

SILVA VALLEY PARKWAY SERRANO PARKWAY ENTRADA DRIVE VILLAGE GREEN DRIVE

Corridor Configuration after U.S. 50/Silva Valley
Interchange Opens

El Dorado County Board of Supervisors Meeting
January 27, 2014

Agenda

- Background
- Future Country Club Drive Connection to Silva Valley Parkway
- Project alternatives
- Traffic model animations
- Meetings with Serrano Traffic Committee, Serrano Board of Directors
- Transportation recommendation

Vicinity Map



Background

- U.S. 50/Silva Valley Interchange
 - On County maps since early 1990s
 - Interchange will be open in summer 2016
 - Predicted to increase average daily trips (ADT) on Silva Valley from ~ 9,700 to ~21,000 vehicles per day
 - Public meeting September 8, 2014 at El Dorado Hills (EDH) Fire Station
 - Board of Supervisors (BOS) authorized project on September 16, 2014 with the understanding that Transportation would return to the BOS with a recommendation for project strategy
 - Long Range Planning Staff prepared a Traffic Operations Analysis for the corridor
 - Transportation staff developed three project alternatives

Country Club Drive

- Country Club Drive will connect Bass Lake Road to Silva Valley Parkway
- Shown schematically on 2004 General Plan, Figure TC-1



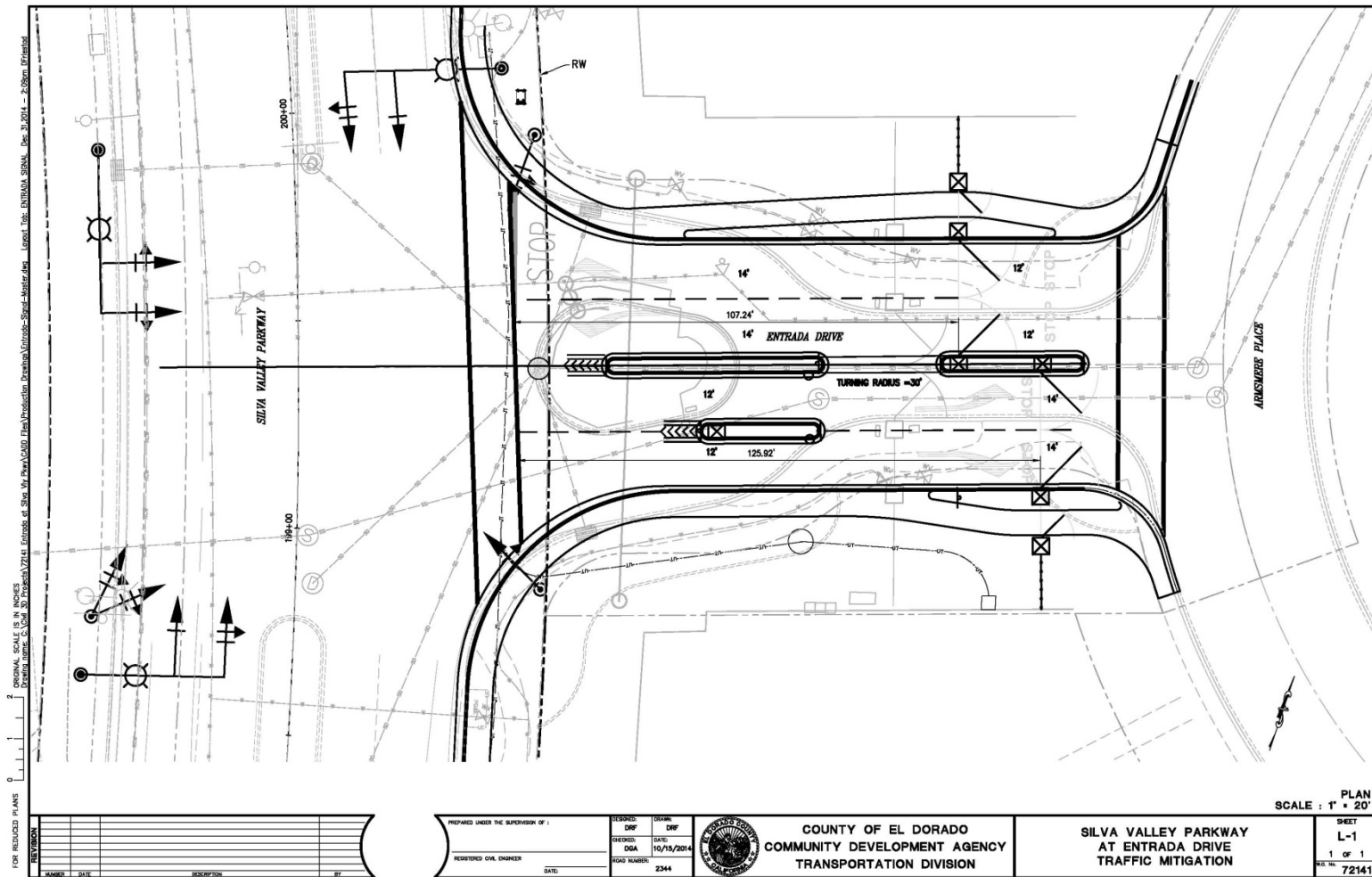
Country Club Drive (cont'd)

- Country Club/Silva Valley intersection will be signalized
- Country Club will connect to south end of Village A at Russi Ranch
 - Long term solution to Village A egress issue
- Country Club will pass through property currently owned by EDH 52 and Parker Development
- Transportation is currently working with EDH 52 and Parker to develop an optimal alignment
- Funding for project not yet identified
- Construction will not begin for at least 5 years due to environmental, funding, and right of way issues.

Project Alternatives

- Important to note that no matter which alternative is ultimately selected by the BOS, the following work will be performed:
 - Permanent, full-time elimination of left turns out of OMES driveway using concrete curb (School District preference)
 - Current number 1 lane westbound on Serrano Parkway will be converted to either an additional left turn lane or a through-left lane (i.e., traffic in that lane will have the option of turning left onto southbound Silva Valley or heading straight through on westbound Serrano)
 - Add flashing beacons to school speed zone warning signs on Silva Valley
 - Evaluate need for increasing length of left turn pockets at Silva Valley/Serrano intersection

Alternative 1: Signal at Entrada



Alternative 1: Signal at Entrada

- Pros

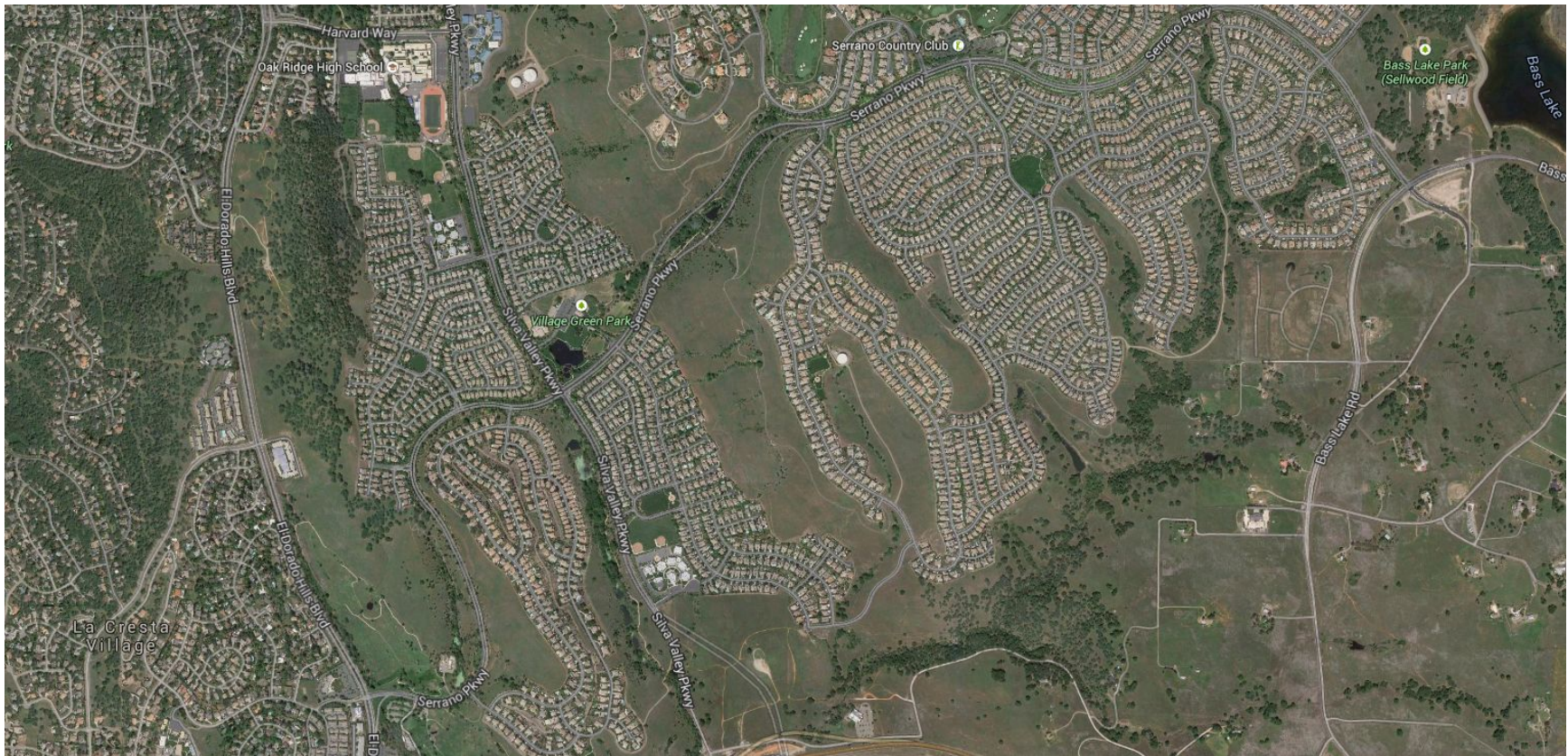
- Allows Village A residents easiest access to s/b Silva Valley and U.S. 50
- LOS B (14 second delay) at Silva Valley/Entrada
- Motorists leaving OMES and wishing to head south on Silva Valley could make a U-turn at Entrada instead of at Serrano

Alternative 1: Signal at Entrada

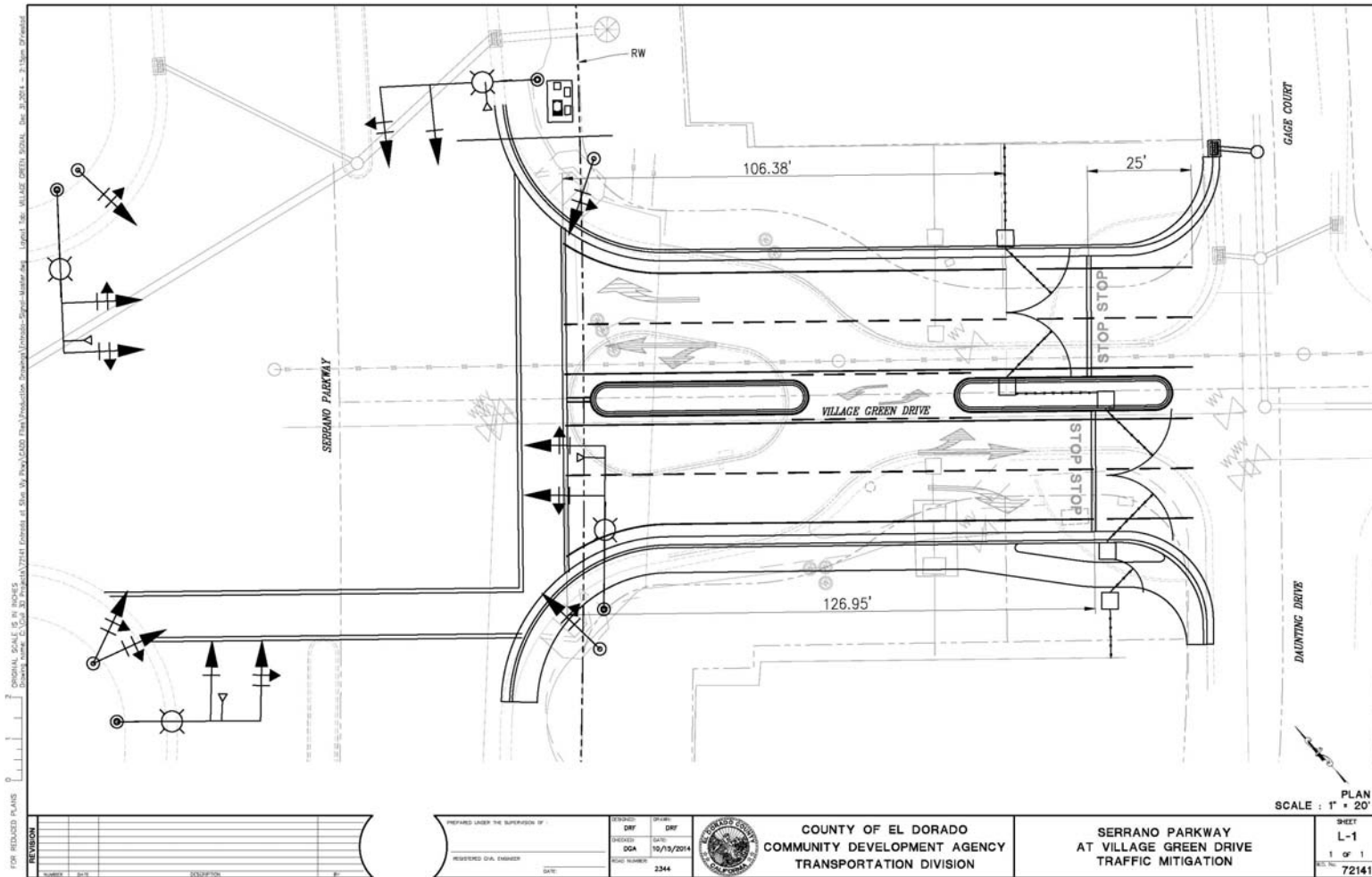
- Cons

- Cost: ~\$1.5M compared to \$250K-\$500K for Alternative 3
 - More than 50% of the required improvements will be located on private property owned by Serrano. Funding agreement with Serrano would be required, unless the Board decides that the County should pay for all of the improvements, including all of the work on Serrano property.
- Schedule: Utility relocation, environmental clearance, and right of way work will cause completion of project to occur well after opening of new interchange
- LOS F (57 second delay) at Serrano/Village Green
- Character of southerly half of Village A will be changed due to doubling of cut-through traffic from Villages C and E via Russi Ranch
- Traffic flow will be disrupted on Silva Valley.
- LOS F (57 second delay) at Serrano/Village Green.
- Long term impacts of two signals along Silva Valley corridor once the signalized Country Club/Silva Valley Intersection is completed.

“Cut-Through” traffic



Alternative 2: Signal at Village Green



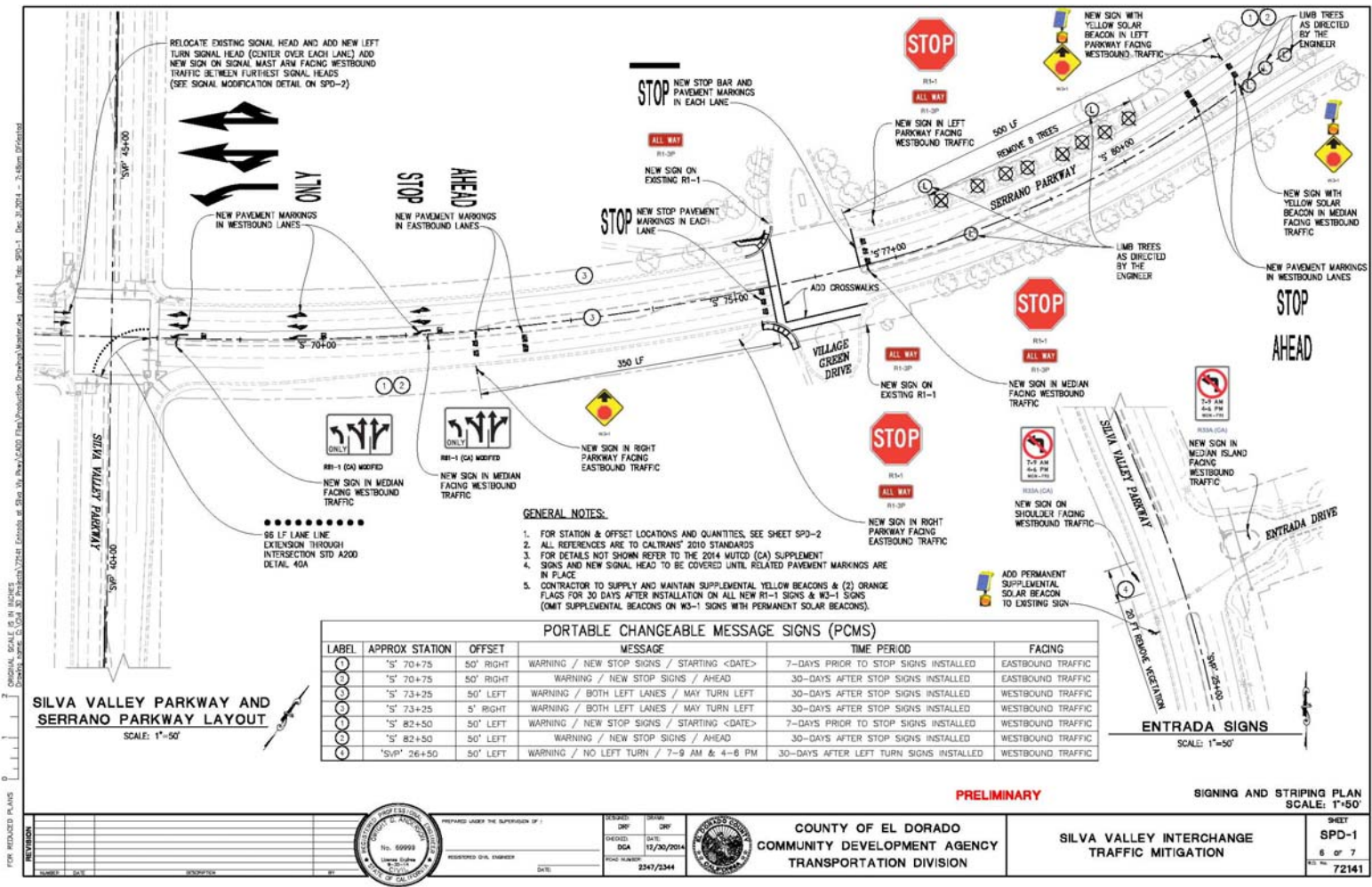
Alternative 2: Signal at Village Green

- Pros
 - Allows Village A residents easy access to Serrano Parkway
 - Left turns still allowed out of Entrada at off-peak times
 - Minimal cut-through traffic via Russi Ranch
 - All intersections operate at LOS D or higher
 - Potential for crosswalks at Serrano/Village Green intersection, depending on cost to comply with ADA requirements

Alternative 2: Signal at Village Green

- Cons
 - More circuitous route for Village A residents to get to s/b Silva Valley and U.S. 50 at AM and PM peak times
 - Cost: ~\$1.5M compared to \$250K-\$500K for Alternative 3
 - More than 50% of the required improvements will be located on private property owned by Serrano. Funding agreement with Serrano would be required, unless the Board decides that the County should pay for all of the improvements, including all of the work on Serrano property.
 - Schedule: Utility relocation, environmental clearance, and right of way work will cause completion of project to occur well after opening of new interchange
 - Due to proximity, coordination with signal at Silva Valley/Serrano would be required.
 - Result: decreased intersection throughput and longer delays at Silva Valley/Serrano

Alternative 3: Stop Sign at Village Green



Alternative 3: Stop Sign at Village Green

- Pros

- Low cost. Approximately \$250K-\$500K, depending on whether or not new ADA-compliant crosswalks are installed and whether or not left turn pockets are lengthened.
- Schedule: Can be completed prior to opening of interchange
 - Negligible environmental clearance
 - Negligible right of way work
 - No utility relocations
- Left turns still allowed out of Entrada at off-peak times
- Minimal cut-through traffic via Russi Ranch
- All intersections operate at LOS D or higher
- Potential for crosswalks at Serrano/Village Green intersection, depending on cost to comply with ADA requirements

Alternative 3: Stop Sign at Village Green

- Cons
 - More circuitous route for Village A residents to get to s/b Silva Valley and U.S. 50 at AM and PM peak times
 - Additional stop sign on Serrano Parkway
 - Removal of 9 trees in County r/w along Serrano Parkway is recommended

SimTraffic 9 Animations

- SimTraffic 9
 - Micro-simulation software tool used by County for traffic analysis
 - Video animation output (AM peak)
 - Interchange open with no improvements
 - Interchange open with Alternative 1
 - Interchange open with Alternative 2
 - Interchange open with Alternative 3

Meeting With Serrano El Dorado Owners' Association Traffic Committee

- Transportation and Long Range Planning staff met with Serrano El Dorado Owners' Association Traffic Committee on November 18, 2014
 - Discussed same material we are covering today
 - At the conclusion of a three hour meeting and discussion, the Committee voted unanimously to endorse Alternative 3 with the following provision:
 - Add flashing beacons to the school speed zone ahead warning signs on Silva Valley Parkway
 - County is working out logistics with the School District

Meeting With Serrano El Dorado Owners' Association Board of Directors

- Transportation and Long Range Planning staff met with Serrano El Dorado Owners' Association Board of Directors on December 15, 2014
 - Discussed same material we are covering today
 - At the conclusion of another three hour meeting and discussion, the Association Board of Directors voted unanimously to endorse Alternative 3 with the following provisions:
 - Every year, El Dorado County will evaluate traffic through the corridor (Serrano Parkway from Silva Valley Parkway to Village Green Drive and Silva Valley Parkway from Serrano Parkway to Entrada Drive).
 - Every year, the District 1 Supervisor will report to the Association Board on the status of the Country Club connection to Russi Ranch Road and Silva Valley Parkway.
 - The County will evaluate the feasibility of adding cross walks at the intersection of Serrano Parkway and Village Green

Transportation Recommendation to Board of Supervisors

- Transportation recommends the Board select Alternative 3
 - Lowest cost.
 - Can be completed before new interchange opens.
 - No need to sort out County costs vs. Serrano costs.
 - Appropriate balance between considerations for Village A residents and considerations for motorists from entire corridor.