



Legislation Text

File #: 15-0846, **Version:** 1

Community Development Agency, Transportation Division, recommending the Board take the following actions related to the Silva Valley Parkway Class I/II Bike Path/Lane Project Capital Improvement Program Project No. 72310:

- 1) Adopt the California Environmental Quality Act Mitigated Negative Declaration; and
- 2) Approve the Project as described in the California Environmental Quality Act document.

FUNDING: Congestion Mitigation and Air Quality Program (100%). (Federal Funds)

DEPARTMENT RECOMMENDATION

Community Development Agency, Transportation Division (Transportation), recommends the Board adopt the California Environmental Quality Act (CEQA) Mitigated Negative Declaration (MND) and approve the Silva Valley Parkway Class I/II Bike Path/Lane Project Capital Improvement Program Project (Project) as described in the CEQA MND.

The recommended Board actions are based on the following findings:

- A) The California Environmental Quality Act (CEQA) document on file with the Clerk of the Board, and on the Community Development Agency, Transportation Division website, <http://www.edcgov.us/DOT/index.html>, was prepared pursuant to Public Resources Code §21000 et seq., and the State CEQA Guidelines.
- B) There is no substantial evidence that the Project, as mitigated, will have a significant effect on the environment.
- C) The Mitigated Negative Declaration (MND) for the Project reflects the lead agency's independent judgment and analysis.

DISCUSSION / BACKGROUND

Transportation is proposing to design and construct 1.1 miles of a Class I multi-use path adjacent to Silva Valley Parkway and 2 miles of Class II bike lanes along Silva Valley Parkway.

The project was programmed for funding by the El Dorado County Transportation Commission on March 6, 2014, and is being funded by Congestion Mitigation and Air Quality (CMAQ) program funds administered by Caltrans on behalf of the Federal Highway Administration and with toll credits. The purpose of the project is to provide alternative modes of transportation for bicycles and pedestrians along Silva Valley Parkway and improve the bicycle transportation system in the community of El Dorado Hills. The overall project objectives are to reduce air pollutants by improving safety and traffic operations in El Dorado Hills and provide a transportation facility in the area consistent with the plans and goals of the community. The project is also consistent with the 2010 El Dorado County Bicycle Transportation Plan.

The proposed project is located along Silva Valley Parkway from Harvard Way north to Green Valley Road, within County road right of way, in the Community of El Dorado Hills. See Attachment B for the location map.

Transportation is the CEQA lead agency and prepared the MND to consider the significance of potential Project impacts in accordance with the State CEQA Guidelines (14 CA Administrative Code, §14000 et seq.). Certification of this MND would complete the CEQA portion of the environmental phase toward ultimate delivery of this Project. Because this is a federally funded project, FHWA designated Caltrans as the lead agency to administer the National Environmental Protection Act (NEPA) Categorical Exclusion, utilizing the required studies completed by the County. At this time, NEPA is not yet approved.

Project Description: Due to public and safety concerns, the project description for this project is being amended to remove the proposed crosswalk across Silva Valley Parkway that would have connected to the existing New York Creek Trail (East) as described in the attached Errata to the Initial Study (IS)-MND.

The proposed project consists of two components: a new Class I multi-use path adjacent to Silva Valley Parkway and new Class II bike lanes along Silva Valley Parkway. The new Class I multi-use path would serve bicyclists and pedestrians. The proposed path would have two 4-foot paved travel lanes and 2-foot graded shoulders on both sides. Signs and pavement markings would be placed along the multi-use path at intersections with existing roads and at strategic locations, where necessary. The proposed path would cross an existing road and connect to two roads (Harvard Way and Appian Way) at the same grade as the road surfaces.

The Class II bike lanes would be installed along the existing paved surface of the roadway, with one bike lane on the southbound (west) side of the road between Harvard Way and Green Valley Road (2 miles) and one bike lane on the northbound (east) side of the road between Appian Way and Green Valley Road (0.9 mile). Approximately 5 feet of the roadway between the curb and travel lane would be designated as a bike lane, which would consist of about 3 feet of paved area and 2 feet of gutter. Signs would be installed at intersections with other roads and at strategic locations, where necessary.

A detailed Project description can be found in the MND document, which is available as Attachment B of this Legistar item, or on the Transportation website at <http://www.edcgov.us/Government/DOT/CEQA.aspx>. A hard copy can be obtained at the Transportation Division offices at 2850 Fairlane Court, Placerville.

Construction: The Project is anticipated to be constructed within a single construction season in summer 2016 or later. The multi-use path and bike lanes would be constructed simultaneously during this period.

Traffic control would be provided on Silva Valley Parkway and cross-roads (e.g., Harvard Way, Appian Way) during construction. Installation of bike lanes along the road would be conducted in stages to minimize traffic disruption and keep at least one traffic lane open during construction. Traffic flow through the project area would be maintained throughout the construction period, although short-term lane closures would be necessary. No road closures or detours are expected.

Mitigation Measures: Mitigation measures set forth below are added to the Project to reduce potential impacts to a level of insignificance. The Mitigation Monitoring and Reporting Plan can be found within the MND Document.

- Mitigation Measure BR-1: Conduct pre-construction surveys and protect active nests or burrows of special-status and migratory birds.
- Mitigation Measure BR-2: Prevent the spread of invasive plant species.
- Mitigation Measure BR-3: Avoid and protect riparian habitat and wetlands during construction activities and comply with permit conditions.

Prior to construction, resource agency permits will likely be required as follows:

- U.S. Army Corps of Engineers - Section 404 Clean Water Act Nationwide Permit
- Central Valley Regional Water Quality Control Board - Section 401 Water Quality Certification
- California Department of Fish and Wildlife - Streambed Alteration Agreement
- El Dorado County Air Quality Management District - Fugitive Dust Plan Approval

Public Notification: The Notice of Intent to Adopt a Mitigated Negative Declaration was advertised in the Mountain Democrat and the entire document was posted on the County website at <http://www.edcgov.us/Government/DOT/CEQA.aspx>. Hard copies are available at the Transportation offices at 2850 Fairlane Court, Placerville. Individual notices were also sent to those directly affected in the Project area and to relevant agencies. The public review period began on June 29, 2015 and ended on July 29, 2015.

Agency Comments: Standard comment letters were received from local, state and federal resource agencies. The El Dorado Hills Fire District responded with the request to design the surface to accommodate fire apparatus at 40,000 pounds.

Public Comments

Several comments were received from the local community. The following are a summary of these comments and County responses:

- Several responders support the project but would prefer wider lanes on both the multi-use and Class II and to also provide a longer southbound Class II facility; in order to accommodate more bike and pedestrian users and provide more safety from vehicles.

Response: This project design conforms with the minimum Caltrans/State Standards given the constraints of the site to keep the project within County right of way and to limit environmental impacts. Increased lane widths would have resulted in right of way acquisitions and increased environmental impacts and permitting costs.

- Some responders were concerned with increased traffic as a result of the Silva Valley Interchange and resultant safety issues.

Response: The project design provides a designated path off Silva Valley Parkway to reduce the potential for bicycle or pedestrian conflicts with automobile traffic on the road. The formal designation of bike lanes along the road is also intended to reduce potential conflicts and safety hazards for bicyclists using the road. Safety risks are inherent in any transportation facility, but the project is being designed to reduce those risks.

- Several responders were concerned with safely crossing Silva Valley Parkway, especially at the proposed mid-block crossing at the newly completed New York Creek (east) multi-use trail.

Response: Transportation concurs with this concern and has removed the mid-block crossing from the Project Description as set forth in the attached Errata Sheet. Additionally, the proposed path and bike lanes will be clearly marked along the pavements and with street signs, especially at intersections, in order to alert motorized vehicles of the presence of cyclists and pedestrians.

- Several commenters were concerned with potential right of way and privacy impacts on their property.

Response: No right of way impacts are anticipated with this project, as it is contained entirely within the County right of way. Some minor right-of-way adjustments and utility relocations may be necessary. Privacy will not be affected given the location of the facilities within existing County rights of way

Summary: No additional environmental impacts occur as a result of these comments and therefore no changes to the mitigation measures are necessary.

As specified above, Due to public and safety concerns, the Project Description for this project is amended to remove the proposed crosswalk across Silva Valley Parkway that would have connected to the existing New York Creek Trail (East) as described in the attached errata sheet to the IS-MND.

ALTERNATIVES

N/A

OTHER DEPARTMENT / AGENCY INVOLVEMENT

County Counsel

CAO RECOMMENDATION

CAO recommending moving staff's recommendation.

FINANCIAL IMPACT

The Project is included in the adopted 2015 Capital Improvement Program and is funded through the Congestion Mitigation and Air Quality Program (CMAQ). There is no financial impact to the County as a result of this Project.

CLERK OF THE BOARD FOLLOW UP ACTIONS

N/A

TRANSPORTATION FOLLOW UP ACTIONS

Transportation Division Staff will:

- 1) File a Notice of Determination with the office of the County Recorder/Clerk.
- 2) Transportation Division staff will proceed with the Project through the NEPA clearance process, then to final design and construction.

STRATEGIC PLAN COMPONENT

Infrastructure

CONTACT

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