

	Date	Name	Comment	Action	Contact
1.	08/29/2013	C. Hensley	<p>1. I have lived about .7 of a mile from this intersection for over 50 years. In the "old days," when there was just about no traffic, it was fine, but it is scary and dangerous now. I am always scared when I turn left from Ponderosa Road onto Green Valley because of the blind hill. And turning left onto Ponderosa from Green Valley coming the other way is just as bad. You have to wait until you are well over the top of the hill before you can see the traffic heading east. If you have to stop at the top of the hill to wait for traffic before turning, you worry about someone coming up the hill behind you. They can't see you until they are almost on top of you. I have almost been rear-ended in that place. Much as I would hate to see more stop signs anywhere, that intersection needs something like that to make it safer.</p>	<p>The Ponderosa Road intersection with GVR will be included in the study area.</p>	<p>Long Range Planning (LRP) Staff</p>
2.	08/30/2013	C. Clark	<ol style="list-style-type: none"> 1. Concerned with the dangerous conditions at the intersection of Green Valley Road and Ponderosa Road in the Shingle Springs area. There have been three fatal accidents and numerous near misses in the area 2. The area bordering Shingle Springs and Rescue is a heavily trafficked residential area, with Ponderosa High School three miles to the east (on Ponderosa) and Rescue Elementary School under one mile to the south (on Green Valley). This intersection is a school bus drop off and there are many children who regularly travel this area on foot or bicycle 3. This intersection in specific is at the crest of a hill on Green Valley Road, with a blind corner from both the north and south directions, and has Ponderosa Road entering the road at the apex of the hill. Any turn onto Green Valley from Ponderosa is dangerous due to the high rate of speed of the traffic on Green Valley and the very limited view of oncoming traffic on Green Valley. 4. The traffic at his intersection must be slowed down or accidents will continue to happen. If this intersection is made into an all-way stop this will slow the approaching traffic on Green Valley without requiring costly and drawn out road work. Other options include a traffic signal, or shaving the hill down to allow for better visibility. 5. This road safety issue need to be addressed the continued screech of tires and the toll of these accidents is not acceptable for a residential neighborhood when it can easily be 	<p>The Ponderosa Road intersection with GVR will be included in the study area.</p>	<p>LRP Staff</p>

			fixed. Please take the time to visit this site and decide how best we can fix this problem before the next fatality.		
3.	10/24/2013	Ellen Van Dyke	1. Would like to see the capacity of GV Road that factors in driveways, topographical, curves.	These items are considered in the capacity analysis	LRP Staff
			2. How will the many driveways be handled that access GVR	This will be addressed in the study.	
			3. Problem intersections: Rocky Springs, Steve Way, Loch Way	These will be presented as a potential addition to the study.	
			4. School Improvements with Summer Brook	Summerbrook has not been constructed so it is not included as part of this study.	
			5. Conceptual design solutions (diagram)	Conceptual solutions will be proposed, but a diagram may not be included.	
			6. Identify R.O.W. problems (conflicts with the solutions)	This will be addressed in the study.	
			7. School traffic specifically at Pleasant Grove – solution	This will be presented as a potential addition to the study.	
			8. Many hope to retain GVR as 2-lanes as long as possible	This comment is noted, but is a growth issue not being addressed by this study	
			9. “Noise” listed does not mean sound wall. No sound wall. Keep traffic down to keep noise down	This will be presented as a potential addition to the study.	
4.	10/24/2013	Jerry Maurer	1. Outreach sources, 2. Check with Mountain Democrat	These sources will be included during outreach efforts.	LRP Staff

5.	10/24/2013	Gen. Comments	<ol style="list-style-type: none"> 1. Look at proposed projects like: <ol style="list-style-type: none"> a) Equestrian center b) Wilson Estates c) Dixon Ranch 	Proposed projects are not considered for existing conditions	LRP Staff
			<ol style="list-style-type: none"> 2. Look at what we have now <ol style="list-style-type: none"> a) Then approved project b) Proposed Projects 	Proposed projects are not considered for existing conditions	
			<ol style="list-style-type: none"> 3. Capacity of roadway <ol style="list-style-type: none"> a) Taking into account sight distances b) Widths c) Driveways 	Widths of the roadway and the number of driveways are inputs to capacity calculations for road segments – sight distance is not.	
6.	10/24/2013	Gen. Comments	<ol style="list-style-type: none"> 1. I/S <ol style="list-style-type: none"> a) Rocky Springs b) Loch Way c) Malcom Dixon 	These will be presented as a potential addition to the study.	LRP Staff
			<ol style="list-style-type: none"> 2. What's feeding onto Green Valley Road 	This study will note all driveways and streets intersecting GVR.	
			<ol style="list-style-type: none"> 3. Do Counts in November to create a baseline. 	The County will collect counts on GVR in November, before the holidays, as counters become available.	
			<ol style="list-style-type: none"> 4. Do counts in the more active months of April, May, September, October 	These will be presented as a potential addition to the study.	
			<ol style="list-style-type: none"> 5. Speed is an issue. Add more double yellow lines 	Speed and available sight distance for passing will be evaluated.	

7.	10/24/2013	Gen. Comments	1. Preliminary Design	Preliminary Design is beyond the scope of the project. Potential preliminary solutions will be suggested.	LRP Staff
			2. Preliminary Solutions	Proposals for potential solutions are included as part of the project.	
			3. Conceptual Cost of solutions and (Financing Plan), BOS determines how?	Conceptual cost estimates for the proposed potential solutions will be very preliminary and may not be detailed enough to be included in this phase. A financing plan could be part of a phase II project. The BOS could determine priorities based upon the final technical memorandum.	
			4. Identify Row Issues	Preliminary ROW issues will be identified in this project.	
			5. Multi-Modal	Identification of Bike lanes and other multi-modal alternatives are included in the scope of work.	
			6. Garbage – Animal Control	Garbage pickup and Animal Control are not considered in this project	

					Animal Services at 530-621-5795 or 916-355-3555 x 5795
			7. Drive Green Valley Road at appropriate times	The data will be collected according to industry standards and requirements	LRP Staff
8.	10/24/2013	Gen. Comments	1. Cut through traffic	This will be presented as a potential addition to the study.	LRP Staff
			2. School Start time	This will be presented as a potential addition to the study.	
			3. School Traffic	This will be presented as a potential addition to the study.	
			4. "Mom" peak	This will be presented as a potential addition to the study.	
			5. Summer Brook improvement conditions	Summerbrook has not been constructed so it is not included as part of this study.	
			6. Make sure BOS uses study	Staff will present the study to the BOS for their consideration and use.	
			7. Noise levels	This will be presented as a potential addition to the study.	
			8. More Speed limit signs	This will be presented as a potential addition to the study.	
9.	10/24/2013	Gen. Comments	1. Do we include Silver Springs Parkway? Will it keep Green Valley Road at two lanes?	Silver Springs Parkway has not been constructed at this time so it is not included as part of this study	LRP Staff
			2. Traffic Control, i.e. signals	An analysis of the existing traffic control is included as a part of this project.	
			3. Get rid of red turn arrows	An analysis of the existing traffic control is included as a	

				part of this project.	
			4. Get rid of split phasing	An analysis of the existing traffic control is included as a part of this project.	
			5. Look at roundabouts	Proposals for potential solutions are included as part of the project. Roundabouts may be considered.	
			6. Different issues for East end.	Each segment and intersections will be analyzed for its particular issues.	
10.	10/25/2013	J& K Garcia	1. Would like to see design and features	Preliminary Design is beyond the scope of the project. Potential preliminary solutions will be suggested.	LRP Staff
			2. Mountain Democrat article and some of the comments	The information will be forwarded to the Traffic consultant.	
			3. School demographic information and Local (EDH) start times, Especially pages 12, 26	The information will be forwarded to the Traffic consultant.	
			4. Minimize Vehicle trips added to GVR	The study is evaluating existing conditions on Green Valley Road.	
			5. Would like to see a 50% reduction in rear-end accidents due to road design, speed, and lack of options	The study is evaluating existing conditions and presenting potential improvements to address existing deficiencies.	
			6. Speed and traffic study done during the school year at peak hours	The study is scheduled to begin in January when school is in session. The data collection will be performed according to industry standards.	

			7. Wider shoulder, acceleration and deceleration lanes, and protect turn pockets at Loch, Allegheny, Salmon Falls Road, etc.	The study is evaluating existing conditions and presenting potential improvements to address existing deficiencies.	
			8. Capture and redirect cut through traffic back onto GVR off of Allegheny/Malcolm Dixon Road	This will be presented as a potential addition to the study.	
			9. Realign the community region so that mile marker 1.87 (Salmon Falls Road) to 2.54 (Loch) are within the rural region and thereby do not exceed LOS D	This would be a General Plan amendment and will not be studied as part of this project to evaluate existing conditions.	
			10. Improvements to the bike lanes to make them safer in the presence of high-volume, high speed traffic	This will be presented as a potential addition to the study.	
			11. We really need the Corridor study to tell us what can be done to improve the safety on the heavily traveled Green Valley Road. Please support us in our request for additional safety measures.	The study is evaluating existing conditions and presenting potential improvements to address existing deficiencies.	
11.	10/28/2013	K. Bewsey	1. Task 10 or at least the results from the county gathering will be the most controversial. I would take some time to really work with the Traffic Consultant to develop this scope of work. The concern here is that the two annual counts would not sufficiently address the hourly, daily, or monthly variations. I am not sure how you address this but looking at count data from developer projects would be a good start. I believe you are already doing this. I imagine that 50 being a parallel facility may have similar daily/monthly variations and could inform this task and subsequent tasks.	The County is making an effort to collect some initial counts in November, with the Traffic consultant collecting additional counts once they are given the notice to proceed, and evaluating the existing counts for possible inclusion. We also are including an optional task to collect counts in the Spring.	LRP Staff

			<p>2. I also like the idea of first defining the problem for the Public. For task 12 and 13, my preference would be to figure out all of the existing deficiencies and constraints first. Then present this to the public to determine if the problems have been defined or correlates to their concerns. After this meeting you would look at recommendations. This may be a more collaborative format.</p>	<p>This will be presented as a potential addition to the study.</p>	
12.	11/4/2013	S. McClurg	<p>1. I attended the 10/24/2013 meeting at Pleasant Valley School to hear of the County’s plans for the Green Valley Road Corridor. I thought the information presented was helpful and many people in the audience provided specific issues/areas they want to see included in the study.</p> <p>2. I would just like to reiterate two points that I think should be included in the study: Safety and Speed. Traffic currently travels too fast on the road and drivers often pass – or attempt to pass – in unsafe conditions. I think the speed limit should be reduced to no faster than 50 mph on the entire stretch of road. If that is not possible I would request that you study the potential of not allowing any passing on the stretch between Bass Lake Road and Silva Valley Parkway. I would also encourage more patrols by CHP, although I realize that is out of your jurisdiction</p>	<p>The study is evaluating existing conditions and presenting potential improvements to address existing deficiencies.</p>	<p>To contact the CHP regarding more patrols please call 530-622-1110 or contact the El Dorado County Sheriff’s Department at 530-621-5655 or 916-358-3555 x 5655</p>
			<p>3. Traffic counts. Traffic count studies should be conducted on several different days at several different times of the day. Traffic is definitely at its worth on the stretch between the county line and Bass Lake Road in the morning when traffic is carrying both commuters and students. Evening commute time is heavy but even on some Saturdays it can be difficult to access Green Valley Road from Deer Valley Road.</p>	<p>Counts will be collected using industry standards. Anything above and beyond will be presented as a potential addition to the study.</p>	<p>LRP Staff</p>

			<p>4. Individual driveways. I am most familiar with the stretch of Green Valley Road between Silva Valley Parkway and Bass Lake Road, which has 42 access roads or driveways. Driveways should be given special consideration in the study of the entire corridor with thoughts on how to control traffic so there is access to Green Valley Road from these individual driveways and access roads – as well as any known new access roads for development that has already been approved. Safety at these “intersections” also is a concern.</p>	<p>This will be presented as a potential addition to the study.</p>	<p>LRP Staff</p>
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