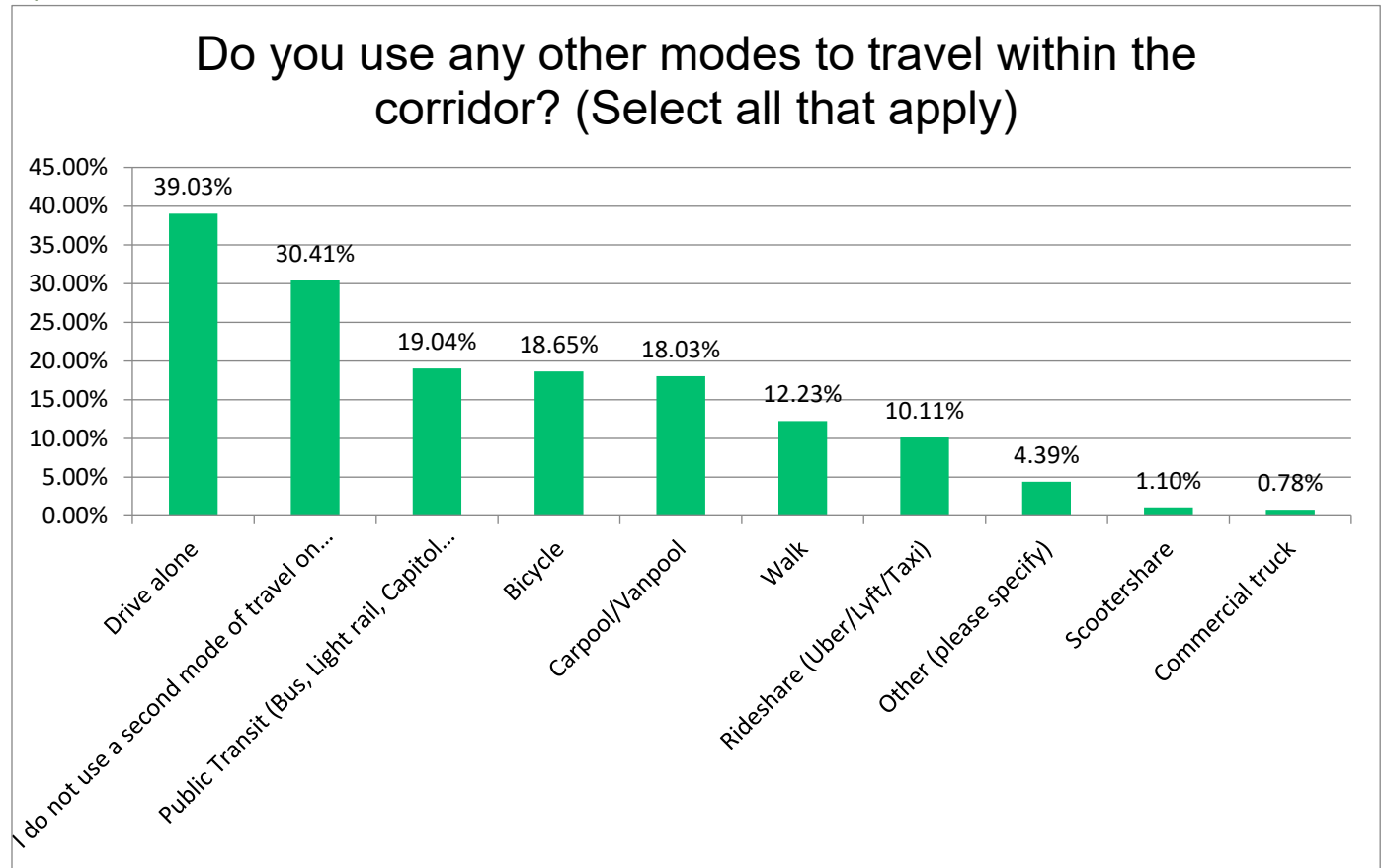
Question 3:



Data:

- **Drive alone - 73.75%**
- Carpool/Vanpool - 9.57%
- Other (please specify) - 5.31%
 - Includes: Motorcycle, RV, Horse Trailer,
- Bicycle - 5.24%
- Public Transit (Bus, Light rail, Capitol Corridor train/Amtrak) - 4.64%
- Walk - 0.82%
- Rideshare (Uber/Lyft/Taxi) - 0.37%
- Commercial truck - 0.30%
- Scootershare - 0%

Question 4:

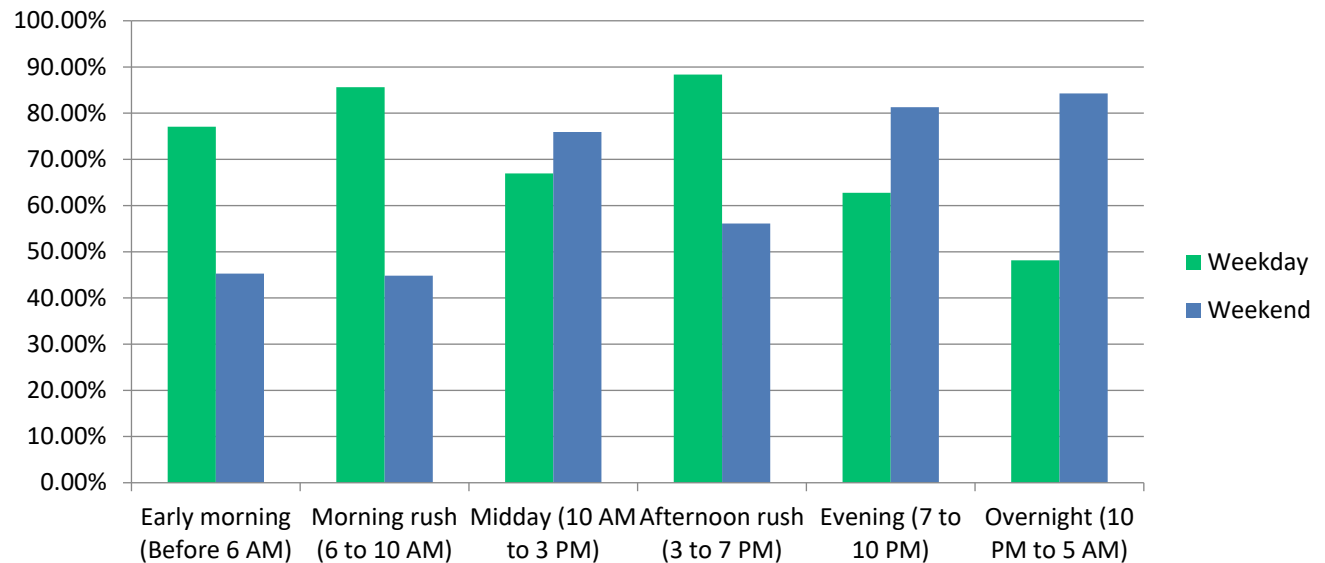


Data:

- **Drive alone - 39.03%**
- I do not use a second mode of travel on the corridor. - 30.41%
- Public Transit (Bus, Light rail, Capitol Corridor train/Amtrak) - 19.04%
- Bicycle - 18.65%
- Carpool/Vanpool - 18.03%
- Walk - 12.23%
- Rideshare (Uber/Lyft/Taxi) - 10.11%
- Other (please specify) - 4.39%
 - Includes: Motorcycle, ICE Scooter, Tow Trailer, E-Bike,
- Scootershare - 1.10%
- Commercial truck - 0.78%

Question 5:

For your typical trip, what time(s) of day do you travel within the corridor? Select all that apply for weekdays and weekends.

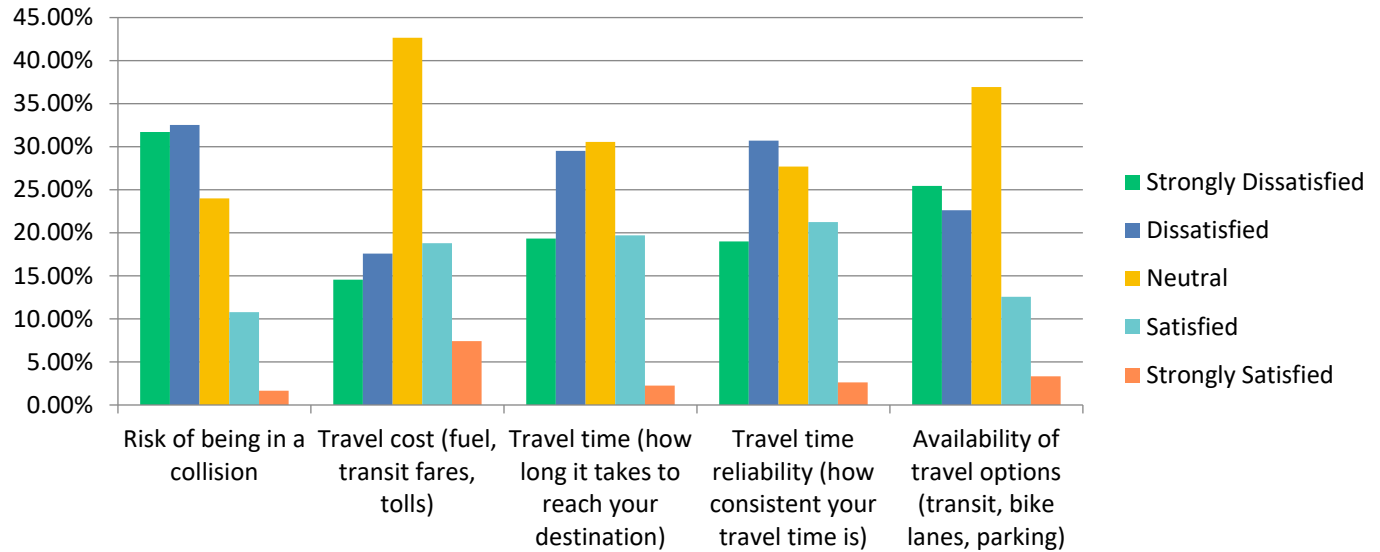


Data:

	Weekday	Weekend
Early morning (Before 6 AM)	77.06%	45.29%
Morning rush (6 to 10 AM)	85.61%	44.81%
Midday (10 AM to 3 PM)	66.97%	75.92%
Afternoon rush (3 to 7 PM)	88.35%	56.13%
Evening (7 to 10 PM)	62.75%	81.28%
Overnight (10 PM to 5 AM)	48.15%	84.26%

Question 6:

How satisfied are you with the following aspects of your travel experience within the US 50 Corridor?

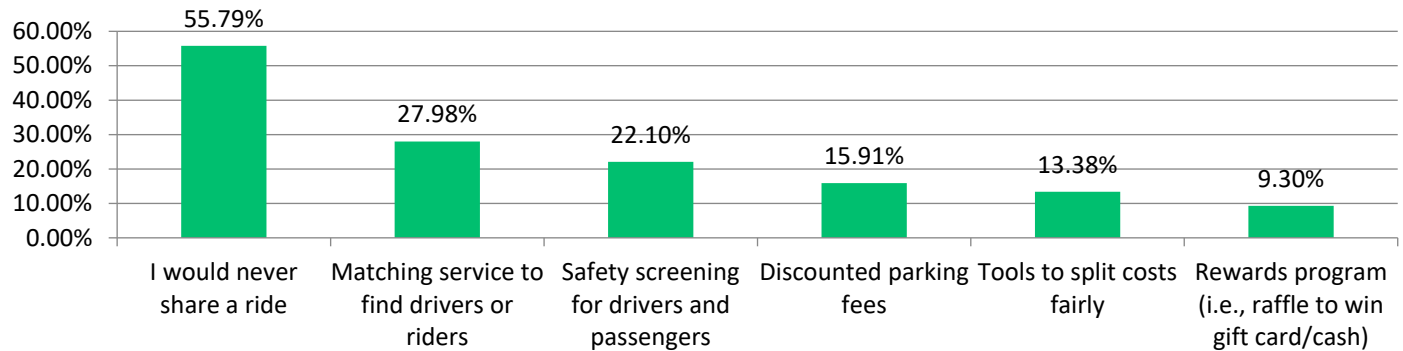


Data:

	Strongly Dissatisfied	Dissatisfied	Neutral	Satisfied	Strongly Satisfied
Risk of being in a collision	31.71%	32.53%	23.99%	10.79%	1.65%
Travel cost (fuel, transit fares, tolls)	14.55%	17.58%	42.65%	18.79%	7.42%
Travel time (how long it takes to reach your destination)	19.33%	29.51%	30.56%	19.70%	2.25%
Travel time reliability (how consistent your travel time is)	18.99%	30.71%	27.70%	21.25%	2.63%
Availability of travel options (transit, bike lanes, parking)	25.44%	22.63%	36.94%	12.57%	3.33%

Question 7:

What would most encourage you to share a ride with others (e.g., carpool, vanpool, etc.)? (Select up to 3)

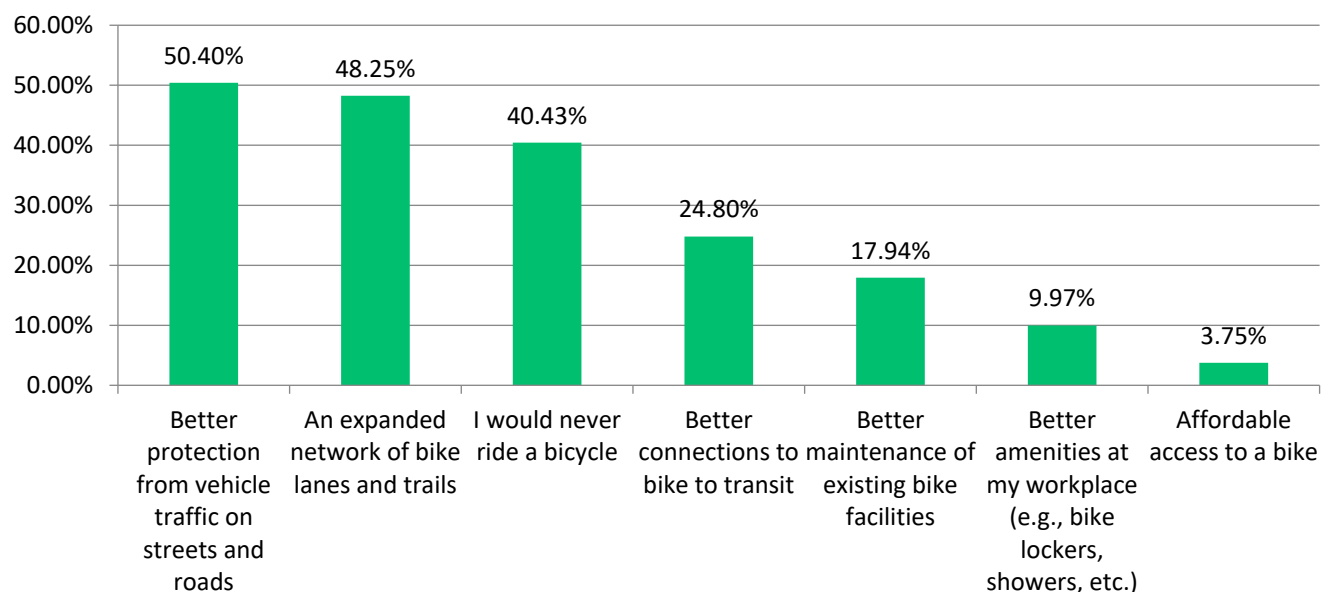


Data:

- **I would never share a ride - 55.79%**
- Matching service to find drivers or riders - 27.98%
- Safety screening for drivers and passengers - 22.10%
- Discounted parking fees - 15.91%
- Tools to split costs fairly - 13.38%
- Rewards program (i.e., raffle to win gift card/cash) - 9.30%

Question 8:

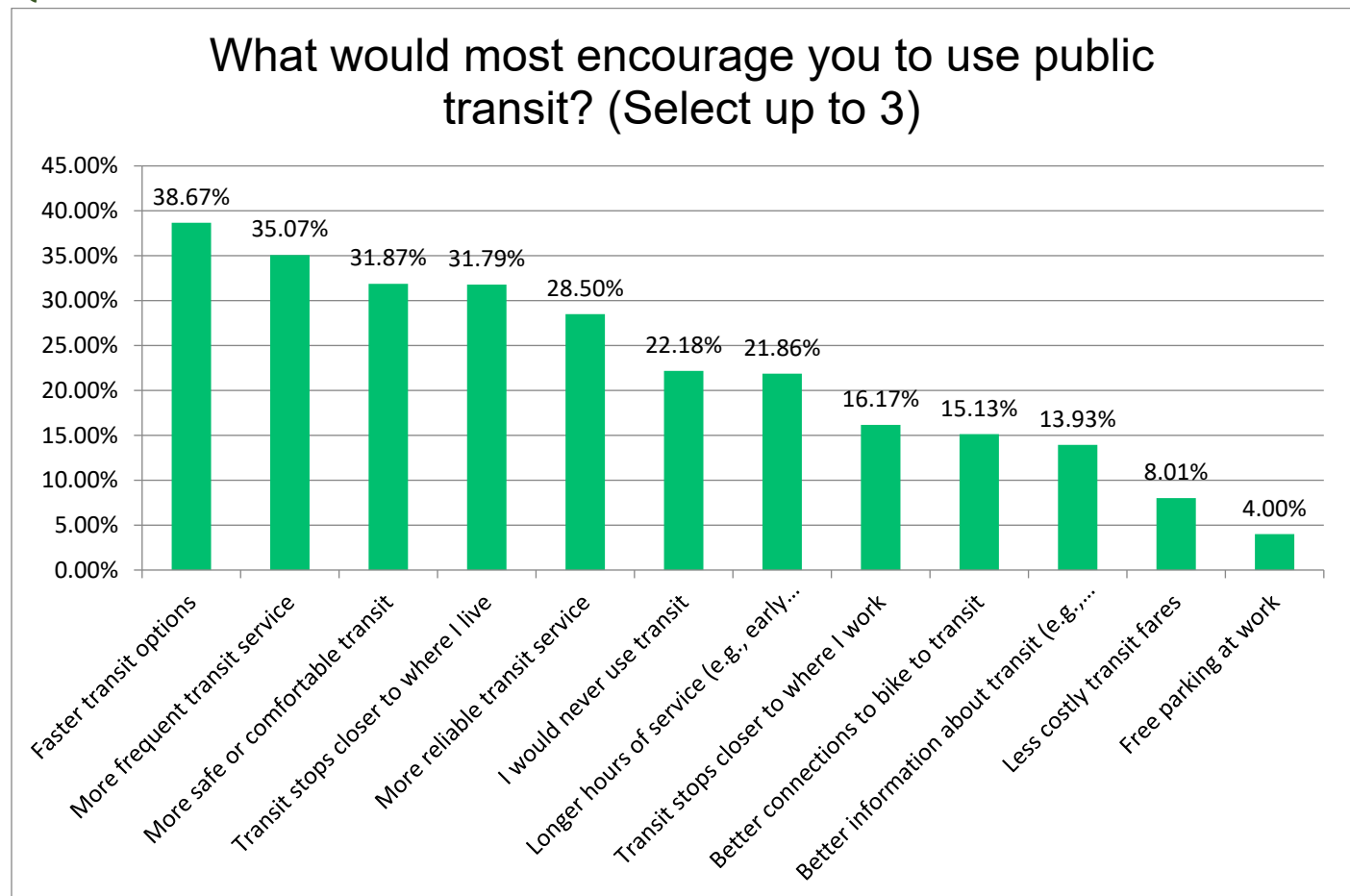
What would most encourage you to ride a bike? (Select up to 3)



Data:

- **Better protection from vehicle traffic on streets and roads - 50.40%**
- An expanded network of bike lanes and trails - 48.25%
- I would never ride a bicycle - 40.43%
- Better connections to bike to transit - 24.80%
- Better maintenance of existing bike facilities - 17.94%
- Better amenities at my workplace (e.g., bike lockers, showers, etc.) - 9.97%
- Affordable access to a bike - 3.75%

Question 9:

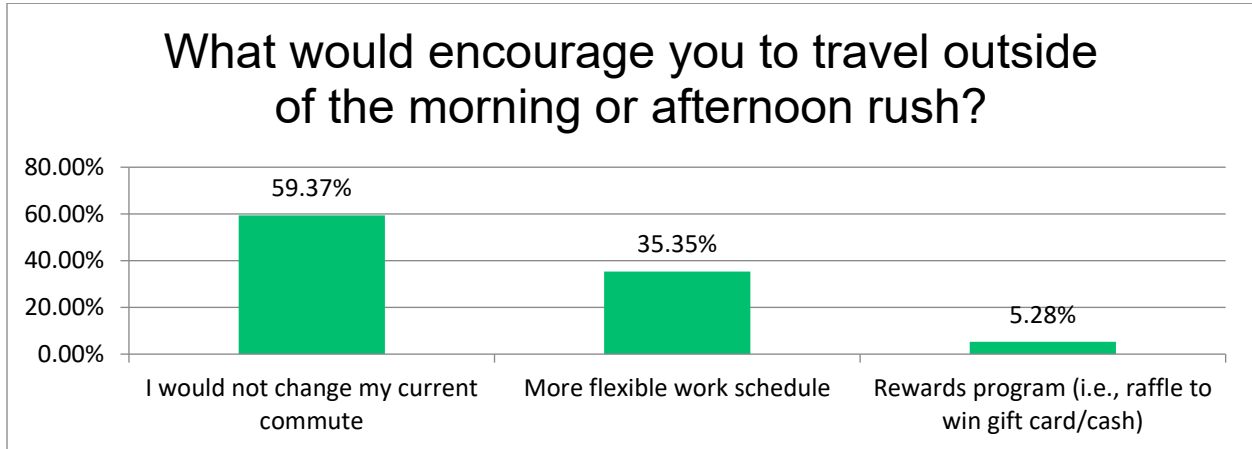


Data:

- **Faster transit options 38.67%**
- More frequent transit service- 35.07%
- More safe or comfortable transit - 31.87%
- Transit stops closer to where I live - 31.79%
- More reliable transit service- 28.50%
- I would never use transit - 22.18%
- Longer hours of service (e.g., early morning, late night) - 21.86%
- Transit stops closer to where I work - 16.17%

- Better connections to bike to transit - 15.13%
- Better information about transit (e.g., maps/schedules are hard to understand) - 13.93%
- Less costly transit fares -8.01%
- Free parking at work - 4.00%

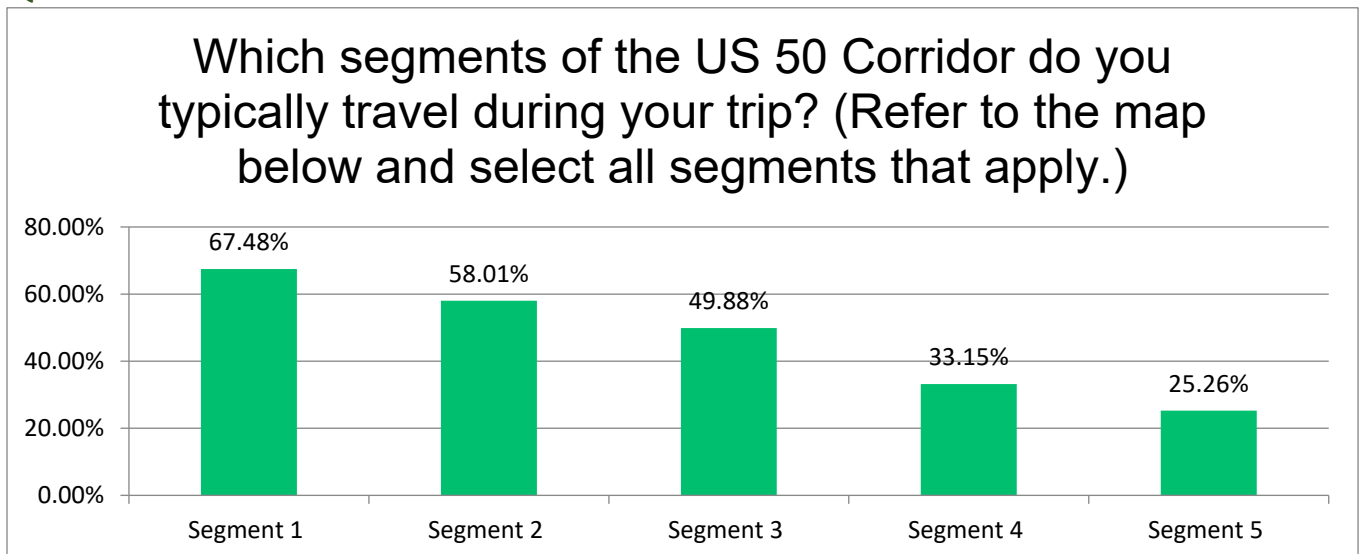
Question 10:



Data:

- **I would not change my current commute - 59.37%**
- More flexible work schedule - 35.35%
- Rewards program (i.e., raffle to win gift card/cash)- 5.28%

Question 11:

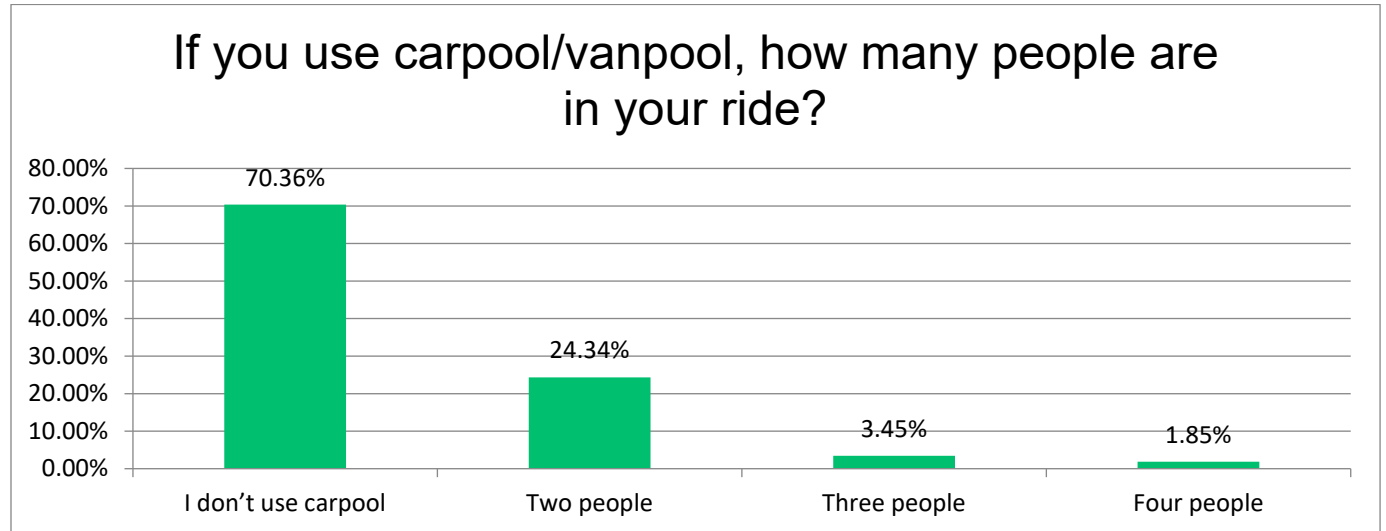


Data:

- **Segment 1 (West Sac/Sac) - 67.48%**
- Segment 2 (La Riviera/Rosemont/Rancho Cordova) - 58.01%

- Segment 3 (Folsom) - 49.88%
- Segment 4 (El Dorado Hills/Cameron Park/Shingle Springs) - 33.15%
- Segment 5 (Placerville/Camino/Pollock Pines) - 25.26%

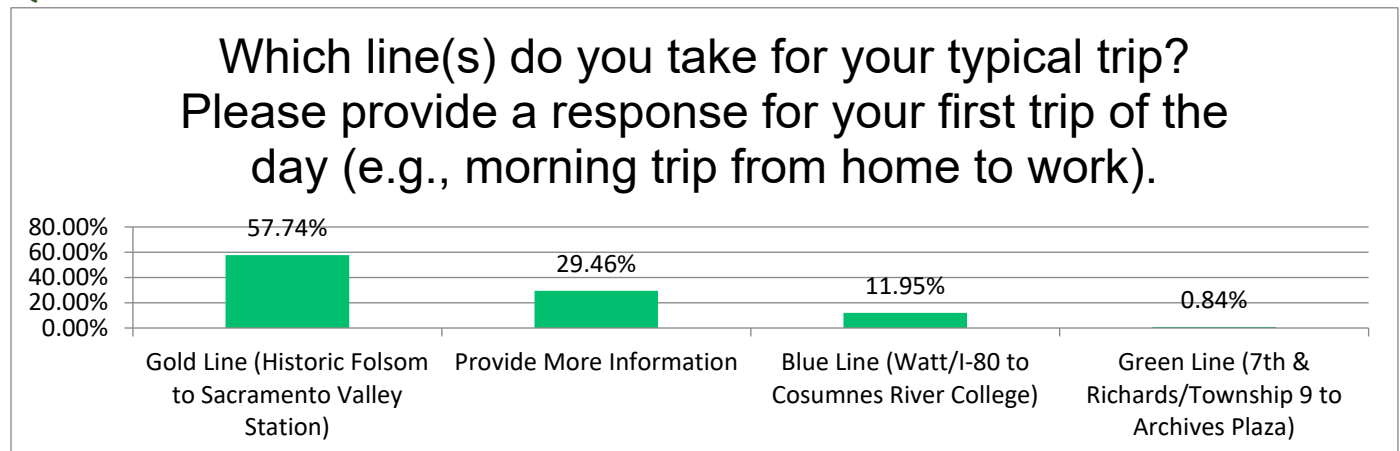
Question 12:



Data:

- **I don't use carpool - 70.36%**
- Two people - 24.34%
- Three people - 3.45%
- Four people - 1.85%

Question 13:



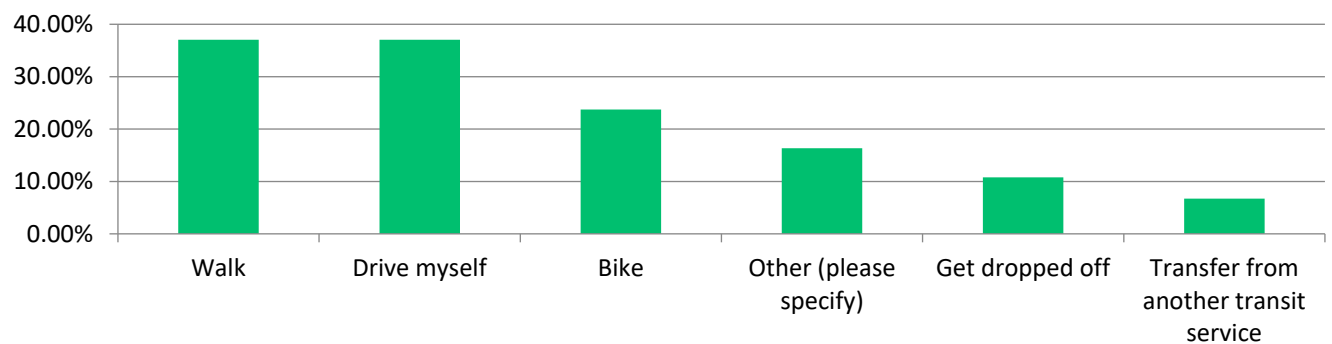
Data:

- **Gold Line (Historic Folsom to Sacramento Valley Station) - 57.74%**
- Provide More Information - 29.46%

- Blue Line (Watt/I-80 to Cosumnes River College) - 11.95%
- Green Line (7th & Richards/Township 9 to Archives Plaza) - 0.84%

Question 14:

At the beginning of your light rail trip, how do you typically get from your origin (e.g., home) to your station? At the end of your light rail trip, how do you typically get from your station to your destination (e.g., worksite)? (Select up to two)



Data:

- **Walk 37.04%**
- **Drive myself 37.04%**
- Bike - 23.74%
- Other (please specify) 16.33%
 - Includes: Skateboard, Electric Longboard, Uber/Lyft
- Get dropped off - 10.77%
- Transfer from another transit service - 6.73%

Question 15: What would improve your corridor travel experience? Please select your top 3 choices.

Data:

- **Enhanced sense of personal safety - 36.51%**
- **Reduced travel time - 33.97%**
- **Reduced risk of collisions - 32.91%**
- A more complete bicycle network - 29.21%
- Increased transit frequency - 27.94%
- Better access to transit - 24.23%
- Better pavement conditions - 22.43%
- More reliable transit service - 21.27%

- More predictable travel time - 20.85%
- More highway lanes - 20.32%
- More travel options - 18.62%
- Better real-time travel information - 14.60%
- Improved transit stop/station amenities - 11.75%
- Lower travel costs - 9.95%
- Incentives to use other options - 5.71%

Question 16: What other improvements would make your travel experience better? (Open Ended See Appendix)

Optional Demographic Questions:

Question 17: Zip Code Word Cloud



Question 18: What is your gender?

- Male - 46.43%
- **Female - 48.55%**
- Non-binary/Third gender - 0.17%
- Prefer not to say - 4.85%

Question 19: What is your race?

- **White/Caucasian - 59.63%**
- Hispanic/Latino - 9.73%
- Asian - 9.47%
- Prefer not to say - 8.63
- American Indian/Alaska Native - 3.08%
- Two or more races - 2.85%
- African American/Black - 2.68%

- Native Hawaiian/Other Pacific Islander - 2.22%
- Other (please specify) - 1.71%

Question 20: Do you consider yourself to have a disability that impacts your ability to travel?

- Yes - 7.48%
- **No - 88.70%**
- Prefer not to say - 3.82%

Question 21: What languages are spoken in your household? (Select all that apply)

- **English - 91.97%**
- Spanish - 9.57%
- Chinese (Mandarin, Cantonese, etc.) - 2.11%
- Tagalog - 1.17%
- Vietnamese - 0.17%
- Russian - 0.60%
- Other (please specify) - 3.34%
 - Arabic
 - Dutch
 - German
 - French
 - Hindi
 - Hmong
 - Portuguese

Question 21: Sign up to get informed. Enter your email below.

- 358 email addresses provided

Meeting Summary

- US 50 CMCP Virtual Community Workshop #1
- Date: May 15, 2025
- Time: 5:30 PM – 7:00 PM
- Project name: US 50 Comprehensive Multimodal Corridor Plan (CMCP)
- Location: Zoom (with live Spanish interpretation)
- Participants: Over 60 community members attended

Next Steps

- The CMCP team will continue identifying transportation gaps, challenges, and potential solutions.
- A second Virtual Workshop will be held in Fall 2025 to share community priorities.
- The project team will develop draft solutions packages through 2026, aligning with state and federal funding opportunities.
- Meeting recording, slides, and summary will be posted on the project website within two weeks.

Item Summary

Welcome & Meeting Format

Katie DeMaio (AIM Consulting) welcomed participants, introduced AIM's role, and reviewed meeting logistics: microphones muted, Q&A via chat, Spanish interpretation available, and meeting recording to be posted online.

Project Introductions

Dustin Foster (SACOG) introduced himself as Project Manager, emphasized SACOG's collaboration with Caltrans and local agencies, and explained how the CMCP supports funding eligibility through SB 1's Solutions for Congested Corridors Program.

Dianira Soto (Caltrans District 3) welcomed attendees, shared her experience leading I-80 and SR 99 CMCPs, and stressed the importance of community feedback.

Charu Kukreja (Jacobs) introduced consultant team members, including Phil LaCombe, supporting SACOG and Caltrans.

Background: What is a CMCP?

Dustin described CMCP guidelines, based on California Transportation Commission standards, and explained how the plan evaluates all modes of transportation: passenger/freight rail, bus routes, bicycle and pedestrian facilities, vehicle travel, and goods movement. The CMCP will also analyze impacts to all modes of transportation based on future land use growth along the corridor. Modes of transportation analyzed in the CMCP include passenger rail, freight rail, local and express bus routes, and bicycle and pedestrian facilities.

He explained the corridor study area (West Sacramento to Pollock Pines), highlighting major destinations, the SacRT Gold Line, and the American River Parkway. Areas include many different community types: historic gold rush towns, suburban communities, and urban Sacramento neighborhoods, and sees a variety of trip types including commutes to employment centers in Sacramento, Rancho Cordova, La Riveria, Oak Park, Midtown Sacramento and West Sacramento; travel by students at Sacramento State and older adults in Cameron Park.

Goals & Polling

Charu (Jacobs) presented the three plan goals: improve safety for all users, enhance travel reliability, and increase multimodal travel options and access to destinations. Key factors that are also being considered include the corridors' major transportation assets and barriers, major destinations, city and county boundaries, travel patterns, and more.

Katie (AIM) launched a Zoom poll. Results showed participants prioritized multimodal travel options (48%), followed by reliability (31%) and safety (21%).

Planning Process & Engagement

Charu outlined the four-phase planning process, which will take approximately two years to complete, concluding in June 2026, with continuous engagement from partners and the public throughout.

Katie presented community engagement objectives: equity, inclusivity, and accessibility. Activities include a project website, branding, 12 pop-up events, three regional workshops, and two surveys (with over 1,500 responses to Survey #1).

Survey results showed participants were most dissatisfied with safety, neutral about travel options, and somewhat less concerned about costs.

Corridor Challenges

Phil LaCombe (Jacobs) presented maps and data showing:

- Population growth: 140,000 new residents expected by 2035, especially in West Sacramento, Downtown, Rancho Cordova, Folsom, and El Dorado Hills.
- Aging population: 20–35% of residents 65+ in many corridor communities.
- Traffic congestion: recurring slowdowns at Harbor Blvd, Stockton Blvd, Watt Ave, Sunrise Blvd, and Folsom Blvd interchanges.
- Transit access: frequent SacRT Gold Line service but limited bus headways in many areas.
- Wildfire vulnerability: high in Placerville, Shingle Springs, and Cameron Park.

Potential Solutions

Charu presented potential solutions, including:

- Safe and complete streets
- Bus Rapid Transit and express light rail service
- New or improved biking and walking trails
- Mobility hubs and electric vehicle chargers
- Improved evacuation routes and wildfire resilience measures
- Smart traffic signals, HOV/toll lanes, auxiliary lanes, and freeway crossings
- Freight and goods movement enhancements, Intelligent Transportation Systems (ITS), and Integrated Corridor Management (ICM)

Participants were invited to provide input via chat on their top solution priorities.

Community Feedback & Discussion

Attendees emphasized priorities such as:

- Safer crossings at arterials (e.g., Folsom Blvd).
- Increased transit frequency and reliability (“frequency!!” noted in comments).
- Expanding the American River Bike Trail and other long-distance bike routes.
- New interchange opportunities (e.g., Empire Ranch Road in Folsom).
- Wildfire evacuation UPlanning using School and Transit Buses
- Support for tolling/FasTrak lanes, express buses, and shaded/safe transit stops.

Closing & Next Steps

Charu summarized the next steps: continued solution development, Fall 2025 workshop, and preparation for 2026 funding opportunities.

Katie thanked the participants, encouraged them to continue providing feedback via the website and surveys, and closed the workshop.

Presenters/Participants

- SACOG: Dustin Foster (Project Manager), staff
- Caltrans District 3: Dianira Soto (Branch Chief), staff
- Jacobs: Charu Kukreja (Project Manager), Phil LaCombe (Planner), team members
- AIM Consulting: Katie DeMaio (Engagement Lead)
- Community members: Over 60 registered participants

Appendix:

Poll Question: Where do you live?

- | | |
|---------------------------------------|--|
| • Fair Oaks | • Sacramento. CA 95835 |
| • Arden Arcade 95825 | • The baseball side of the river |
| • Curtis Park, 95818 | • Franklin Boulevard |
| • 95820 West Tahoe Park | • 89448 |
| • 95826 (3) | • Sacramento (Downtown/Midtown), 95811 |
| • West Sac! | • Davis, 95616 |
| • Mike from North Sacramento. 95815 | • Cameron Park 95682 |
| • EDH 95762 | • Midtown |
| • Elk Grove 95757 to Orangevale 95662 | • Folsom |
| • Folsom 95630 | • Gold River |
| • Rancho Cordova | • East Sac 95816 |
| • Rancho Cordova | |
| • Fair Oaks 95628 | |

Poll Question 2: Why do you travel on or along US 50?

- Visit friends, family, and leisure activities
- Truck drivers use it often; other selected options are available.
- All of the above, but mostly not on the highway
- Stores and services
- Other? Reduce driving and emissions
- All of the above

General Feedback via Zoom:

- Can improvements be made to freeway undercrossings to make pedestrians feel safer when walking from one neighborhood to another?
- Folsom Blvd. is very dangerous for pedestrians and cyclists. Can complete street improvements to this roadway and other main arterials in the corridor be considered?
- Travel safety
- Sac RT is substantially underfunded, considering the opportunity it provides to reduce vehicle miles travelled. Will directed funding for Sac RT be considered in this study?
- Can you provide us with statistics on how Sutter Creek was affected by the rerouting of Highway 49?
- More multimodal options
- Fill in sidewalk gaps
- Encourage fewer cars on 50, not more.
- Also curious about the effect on Santa Rosa, when Highway 101 was elevated
- Faster public transit from West Sac to downtown. The current option is the West Sac Via or Yolo Bus, which takes approximately 45 minutes. Driving a person's vehicle takes less than 20 minutes.
- Transit
- On-call van to the light rail
- Fastrak Lanes
- Bring back the taxi. Or regular shuttle buses to medical and food resources.
- Reliable transit connections when transferring
- More buses like Via in West Sac
- The exit to Jefferson Boulevard also becomes congested, especially during events at Sutter Health Park. Better options to get to games could reduce congestion.
- Remove ramps, especially in downtown areas, where they are too close together and pose a significant danger.
- Encourage flexible schedules for workers
- An extra turn lane to exit East Bidwell.
- Higher capacity vehicles – trains, buses, bicycles.
- Make RT trains safe and clean. Their new trains are increasing demand, but older trains are still in use.
- Slowing traffic on 50 is a good thing - people drive too fast
- Light Rail needs to be safer and cleaner
- Bus-only lanes, travel alternatives
- Study tolling on one, two, and all lanes and running more buses
- New interchange in Folsom at Empire Ranch Road.

- Safe, reliable, and accessible transit. It takes 15 minutes to drive to work and more than an hour for transit, as there's a long and dangerous walk to the Gold Line, which may or may not be coming soon. (If it's hot or raining, it's not coming.)
- FREQUENCY!!
- Consider establishing bus rapid transit lines.
- Get buses out of traffic with transit priority on every route
- More funding for transit
- Safety on light rail.
- Express light rail straight to downtown
- Safer light rail trains and stops. There are many secluded stops with transients and not much pedestrian traffic.
- What is SRA?
- Merge Yolo County Transit with Sacramento Regional Transit for a comprehensive regional transit system.
- What is LRA?
- Create a Sacramento bypass, connecting Elk Grove and El Dorado Hills
- In Europe, fire trucks are narrow and can use bike lanes
- Building more housing through infill development in non-hazardous areas rather than suburban sprawl
- Prepare to deploy transit and school bus fleets for the w of non-drivers
- Also, increase transit funding to maintain 15-minute pickup times. 30-minute pick-up times are too long and discourage the use of buses.
- Reevaluate RT bus routes. They are seemingly random. Develop a system that can be easily and quickly navigated.
- Fewer cars to block escape routes - more options for driving. Transit- bikes
- As we increase light rail, there needs to be thought put into how the trains impact street traffic. The 65th is highly congested and gets even more backed up when the light rail is present. If we increase light rail, then we need to change the light rail crossing.
- Consider investing in electric bike grants to encourage alternative mobility options for low-income communities.
- Additional light rail stops in Rancho Cordova
- Adding first/last leg transit options that connect to light rail.
- Take the trains off the streets or the cars off the rails downtown.
- Always prioritize moving people over moving freight
- We need a dedicated truck and freight bypass on I-5, which will help alleviate the interchange bottleneck at exit 50.
- Inter-county transit bus from Iron Point light rail stop to Placerville & South Lake Tahoe

- Every light rail station along Folsom Boulevard should have highly visible and safe crosswalks to the other side of Folsom, where businesses are located. Crossing Folsom is scary at some light rail stations.
- Express lanes instead of HOV lanes, Toll lanes,
- Encourage the use of surface streets on times and days of heightened highway usage, particularly for commutes of less than 10 miles.
- All the above, except adding more lanes. Convert or toll existing lanes to increase bus capacity and improve operations.
- Consider land use constraints for higher, more transit-oriented residential densities. Minimizing sprawl in suburban areas can help facilitate multi-model options.
- De-emphasize funding for freeways and car travel, and allocate significantly more funding to public transit.
- Purpose of your travel. Throughput - left lane (road) local destination - RT lane (street)
- Local commuter buses/ van pools/ carpools
- On Folsom Blvd, please look at the spot where Folsom Blvd crosses the tracks by Sac State, it is terrifying <https://maps.app.goo.gl/gwGGDDyA4GKQMb6C6>
- The pedestrian crossing at the freeway ramps at Bradshaw is dangerous
- Safer light rail stations. Better canopy and shading at stations and walking paths. As the weather heats up, people are less inclined to use public transit.
- Transit priority and street safety for vulnerable users should be top priority solutions.
- Major streets that cross or connect to Folsom Blvd are dangerous for pedestrians and cyclists to navigate, especially in conjunction with the freeway on- and off-ramps.
- Improvements to East Bidwell exits from the east and west, and work diligently to design, fund, and build the new Empire Ranch interchange.
- More infill housing
- Encourage more work from home to reduce commutes
- What modeling are you intending to do for this plan?
- I would love to see the freeway extended to three lanes up to Redhawk Parkway. Shingle Springs
- Multi-unit housing adjacent to light rail stops
- The intersection at Folsom and 65th is a dangerous location. The intersections near Target on 65th are often congested, with cars frequently blocking the intersection. There is a lot of dense housing south of Target that's cut off from Folsom and the light rail due to the freeway and dangerous, congested intersections.
- Where can we find more information on this model?
- Will the plan include policy recommendations for local governments, such as changing land use designations at light rail stations to encourage greater transit-oriented development?
- Elevate the freeway (only one lane in each direction) at the congested Placerville intersections. If passing through, stay to the left and proceed over. If turning into Placerville, stay right and use the current intersection lights.

- We need affordable and easy-to-navigate transportation options.
- Many people are super commuters, and public transit isn't an option, nor is encouraging carpooling. What would help is increasing public transportation and examining where people are working. As state workers and medical office staff return to work, a review is needed to determine where they are coming from and where the new offices are located, and to increase public transit options to get state workers and others to their destinations.
- Increased bus service from Folsom Light Rail stops to services like the new health campuses that are being built.
- Expand the American River Bike Trail and its connecting trails to and from adjacent communities to encourage longer, uninterrupted routes.
- My wife won't walk under freeway overcrossings because they feel too dangerous due to high speeds, poor maintenance, homeless encampments, and designs that focus solely on vehicle traffic and ignore pedestrian/bicycle needs. Caltrans should seriously consider installing protected bike lanes, expanding sidewalks, landscaping, and lighting, among other enhancements.
- Focus on improving access for walkers and bikers across significant barriers such as freeway overpasses and waterways.
- Need another bridge connecting Sac and West Sac, maybe two new ones
- More capacity along Highway 50 and parallel routes is greatly needed. Additionally, the use of smarter, synchronized signals in cities like Folsom would significantly improve capacity and reduce the carbon footprint.
- This is a good resource document for local agencies to use on how to address this and encourage TOD: Transit Oriented Development Resources | SACOG
- What is the long-term strategy for Caltrans? Is the sole focus on the freeways with the new funding?
- Where is the money supposed to be allocated?
- The American River bike trail is a significant bicycle commuting corridor, but it has room for improvement. Consider how it could be improved to support even more bike commuter use as part of the planning efforts.
- I would love to see a pedestrian- and bike-only bridge connecting West Sacramento to Land Park.
- Is there a mandate? What is % that can be allocated to Public Transit, Walkability, or freeways?
- Fund a pedestrian overcrossing near East Bidwell and Iron Point (between Palladio and the future Sutter Health campus), so the synchronized signals are not interrupted by pedestrians needing to cross at crosswalks. It could improve back-ups along East Bidwell and even onto the freeway.
- My question is about the bike and pedestrian bridges, as well as improvements to transit. Can Caltrans funds be allocated to these projects, or would you need to secure external funding?
- Why is Caltrans funding so heavily focused on vehicle traffic improvements, with so little funding going to other multimodal options? Is this expected to shift in the future?
- Where is the Caltrans money supposed to go?

- What are the percentages of the various funding programs in Caltrans that add up to 100%?
- What is the current mandate of Caltrans? Is it just for moving cars? And for bikes and pedestrians, are additional grants required?
- Do you have any plans to expand the road through the mountains on the way to Tahoe?
- Hey, 50 east of Placerville
- I liked the experiment where all the lights on HWY 50 through Placerville were green a while back.
- Where can we share more feedback on this initiative? Is there a link/ survey?
- Adding left lane exits to the overpass, possibly only for transit or carpools, could help alleviate some congestion.
- One more thing about Folsom—Make a longer right turn lane on the eastbound exit ramp of East Bidwell.
- The county needs to re-adjust the left turn light from WB Folsom at Butterfield on or before July 1st, and time the trains better to prevent them from backing up the FTB traffic across Bradshaw.
- Consider public transit. One day, we will all reach a point where we can no longer drive.
- The exit for Jefferson Blvd in West Sacramento and Sutter Park needs to be moved further down, away from the merge from I-5.

This section provides additional responses to questions received during the US 50 CMCP Virtual Community Engagement Workshop on May 15, 2025.

1. Can improvements be made to freeway undercrossings to make pedestrians feel safer when walking from one neighborhood to another?

If there's a specific location you're concerned about, we encourage you to share that with your local city or county public works department, and they can work with Caltrans if needed.

2. Can you provide statistics on how Sutter Creek was affected by the rerouting of Highway 49?

This topic is outside the scope of the US 50 Comprehensive Multimodal Corridor Plan. However, for more information, you may find these resources helpful:

- [Caltrans Public Affairs Main Page](#)
- [Caltrans Public Affairs FAQs](#)
- [FAQs – Project Information or District Contacts](#)

3. What about the effect on Santa Rosa, where Highway 101 is elevated?

This topic is also outside the scope of the US 50 Comprehensive Multimodal Corridor Plan. More information can be found here:

- [Caltrans Public Affairs Main Page](#)
- [Caltrans Public Affairs FAQs](#)
- [FAQs – Project Information or District Contacts](#)

4. What is the long-term strategy for Caltrans? Is the sole focus on freeways with the new funding? Where is the money supposed to be allocated?

Caltrans' long-term strategy is not limited to freeways. Investments support projects that improve safety, reduce emissions, and expand transportation options — including walking, biking, and transit, especially in underserved communities.

Guidance comes from state policy, such as the **Climate Action Plan for Transportation Infrastructure (CAPTI)**, which ensures funding goes toward sustainable, equitable, and climate-friendly transportation solutions.

5. Is there a mandate? What percentage can be allocated to public transit, walkability, or freeways?

Caltrans is required to consider all travelers in our projects — not just drivers. While much funding goes toward maintaining and improving the highway system, Caltrans also invests in

walking, biking, and transit.

Policies require including **Complete Streets** features in projects unless there is a documented exception. There is no fixed percentage per mode, but multimodal components are increasingly prioritized.

6. Do you have any plans to expand the road through the mountains on the way to Tahoe?

Currently, no widening or expansion projects are identified in the Tahoe Regional Planning Agency's (TRPA) **Draft Regional Transportation Plan** or in SACOG's **Draft 2025 Blueprint Plan**. These regional plans guide transportation priorities with a focus on sustainability, safety, and mobility for the Tahoe and Sacramento regions.

For more information:

- [TRPA Draft Regional Transportation Plan](#)
- [SACOG 2025 Blueprint Draft Plan](#)

7. Where can we share more feedback on this initiative? Is there a link or survey?

You can visit the [US 50 CMCP page on SACOG's website](#) for ongoing updates, including upcoming opportunities for public input.

In the meantime, comments and feedback can be sent directly to the project team at US50.CMCP@sacog.org.

SACOG and Caltrans – US 50 Comprehensive Multimodal Corridor Plan (CMCP)

Karen's Bakery - Folsom

Introduction

To continue celebrating Bike Month and engage the public in the US 50 Comprehensive Multimodal Corridor Plan (CMCP), the project team hosted a pop-up event on May 10, 2025, outside Karen's Bakery at 705 Gold Lake Drive in Folsom. The event welcomed community members visiting the Historic Folsom Farmers Market as well as families waiting in line at the popular bakery.

The project team was on-site to share information about the CMCP, answer questions, and gather community input through interactive activities. Attendees were also invited to participate in the upcoming virtual community workshop on May 15, 2025, via Zoom.

Project Overview

The US 50 Comprehensive Multimodal Corridor Plan (CMCP) is a long-range planning effort to improve safety, reduce congestion, and expand travel options along a 58-mile stretch of US 50—from West Sacramento to Pollock Pines. The plan will identify strategies for improving highways, local roads, bike paths, transit service, and emerging technologies.

The CMCP is a collaborative effort involving SACOG, Caltrans District 3, the El Dorado Transportation Commission, Sacramento Transportation Authority, local jurisdictions, tribal governments, transit providers, and community members.

Exhibit Engagement

As community members visited the US 50 CMCP pop-up booth, they were greeted with bike-themed giveaways including bike bells, reflective safety armbands, and bike rubber bracelets. Twenty ten-dollar gift cards to Karen's Bakery were also handed out to participants. Two interactive display boards invited attendees to provide input using colorful dot stickers, helping the project team gather valuable community feedback.

In addition, printed materials were available with information about the US 50 CMCP and the upcoming virtual community workshop. The



US 50 CMCP Take-Away card.



Project team member discussing board activity with community members.

engagement highlighted the importance of community voices in shaping a safer, more connected corridor and helped raise awareness about the continued planning process.

Display Boards

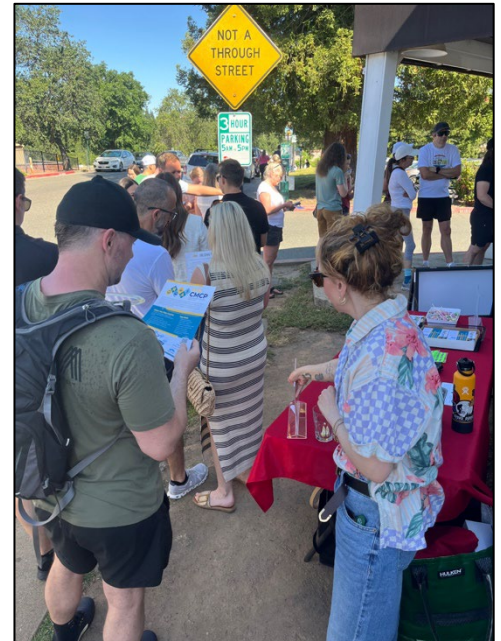
Below are the 2 display boards present at the pop-up event for the R Street Crossings Project:

Board 1: Project Overview

This board introduced the US 50 Comprehensive Multimodal Corridor Plan (CMCP) as a long-range planning effort focused on improving transportation along a 58-mile stretch from West Sacramento to Pollock Pines. It highlighted the plan's purpose to reduce congestion, improve safety, and expand access for all modes of travel.

Key Components Covered on the Board:

- **What the Plan Covers:** Highways, local roads, public transit (e.g., SacRT Gold Line), bike and pedestrian infrastructure, transportation demand management, and broadband technologies.
- **Key Goals:** Improve infrastructure, reduce congestion, promote safety, support clean technologies, address climate change, and enhance quality of life.
- **Timeline:** The board featured a visual roadmap of the project timeline from current planning stages (existing conditions review) through final plan adoption in April–June 2026.
- **QR Code:** A link for attendees to sign up and stay informed on the project effort.



Project team member discussing US 50 CMCP with community member.

Board 2: Biking Comfort Along the US 50 Corridor

This board asked community members to rate how safe they feel biking along the US 50 corridor. Participants used colored dots to reflect their comfort level on different biking routes, such as city streets or trails like the American River Parkway.

Results

- 1 – Very Unsafe: 2 (City Streets)
- 2 – Somewhat Unsafe: 3 (City Streets)
- 3 – Neutral: 2 (City Streets)
- 4 – Somewhat Safe: 4 (City Streets) 4 (Trails)



Biking Comfort Board Display.

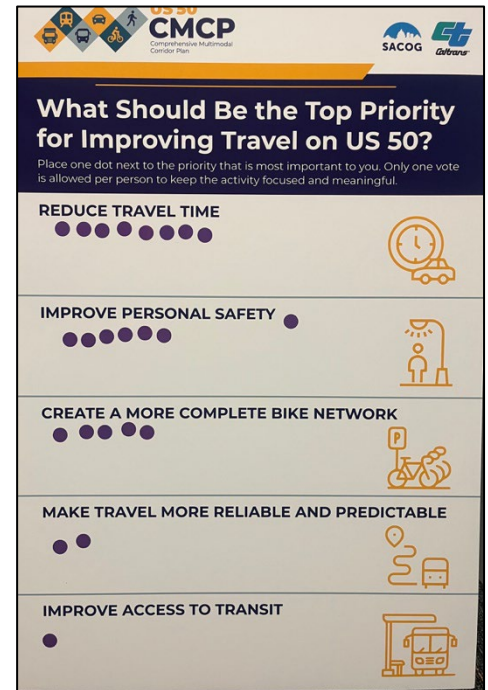
- 5 – Very Safe: 8 (Trails)

Board 3: Top Priority for Improving Travel on US 50

Participants were asked to identify the top priority for improving travel along the corridor. Each attendee placed a red dot under the option they felt was most important.

Results

- Reduce Travel Time: 8
- Improve Personal Safety: 7
- Create a More Complete Bike Network: 5
- Make Travel More Reliable and Predictable: 2
- Improve Access to Transit: 1



US 50 CMCP
Comprehensive Multimodal
Corridor Plan

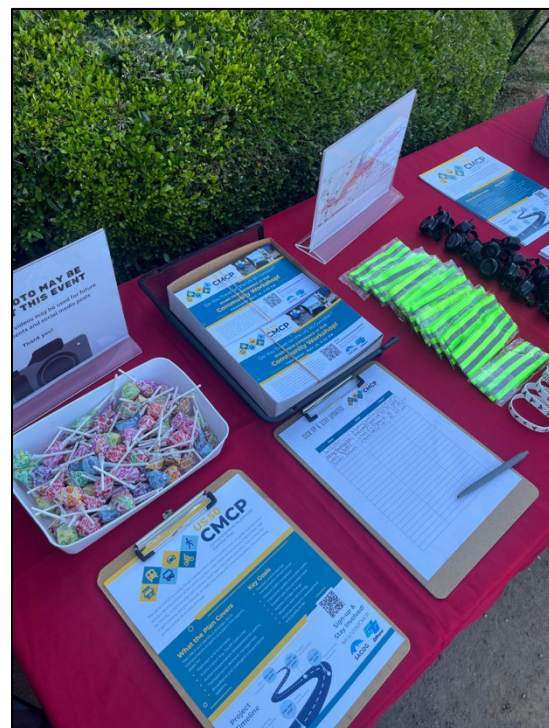
SACOG **Caltrans**

What Should Be the Top Priority for Improving Travel on US 50?

Place one dot next to the priority that is most important to you. Only one vote is allowed per person to keep the activity focused and meaningful.

REDUCE TRAVEL TIME	● ● ● ● ● ● ● ●	
IMPROVE PERSONAL SAFETY	● ● ● ● ● ● ● ●	
CREATE A MORE COMPLETE BIKE NETWORK	● ● ● ● ● ● ● ●	
MAKE TRAVEL MORE RELIABLE AND PREDICTABLE	● ● ● ● ● ● ● ●	
IMPROVE ACCESS TO TRANSIT	● ● ● ● ● ● ● ●	

Travel Priority Board Display.



SACOG and Caltrans – US 50 Comprehensive Multimodal Corridor Plan (CMCP)

City of Rancho Cordova's Bike Rodeo

Introduction

To kick off Bike Month and support community engagement for the US 50 Comprehensive Multimodal Corridor Plan (CMCP), the US 50 CMCP project team attended a Bikeo Rodeo event hosted by the City of Rancho Cordova on May 1, 2025, at the Sacramento Children's Museum located at 2701 Prospect Park Drive. The event created a fun and family-friendly environment where attendees could learn about bike safety and share feedback on transportation needs along the US 50 corridor.



The City's welcome booth to the event.

The project team was on-site to connect with families, answer questions, and gather community input through interactive activities. In addition to providing information about the CMCP, the event also invited attendees to participate in an upcoming virtual community workshop on May 15, 2025, via Zoom.

Project Overview

The US 50 Comprehensive Multimodal Corridor Plan (CMCP) is a long-range planning effort to improve safety, reduce congestion, and expand travel options along a 58-mile stretch of US 50—from West Sacramento to Pollock Pines. The plan will identify strategies for improving highways, local roads, bike paths, transit service, and emerging technologies.



Project team member discussing board activity with community members.

The CMCP is a collaborative effort involving SACOG, Caltrans District 3, the El Dorado Transportation Commission, Sacramento Transportation Authority, local jurisdictions, tribal governments, transit providers, and community members.

Exhibit Engagement

As families visited the US 50 CMCP pop-up booth, they were greeted with bike-themed giveaways including bike bells, stickers, reflective safety armbands, flashlight keychains, and more. Two interactive display boards invited attendees to provide input using colorful dot stickers, helping the project team gather valuable community feedback.



Bike Rodeo activities.

In addition, printed materials were available with information about the US 50 CMCP and the upcoming virtual community workshop. The engagement highlighted the importance of community voices in shaping a safer, more connected corridor and helped raise awareness about the continued planning process.

Display Boards

Below are the 2 display boards present at the pop-up event for the R Street Crossings Project:

Board 1: Project Overview

This board introduced the US 50 Comprehensive Multimodal Corridor Plan (CMCP) as a long-range planning effort focused on improving transportation along a 58-mile stretch from West Sacramento to Pollock Pines. It highlighted the plan's purpose to reduce congestion, improve safety, and expand access for all modes of travel.

Key Components Covered on the Board:

- **What the Plan Covers:** Highways, local roads, public transit (e.g., SacRT Gold Line), bike and pedestrian infrastructure, transportation demand management, and broadband technologies.
- **Key Goals:** Improve infrastructure, reduce congestion, promote safety, support clean technologies, address climate change, and enhance quality of life.
- **Timeline:** The board featured a visual roadmap of the project timeline from current planning stages (existing conditions review) through final plan adoption in April–June 2026.
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Board 2: Biking Comfort Along the US 50 Corridor

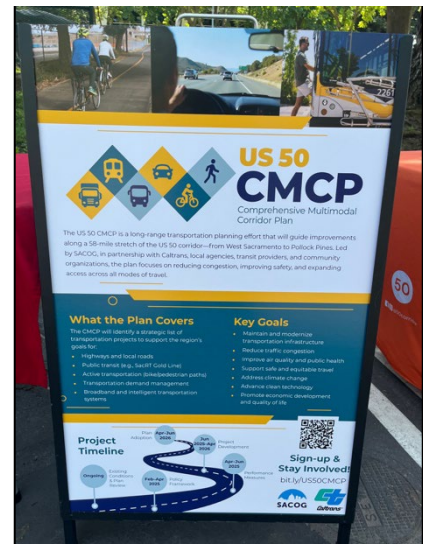
This board asked community members to rate how safe they feel biking along the US 50 corridor. Participants used colored dots to reflect their comfort level on different biking routes, such as city streets or trails like the American River Parkway.

Results

- 1 – Very Unsafe: 2 (City Streets)
- 2 – Somewhat Unsafe: 6 (City Streets) 1 (Trails)
- 3 – Neutral: 1 (City Streets)



Bike giveaways.



Project Overview Board Display.



Biking Comfort Board Display.

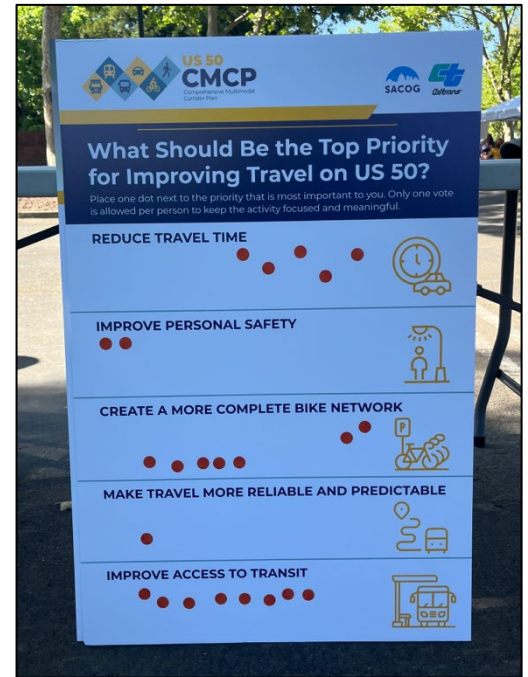
- 4 – Somewhat Safe: 3 (Trails)
- 5 – Very Safe: 3 (Trails)

Board 3: Top Priority for Improving Travel on US 50

Participants were asked to identify the top priority for improving travel along the corridor. Each attendee placed a red dot under the option they felt was most important.

Results

- Reduce Travel Time: 5
- Improve Personal Safety: 2
- Create a More Complete Bike Network: 7
- Make Travel More Reliable and Predictable: 1
- Improve Access to Transit: 8



Travel Priority Board Display.

US 50 Comprehensive Multimodal Corridor Plan Virtual Meeting #2 Summary

Introduction

The US 50 Comprehensive Multimodal Corridor Plan project team held a virtual community workshop on Wednesday, December 10, 2025 from 5:30 to 7:00 PM via Zoom. Sixty-four community members attended the meeting to provide input on strategies to improve congestion, safety, and accessibility along a 58-mile portion of the US 50 corridor in the Sacramento region, using a multimodal approach that considers highways, transit, walking, and bicycling, as well as related infrastructure. The meeting was held in English, and Spanish interpretation was available through a dedicated interpretation channel, allowing participants to listen to the presentation translated from English to Spanish throughout the meeting.

The plan is co-led by the Sacramento Area Council of Governments (SACOG) and Caltrans District 3 in partnership with regional agencies, local jurisdictions, tribal governments, and corridor partners from West Sacramento to Pollock Pines.

Presentation Summary

Welcome & Meeting Format

Katie DeMaio (AIM Consulting) welcomed participants, introduced AIM's role on the project, and reviewed meeting logistics. She then reviewed the presentation agenda and kicked off the meeting with the first polling question to welcome participants.



Project team introducing the presentation

For the first poll question, the team asked participants to enter where they live by city and zip code in the chat. Participants represented a broad range of communities along the corridor including West Sacramento, Sacramento, Folsom, Rancho Cordova, Placerville and unincorporated communities in El Dorado County.

Full poll questions and results are in the Appendix of this document.

Project Introductions

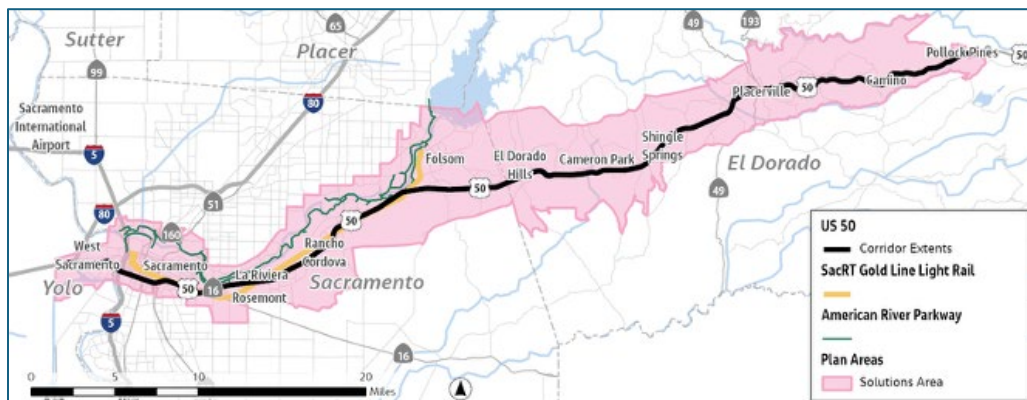
Next, Dustin Foster (SACOG) and Hayary Torres (Caltrans District 3) introduced the US 50 Comprehensive Multimodal Corridor Plan (CMCP) and the agencies leading the effort.

Dustin introduced himself as Project Manager. He described SACOG's partnership with Caltrans District 3, emphasizing collaboration with agencies and corridor communities to develop a shared long-range vision for the US 50 corridor. Hayary Torres welcomed participants on behalf of Caltrans and highlighted the importance of community input in understanding local needs and improving travel along the US 50 corridor.

Background: What is a CMCP?

Hayary explained that a CMCP is a long-range planning effort guided by the California Transportation Commission's 2018 Comprehensive Multimodal Corridor Plan Guidelines, focused on evaluating corridor conditions and identifying strategies to address congestion, safety, environmental, and multimodal needs across all transportation modes.

Charu Kukreja (Jacobs) introduced the US 50 CMCP "Solutions Area" and goals, noting that they were informed by analysis of existing conditions information that was gathered in partnership with cities and counties along the corridor, transit agencies, community-based organizations, and other partners. The Plan goals include improving safety for all transportation system users, enhancing travel reliability within the corridor, and increasing multimodal travel options and access to destinations.



US 50 CMCP Solutions Area Map

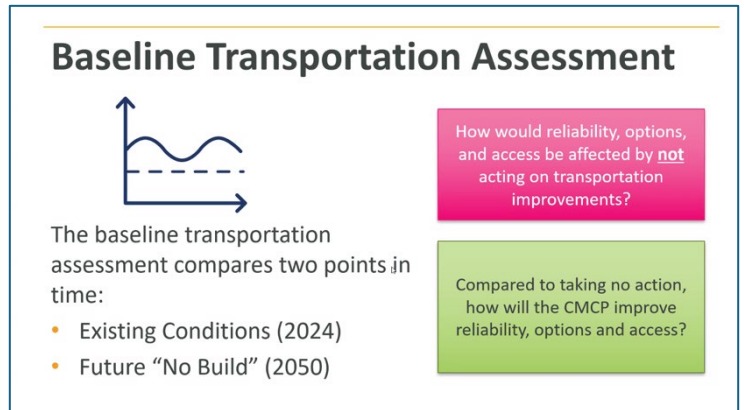
Engagement Updates

Next, Katie DeMaio provided an update on Community Engagement activities. She highlighted the success of Phase I outreach efforts, including pop-up in-person workshops, regional virtual community workshops, and an online survey that received approximately 1,500 responses. DeMaio also shared polling results from the first virtual workshop and summarized key data from the online survey before launching the second polling question.

The team then asked a second poll question asking if participants had engaged with the US 50 CMCP before. Out of 33 responses, 13 participants had not engaged with the CMCP before, while others had participated either at an in-person workshop, through the online survey or the previous virtual workshop.

Baseline Transportation Conditions

Phil LaCombe (Jacobs) presented an overview of the baseline transportation assessment, explaining that the baseline serves as a reference for estimating current and future travel using a regional model that accounts for transportation, population, job growth, and land-use changes. He noted that the baseline illustrates potential impacts of taking no action and sets the foundation for evaluating how proposed transportation solutions could advance project goals.



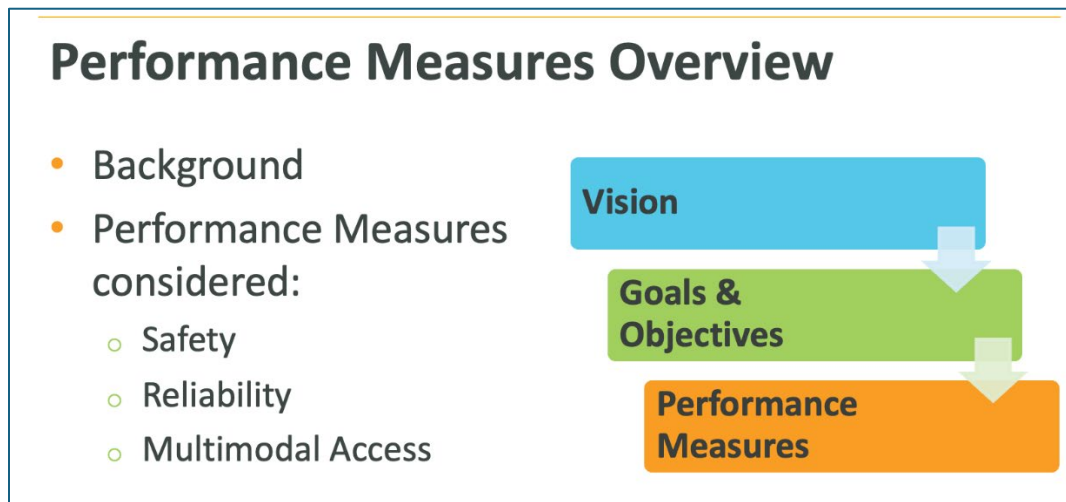
Baseline Transportation Assessment Slide

Multimodal Solutions Development

Dustin provided an overview of the development process for multimodal solutions. He explained that draft solutions are guided by SACOG’s 2025 Blueprint, which emphasizes a connected, safe, and healthy region, expanded transportation options, affordable housing, and equitable investments. Dustin noted that the CMCP team is also drawing from previous plans and studies, in coordination with local agencies, to develop a draft solutions list that addresses key gaps and opportunities along the US 50 corridor. He concluded by sharing an overview of the draft solution themes and counts. He shared example projects that align with public input from the first virtual engagement workshop, noting that solutions may not directly correspond to individual comments.

Performance Measures

Phil provided an overview of the performance measures framework, explaining how the CMCP team will evaluate the effectiveness of proposed transportation solutions. He described how SACOG and Caltrans are using available tools, including a regional transportation model and additional evaluation methods, to assess how packages of projects perform together and align with overall plan goals.



Performance Measures Overview Slide

Phil also reviewed proposed project-level performance measures focused on safety, reliability, access, and multimodal travel options. He then passed the presentation to Katie DeMaio, who launched the third and final poll to ask which performances measures were the most important to participants. Full text of poll question #3 and results are in the Appendix.

Question and Answer

The Q&A focused on how safety, transit, and multimodal access along the US 50 corridor are being evaluated and incorporated into future solutions.

- Emphasis on pedestrian and bicycle safety, including crossings, overpasses, and off-road facilities, supported by statewide safety data and best practices
- Discussion of transit reliability and capacity, including light rail frequency, bus priority, and coordination with SacRT
- Questions about funding and implementation, with the team noting a key goal of the CMCP is to position for funding from the State Solutions for Congested Corridors Program.
- Confirmation that public input will be considered in the project prioritization process in addition to technical analysis and performance measures.

Closing & Next Steps

Finally, Charu closed the presentation by outlining the next steps for the plan, including finalizing the draft list of potential solutions, preparing for the final phase of community engagement in Spring 2026, and identifying opportunities for state and federal grant funding in 2026 and beyond.



Next Steps Slide

Visit the [US 50 CMCP page on SACOG's website](#) for ongoing updates, including upcoming opportunities for public input. Comments and feedback can be sent directly to the project team at US50.CMCP@sacog.org.

Appendix

This section provides additional responses to questions received during the US 50 CMCP Virtual Community Engagement Workshop on December 10, 2025.

Poll Results

Poll Question #1: Where do you live? // ¿Dónde vives? Please enter your City and Zip Code in the chat. // Ingresar tu ciudad y código postal en el chat.

Poll results:

- 95814
- 95820 Sacramento
- Sacramento (Arden Arcade) 95825
- 95630
- Placerville
- El Dorado Hills
- 95762
- 95831
- Rancho Cordova
- 95816
- Cameron Park
- Hello. I'm in Folsom.
- 95630
- 95691
- 95682
- Rescue
- 95827 Rancho
- 95670
- I have multiple zip codes
- Rescue
- Truck driver on 50 regularly lives at 95815

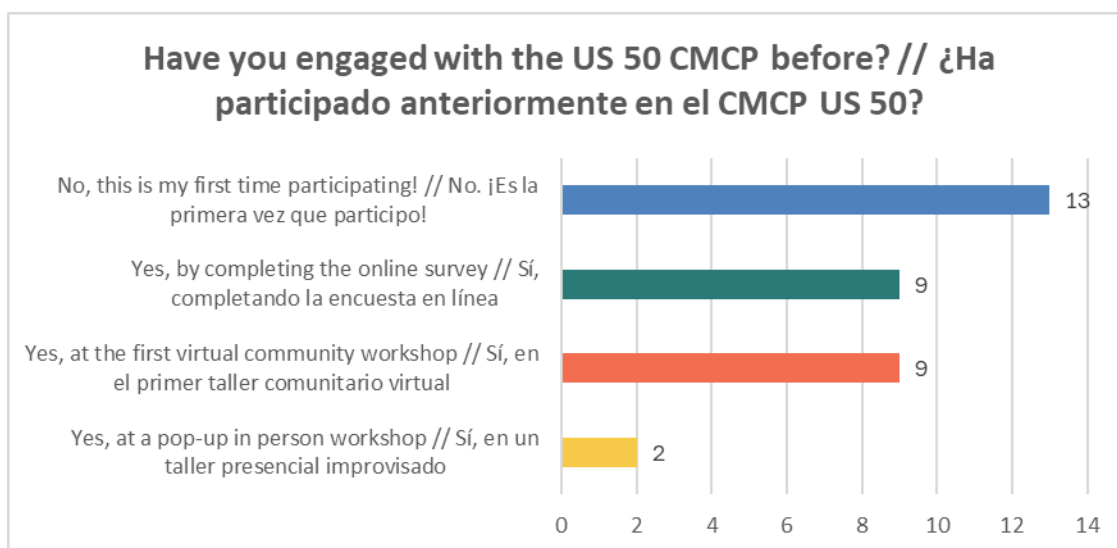
- 95829

- Cameron Park

Poll Question #2: Have you engaged with the US 50 CMCP before? // ¿Ha participado anteriormente en el CMCP US 50?

- **Yes, at a pop-up in-person workshop // Sí, en un taller presencial improvisado**
- **Yes, at the first virtual community workshop // Sí, en el primer taller comunitario virtual**
- **Yes, by completing the online survey // Sí, completando la encuesta en línea**
- **No, this is my first time participating! // No. ¡Es la primera vez que participo!**

Poll results:

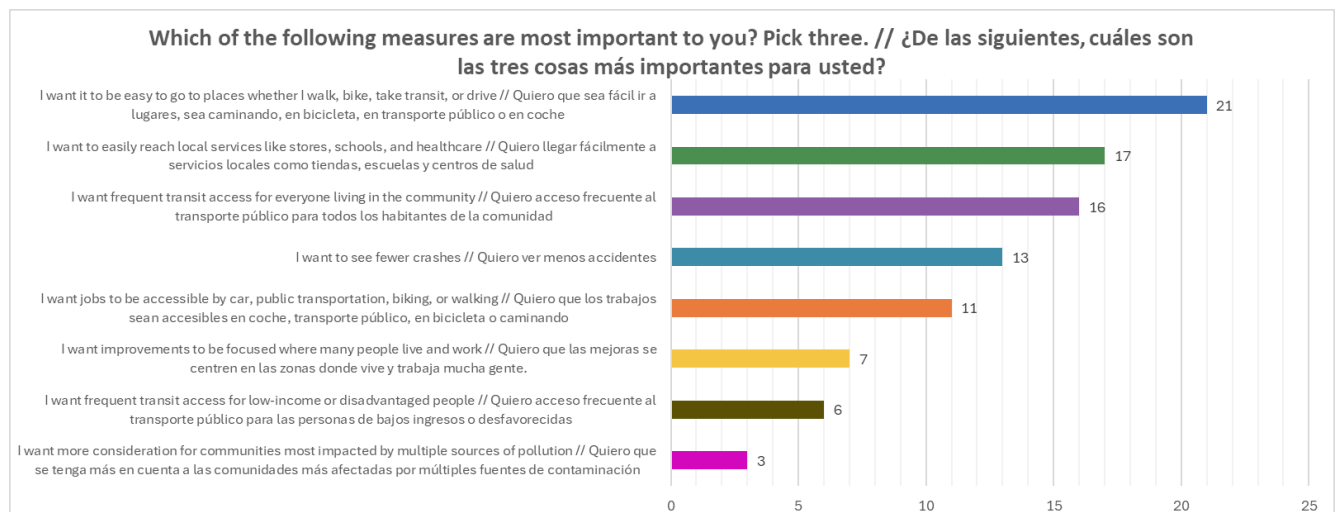


Poll Question #3: Which of the following measures are most important to you? Pick three. // ¿De las siguientes, cuáles son las tres cosas más importantes para usted?

- **I want to see fewer crashes // Quiero ver menos accidentes**
- **I want it to be easy to go to places whether I walk, bike, take transit, or drive // Quiero que sea fácil ir a lugares, sea caminando, en bicicleta, en transporte público o en coche**
- **I want improvements to be focused where many people live and work // Quiero que las mejoras se centren en las zonas donde vive y trabaja mucha gente.**
- **I want jobs to be accessible by car, public transportation, biking, or walking // Quiero que los trabajos sean accesibles en coche, transporte público, en bicicleta o caminando**
- **I want to easily reach local services like stores, schools, and healthcare // Quiero llegar fácilmente a servicios locales como tiendas, escuelas y centros de salud**
- **I want more consideration for communities most impacted by multiple sources of pollution // Quiero que se tenga más en cuenta a las comunidades más afectadas por múltiples fuentes de contaminación**

- **I want frequent transit access for low-income or disadvantaged people //** Quiero acceso frecuente al transporte público para las personas de bajos ingresos o desfavorecidas
- **I want frequent transit access for everyone living in the community //** Quiero acceso frecuente al transporte público para todos los habitantes de la comunidad

Poll results:



Zoom Poll Question 3 Results

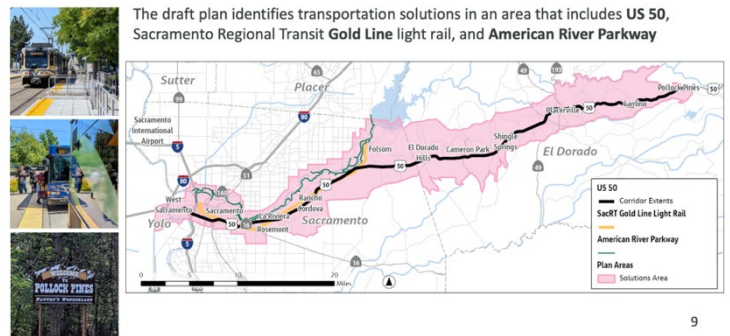
Poll Question #1: Where do you live? Please enter your City and Zip Code in the chat.

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



9

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.

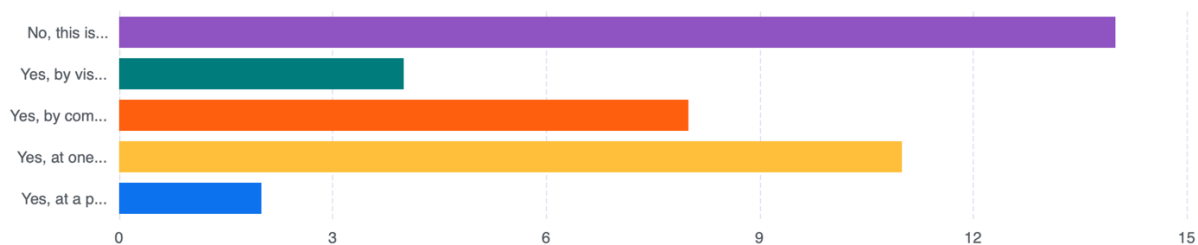
Poll Question #2: Have you engaged with the US 50 CMCP before?

- 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.

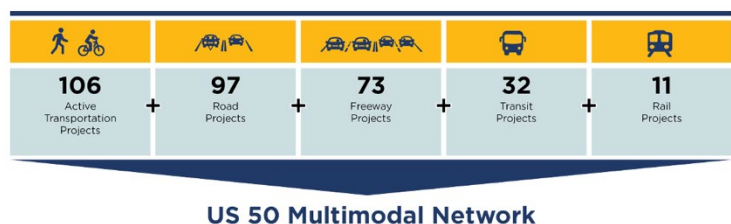
Presenters described how potential projects are evaluated and screened before being included in the plan. Projects are assessed based on how well they support the CMCP goals of improving safety, enhancing travel reliability, and increasing multimodal access. The team also considers factors such as project 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



Sign-up
& Stay
Involved!
bit.ly/US50CMCP



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

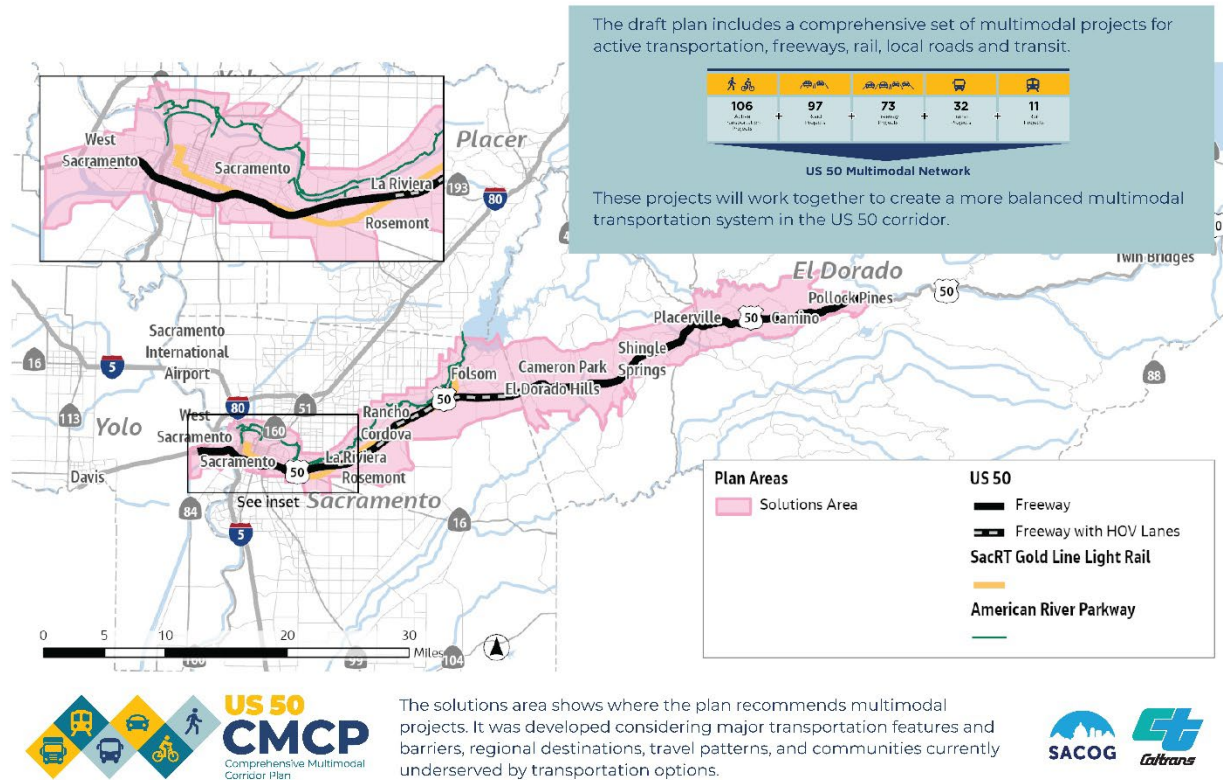
37%
selected
**personal
safety**
as a top
improvement

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

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

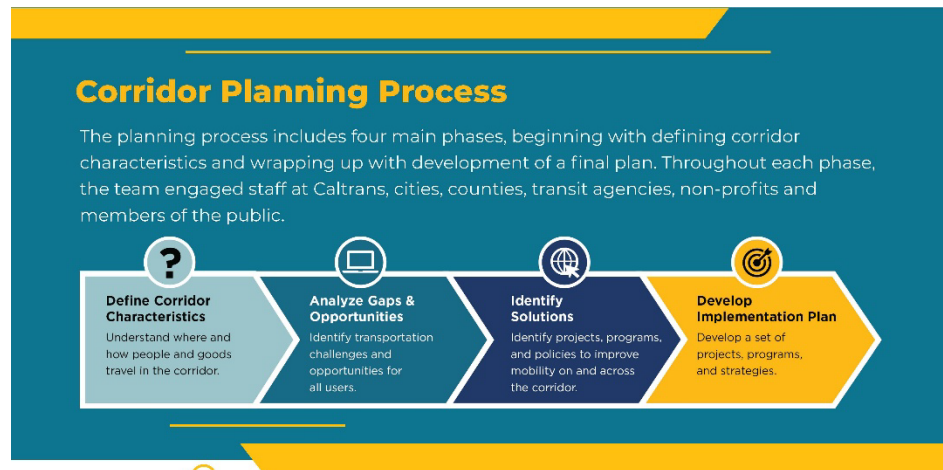
Board 3: Map of the Corridor

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.)

