



**COUNTY OF EL DORADO
COMMUNITY DEVELOPMENT AGENCY**

INTEROFFICE MEMORANDUM

Date: October 22, 2014
To: Board of Supervisors
From: Natalie Porter, Traffic Engineer
Claudia Wade, Senior Civil Engineer
Subject: **Green Valley Road Corridor Analysis**

Background

The Green Valley Road Corridor has been the subject of public inquiries and discussions during open forum at Board meetings and discussions at the El Dorado County Transportation Commission.

Green Valley Road currently extends from Folsom, jogs through the County, and ends at Placerville Drive. Green Valley Road is currently a two-lane rural highway from the City of Folsom that transitions to a four-lane roadway west of Sophia Parkway. The four-lane roadway extends to Francisco Drive, then transitions back to a two-lane rural highway east of Francisco Drive. The City of Folsom has received funds through the Sacramento Area Council of Governments (SACOG), and identified as project Green Valley Road (SAC21280), to widen Green Valley Road from East Natoma Street to Sophia Parkway. The current schedule shows construction beginning in Fiscal Year (FY) 2017/18, if a right-of-way purchase is required.

At the July 30, 2013 meeting, the Board directed staff to move forward with a Corridor Analysis for Green Valley Road, and return with an identified funding source, draft scope of work, estimated cost and schedule for the project. The intent of this Corridor Analysis is to analyze current conditions on Green Valley Road and provide recommendations for potential mitigations.

At the September 30, 2013 meeting, the Board directed staff to extend the study limits to Lotus Road, authorized the use of the General Fund to begin the project and purchase the Synchro software necessary to do intersection level micro analysis, and directed staff to consider holding two public meetings to solicit input on the draft scope of work.

During the December 17, 2013 meeting, staff presented the three options for the scope of work for the Green Valley Road Corridor study. The options presented were:

- Alternative 1 – Consultant contract amount of \$42,600.00: Includes tasks defined in the original scope of work presented on September 30, 2013 with the Board directed expanded study limits to Lotus Road;
- Alternative 2 – Consultant contract amount of \$71,084.00: Includes tasks from Alternative 1 along with additional public requests which staff recommends including in the study. Staff believes these additional tasks will be beneficial in providing refined data for potential corridor improvements; and
- Alternative 3 – Consultant contract amount of \$101,390.00: Includes tasks from Alternative 1 along with incorporating all of the requests from the public that address the current traffic conditions on Green Valley Road from the County line to Lotus Road.

The Board unanimously selected Option 3, including expanding the collection of count data and analysis to include Monday through Friday counts.

Staff worked with Kittelson to finalize the scope of work based on Board direction and began the contract process. On March 18, 2014 the Board approved and authorized the Chair to sign an Agreement for Services with Kittelson to prepare a study analyzes current conditions and provides potential mitigation for the Green Valley Road Corridor from the County line to the Lotus Road intersection. Kittelson was given the notice to proceed on March 24, 2014.

Discussion

After Kittelson and Associates received the notice to proceed, they worked with County staff to receive existing data that had been compiled for the Green Valley Road corridor. This information included: existing signal timing sheets for the nine signalized intersections, accident data for the most recent three years available at the study locations, historical traffic data such as peak hour turning movements and segment average daily traffic (ADT) counts collected in last five years at the study locations, completed and programmed capital improvement projects on Green Valley Road, any background material and applicable Geographical Information Systems (GIS) files such as the County roadway network with speed limits, bike lanes, trails, sidewalks, school districts, etc., the school GIS data layers, General Plan land use designation and overlays, intersection controls, and transit operations.

Kittelson collected 11 road segment counts, which included speed and vehicle classification information. Additionally, 16 intersection AM and PM peak hour turning movement counts were collected, which included the afternoon school peak hour for selected intersections. Initially, Kittelson had planned to collect a second set of counts in May, at the request of the public, however, since the contract did not begin until late March and factoring in school spring breaks, and holidays it was decided to collect one set of counts in May. Kittelson with assistance from the County Community Development Agency Traffic Superintendent and his staff, field reviewed the entire corridor. Kittelson collected sight distance measurements at all the intersections and 36

private driveways. Kittelson also commissioned a noise study for the corridor and collected origin-destination (O-D) survey data using BlueMAC technology. The O-D information was collected to identify the alternative routes through the Allegheny Road/Malcolm Dixon Road neighborhoods, as requested by the public.

Once Kittelson had collected all the data, the analysis began. This included identification of crash types and causes, identification of operational deficiencies, research for potential funding sources, and summarizing all the findings into technical memoranda that were reviewed by County staff. The final documentation provides the results of the analysis in a user friendly format. This includes tables, exhibits, charts and aerial photographs demonstrating the areas of concern on the corridor along with the considerations and options for improvements.

The Draft Corridor Analysis Report for Green Valley Road was posted to the County's Long Range Planning web page on September 5, 2014 for public review. Staff met with the Rescue Union School District Superintendent David Swart, Facilities Director Ron Thompson, and Chief Business and Operations Official Sid Albaugh to review the draft recommendations for the Pleasant Grove Middle School area. Based on the meeting, minor modifications were made to the draft document.

The September 17, 2014 public meeting was held at Pleasant Grove Middle School to present the findings and to invite input on the study. Twenty-one (21) members of the public attended the workshop. Copies of the draft Executive Summary were provided for information. Participants were asked to complete two surveys: a general survey and a location specific survey (Attachment 5L). Comment cards (Attachment 5M) were provided to capture participants' input. All handouts as well as the exhibit boards were posted to the County's Long Range Planning web page the following week. After a brief introduction by staff, the floor was open to discussion. The public was encouraged to provide comments on the draft study and staff did allow extra time for the public to submit comments on the draft study. The comments and responses are included in the Appendices to the report (Attachments 5C through 5J). The final version of the Corridor study does incorporate applicable responses for clarification purposes in the text.

The majority of the people attending the meeting expressed their appreciation for the study and their hope that the findings would be used in a productive manner. Staff recommends that the report's findings and recommendations be considered during the major update of the Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) fee program. The document is an excellent resource for existing conditions along the Green Valley Road Corridor.

Staff Recommendation

Staff recommends the Board:

1. Receive and file the Green Valley Road Corridor Analysis Study; and
2. Consider the report's findings and recommendations during major update to the Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) fee program.