



BASS LAKE ACTION COMMITTEE

A California 501(C)(4) nonprofit corporation
basslakeaction.org

El Dorado County Board of Supervisors

330 Fair Lane, Building A
Placerville, California 95667

RE: Board of Supervisors February 27, 2024 Agenda Item 58 Final Map TM-F23-0005 Silver Springs Unit 3

Supervisors,

The Bass Lake Action Committee would like to offer the following public comments on Agenda Item 58 [24-0368](#) on your Tuesday February 27, 2024 agenda.

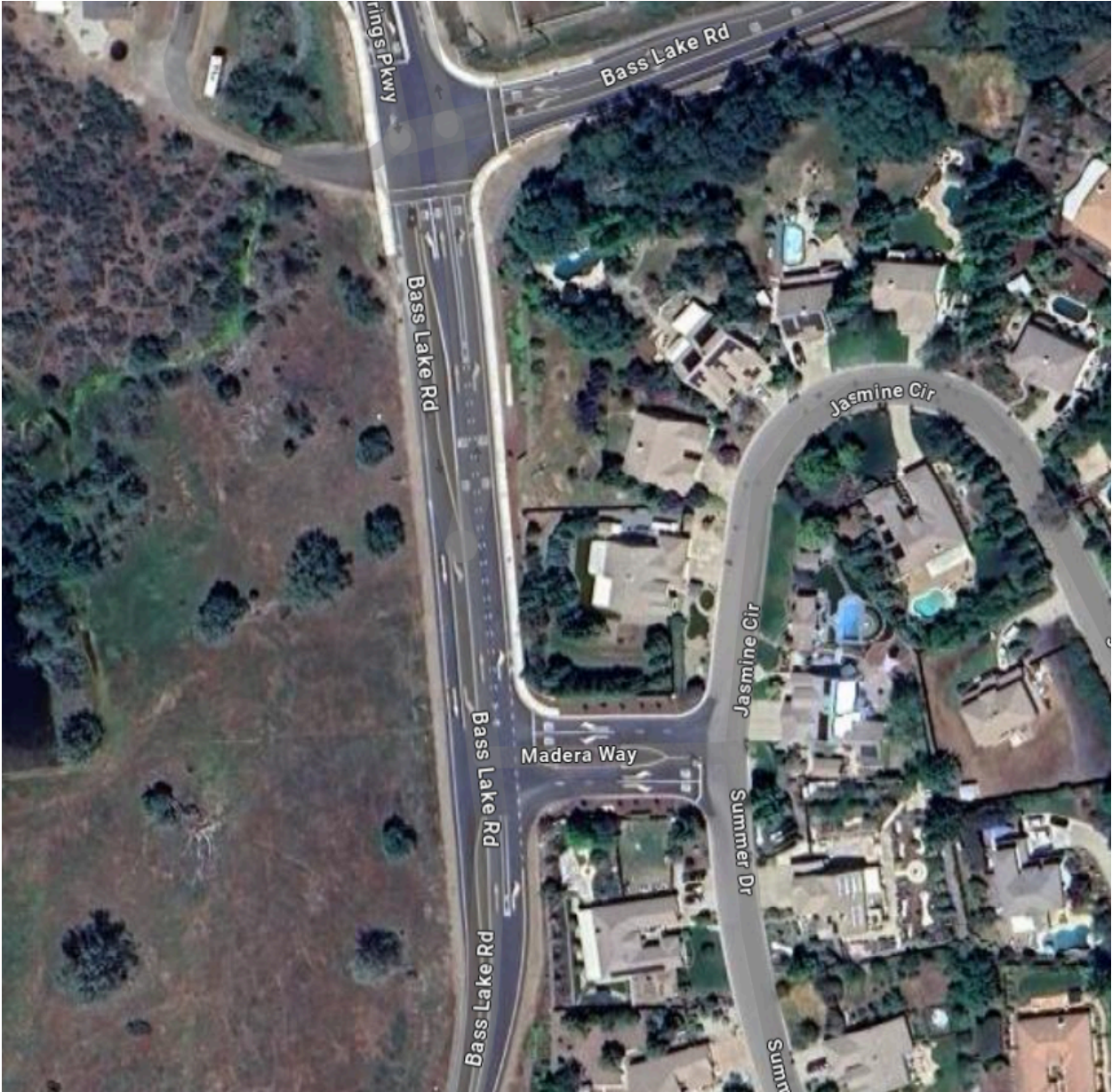
We would like to encourage the Transportation Department and the project vendor to be very engaged in communicating Traffic Control activities to the Bass Lake Community. We appreciated the Transportation Department's engagement with the community during the construction activities for the 2021 completion of the Silver Springs Parkway connection to Bass Lake Road, as well as the Department's efforts to keep residents informed during the 2020 realignment of Bass Lake Road and Country Club Drive at the US50 interchange.

During both of those construction activities, the construction vendors missed the mark on a few occasions as to Traffic Control activities, despite the Transportation Department's efforts. Requiring the construction vendors to commit to a focused effort to be applied to the Traffic Control notification best serves our community, as traffic in our area continues to increase. As you are aware, mass media used to communicate with residents is the missing element in our west slope communities. With Bass Lake Road being a significant North-South Connector between Green Valley Road in the north, and US50 in the south, communication for residents in the area, as well as for commuters not from the Bass Lake area, is also very critical. Especially with the increased traffic volumes around the eastern side of Bass Lake, largely driven by the new connection of Silver Springs Pkwy, and the build out of the Sienna Ridge Shopping Center. Frequently on weekdays, traffic on northbound Bass Lake Road backs up from the Serrano Parkway signalized intersection, past the Sienna Ridge Shopping Center, towards Hawk View Rd/North Silver Dove to the south.

We notice in 24-0368 - H - Verification of Conformance to Conditions of Approval, on item 27, Staff has verified the following:

Staff Verification: The final map for Unit 1 incorporates all transit improvements. No additional transit improvements are proposed in Unit 3.

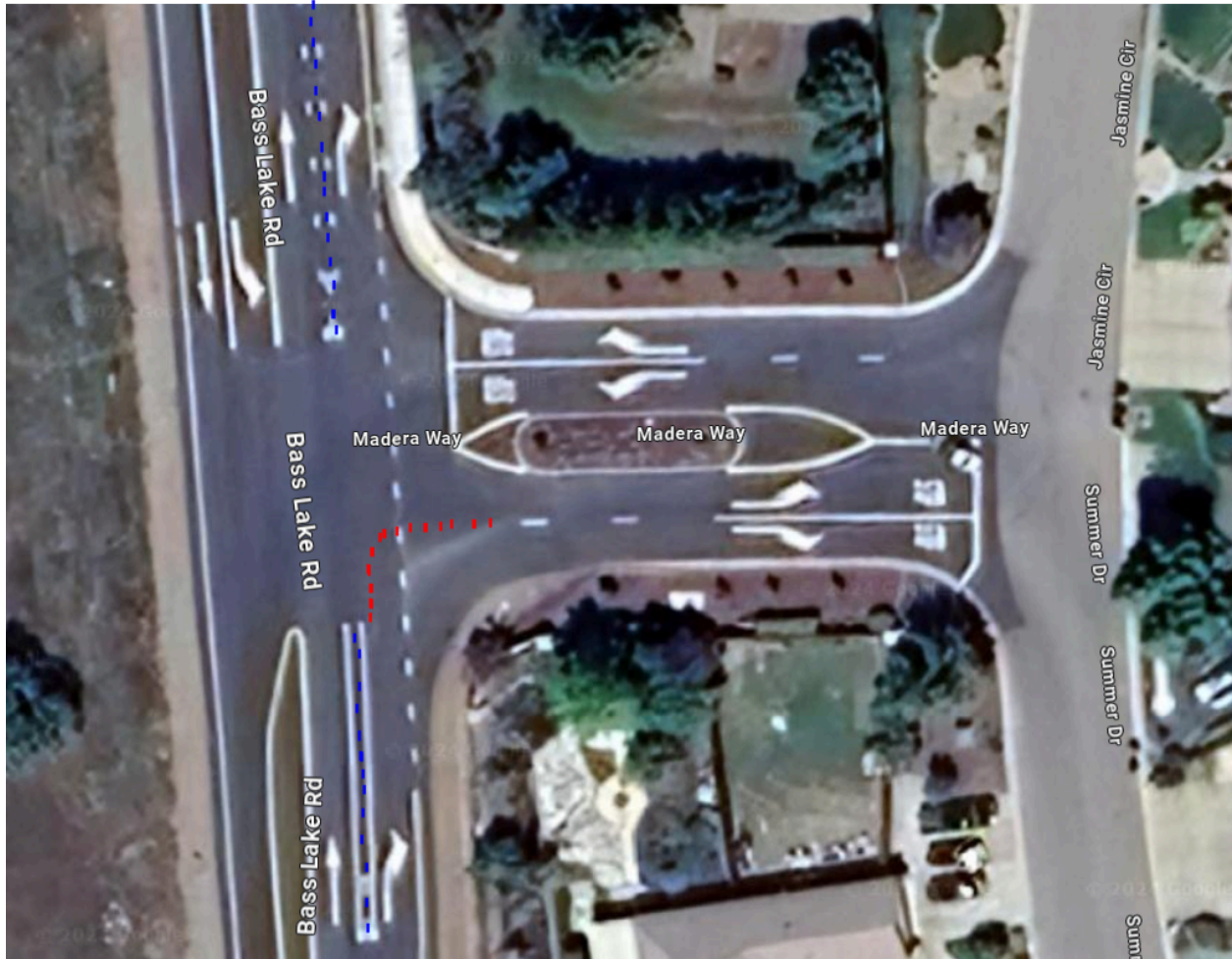
Residents and motorists in the Bass Lake Community remain concerned about the performance of the delivered right movement turn lane/pocket from northbound Bass Lake Road to Madera Way. This turn pocket is unsigned for right turn movements to Madera Way ONLY (as the intent has been explained to residents by County Transportation Department Staff), with motorists entering the Madera Way turn pocket, and continuing to drive through it into the right turn lane for the right turn movement to continue on Bass Lake Rd at Silver Springs Pkwy.



This presents a safety issue for motorists turning right onto northbound Bass Lake Rd from Madera Way. It also puts motorists illegally using the Madera Way turn pocket as a continuation lane into the next right turn pocket immediately into conflict with motorists who are attempting to correctly use the Bass Lake Rd right turn pocket at the Silver Springs Pkwy intersection, forcing the motorists correctly using the right

turn lane at Silver Springs Pkwy to stop on Bass Lake Rd, to allow the illegal users of the Madera Way Turn Pocket to pass. It also puts bicyclists using the on street bicycle lane that begins 90 feet south of Madera Way into conflicts with motorists illegally using the Madera Way right turn pocket as a thru-lane, and other motorists attempting to legally enter the northbound Bass Lake Rd turn pocket, since the bicycle lane exists between both lanes in the center of northbound Bass Lake Rd.

Bass Lake residents believe that the simplest solution is signage designating the Madera Way turn pocket as a right turn ONLY for Madera Way, along with paint on the roadway that “closes” the turn pocket to continuation/thru traffic.



*Bicycle lane denoted with **BLUE dots** - suggestion to 'close' the Madera Way turn pocket with road paint in **RED dots***

This issue with the Madera Way turn pocket should have been addressed with the original construction of the Silver Springs Pkwy connection to Bass Lake Road in 2021.

Another issue with the Silver Springs Pkwy-Bass Lake Rd intersection is stop sign runners. Since the connection of Silver Springs Pkwy to Bass Lake Rd in 2021, motorists on southbound Silver Springs Pkwy have failed to stop for the stop sign controlled intersection. Now the community also experiences

stop sign runners on northbound Bass Lake Rd to Silver Springs Pkwy. If a flashing solar light could be installed on the north and south bound stop signs, it may alert negligent or distracted drivers.

Obviously, additional CHP enforcement could address some of these concerns as well. And while the CHP has responded to our requests for additional enforcement over the past three years, the enforcement period is intermittent at best, and disappears rapidly.

The Bass Lake Action Committee would also note that traffic collisions continue to occur on Bass Lake Road at the Bridlewood Drive intersection. In our comments to the Planning Commission and your Board in 2019 and 2020, we provided Highway patrol data that indicated that for a ten year period, there were more collisions, and pointedly more rear-end collisions, at Bass Lake Rd and Bridlewood Drive than occurred on Green Valley Rd at Bass Lake Rd, Cambridge Rd, or Cameron Park Drive. We also continue to have collisions at the Bass Lake Rd and Whistling Way intersection (Serrano Village J6) - Both Serrano Village J6 and Serrano Village J7 were approved without allowing for frontage improvements (right turn pockets at Whistling Way, and Barbary Way, as well as a left turn pocket on southbound Bass Lake Rd at Whistling Way that two Planning Commissioners requested in 2018). Frontage Improvements were not required, and instead frontage improvement funding (at 2018 and 2019 levels) were to be contributed by the developer into a special account, available for use at an undefined point in the future (NOT in the 20-year CIP) - at a time when those 2018/19 funds would be considerably inadequate to fund any actual frontage improvements in the future.



Adequate right of way along Bass Lake Road exists and is controlled by El Dorado County that would allow for the inclusion of entrance right turn pockets at Whistling Way, Barbary Way, and Bridlewood Drive, as well as a left turn pocket and refuge lane at Whistling Way. The County chose to approve these residential projects, without requiring the associated frontage/safety improvements. The recent collisions on Bass Lake Rd at Whistling Way can be attributed to the poor sightlines along southbound Bass Lake

Rd at the Bass Lake Overflow, preventing motorists from seeing southbound traffic stopped for a left turn movement onto Whistling Way.



Sightline on southbound Bass Lake Rd a few hundred feet east of the Whistling Way intersection.

The 2019 Planning Commission hearings for the Serrano Village J7 Tentative Map changes featured District 1 Planning Commissioner Jon Vegna asking for a 100 foot right hand turn taper from Bass Lake Rd onto Barbary Way. The applicant answered this request by essentially committing to see what would be possible. While a 100 foot taper area was complicated by the guardrail on the south side of Bass Lake Rd at the Bass Lake overflow, SOME degree of taper/turn pocket could have been facilitated by eliminating a portion of the entrance landscaping on Barbary Way. Another missed opportunity for providing frontage/safety improvements.



With the proposed Bass Lake Road-Bridlewood Drive roundabout finally on the 20-year CIP, we note with concern (concern also expressed by several members of your Board) that the construction phase of the roundabout project is ten to twenty years out, in the 2033-2043 timeframe. In the meantime, traffic volume will only continue to increase on Bass Lake Road.



Bass Lake Road and Bridlewood Roundabout

Financing Plan & Tentative Schedule

Project No: 36105079

Type: Intersection

Supervisor District(s) 1

All Figures in Thousands

Revenue Source	Prior FY*	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29-32/33	FY 33/34-42/43	Total
Congestion Mitigation and Air Quality Program (CMAQ)	70	200	333	142					744
Bass Lake Bridlewood SRF	30	50	120						200
RSTP Advance - Exchange				49				3,205	3,253
Totals	100	250	453	191				3,205	4,198

All Figures in Thousands

Expenditures	Prior FY*	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29-32/33	FY 33/34-42/43	Total
Plng/Env Consultant	50	100							150
Plng/Env DOT Staff	50	50							100
Design Consultant			50	41					91
Developer Advanced Design									
Design DOT Staff		100	250	150					500
ROW Acquisition									
ROW Utility Relocation			123						123
ROW Consultant									
ROW DOT Staff			30						30
Constr Eng Consultant									
Const Eng Staff								414	414
Construction								2,790	2,790
Developer Built									
Environmental Mitig. Monitor Consult.									
Environmental Mitig. Monitor Staff									
Totals	100	250	453	191				3,205	4,198

Schedule	Prior FY*	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29-32/33	FY 33/34-42/43
Planning/Environmental								
Design								
Right Of Way								
Construction								

*Prior FY includes actual revenue and expenditures through 6/30/2022, plus amounts estimated through 6/30/2023.

When the Transportation Department called Bass Lake Action Committee members to discuss the proposed Roundabout in the DOT offices in Placerville in 2019, the estimated roundabout construction costs were just over \$2.5 million, compared to conceptual turn pockets at Bridlewood Dr and Barbary

Way estimated at over \$3 million. Now, in the 2023 CIP, the estimated costs for the proposed roundabout are now \$3.2 million. Every year of delay for these items (the Bass Lake Road Frontage improvements, or the Bridlewood Roundabout), increases the costs - costs that the County will end up absorbing, as the frontage improvement fund, for frontage improvements NOT constructed concurrent with the project development, will only decrease in their value in future years. The Bass Lake Action Committee continues to champion providing safety and capacity improvements in our community at the time of project construction, without waiting for additional future project(s) - which may never materialize - instead of locking in current year construction costs, which when deferred, will be inadequate for future completion of frontage and safety improvements, when the costs will have increased, and in some instances double.

We appreciate the opportunity to provide comments on this matter before your Board.

Respectfully,

John Davey
President
Bass Lake Action Committee.