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2 pages

## Public Comment Regarding Planned Development PD18-0005/Tentative Subdivision Map TM18-1536/Serrano - Planning Commission Agenda Item #19-1171

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Sun, Oct 20, 2019 at 11:30 AM

To: The BOSONE <bosone@edcgov.us>, aaron.mount@edcgov.us, charlene.tim@edcgov.us, jvegna@edcgov.us, planning@edcgov.us

This public comment relating to the Planned Development PD 18-0005/Tentative Subdivision Map 18-1536 / Serrano Village J7 seeks to be considered before the Planning Commission and all future Board of Supervisor meetings relating to this project, as well as future projects in the Bass Lake Rd corridor.

In reviewing the available Staff Reports and Exhibits, as well as existing Public Comment, I note the intersection design drawings with Bass Lake Rd. does not depict turn lanes from Bass Lake Rd into this proposed subdivision.

Given the nature of Bass Lake Rd.; that it is a major North-South arterial route on which numerous serious accidents commonly occur; given that it is a roadway on which heavy commercial traffic travels (i.e.: Gasoline tanker trucks); combined with the fact that this is in close proximity to another intersection approximately 500 feet to the North of this location – I am shocked the mapping and diagrams in the Staff Exhibit H, which shows the re-alignment of Bass Lake Rd, does not appear to contain turn pockets to ensure the safe flow of traffic at this intersection. It would appear there is sufficient room to include a Southbound left turn lane into the subdivision as well as a turn lane from Northbound Bass Lake Rd into the subdivision.

Given that Exhibit H also shows modifications to the entry into Bridlewood Drive, I strongly request the same turn lanes be included there as well.

The use of private community entrance gates within such close proximity to a thoroughfare, such as Bass Lake Rd., creates additional problems when larger vehicles make wrong turns into the entryway and then have to back out blindly – back onto Bass Lake Rd with traffic traveling at 40 MPH. Hopefully this can be addressed through appropriate signage prohibiting heavy truck traffic access – or marking it appropriately as a limited truck route. It would appear the entry at Bridlewood Dr will be shortened based on re-alignment as well and this would be the same concern.

The Level of Service for Bass Lake Rd needs to be protected to ensure traffic flow – per the County's General Plan, planners need to strive to maintain at least a LOS – E. Bass Lake Rd is already very close to being at or near capacity with respect to Roadway Capacity and it's level of service [LOS] – I would estimate it is currently either LOS – E or F, especially during peak travel times. I do not wish to see the use of all-direction stop signs at each intersection with new private road along Bass Lake Rd as this would result in traffic only being able to travel 500 ft before having to stop again and again. Serrano Parkway has numerous intersections that are bad examples of this – for the sake of traffic flow, it would be far more effective to limit the number of/not allow stop signs along a major arterial such as Bass Lake Rd. Placing stop signs at intersections near residential areas contributes not only to noise but also air quality issues when combustion engines start from a stop. It is unfortunate that the planning of these multiple "Villages" did not include the use of longer "collector" streets to interconnect them to reduce the use of multiple intersections with "arterial" streets. I note the traffic along Bass Lake Rd differs greatly from that on Serrano Parkway in that Bass Lake Rd has greater heavy commercial traffic, which strengthens the argument against the use of stop signs at private road intersections.

NOTE: Table TC-1 (from the El Dorado County General Plan – updated Aug 2019) reflects that major two-lane roads should have ¼ mile minimum spacing for intersections – given that this project will provide for 65 homes, this could mean approximately 100-130 vehicles attempting ingress or egress twice a day. This is going to have an impact on this portion of Bass Lake Rd, and even though the Table identifies private roads as "permitted", **it is too close of spacing to other intersections**

<b>TABLE TC-1 GENERAL ROADWAY STANDARDS FOR NEW DEVELOPMENT BY ROAD CLASSIFICATION</b>				
<b>Road Classification</b>	<b>ACCESS CONTROL</b>		<b>CROSS SECTION</b>	
	<b>Public Roads Intersections (Or interchanges)</b>	<b>Abutting Property Driveways and Private Roads</b>	<b>ROW</b>	<b>Roadway Width</b>
<b>Six-Lane Divided Road</b>	½ mile minimum spacing	Restricted	130'	108'
<b>Four-Lane Divided Road</b>	½ mile minimum spacing	Limited	100'	84'
<b>Four-Lane Undivided Road</b>				
<b>Community Regions</b>	½ mile minimum spacing	Limited	80'	64'
<b>Rural Centers and Rural Regions</b>	½ mile minimum spacing	Limited	80'	64'
<b>Major Two-Lane Road</b>				
<b>Community Regions</b>	¼ mile minimum spacing	Limited	60'	40'
<b>Rural Centers and Rural Regions</b>	¼ mile minimum spacing	Permitted	60'	40'
<b>Local Road</b>	¼ mile minimum spacing	Permitted	60'	Varies
<b>Notes:</b>				
1. Access control and cross sections are desired standards. Details and waiver provisions shall be incorporated to the Design and Improvement Standards Manual (El Dorado County 1990).				
2. Notwithstanding these highway specifications, additional right-of-way may be required for any classification when a road coincides with an adopted route for an additional public facility (e.g., transit facilities, bikeways, or riding and hiking trails), or a scenic highway.				
3. The County may deviate from the adopted standards in circumstances where conditions warrant special treatment of the road. Typical circumstances where exceptions may be warranted include:				
a. Extraordinary construction costs due to terrain, roadside development, or unusual right-of-way needs; or				
b. Environmental constraints that may otherwise entirely preclude road improvement to the adopted standards, as long as environmental impacts are mitigated to the extent feasible.				
4. Travel ways for all highways should be 12 feet wide. Turning lanes should be 12 feet wide, but may be reduced to 10 feet based on topographical or right-of-way constraints. All travel ways on roads should be paved.				

Signed: Rob Vosper