

April 9, 2013

El Dorado County Board of Supervisors
330 Fair Lane
Placerville, CA 95667

RE: Green Valley Corridor Traffic Study Request

Dear Members of the Board:

This letter is to clarify the Green Valley Alliance position for the Board, that Green Valley Road can and must remain a 2-lane rural connector road East of Silva Valley Road, with turn pockets and flares added as necessary for safety. The new Travel Demand Model will show that this plan can handle projected capacity well into the future, as long as new development along the corridor is required to meet current zoning and land use of low to medium density, consistent with the Rural Region.

We understand the need to plan ahead for the eventual widening of Green Valley Road. However, we also believe this will not be necessary until the region begins approaching build out, and that widening Green Valley Road prematurely will cause any added road capacity to be "used up" by proposals to rezone this rural corridor to high density.

We urge you to initiate a comprehensive traffic study of the Green Valley Corridor as laid out by the EDH-APAC in a formal request to this body last week (reference letter dated 3/18/13).

Sincerely,

Green Valley Alliance, Core Group Members:

Ellen & Don Van Dyke
Kelley & John Garcia
Bill Welty
Tara McCann
Claire Labeaux

cc: Steve Kooyman, DOT
Eileen Crawford, DOT
Shawna Purvines, Planning

attachment: APAC Traffic Study Request 3/18/13

4-9-13
Open Forum
E. Van Dyke



El Dorado Hills Area Planning Advisory Committee
1021 Harvard Way
El Dorado Hills, CA 95762

2013 Board Chair
John Hidahl
Vice Chair
Jeff Haberman
Secretary/Treasurer
Kathy Prevost

March 18, 2013

Honorable Ron Briggs
Chairman, EDC BOS
3030 Fair Lane
Placerville, CA 95667

Subject: El Dorado Hills Area Planning Advisory Committee (EDHAPAC) traffic safety concerns for the Green Valley Road Corridor

Many EDH community members who use the Green Valley Corridor are very concerned that with all of the proposed and approved projects for Green Valley Road that the road, already at Level F service in some areas, will deteriorate into a severe public safety problem and not function effectively as the East/West rural transportation corridor for the County. The entire corridor from the County line to Cameron Park Dr. will soon be at level F service if the required infrastructure improvements are not made. The current road improvements listed in the CIP are scheduled to be completed in the next 20 years (after 2021). This does not meet the community expectations for approval of projects along the corridor.

We have a major concern that the traffic impact studies prepared for corridor projects are using out-of-date traffic counts in their traffic reports. The County data uses annual volume adjustments made based on 2% annual increases or an increase based on a straight line interpolation from 1998 to 2025. El Dorado Hills has already exceeded the GP growth projections of 2%. Population growth of EDC was 2% or 27,000 people. The El Dorado Hills growth exceeded 9% between 2000 and 2010 which was 24,000 people. 90% of the County growth was in EDH. Current traffic models based on the GP are deficient at best in this area.

The methodology in determining Approved/Pending Projects (APP) is flawed in that the county staff provided only Wilson Estates, Green Valley Center and Dixon Ranch for review purposes. They neglected to evaluate new projects with cumulative effects of Alto, Grand Amis, La Canada, Diamante Estates, Green Springs Equestrian, Summer Brook, Silver Springs and the PA07-0067 commercial and 10 residence projects. All of these projects will contribute to the congestion of Green Valley Road.

The trip distribution needs to be based on a real time study performed along the corridor. The residents of this area believe that the project trips sighted in impact studies are not accurate and new update data must be used to determine the true impacts to the corridor.

Another issue that DOT staff has not addressed is the existence of 42 access roads or driveways onto Green Valley Rd between Silva Valley Parkway and Bass Lake Rd. Ellen Van Dyke has prepared a map showing these access location points (See attached map). If these access points are not addressed in future designs of the corridor, residents will have extreme difficulties gaining access to their property during peak commute hour traffic.

APAC recommends the following tasks be completed to address the Green Valley Corridor problems:

A new traffic measurement count along the full corridor including major and minor access points during normal traffic periods. No holidays and schools in session.

With the new traffic count data, prepare a design for the full corridor with the maximum growth allowed in the General Plan, assuming amendments.

Prepare a finance plan to build the new Corridor road design.

Hold public meetings in El Dorado Hills and present the Corridor design and financial plan to the Community.

Amend the General Plan to include the final corridor road design and adopt a finance plan for the corridor improvements.

Delay project approvals along the corridor until the road design and financing are in place.

If you have any question about any of the comments and concerns expressed here, please contact John Hidahl, APAC Chairman at Hidahl@aol.com or Norm Rowett GVC subcommittee Chairman at arowett@pacbell.net .

APAC appreciates having the opportunity to comment on Green Valley Corridor.

Sincerely,

Norm Rowett
GVC Chairman

John Hidahl
APAC Chairman