
INFORMATION ITEM**STAFF REPORT**

DATE: JUNE 13, 2013

TO: EL DORADO COUNTY TRANSPORTATION COMMISSION

FROM: DAN BOLSTER, SENIOR TRANSPORTATION PLANNER

SUBJECT: GREEN VALLEY ROAD CORRIDOR

REQUESTED ACTION

None. This item is for information only.

BACKGROUND

At the April 11, 2013 EDCTC meeting, Norm Rowett, a representative of the El Dorado Hills Area Planning Advisory Committee (APAC), presented a letter outlining APAC's traffic safety concerns for the Green Valley Road corridor as well as APAC's recommendations for addressing those concerns (Attachment A). The same APAC letter was also provided to the El Dorado County Board of Supervisors at their April 9, 2013 meeting. Executive Director Scherzinger responded to the APAC letter by stating that EDCTC staff would return at the June 13, 2013 EDCTC meeting with an Information Item on the Green Valley Road corridor and the potential for EDCTC staff to coordinate with El Dorado County Department of Transportation staff on a planning study of the Green Valley Road Corridor.

DISCUSSION

The El Dorado County region, including the Green Valley Road corridor, continues to be faced with potential development. The degree, and means by which, El Dorado County decides to grow, can influence the operation, maintenance, and development of the transportation system. The El Dorado County Transportation Commission, El Dorado County Board of Supervisors, and the public play important roles in these decisions, in areas like the Green Valley Road corridor. EDCTC and El Dorado County Community Development staff meet on a regular basis to ensure that our planning and funding work is coordinated.

EDCTC is the state designated transportation planning and programming (funding) authority for the western slope of El Dorado County and prepares the Regional Transportation Plan (RTP). The 2010-2030 RTP includes a description of the current and future transportation network conditions, and a list of proposed projects, including several on Green Valley Road. The project list was developed using the Adopted El Dorado County 2010 Capital Improvement Program. Funding for these projects is subject to availability of local, state and federal funding, and approval by the EDCTC and/or El Dorado County Board of Supervisors.

El Dorado County has land use authority, which incorporates evaluation of existing and potential land uses as they relate to the function of the transportation system. The resource materials needed to perform some of the work include the County's new Travel Demand Model. An analysis of that kind, along with other information, provides the background necessary to assist in the determination of the potential needs in the corridor, as well as the costs and benefits associated with the projects. The General Plan and Zoning Ordinances also provide a means to assess transportation and land use in the Green Valley corridor.

Currently, a corridor study for Green Valley Road is not included in the El Dorado County Traffic Impact Mitigation or Capital Improvement Programs (CIP), or EDCTC RTP. However, if the County decides to move forward with a corridor study, EDCTC staff is available to participate. El Dorado County staff will be presenting information about the condition of Green Valley Road to the Board of Supervisors in July.

Approved for Agenda:

Sharon Scherzinger
Executive Director

Attachment A: El Dorado Hills Area Planning Advisory Committee Letter



El Dorado Hills Area Planning Advisory Committee
1021 Harvard Way
El Dorado Hills, CA 95762

2013 Board Chair
John Hidahl
Vice Chair
Jeff Haberman
Secretary/Treasurer
Kathy Prevost

March 18, 2013

Honorable Ron Briggs
Chairman, EDC BOS
3030 Fair Lane
Placerville, CA 95667

Subject: El Dorado Hills Area Planning Advisory Committee (EDHAPAC) traffic safety concerns for the Green Valley Road Corridor

Many EDH community members who use the Green Valley Corridor are very concerned that with all of the proposed and approved projects for Green Valley Road that the road, already at Level F service in some areas, will deteriorate into a severe public safety problem and not function effectively as the East/West rural transportation corridor for the County. The entire corridor from the County line to Cameron Park Dr. will soon be at level F service if the required infrastructure improvements are not made. The current road improvements listed in the CIP are scheduled to be completed in the next 20 years (after 2021). This does not meet the community expectations for approval of projects along the corridor.

We have a major concern that the traffic impact studies prepared for corridor projects are using out-of-date traffic counts in their traffic reports. The County data uses annual volume adjustments made based on 2% annual increases or an increase based on a straight line interpolation from 1998 to 2025. El Dorado Hills has already exceeded the GP growth projections of 2%. Population growth of EDC was 2% or 27,000 people. The El Dorado Hills growth exceeded 9% between 2000 and 2010 which was 24,000 people. 90% of the County growth was in EDH. Current traffic models based on the GP are deficient at best in this area.

The methodology in determining Approved/Pending Projects (APP) is flawed in that the county staff provided only Wilson Estates, Green Valley Center and Dixon Ranch for review purposes. They neglected to evaluate new projects with cumulative effects of Alto, Grand Amis, La Canada, Diamante Estates, Green Springs Equestrian, Summer Brook, Silver Springs and the PA07-0067 commercial and 10 residence projects. All of these projects will contribute to the congestion of Green Valley Road.

The trip distribution needs to be based on a real time study performed along the corridor. The residents of this area believe that the project trips sighted in impact studies are

not accurate and new update data must be used to determine the true impacts to the corridor.

Another issue that DOT staff has not addressed is the existence of 42 access roads or driveways onto Green Valley Rd between Silva Valley Parkway and Bass Lake Rd. Ellen Van Dyke has prepared a map showing these access location points (See attached map). If these access points are not addressed in future designs of the corridor, residents will have extreme difficulties gaining access to their property during peak commute hour traffic.

APAC recommends the following tasks be completed to address the Green Valley Corridor problems:

A new traffic measurement count along the full corridor including major and minor access points during normal traffic periods. No holidays and schools in session.

With the new traffic count data, prepare a design for the full corridor with the maximum growth allowed in the General Plan, assuming amendments.

Prepare a finance plan to build the new Corridor road design.

Hold public meetings in El Dorado Hills and present the Corridor design and financial plan to the Community.

Amend the General Plan to include the final corridor road design and adopt a finance plan for the corridor improvements.

Delay project approvals along the corridor until the road design and financing are in place.

If you have any question about any of the comments and concerns expressed here, please contact John Hidahl, APAC Chairman at Hidahl@aol.com or Norm Rowett GVC subcommittee Chairman at arowett@pacbell.net.

APAC appreciates having the opportunity to comment on Green Valley Corridor.

Sincerely,



Norm Rowett
GVC Chairman



John Hidahl
APAC Chairman

Indicates access road or driveway onto Green Valley Rd (42 between Silva Valley Pkwy and Bass Lake Rd)

- Each new residential 'unit' adds 9x daily trips
- **Existing** traffic level on Green Valley Rd is 11,000 trips daily (EDC DOT 2011); projects shown represent approx. 70% increase
- No frontage road or turn lanes for the existing driveways along Green Valley have been planned.

Green Valley Corridor

Existing Access Points & Projected Projects

ESV_2/18/13

