



COMMUNITY DEVELOPMENT AGENCY

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April 30, 2015

President Edward C. Grinnell
Serrano El Dorado Owners' Association Board of Directors
4525 Serrano Parkway
El Dorado Hills, CA 95672-4231

Re: Crosswalk at Serrano Parkway/Village Green Drive Intersection

President Grinnell:

Reference is made to your January 5, 2015 letter to Supervisor Ron Mikulaco regarding "Serrano Recommendation on Entrada Alternatives." A copy of this letter is attached.

This letter is being sent to inform you of my intent to recommend that the Board of Supervisors remove the crosswalk across Serrano Parkway at Village Green Drive from the approved scope of the Silva Valley Parkway/Serrano Parkway Traffic Circulation Improvement Project (Project).

When I met with your Board of Directors on December 15, 2014, I promised to investigate the feasibility of installing a crosswalk across Serrano Parkway at Village Green Drive as part of the work on the Project. Your letter to Supervisor Mikulaco dated January 5 agreed to support scope Alternative 3 with several conditions, one of which was the installation of the aforementioned crosswalk.

On January 27, 2015 I recommended Alternative 3 as the preferred Project scope alternative to the El Dorado County Board of Supervisors (Board). As part of Alternative 3, I recommended that the Board direct me to investigate the feasibility of installing the crosswalk. The Board instead directed me to install the crosswalk, per your January 5 letter.

As we have moved along with the design of the Project, it has become apparent that design of the crosswalk across Serrano Parkway at Village Green Drive is problematic. Regulations associated with the Americans with Disabilities Act (ADA) require the crosswalk to have a maximum cross slope of 2%. The longitudinal profile grade of Serrano Parkway at the proposed location of the crosswalk is more than 6%. Constructing a 2% crosswalk on top of road with a 6% profile grade will result in a shape similar to a large speed bump or traffic table that will result in an uncomfortable ride for motorists on westbound Serrano Parkway. In addition, placing the asphalt concrete with the levels of precision and accuracy required to meet the newer ADA standards will not be possible for most contractors, which will significantly limit the pool of qualified bidders.

In lieu of the crosswalk, we will propose to the Board of Supervisors that we add pedestrian barricades to both sides of Serrano Parkway at Village Green Drive with signs prohibiting pedestrian crossings at Village Green. The signs would direct pedestrians to the crosswalk at the signalized intersection of Serrano Parkway and Silva Valley Parkway only 750 feet to the west. Additionally, since the purpose of the Project is to optimize traffic through the corridor, we will propose to utilize some of the savings realized by the deletion of the crosswalk to increase the length of one of the left turn pockets at the Silva Valley/Serrano intersection to allow for more vehicular storage. Long Range Planning staff has performed a 95th Percentile Queue Length Analysis that shows that the northbound Silva Valley left turn pocket may be the left turn pocket that needs lengthening the most. We will be working with Long Range Planning over the coming weeks to finalize the decision about which left turn pocket will be lengthened as part of the bid package. If bids come in low enough, we may implement a contract change order to lengthen another turn pocket, the selection of which will also be based on modeling data and engineering judgement.

My recommendation to remove the crosswalk from the Project scope and replace it with the work described above is currently set for the May 12, 2015 meeting of the Board of Supervisors. If you object to this recommendation, please consider sending a letter to the Board of Supervisors informing them of your objection, and also please consider attending the May 12 Board meeting in person so that you may discuss this matter with the Board in person.

Please let me know if you have any questions or comments regarding this matter.

Sincerely,



John Kahling, P.E.
Deputy Director, Engineering
El Dorado County Community Development Agency
Transportation Division

c: El Dorado County Board of Supervisors
Steve Pedretti, Director, Community Development Agency
Bard Lower, Director of Transportation



SERRANO
EL DORADO

COPY

January 5, 2015

OWNERS' ASSOCIATION

Supervisor Ron Mikulaco
Board of Supervisors - District 1
330 Fair Lane
Placerville CA 95667

Re: Serrano Recommendation on Entrada Alternatives

Supervisor Mikulaco:

Thank you to you and to the traffic division staff for studying alternatives to eliminating left turns out of the Entrada Drive exit; and for holding a second town hall meeting for Serrano on that matter. As you are aware, the residents of Serrano are very concerned about the potential impacts on their safety and their quality of life from the increased traffic caused by this new interchange.

The Board of Directors for the Serrano El Dorado Owners' Association agreed to support the county's Alternative 3 (a four-way stop on Serrano Pkwy. at Village Green Dr.) with the following conditions:

- the county install flashing beacons on the school speed zone signs at Oak Meadow School;
- the county install a crosswalk across Serrano Parkway at Village Green Drive;
- the county annually study and submit a traffic impact report which evaluates the safety and the flow of traffic for this location; the study should include the traffic counts on vehicles that cut through the Village Green parking lot to go between Serrano Pkwy and Silva Valley;
- the District 1 Supervisor to provide an annual update to the Serrano Board on the progress toward connecting Russi Ranch Drive via Country Club Drive to a full intersection on Silva Valley Pkwy.

We request that the El Dorado County Board of Supervisors adopt our full recommendation when this item comes before them.

Please keep us informed on how this matter progresses.

Sincerely,
Serrano El Dorado Owners' Association

Edward C. Grinnell
President

cc: Clerk of the Board
Supervisor Frentzen, District II
Supervisor Veerkamp, District III
Supervisor Briggs, District IV
Supervisor Santiago, District V
Bard Lower, Director of Transportation
John Kahling, Deputy Director, Engineering

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