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## "White paper" clarification\_Comm.Reg boundaries

1 message

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**Ellen Van Dyke** <vandyke.5@sbcglobal.net>

Wed, May 8, 2013 at 7:01 AM

To: Brian Veerkamp <bostthree@edcgov.us>, Ron Mikulaco <bosone@edcgov.us>, Ray Nutting <bostwo@edcgov.us>, Jim Mitrisin <edc.cob@edcgov.us>, Norma Santiago <bosfive@edcgov.us>, Ron Briggs <bosfour@edcgov.us>

Cc: John & Kelley Garcia <bugginu@sbcglobal.net>, Cheryl McDougal <cam4jrm@yahoo.com>, Tara McCann <mccannengineering@sbcglobal.net>, Bill Welty <wmwelty@gmail.com>, Claire LaBeaux <claire\_labeaux@yahoo.com>, Don VanDyke <don.a.van.dyke@sbcglobal.net>

Members of the Board:

Thank you for having the Community Region discussion in hearing yesterday (5/7/13).

The final direction to Planning Services regarding the "white paper" feedback appeared to cover the question of a Community Region boundary adjustment in terms that would include Green Valley corridor as well. However, the previous comments by R. Trout seemed to exclude all cases except that of Shingle Springs. Could you please clarify both to Roger and the people that I represent, that possible adjustments along Green Valley corridor will be included in this review?

Also, the discussion regarding a delay to rezoning projects missed the fact that the Dixon project proponents expect to have their draft EIR out in June. To wait until June 24th to again discuss a possible halt to these large projects might fit the time frame for San Stino, but leaves those concerned about Dixon Ranch and Wilson Estates hanging out in the cold. I'm not sure how best to approach this - perhaps we need to make a request at public forum next Tuesday? Any direction would be appreciated.

Ellen Van Dyke

[www.greenvalleyalliance.org](http://www.greenvalleyalliance.org)



## Re: Removal of Shingle Springs Community Region Line

1 message

The **BOSTWO** <bostwo@edcgov.us>  
 To: Cheryl Langley <clangley@cdpr.ca.gov>  
 Cc: EDC COB <edc.cob@edcgov.us>

Tue, May 7, 2013 at 12:45 PM

Thank you for your comment. I will forward this to the Clerk of the Board to be made part of the file.

Thank you.

Kitty Miller on behalf of  
 Ray Nutting  
 El Dorado County Board of Supervisors  
 530) 621-5651

On Tue, May 7, 2013 at 11:49 AM, Cheryl Langley <clangley@cdpr.ca.gov> wrote:

Cheryl Langley  
 5010 Mother Lode Drive  
 Shingle Springs, CA 95667

clangley@cdpr.ca.gov  
 Meeting: May 7, 2013

BOS

Re: Shingle Springs Community Region Line/San Stino Proposed Project

I'm not certain I will speak at today's meeting, so in the event I don't, I have the following outline that covers what I'd be saying in a nutshell. Basically, I support removal of the Shingle Springs Community Region Line and the denial of urban-style development in the community region (such as the San Stino proposed project, specifically).

–I own 16 acres about 700 feet east of the proposed San Stino project; I have lived in the area since 1958.

–We use our land for a combination of agriculture/wildlife habitat.

–I am not looking forward to living next to urban development—I do not think it is fair to the residents that live here now that have come to expect a rural lifestyle. And I do not think it is fair to wildlife. I think part of the charm of living in Shingle Springs is our proximity to a lively assortment of wildlife—I believe most people live here in part because of their proximity to the natural environment—it enhances our lives.

–I believe another important benefit of the rural lifestyle—of the existence of larger residential lots—is that it give kids the opportunity to raise livestock for 4-H and FFA projects—to learn about animal husbandry and agriculture in general. It also gives them the opportunity to lean about—and appreciate—nature.

–I wondering if it is possible to develop Shingle Springs in a manner that gives wildlife habitat and wildlife some space. Lower density development, especially in combination with agricultural zones maintains wildlife habitat and allows wildlife to co-exist with housing development. And it gives kids the opportunity to explore different lifestyle choices.

13-00510 C 2 of 15

–The thing is, people can adapt to a variety of living conditions—most wildlife cannot—their requirements are habitat specific.

–Specifically, there is a wildlife migration path through the area of the proposed San Stino project (as well as the presence of at least one threatened species—the red-legged frog—on the project site). These creatures deserve to be accommodated. If, for example, the urban-style San Stino project is allowed to develop as currently proposed, it will irreparably impact the project site, wildlife habitat, wildlife, and the quality of life for current residents of the community.

–Shingle Springs is a rural community. The residents have come to expect it will continue to be so. Prospective residents will appreciate it if Shingle Springs develops in a manner that honors the retention of the rural character of the community.

–I therefore urge the Board of Supervisors to remove the Shingle Springs Community Region Line, and deny urban-style development in the Shingle Springs community region (specifically the San Stino project, as proposed).

In closing, I would like to say I submitted comments to the Notice of Preparation of the Environmental Impact Report for the San Stino project (dated March 28, 2013). I understand the potential impact of this project, and believe removal of the Shingle Springs Community Region line is a necessary first step that will help the community protect itself from such incompatible development.

Thank you for your attention to this matter.

Cheryl Langley

>>> The BOSTWO <bostwo@edcgov.us> 5/6/2013 5:34 PM >>>  
Shingle Springs Community

A discussion on the Shingle Springs Community Region Line will be on the Board of Supervisor's agenda on May 7, 2013 at 2:00 PM.

Feel free to email or call our office if you have more questions.

Thank you.

Kitty Miller for  
Ray Nutting  
Thank you.

Thank you.

Kitty Miller on behalf of  
Ray Nutting  
El Dorado County Board of Supervisors  
530) 621-5651

On Mon, Apr 29, 2013 at 6:38 PM, Cheryl Langley  
<clangley@cdpr.ca.gov> wrote:

> Dear Supervisors Briggs and Nutting:

>

> I request that the May 7, 2013, Board of Supervisor's Agenda

include an  
> item regarding the removal of the Shingle Springs Community Region  
Line.  
>  
>  
> As stated in my letter to the Planning Division of the Development  
> Services Department, and the Board of Supervisors (BOS) regarding  
the  
> San Stino project (letter addressed to Pierre Rivas dated March 28,  
> 2013; cc'd to BOS), I believe County officials—in conjunction  
with  
> community residents, businesses, potential developers, and other  
> interested parties—should develop a comprehensive, workable  
> community-wide plan. This plan would ideally ensure an appropriate,  
> sustainable level of growth that will respect the rural character of  
the  
> Shingle Springs community, and thus ensure the community maintains a  
> profile that makes it desirable to both current and prospective  
> residents. Such a plan would shape the expectations of developers  
and  
> provide residents with some answers regarding what they can expect  
their  
> community to be like in the future.  
>  
> Thank you in advance for your attention to this matter. If you have  
any  
> questions, please feel free to contact me.  
>  
> Sincerely,  
>  
> Cheryl Langley  
> 5010 Mother Lode Drive  
> Shingle Springs  
>  
> (530) 677-5927  
> clangley@cdpr.ca.gov  
>  
>  
>

**NOTICE:** This e-mail and any files transmitted with it may contain confidential information, and are intended solely for the use of the individual or entity to whom they are addressed.

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Thank you.

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Thank you.



EDC COB &lt;edc.cob@edcgov.us&gt;

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**Subject: Put Removal of Shingle Springs Community Region Line on May 7 BOS Agenda per Joel Ellinwood 4/25/13 Letter**

1 message

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**O'Connor, Joan** <Joan.O'Connor@sen.ca.gov>

Wed, May 8, 2013 at 11:36 AM

To: bosfour@edcgov.us, bosthree@edcgov.us, bosone@edcgov.us, bostwo@edcgov.us, bosfive@edcgov.us, roger.trout@edcgov.us, ed.knapp@edcgov.us, edc.cob@edcgov.us

Dear Supervisors Briggs and Nutting,

I request that you start the process of removing the Shingle Springs Community Region Line by putting it on the May 7 BOS Agenda per Joel Ellinwood's 4/25/13 letter.

I am a Shingle Springs supporter and am aware that the Shingle Springs Community Alliance has collected over 570 signatures in support of removing the Shingle Springs Community Region Line.

We moved from East Sacramento to Diamond Springs, in 2006, to live in the country and get out of the hustle and bustle of Sacramento. We have watched so many new businesses go up, where

there used to be beautiful fields, animals, rural country! It's disappointing, and I am now ready to start looking elsewhere to live.

Please leave the land alone!!!!

Thank you,

Joan O'Connor Luhrs

4351 Levert Ave, Diamond Springs CA 95619



## LOS F and V/C observations on a specific segment of Green Valley Road

2 messages

Paul Raveling <Paul.Raveling@sierrafoot.org>

Wed, May 8, 2013 at 11:53 AM

To: Clerk of the Board <edc.cob@edcgov.us>, Claudia Wade <claudia.wade@edcgov.us>, Steve Kooyman <steve.kooyman@edcgov.us>, Eileen Crawford <eileen.crawford@edcgov.us>, Rich Stewart <rich\_stewart@sbcglobal.net>

Cc: Ron Mikulaco <bosone@edcgov.us>, "John Hidahl (E-mail)" <john.hidahl@ngc.com>, Norm Rowett <arowett@pacbell.net>, Mike Ranalli <MRanalli@aol.com>, Paul Raveling <paul.raveling@sierrafoot.org>

Boar of Supervisors, traffic engineers, and selected other recipients,

Recently I undertook a data-gathering experiment to assess Level Of Service on the most traffic-critical segment of Green Valley Road that I routinely use. Beginning with an intention to gather data for one month, I cut the experiment short, with samples collected over not quite two weeks because the p.m. peak samples were very consistently in LOS F. A smaller number of off-peak samples during daylight hours showed levels both above and below LOS F.

The table below summarizes basic results, the attached Excel Spreadsheet presents all data. An additional attached graph of County counts of Average Daily Trips (ADT) is consistent with my past perceptions as a driver in this area, that LOS F has been the existing condition on this road segment for slightly more than three years.

An implication for the County's consideration is that if the County makes the same finding it should trigger response based on General Plan Policy TC-Xa (Measure Y). That would be to cease permitting new development which would worsen this existing LOS F situation.

<b>Criterion</b>	<b>LOS</b>	<b>Observed V/C</b>
Overall average	F	1.07
Off-peak periods average	See note 2	1.01
PM peak period average	F	1.10
Minimum V/C	—	0.88 (off-peak)
Maximum V/C	—	1.28 (p.m. peak)
Off-peak range	C - F	0.88 - 1.13
PM peak range (See Note 1)	F	1.00 - 1.23

Note 1: Among the 10 pm-peak samples nine were LOS F, one was (barely) LOS E . The only occurrence of LOS E was at V/C = 1.00, which could reasonably be interpreted as either the high limit of LOS E or the low limit of LOS F.

Note 2: The sample included only 6 off-peak observations, all for daytime hours. LOS varied between C and F, and the sample set is too small to infer either a mean or a median LOS with that degree of variance.

I can prepare a second email to County DOT or talk directly with DOT engineers to describe the exact experimental methods that I used to gather and derive LOS and V/C from the data. I recommend inspecting the

detailed data in the attached spreadsheet to gain a sense of both degree and variability of traffic.

The data also includes delay time measures for the traffic lights at Francisco and for a left turn at Salmon Falls. The largest factor limiting traffic flow on this segment was short length of the left turn lane at Salmon Falls, usually causing entry to the left turn lane to be blocked by the through-traffic queue. Queue length for through traffic is limited mainly by buffering capacity, especially on the single-lane part of Green Valley. A third factor was slowing for the merge from two traffic lanes to one, causing impaired traffic speeds in addition to signal-induced delays.

The results summarized above are from timing trips on one route segment, 0.36 mile in length on Green Valley Road: From the eastbound limit line at Francisco Drive through release from the left-turn lane at Salmon Falls Road. This produced a measure of travel time for the 0.37-mile segment. Extrapolating to a 1-mile time allowed direct lookup of LOS from data tabulated in the Highway Capacity Manual, as well as other sources using its data. The case used was for an arterial with single-lane flow and a 45-mph free stream speed. Single-lane flow reflects the constraint just west of the Salmon Falls/EDH Blvd intersection.

Numeric V/C was determined by reference to the attached graph of travel time, derived from a graph of V/C as a function of delay time. There are differing models for V/C in traffic engineering, with most (other than the BPR equation) recognizing different mathematical circumstances for unsaturated and saturated flow. The one that I used is one of many based on queuing theory for saturated flow; it differs from most others by using an asymptotic transition between unsaturated flow and saturated flow, whereas most others use an abrupt transition. A gradual transition is more reasonable on a statistical basis because traffic levels are stochastic – They have a degree of randomness. Exact V/C varies at different points within a traffic stream at any given instant of time: A reported V/C value is necessarily an approximation to characterize the overall stream.

#### Attachments:

1. PDF rendition of spreadsheet, best for viewing or printing
2. Excel spreadsheet containing raw and derived data
3. Graph of model used to infer V/C ratio from travel/delay time
4. Graph of ADT history of critical segment, with two linear trend lines

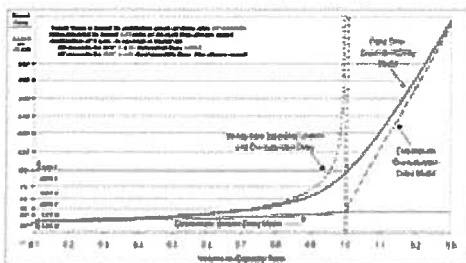
**Paul Raveling**

***Paul.Raveling@sierrafoot.org***

Home: 916-933-5826

Cell: 916-849-5826

#### 4 attachments

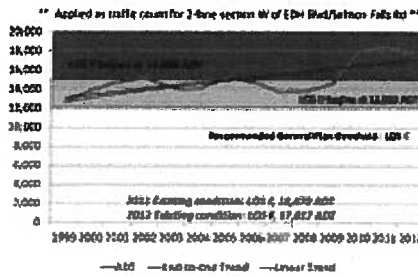


**v-c\_ratio\_model.jpg**  
358K

**Critical Segment ADT Traffic Counts  
Green Valley Rd 200 ft E of Francisco**

**GVC\_critical\_segment\_ADT.jpg**

232K



**GVC\_critical\_area\_traffic\_log.pdf**  
74K

**GVC\_critical\_area\_traffic\_log.xlsx**  
14K

**EDC COB** <edc.cob@edcgov.us>

Thu, May 9, 2013 at 8:33 AM

To: The BOSONE <bosone@edcgov.us>, The BOSTWO <bostwo@edcgov.us>, The BOSTHREE <bosthree@edcgov.us>, The BOSFOUR <bosfour@edcgov.us>, The BOSFIVE <bosfive@edcgov.us>

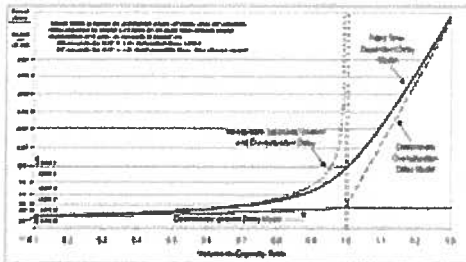
This was received in the Clerk of the Board email, and it didn't look like all of the Board Members had seen it.

Thanks.

[Quoted text hidden]

—  
Clerk of the Board  
El Dorado County  
330 Fair Lane, Placerville, CA 95667

**4 attachments**



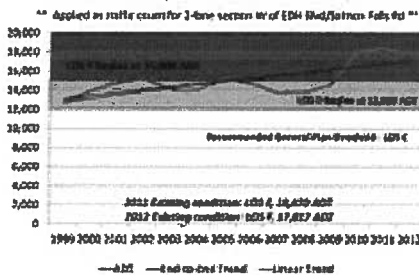
**v-c\_ratio\_model.jpg**

358K

**Critical Segment ADT Traffic Counts  
Green Valley Rd 200 ft E of Francisco**

**GVC\_critical\_segment\_ADT.jpg**

232K



**GVC\_critical\_area\_traffic\_log.pdf**  
74K

**GVC\_critical\_area\_traffic\_log.xlsx**

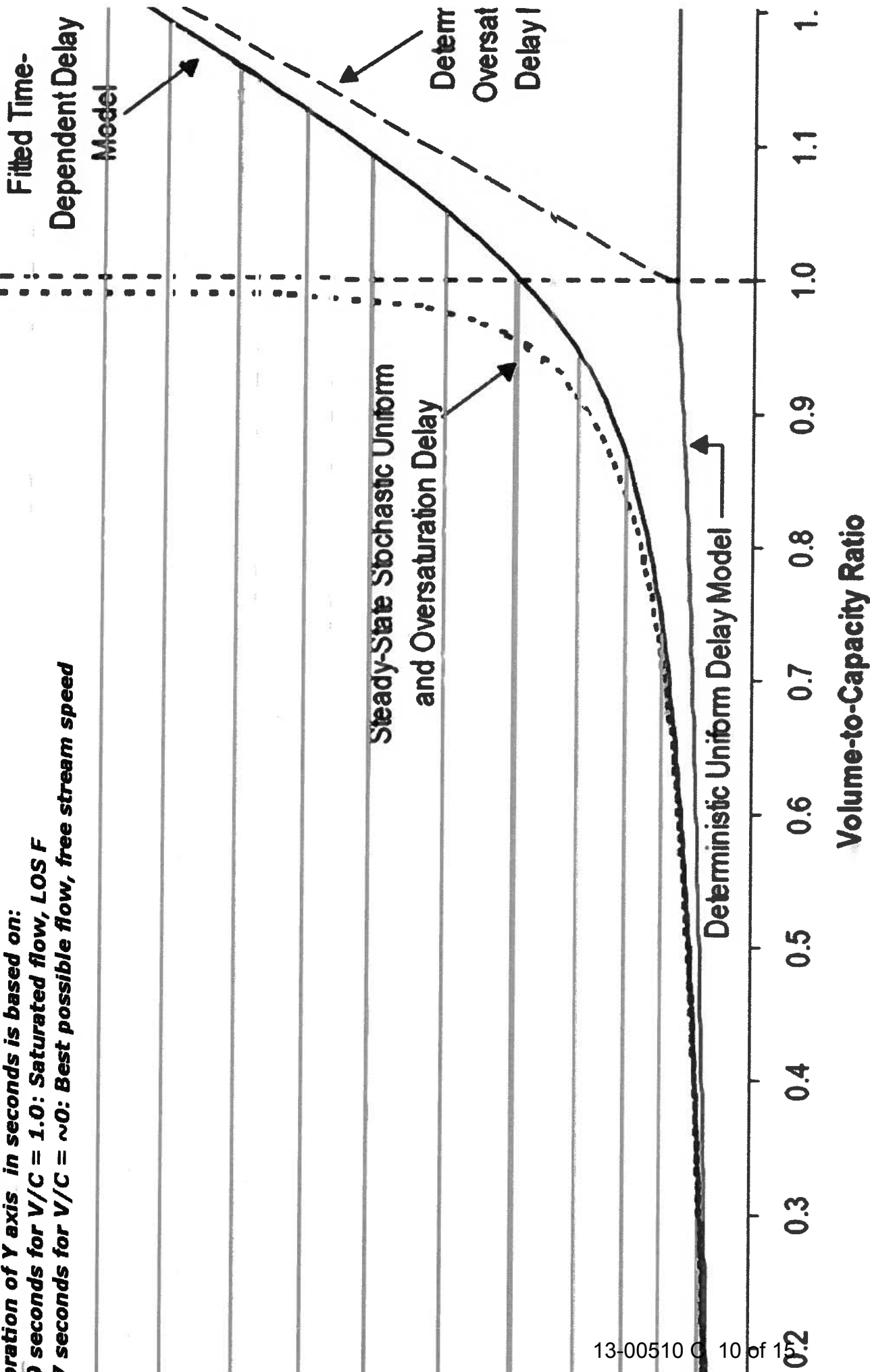


5/9/13

Edcgov.us Mail - LOS F and V/C observations on a specific segment of Green Valley Road

 14K

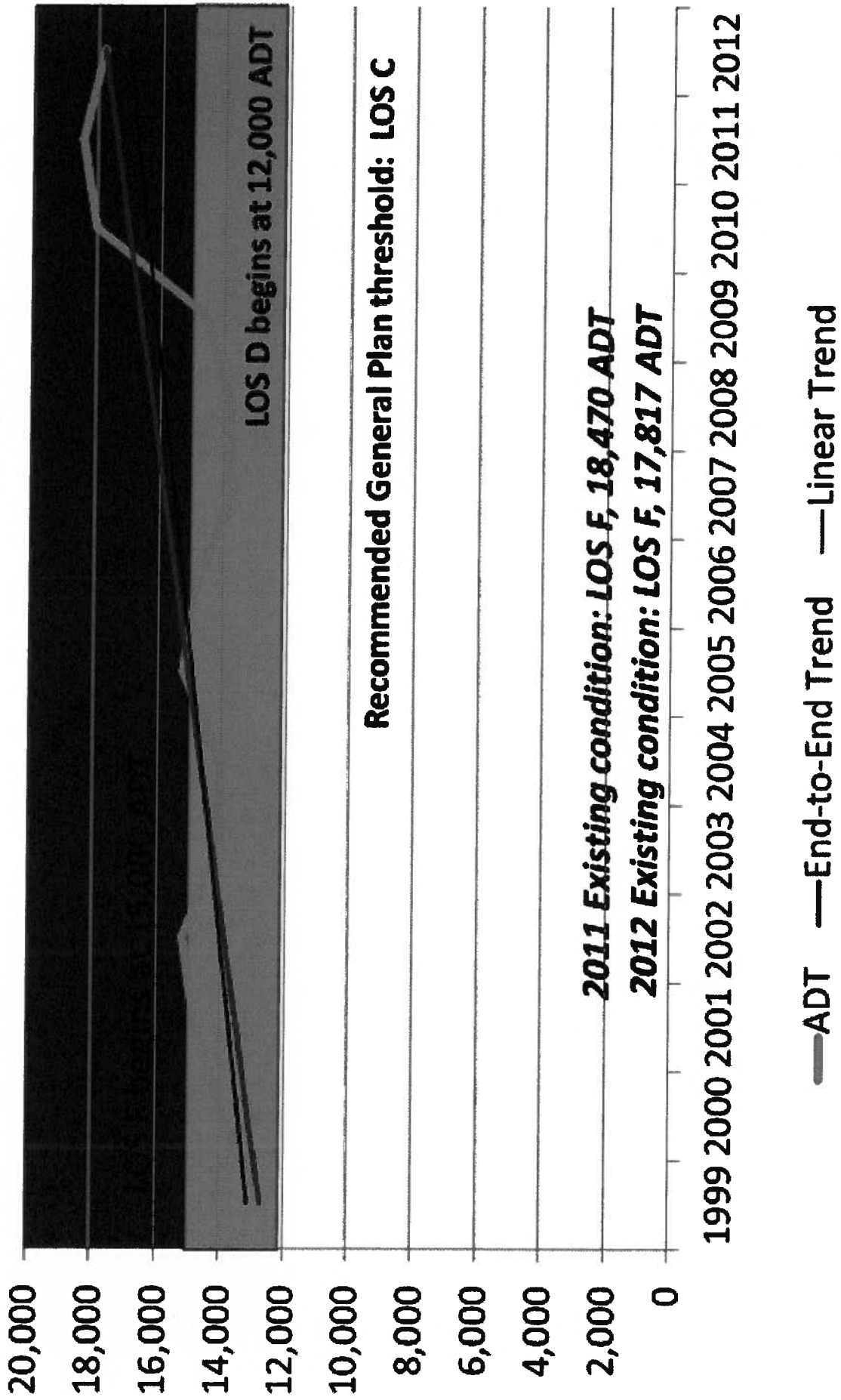
Travel Time is based on published graph of delay plus 27 seconds, the time required to travel 1/3 mile at 45-mph free-stream speed. The Y-axis is in seconds based on: 99 seconds for  $V/C = 1.0$ : Saturated flow, LOS F 27 seconds for  $V/C = \sim 0$ : Best possible flow, free stream speed



# Critical Segment ADT Traffic Counts

## Green Valley Rd 200 ft E of Francisco

\*\* Applied as traffic count for 2-lane section W of EDH Blvd/Salmon Falls Rd \*\*



Log only for Green Valley Road eastbound: Starting from passing Francisco on green or reaching full stop on red, ending when released by Salmon Falls light for left turn.

Abbreviations: Fr: Francisco Drive SF: Salmon Falls Road

Date	Day	Time	Peak?	Traffic Lights			Travel, 1/3 Mile Segment				
				Francisco		Salmon Falls	Time	LOS	V/C		
				Delay	LOS	Delay				LOS	
21-Apr	Sun	11:03	0	0	A	45	D	75	D	0.96	2 sec below LOS E
22-Apr	Mon	11:18	0	40	D	36	A	76	D	0.96	1 sec below LOS E
22-Apr	Mon	16:18	1	0	A	138	F	175	F	1.13	
22-Apr	Mon	17:38	1	47	D	113	F	187	F	1.12	
23-Apr	Tue	12:50	0	5	A	15	B	59	C	0.88	1 sec below LOS D
23-Apr	Tue	17:20	1	0	A	88	F	135	F	1.07	
23-Apr	Tue	18:10	1	20	B	129	F	249	F	1.23	
25-Apr	Thu	18:05	1	0	A	50	D	140	F	1.07	
28-Apr	Sun	16:25	0	44	C	95	F	175	F	1.13	
29-Apr	Mon	17:37	1	20	B	38	D	98	E	1	1 sec below LOS F
30-Apr	Tue	14:35	0	28	C	21	C	84	E	0.97	
30-Apr	Tue	17:10	1	0	A	88	F	141	F	1.07	
1-May	Wed	15:05	0	34	C	138	F	216	F	1.18	
1-May	Wed	18:35	1	56	E	104	F	222	F	1.19	
2-May	Thu	17:54	1	0	A	69	E	109	F	1.02	
3-May	Fri	16:45	1	45	D	50	D	178	F	1.13	

V/C estimates probably have somewhat less accuracy than is suggested by the precision used in the table.

Overall V/C:	V/C summary		
	Average	Min	Max
.. Off peak:	1.07	0.88	1.19
.. p.m. peak:	1.01	0.88	1.13
	1.10	1.00	1.23
			6 samples
			10 samples

**LOS Criteria, Roadway Segment**

LOS for a 2-lane arterial (1 lane each way) with 45 mph free flow speed:	Travel Time for .36 mile (seconds)	Travel Time per Mile	
		Seconds	Min:Sec
A 35 mph	37	102	1:42
B 28 mph	46	128	2:08
C 22 mph	59	163	2:43
D 17 mph	76	211	3:31
E 13 mph	99	276	4:36
F < 13 mph	> 99 sec		> 4:36

**Maximum Delay for LOS  
at a Signalized Intersection**

A	10
B	20
C	35
D	55
E	80
F	>80 sec

Log only for Green Valley Road eastbound: Starting from passing Francisco on green or reaching full stop on red, ending when released by Salmon Falls light for left turn.

Abbreviations: Fr: Francisco Drive SF: Salmon Falls Road

2013	Traffic Lights										Travel,	
	Francisco					Salmon Falls					1/3 Mile Segment	
	Date	Day	Time	Peak?	Delay	LOS	Delay	LOS	Time	LOS	V/C	
21-Apr	Sun	11:03	0	0	A	45	D	75	D	0.96	2 sec below LOS E	
22-Apr	Mon	11:18	0	40	D	36	A	76	D	0.96	1 sec below LOS E	
22-Apr	Mon	16:18	1	0	A	138	F	175	F	1.13		
22-Apr	Mon	17:38	1	47	D	113	F	187	F	1.12		
23-Apr	Tue	12:50	0	5	A	15	B	59	C	0.88	1 sec below LOS D	
23-Apr	Tue	17:20	1	0	A	88	F	135	F	1.07		
23-Apr	Tue	18:10	1	20	B	129	F	249	F	1.23		
25-Apr	Thu	18:05	1	0	A	50	D	140	F	1.07		
28-Apr	Sun	16:25	0	44	C	95	F	175	F	1.13		
29-Apr	Mon	17:37	1	20	B	38	D	98	E	1	1 sec below LOS F	
30-Apr	Tue	14:35	0	28	C	21	C	84	E	0.97		
30-Apr	Tue	17:10	1	0	A	88	F	141	F	1.07		
01-May	Wed	15:05	0	34	C	138	F	216	F	1.18		
01-May	Wed	18:35	1	56	E	104	F	222	F	1.19		
02-May	Thu	17:54	1	0	A	69	E	109	F	1.02		
03-May	Fri	16:45	1	45	D	50	D	178	F	1.13		

V/C estimates probably have somewhat less accuracy than is suggested by the precision used in the table.

V/C summary	
Overall V/C:	1.07
.. Off peak:	0.88
.. p.m. peak:	1.19
	1.01
	1.13
	1.00
	1.23
	6 samples
	10 samples

LOS Criteria, Roadway Segment

LOS for a 2-lane arterial (1 lane each way) with <u>45 mph free flow speed:</u>	Travel Time for .36 mile (seconds)	Travel Time per Mile	
		Seconds	Min:Sec
A 35 mph	37	102	1:42
B 28 mph	46	128	2:08
C 22 mph	59	163	2:43
D 17 mph	76	211	3:31
E 13 mph	99	276	4:36
F < 13 mph	> 99 sec		> 4:36

Maximum Delay for LOS  
at a Signalized Intersection

A	10
B	20
C	35
D	55
E	80
F	>80 sec