

PC 04-14-22
#4



Planning Department <planning@edcgov.us>

Fwd: April 14 2022 Meeting - Agenda #4 - Deny the Revision

1 message

Andy Nevis <andy.nevis@edcgov.us>
To: Planning Department <planning@edcgov.us>

Wed, Apr 6, 2022 at 10:38 PM

It doesn't look like the Planning email was included on this, so forwarding so it can be attracted to Legistar. Thanks!

Andy Nevis
El Dorado County District IV Planning Commissioner

----- Forwarded message -----

From: **Jeff Tewksbury** <jefftewksbury@yahoo.com>
Date: Wednesday, April 6, 2022
Subject: April 14 2022 Meeting - Agenda #4 - Deny the Revision
To: "jvegna@edcgov.us" <jvegna@edcgov.us>, "kpayne@edcgov.us" <kpayne@edcgov.us>, "john.clerici@edcgov.us" <john.clerici@edcgov.us>, "andy.nevis@edcgov.us" <andy.nevis@edcgov.us>, "bosone@edcgov.us" <bosone@edcgov.us>, Aileen Tewksbury <aitewks@gmail.com>, Jeff Tewksbury <jefftewksbury@yahoo.com>
Cc: SUSAN PARKER <sparkex4@sbcglobal.net>, Ali Bailey <a.a.bailey@me.com>

To whom it may concern:

Regarding the hearing on April 14th, 2022, Agenda #4, at the Planning Commission for a revision to the approved Summer Brook Development (across Green Valley Rd. from Pleasant Grove School): Summer Brook Developer is requesting "to REMOVE the conditions for approval which would have required the installation of a traffic signal (at the intersection of Green Valley Road and Deer Valley Road) and completion of, or financing for, associated intersection improvements prior to final map recordation..."

We request that you deny any revisions to this traffic signal installation. The traffic on Green Valley Road and Deer Valley is heavily congested and is dangerous to automobiles, pedestrians, cyclist, and animals. The approved traffic light is mandatory for the safety and welfare of everyone. We ask that you deny any and all revisions to the traffic light installation and maintain the current approval of this traffic light installation. Please have Summer Brook Developer be obligated to the original approved terms and conditions of their development plans.

Respectfully;

Aileen & Jeff Tewksbury
2030 Marden Drive
Rescue, CA 95672
530-409-6882



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Planning Department <planning@edcgov.us>

11 pages

Public Comment to April 14, Item 4 [TM-R21-0001 / Summer Brook]

1 message

robv@sonic.net <robv@sonic.net>
To: planning@edcgov.us

Thu, Apr 7, 2022 at 1:41 PM

I offer the following comments with respect to the Tentative Map Revision for Summer Brook:

1. A major concern is the removal of the requirement for signalization as Green Valley Rd is a major East-West arterial road with a posted speed limit of 50 MPH, and Summer Brook is in close proximity to Pleasant Grove Middle School, which also hosts Little League games, etc
2. Deleting signalization at this location would create a potential liability rather than the current status as an asset it currently has. [Reference Section 66498.2 California Subdivision Map Act]
3. Traffic volumes for this arterial, given new residential construction, and the proximity to nearby schools will not decrease – but only increase on Green Valley Rd with a posted speed limit of 50 MPH
4. Pedestrian volumes in this area currently may not exist, but will increase upon completion of construction and occupancy, on Green Valley Rd with a posted speed limit of 50 MPH. Pedestrian traffic would not be limited to students but also anyone trying to safely cross the street with a 50 MPH posted limit.
5. At 50 MPH, a vehicle is traveling at approximately 74 feet per second – with normal perception and reaction time a driver will travel approximately 140 feet... and then you take into consideration braking distance, type of vehicle, etc....so stopping distance from the point a driver first perceived a threat or obstacle in/on the roadway is approximately 300 feet... dry roadway - no impairment - no distractions
6. Any collision between a motor vehicle traveling at 50 MPH and a pedestrian or a bicycle will probably result in a fatality
7. Signalization of this intersection will control the traffic right of way and protect pedestrian and bicycle traffic.
8. I have not located or seen any references to a **Safe Walk To School Route**, which would provide a planned safe route for students to walk, and cross Green Valley Rd to reach Pleasant Grove Middle School either as a pedestrian or via bicycle.
9. Identifying and requiring the infrastructure for a Safe Walk To School Route early on is but one of several cornerstones to good and proper planning that can be implemented now to serve students that may reside in Summer Brook.
10. The changes the applicant requests to delete are not consistent with creating a **Safe Walk To School Route** taking into account the speed of traffic on Green Valley Rd, whereas keeping said requirements would be consistent with a Safe Walk To School Route, and this element does not seem to have been properly considered, but needs to be – this key element should be viewed as a positive element of any community, including a developer in need of a positive selling point for new homes.
11. Technical planning and financial assistance may still be available – check it out:

<https://www.saferoutespartnership.org/california>

<https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs>

https://www.calbike.org/resources/fact_sheets_and_faq_s/safe_routes_to_school/

4/8/22, 11:39 AM

Edcgov.us Mail - Public Comment to April 14, Item 4 [TM-R21-0001 / Summer Brook]



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California

Statewide and in the San Francisco Bay area, Central Valley, and the greater Los Angeles area, we help ensure that Safe Routes to School funds succeed in California, leverage additional resources, and address and improve regional transportation policies.

CALIFORNIA NEWS



Apply for our ATP Technical Assistance in Cycle 6!

May 19, 2021

If you are working to make walking and biking to schools, parks and other key destinations safer in your community, we can help!

The Safe Routes Partnership can assist your efforts to make your community a place where all residents can easily be active and healthy. We are offering long-term, free technical assistance to under-resourced communities in California that would like to seek funding through the state's Active Transportation Program (ATP) for projects that support walking, bicycling and Safe Routes to School.

Topics: [Equity & Environmental Justice](#) · [Funding & Grants](#) · [Infrastructure](#) · [Planning](#) · [Programming](#) · [Resources & Best Practices](#) · [Safety & Vision Zero](#)



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fund all applications that received a score of at least 80 out of 100 in Cycle 5, a threshold that we believe should be the expectation in every future ATP cycle.

Topics: Climate & Air Quality, Equity & Environmental Justice, Funding & Grants, Infrastructure, Legislation & Implementation, Networks & Partners, Programming, Safety & Vision Zero

Locations: California statewide, Northern California, San Francisco Bay Area, Central Valley, San Joaquin County, Stanislaus County, Fresno County, Southern California, Inland Valleys, San Bernardino County, Riverside County, Orange County, Los Angeles County

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Celebrating Success in Muscoy

May 12, 2021

Speaking of the ATP, we wrote in March of our happiness that Muscoy, one of the communities to which we provided technical assistance, was one of the communities slated to receive funding in Cycle 5 for its community sidewalks project.

Topics: Climate & Air Quality, Equity & Environmental Justice, Funding & Grants, Networks & Partners, Planning, Programming, Resources & Best Practices, Safety & Vision Zero

Locations: Southern California, Inland Valleys

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Active Transportation Program Cycle 5 Funding Recommendations Released

March 2, 2021

Staff recommendations for Cycle 5 of the Active Transportation Program were released earlier this month. As we expected, the program became even more competitive than it was in Cycle 4: the cut-off score in the Statewide Component was 92 out of 100, a rise from Cycle 4's cutoff score of 89. There was only enough funding for 41 projects in the statewide competition, and 9 in the Small Urban and Rural component, a decrease of 18 percent and 10 percent, respectively, from Cycle 4.

Topics: Climate & Air Quality, Equity & Environmental Justice, Funding & Grants, Infrastructure, Planning, Programming, Safety & Vision Zero

Locations: California statewide, Northern California, San Francisco Bay Area, Central Valley, San Joaquin County, Stanislaus County, Fresno County, Southern California, Inland Valleys, San Bernardino County, Riverside County, Orange County, Los Angeles County

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Complete Streets Augmentation Projects Announced

March 2, 2021

CalTrans has released its last set of recommendations for corridors in the State Highway Network that will benefit from the \$100 million reserved in the 2020 State Highway Operation and Protection Program (SHOPP) Cycle for Complete Streets augmentations.

Topics: Climate & Air Quality, Equity & Environmental Justice, Funding & Grants, Infrastructure, Legislation & Implementation, Planning, Safety & Vision Zero

Locations: California statewide, Northern California, San Francisco Bay Area, Central Valley, San Joaquin County, Stanislaus County, Fresno County, Southern California, Inland Valleys, San Bernardino County, Riverside County, Orange County, Los Angeles County

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Statewide News: SB 1 Projects Approved

December 16, 2020

Earlier this month, the California Transportation Commission (CTC) approved allocations for a bevy of projects programmed in four SB 1-supported programs. As Streetsblog describes, many of those projects, which were brought to the Commissioners by CTC staff, are emblematic of discredited highway expansion planning.

Topics: Climate & Air Quality, Equity & Environmental Justice, Infrastructure, Legislation & Implementation, Planning

Locations: California statewide, Northern California, San Francisco Bay Area, Central Valley, San Joaquin County, Stanislaus County, Fresno County, Southern California, Inland Valleys,



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The latest general information on the Coronavirus Disease 2019 (COVID-19) is available on [Coronavirus.gov](#). For USDOT specific COVID-19 resources, [please visit our page](#).

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Safe Routes to School Programs

Safe Routes to School (SRTS) is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school. Nationally, 10%–14% of car trips during morning rush hour are for school travel. SRTS initiatives improve safety and levels of physical activity for students. SRTS programs can be implemented by a department of transportation, metropolitan planning organization, local government, school district, or even a school. Extensive resources are available through a national center, including an [SRTS Guide](#), [parent surveys](#) and [student tallies](#), and simple strategies, such as the [walking school bus](#), that schools can use to support bicycling and walking.

Related Transportation and Health Tool Indicators

- [Commute Mode Share](#)
- [Complete Streets Policies](#)
- [Land Use Mix](#)
- [Miles Traveled by Mode](#)
- [Physical Activity from Transportation](#)
- [Road Traffic Fatalities by Mode](#)
- [Public transportation Trips per Capita](#)
- [Use of Federal Funds for Bicycle and Pedestrian Efforts](#)
- [VMT per Capita](#)

How can this strategy result in health benefits?

- Address chronic disease
- Increase physical activity
- Improve safety
- Reduce motor vehicle-related injuries and fatalities
- Reduce transportation's contribution to air pollution

How has this worked in practice?

[Alpine Elementary School, Utah](#)

Alpine Elementary School in Utah used federal SRTS funding during 2008–2010 to develop a program to address barriers to walking to school, including traffic congestion and safety concerns. The school used various strategies, including assemblies, poster contests, pedestrian safety walks, and a bicycle rodeo, to encourage children and their families to shift habits to a less car-focused commute. An incentive for participation in the SRTS came from Candle Light, Alpine's sister school in Kenya. For every 10 miles that a student walked or biked, Alpine donated 40 cents from community donations that would purchase one week's worth of lunches for a student at Candle Light.

The "The Meals for Miles" program involved 100% of Alpine students in developing a healthy lifestyle, safety etiquette, and positive character traits. The percentage of students who regularly walked and bicycled to school increased from 35% in 2008 to 50% in 2010. The school also reported a 36% reduction in car traffic and an increase from 25% to 70% of students who walk and bicycle to school daily. The program also supported an ongoing partnership by the school with Utah's Gold Medal Schools program to reduce overweight and obesity rates in elementary schools and promote good nutrition and regular physical activity. The school's SRTS program has also been recognized by the First Lady's [Let's Move](#) initiative.

[Roosevelt Middle School, Eugene, OR](#)

Roosevelt Middle School formed a School Wellness Committee in 2005 to address health and safety issues. Those included concerns about traffic congestion, safety hazards for walkers and bicyclists, and a lack of adequate bicycle parking racks. The committee included parents, school officials, community members, and a University of Oregon professor. City officials and staff, including engineers, planners, and public transportation officials, also served on the committee. A pilot program began in 2007 with federal funding for an SRTS coordinator, presentation equipment, bicycle helmets, safety vests, and incentives for events. These investments were met with contributions of in-kind services and equipment by the middle school. During the 2007-08 school year, 22% of sixth graders participating in a bicycle safety program. The school set a goal to achieve 100% participation in subsequent program years. In addition to the SRTS funds, the school received a Eugene Education Fund grant to buy bicycles for a training course. Other SRTS program elements have included regular walk and bicycle to school events, presentations about SRTS for parents, and continued encouragement to reduce parent drop-offs at school. The SRTS program at Roosevelt has also helped increase physical activity for students. The percentage of children walking or bicycling to school increased from 27% in 2007 to 42% in 2010. The school also reported a decrease of 59 motor vehicles per day bringing children to school, a 24% reduction. Roosevelt Middle School is one of six schools included in a \$500,000 SRTS federal grant awarded to the city of Eugene in 2010 to make infrastructure improvements to improve walking and bicycling conditions

Where can I learn more?

NHTSA provides SRTS information about education, enforcement, and community engagement efforts, with a particular [emphasis on safety](#).

[National Center for Safe Routes to School](#) (NCSRTS) has extensive resources and tools available to support implementation of SRTS programs, as well as contact information for each state's SRTS coordinator.

The [Safe Routes to School National Partnership](#) works to set goals, share best practices, leverage infrastructure and program funding, and advance policy change to help agencies that implement Safe Routes to School programs.

[County Health Rankings and Road Maps](#) includes information on methods for making communities healthier, including a description of the connection between SRTS and health.

[Safe Routes to School and Health: Understanding the Physical Activity Benefits of Walking and Biking to School from the NCSRTS](#) is a study of current information about the physical activity benefits of walking and biking to school and how they can be measured in the future.

[Promoting active transportation: An opportunity for public health](#) from the American Public Health Association and the Safe Routes to School National Partnership provides an introduction and orientation as to why and how health should be considered in transportation planning and decision making.

Evidence base

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Last updated: Monday, August 24, 2015

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SAFE ROUTES TO SCHOOL

SAFE ROUTES TO SCHOOL

Safe Routes to School is an international movement to provide programs and infrastructure that encourage schoolchildren to ride bikes or walk to and from school.



California has been at the forefront of this movement in the U.S. Marin County is one of the two original sites for a federally funded pilot program started in 1998. Later, the CBC sponsored the legislation that established California's statewide Safe Routes to School program, the nation's first.

Safe Routes to School in California

Separate state and federal Safe Routes to School programs serve California. Caltrans distributes Safe Routes funding from the Federal Highway Administration. The California state budget provides roughly an equal amount of funding for the state's own Safe Routes to School program. Funds are distributed in the form of grants.

While both programs serve the same basic goal, they differ somewhat:

- **Targeted beneficiaries:** The federal program targets children grades K-8. The state program targets children grades K-12.
- **Eligible applicants:** The state program funds cities and counties only. The federal program funds state, local and regional agencies. Non-profit organizations, school districts, public health department and Native American tribes are eligible in partnership with a city, county, metropolitan planning organization or a regional transportation planning agency.
- **Local match:** State-funded projects require a 10{850a63fa8a72bae4d6bfa3f1eda9f619eddace10f9053ede128e2914f9ca5a15} local match. No match is required for federally funded projects.

Resources

[National Center for Safe Routes to School](#)

Information and technical assistance for Safe Routes to School programs nationwide, maintained by the University of North Carolina Highway Safety Research Center.

[Safe Routes to School National Partnership](#)

A network with more than 500 members devoted to advancing the Safe Routes to School movement in the U.S.

[Caltrans Safe Routes to School Programs](#)

Safe Routes to School grants (both federal and state) are administered in California by the Caltrans Office of Local Assistance.

[Safe Routes to School Technical Assistance Resource Center](#)

A program of the California Department of Public Health funded by a grant from Caltrans. The program provides technical assistance, training, and resource development for California's current and potential Safe Routes non-infrastructure grantees.

[Marin County Safe Routes to School Program](#)

Managed by the Marin County Bicycle Coalition, this program provides training and technical assistance for establishing a local Safe Routes to School program.

Latest News



[Update: Assembly Transportation Committee Supports Landmark Active Transportation Slate](#) March 30, 2022 - 1:05 pm



[Transportation Committee Considers Historic Slate of Seven Active Transportation Bills](#) March 28th, March 25, 2022 - 11:12 am



[Explore Oakland at the California Bicycle Summit](#) March 21, 2022 - 5:49 pm

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Made by Zac Maybury

