

El Dorado Hills Area Planning Advisory Committee

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El Dorado Hills, CA 95762

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John Hidahl

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October 8, 2014

El Dorado County Planning Services
Attn: Dave Defanti, Long Range Planning
2850 Fairlane Court
Placerville, CA 95667

Subject: Green Valley Corridor Traffic Study

An APAC subcommittee consisting of Norm Rowett and Don Van Dyke reviewed the draft traffic study document and provided the following comments:

Thank you for producing this Green Valley Corridor Study. The end result validates many of the safety and traffic concerns of citizens living along the corridor. We would like to see this study used for a basis for a "Green Valley Corridor Plan" that could eventually spell out aesthetic items like sound walls, setbacks, signs, etc. in addition to traffic and safety improvements.

Some items that need to be included in the report:

1. Projected traffic from already approved subdivisions such as:
Silver Springs
Summer Brook
Diamante
Alto
2. As promised, "Final baseline version will include traffic service levels (A, thru F) designations and peak hour directional traffic counts for corridor segments". This still needs to be provided and include traffic service levels for **intersections** along Green Valley Road and related intersections such as El Dorado Hills Blvd and Francisco Drive.
3. Number of lanes. Many of the residents of the Green Valley Corridor wish to see it remain a two-lane road (one in each direction East of Silva Valley). Given future development patterns and other roadways such as Silver Springs Parkway, a 4-lane Green Valley Road should not be a foregone conclusion.
4. Calculation of % cut-through traffic on Malcolm Dixon Road doesn't add up. Many people turn right at Salmon Falls, then to Kensington as a cut through to local schools. It appears the cut-through study only looked at vehicles returning to Green Valley Road.
5. Fixing traffic and safety problems. More time needs to be spent analyzing the problems for cost-effective solutions that can be implemented sooner rather than later.

6. Methodology. LOS calculations are suspect in several cases and don't match the experience of daily drivers. For example, table 11 lists a delay of 0 at Rocky Springs Road. This intersection has restricted sight-distance and frequently can take several minutes to make a left turn onto Green Valley Road. Similarly, intersections 5, 6, 7, 8 show very low average delays, yet this is not what people experience on the ground.

Table 12 lists segment 1 as LOS E, yet that segment frequently backs up to East Natoma Street in Folsom during the evening commute. It then requires several cycles of the signal to make it through the intersection.

Perhaps the county and / or consultants should have met with people reporting specific issues. Those issues could then have been investigated on site with the residents, resulting in a better resolution of problems.

If you have any questions about any of these conditions, please contact John Hidahl, APAC Chairman at Hidahl@aol.com or 916- 933-2703.

Sincerely,

John Hidahl

John Hidahl,
APAC Chairman