

The “Fix Highway 50 Traffic First / Keep Us Rural” Initiative

Why do we need this initiative?

- Hwy 50 commute traffic in the west county has reached "LOS F" (stop-and-go gridlock). In spite of this, the County is planning for 33,000 more homes that will worsen traffic by 50%. Policy 1 (read below) prohibits approving more housing subdivisions if CalTrans determines there is insufficient Hwy 50 capacity.
- Policy 2 will protect rural areas from further high density housing subdivisions, and prevents approval of the 4,000 home Marble Valley project in Cameron Park, the 1,000 home San Stino project in Shingle Springs, 1,000 homes in Central EDH and 600 homes in the Dixon Ranch project in El Dorado Hills.

Read it for yourself. . .

Policy 1: Fix Highway 50 Traffic First. *If CalTrans determines that traffic on any Highway 50 road segment west of the City of Placerville has reached, or is forecast to reach, Level of Service F (LOS F = stop-and-go, gridlock) during weekday, peak-hour commute periods, then the County shall not approve single-family detached housing subdivisions of 5 or more parcels until cumulative Highway 50 traffic levels are improved and stay below LOS F.*

Policy 2: Keep Us Rural. *Lands designated in the General Plan on the effective date of this measure as: (1) open space, agricultural lands or natural resource shall remain in these land use categories, and (2) low density residential, medium density residential or rural residential housing shall not be rezoned to higher densities. Land use designation and zoning changes may be allowed in these categories (1, 2) for non-residential (economic development) projects or agricultural purposes if compatible with surrounding land uses.*

Watch for volunteers gathering signatures, and SIGN, to get this initiative on the November ballot. Petitions should begin circulating February 1st, pending noticing requirements.

More info available at the Rural Communities United website:
www.RuralCommunitiesUnited.com

