

El Dorado Hills Telegraph

A Gold Country Media Online Edition

[Print Page](#)

Wednesday, December 28, 2005 Last modified: *Tuesday, December 27, 2005 2:17 PM PST*

El Dorado County trudges along with transportation

By: Philip Wood, The Telegraph

Folsom and El Dorado County are a step closer in the long process of creating a connection to each other south of Highway 50.

The corridor will be designed to relieve some of the congestion along Highway 50 that could take El Dorado Hills commuters directly to a light rail station in Folsom.

While county officials did not respond to repeated Telegraph inquiries on how the project would affect El Dorado Hills, County Supervisor Helen Baumann said at the Dec. 9 County Transportation Commission meeting that the portion that would go through El Dorado Hills was good for future development.

County Supervisor Rusty Dupray said that one of the advantages of aligning the road with the business park and then up to Silva Valley Parkway before more development begins gives the county some say on how portions of El Dorado Hills can be developed.

Through Folsom, the corridor being considered is along Highway 50, said Folsom City Senior Transportation Engineer Tom Garcia.

After traveling along Highway 50, the route could go south along Placerville Road and connect with White Rock Road, which would then go into El Dorado Hills through the business park.

"Where we are now is that the study recommends that we look to preserving right of way options for these corridors," Garcia said. "We're not choosing a corridor. We're just looking at what's along Highway 50."

He said the time to look is now before building south of Highway 50 starts.

The area falls under Folsom's sphere of influence and could one day be annexed into the city.

Though the main line probably won't go north of Highway 50, Garcia said, they will also look at ways to feed into Folsom Lake College from the Highway 50 route, and could create spurs going up to Iron Point Road.

Garcia said one of the transportation options being reviewed is bus rapid transit or an enhanced bus system, which is similar to light rail.

"It doesn't carry as many riders as light rail, but it doesn't cost as much (to operate) either," he said. "It's a self-powered bus, but it doesn't look like a bus."

Another option would also be to create a special lane with concrete dividers on each side that only the buses could travel in.

"We're trying to implement a transit system that will work," Garcia said.

While Garcia estimated about a 15-year timeframe for total completion on the project, he said portions of the project could be implemented before then. It's still too early to estimate the cost, he added.

[Close Window](#)