

Committee Members

Deanne Johnson
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DIAMOND SPRINGS AND EL DORADO
COMMUNITY ADVISORY COMMITTEE
February 22, 2014

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Subject: Diamond Springs and El Dorado Area Mobility and Livable Community Plan

The Diamond Springs-El Dorado Advisory Committee has the following charter: The Committee shall review and make recommendations to staff, Zoning Administrator, Planning Commission, and the Board of Supervisors regarding the following in the area of responsibility: 1) Discretionary project applications; 2) Implementation of the 2004 General Plan land use designations; 3) The Zoning Ordinance update; 4) Design Guidelines; and 5) Other issues as directed the Board of Supervisors.

At our February 20, 2014 meeting we unanimously agreed with the following: Our committee recognizes the Diamond Springs and El Dorado Mobility and Livable Community Plan is not a specific recommendation but rather a menu of opportunities. We advise that the study purpose is to provide planning for transportation improvements. It is ultimately the choice of the business owners and residents of the El Dorado Diamond community to take advantage of the economic opportunities those improvements offer to expand and enhance the economic well being of our community.

Further, we recommend the Historic Design Guidelines be incorporated to the extent possible within the portions of the Highway 49 corridor lying in the proposed Historic Zoning Overlay.

We appreciate the efforts of your commission in developing a plan that will be very helpful in the future of the Diamond Springs-El Dorado community region

Sincerely,
/s/Robert A. Smart, Jr.

Robert A. Smart, Jr.
Chairperson
cc: Brian Veerkamp, Supervisor District III

Response:

EDCTC will coordinate with Caltrans and El Dorado County on incorporating the Historic Design Guidelines to the extent possible within the portions of the State Route 49 corridor lying in the proposed Historic Zoning Overlay. Thank you for participating in the Stakeholder Advisory Committee meetings and providing comments on the study. Your comments will be included in the final plan.

From: Donna Aguiar
Sent: Tuesday, February 25, 2014 3:49 PM
To: Dan Bolster
Subject: Mobility Community Plan

Hello Dan,

Nice to have met and spent some meaningful time with you folks last week.

Regarding Historic El Dorado :

High Priority: (page 39-40)

Location: PV RD/Highway 49...Historic El Dorado.

Improve traffic congestion immediately with a left turn lane from PVRD onto Highway 49. Can the empty lot on the corner be purchased by the county?

Improve pedestrian safety with attached or detached sidewalks (balancing with consideration to parking availability).

Enhanced Crosswalks.

Organized Parking. Important issue which must be taken into consideration when reviewing the 3 options offered to improve traffic flow. Roundabout is an interesting concept if it accommodates all vehicles (trucks??) and does not overwhelm the small narrow Pleasant Valley Rd., allows for additional parking somewhere else and (very important) enhances the historic downtown element.

Response:

For both Diamond Springs and El Dorado the Plan recommends more detailed parking studies be completed when improvements to the historic downtown areas are being designed to maximize access, parking and walkability. Any improvements to the SR 49 intersection in El Dorado, including a roundabout, would be designed to Caltrans standards and accommodate the appropriate design vehicle (ie trucks, emergency response, and recreational vehicles).

Low Priority: (page 40)

El Dorado Connector (for obvious reasons...projected 300 car count)

Bike lanes through El Dorado - Bikers should be encouraged to use The El Dorado Trail. Parking availability as well as pedestrian safety definitely trumps bike lanes, especially when there is a bike path less than 60 yards away from and tracks the main thoroughfare through town.

Attention should be given to North St and South St. (both of which connect to Pleasant Valley Rd.) North St. connects directly with Highway 49 as well. These would be great walking/biking additions. They both parallel PV Rd. tracking the main part of town and really are sort of "quaint". ..and are rarely used by vehicles.

Response:

Thank you for the comments regarding parallel routes such as the El Dorado Trail, North Street and South Street. It is important that a robust network on interconnected streets, paths and walkways are part of any community plan to maximize mobility and access of all types of users.

Other comments: (page 50-51)

Back in Parking appears to have the effect of slowing traffic in both direction...???

Deep concern with regard to the roundabout limiting the access to adjacent businesses (both parking as well as walk in traffic).

Suggest more detail with regard to the roundabout...certainly the most interesting concept...worth exploring in detail.

Sidewalks most important and seemingly the most effective resource to improve pedestrian safety as well as improve access to businesses.

Pedestrian safety is alarmingly at risk (and has been over the past 10 years).

Diamond Springs Connector seems to make sense as a continuation of the Missouri Flat Connector based on traffic counts both current and projected.

Is there a proposed area for additional parking in the downtown?

Response:

“The overall goal of the study is to improve mobility and access for all users within the region by creating multi-modal transportation links between residential neighborhoods, commercial districts and the historic downtown districts of El Dorado and Diamond Springs that are consistent with the Diamond Springs and El Dorado Community Values adopted by the Diamond Springs Community Advisory Committee on June 20, 2013, which include preserving the rural character and cultural history of the area” (Page 9, Final Plan).

“It is the strong recommendation of the Community Transportation Plan that the intersection of Pleasant Valley Road and State Route 49 in El Dorado remain a stop sign controlled intersection into the foreseeable future. The intersection is exempted from LOS requirements in the 2004 El Dorado General Plan and can operate at LOS F without a mandated need to reduce delay and congestion at the intersection. The plan only presents a signalized intersection and a roundabout as two potential future options that could address the significant level of delay and congestion that the traffic analysis has identified will exist in 2035. A signalized intersection or roundabout are future options that would only be considered if the expected future delay and congestion impacts the ability of local and regional travelers to safely and efficiently travel through the intersection to such a degree that the local community, El Dorado County, and Caltrans decide that there is a reason to change the existing stop sign controlled intersection” (Page 79, Final Plan).

Thank you for your consideration.

Donna Almquist Aguiar
Gallery El Dorado

Response:

Thank you for providing comments on the study. Your comments will be included in the final plan.

From: RichardBoylanPhD
Sent: Tuesday, February 25, 2014 3:58 PM
To: Dan Bolster
Cc: SupervisorBrianVeerkampDist3- EDC
Subject: Diamond Springs and El Dorado Area Mobility and Livable Community Plan

Dear Mr. Bolster,

Here are my comments on the Diamond Springs and El Dorado Area Mobility and Livable Community Plan.

Overall I want to observe that the Plan, with its setting forth several options for various aspects of transportation and livable community issues, agrees well with the consensus of local residents' desires for their communities.

It should also be noted that the Diamond Springs and El Dorado Area Mobility and Livable Community Plan has the support and approval of the Diamond Springs and El Dorado Community Advisory Committee, the official local planning review body.

The El Dorado County Transportation Commission staff have done a good job of capturing community expressed wishes to retain the rural, historical, and cultural character of the Diamond Springs and El Dorado communities in the outlines of current conditions and the proposed recommendations for our communities.

I have read the plan, all 91 pages, and participated vigorously with EDCTC staff throughout its creation. Rather than go into a tedious recitation, page by page, of elements of the Diamond Springs and El Dorado Area Mobility and Livable Community Plan, I have chosen to summarize my overall impressions above.

I will conclude by noting that the menu of choices presented in this plan both provide inspiration and a helpful challenge to local community citizens to take this planning document and translate it into the future shape of our wonderful and unique communities.

Richard Boylan, Ph.D.
Diamond Springs, CA
member, Preserving Indian Creek Oaks, LLC
member: Save Our County

Response:

Thank you for participating in the Stakeholder Advisory Committee meetings and providing comments on the study. Your comments will be included in the final plan.

From: Marti & Claude

Sent: Thursday, February 20, 2014 11:11 AM

To: Ciara Zanze

Subject: Re: Fwd: Diamond Springs and El Dorado Area Mobility and Livable Community Plan - Draft Plan Available Online

These comments only pertain to 'downtown' El Dorado.

- 1. None of my neighboring businesses on "Main Street" (Pleasant Valley Rd.) in El Dorado have ever been contacted by anyone concerning this boondoggle.**

Response:

As part of the Diamond Springs and El Dorado Area Mobility and Livable Community Plan, EDCTC performed the following outreach to businesses, property owners and developers in Diamond Springs and El Dorado:

- Based upon the map of the Diamond Springs and El Dorado Community Region as defined by the El Dorado County General Plan, the study identified and contacted nine property owners/developers and their representatives to introduce the study to them and to request their involvement in the process.
 - Hosted an initial meeting with the identified property owners/developers to introduce the study and process.
 - Followed up on several occasions with potential property owner/developer representatives to encourage participation in the SAC.
 - Performed an initial drive through of both Downtown areas to identify major streets to focus outreach efforts on.
 - Utilized an on-line property, homeowner database service (ListSource) to identify property information within targeted area.
 - Created a list of businesses in both Diamond Springs and El Dorado.
 - Diamond Springs business outreach – focused on Missouri Flat, Pleasant Valley, Enterprise, Fowler
 - Placed approximately 120 calls to businesses to introduce the plan and ask for email contact
 - El Dorado – focused on Pleasant Valley Road between Oriental and Forni
 - Placed approximately 50 calls to businesses to introduce the plan and ask for email contact
 - Maintained a database of over 75 business email contacts that received notice of each public meeting and study updates.
- 2. I don't know what the fascination with roundabouts is. I have spoken with several people in El Dorado and not one person or business wants a roundabout!**

Response:

“It is the strong recommendation of the Community Transportation Plan that the intersection of Pleasant Valley Road and State Route 49 in El Dorado remain a stop sign controlled intersection into the foreseeable future. The intersection is exempted from LOS requirements in the 2004 El Dorado General Plan and can operate at LOS F without a mandated need to reduce delay and congestion at the intersection. The plan only presents a signalized intersection and a roundabout as two potential future options that could address the significant level of delay and congestion that the traffic analysis has identified will exist in 2035. A signalized intersection or roundabout are future options that would only be considered if the expected future delay and congestion impacts the ability of local and regional travelers to safely and efficiently travel through the intersection to such a degree that the local community, El Dorado County, and Caltrans decide that there is a reason to change the existing stop sign controlled intersection” (Page 79).

- 3. The idea of sacrificing parking spaces for bike lanes is abhorrent. We don't have enough parking now....and there are very few spaces left to put in parking lots.**

Response:

“It is the intent of the plan to preserve existing parking in El Dorado wherever it's practical, while making recommendations that balance improvements to the regional transportation network. There could be a potential conflict with the existing parking stall layout and the proposed Class II Bicycle facilities recommended on Pleasant Valley Road. Diagonal and perpendicular parking is typically not recommended with Class II Bicycle Lanes because the view of oncoming bicyclists can be obstructed by adjacent parked cars. A potential solution to this issue would be to re-stripe the stalls to accommodate back-in parking. By having cars back in to the parking stall, visibility and bicycle safety is improved because the driver is directly facing oncoming bicycle traffic when leaving the stall. This solution does require proper signage and an education effort to be implemented, but it has been a successful solution for other downtown districts. More importantly, it maintains the existing depth of the current parking stalls for events like the Farmer's Market. This solution was vetted at the public meeting and was positively received by community members” (Page 74).

- 4. Existing parking areas do need upgrading.**

Response:

Comment noted.

- 5. Existing sidewalks need repairs and more sidewalks should be constructed.**

Response:

The Community Transportation Plan recommends improving the overall connectivity and safety of the pedestrian environment, including downtown El Dorado (Page 73 and Map Page 72).

From: Bette Lasher
Sent: Tuesday, February 25, 2014 4:05 PM
To: Dan Bolster
Subject: Fw: Diamond Springs & El Dorado Area

Dear Sir:

Regarding the "Diamond Springs El Dorado Area Mobility Livability Community Plan", it appears that someone said that they went door to door and talked to property owners that would be affected. I find it curious as I am a property owner in Diamond Springs, with property facing Highway 49, sort of across from Deb's Frosty, and there has not a soul has come around to see what I thought about what could be planned. It seems as if a bike lane is wished for which is totally ridiculous due to the narrowness of the highway.

Response:

As part of the Diamond Springs and El Dorado Area Mobility and Livable Community Plan, EDCTC performed the following outreach to businesses, property owners and developers in Diamond Springs and El Dorado:

- Based upon the map of the Diamond Springs and El Dorado Community Region as defined by the El Dorado County General Plan, the study identified and contacted nine property owners/developers and their representatives to introduce the study to them and to request their involvement in the process.
- Hosted an initial meeting with the identified property owners/developers to introduce the study and process.
- Followed up on several occasions with potential property owner/developer representatives to encourage participation in the SAC.
- Performed an initial drive through of both Downtown areas to identify major streets to focus outreach efforts on.
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 - Placed approximately 50 calls to businesses to introduce the plan and ask for email contact
- Maintained a database of over 75 business email contacts that received notice of each public meeting and study updates.

Network improvements for bicycles were discussed during SAC meeting #4 and Public Meeting #2 and the meeting summaries reflect a mix of comments both in favor of improving bicycle facilities in the study area and comments not in favor of bicycle improvements. Examples of those comments are:

- “The easier it is to ride bikes, walk, ride horses- and the safer it is- the more people will do it! What is more historic, rustic, and rural than people on foot or horses or simple machines (like a bike)? I really like these ideas: thanks for bringing them!” (Public Meeting #2 Summary)
- “This is a very rural community along with an extensive history dating back many years. I just don’t see lots of people recreational or whatever else riding enough to warrant the improvements” (SAC #4 Meeting Summary).
- “Even though people may not be walking and biking now, we need to create a walkable and bikeable community. We have created a situation where no one is able to walk or bike anywhere. We can choose to invest and change this” (SAC #4 Meeting Summary).
- “I am concerned for the demographics in the area, I do not see a lot of people riding their bicycles, we are car centric” (SAC #4 Meeting Summary).

Comment:

This past Thursday I tried to attend the meeting that was said to be held at the fire hall and when I went there at six, the place was closed up and no one was around. Where was the meeting held?

Response:

The monthly meeting of the Diamond Springs and El Dorado Community Advisory Committee was held at 6:00 pm on Thursday, February 20, 2014, at the Diamond Springs Fire Station, 501 Main Street, Diamond Springs, California.

Comment:

This whole process seems to be being done behind closed doors by people that do not live here and for whose benefit? Needless to say, am opposed to this whole process and it needs to be more "open" and the public notified in a better manner.

Bette Lasher
February 25, 2014

Response:

“To best document the specific needs of the region, the Community Transportation plan engaged the public in two main forums. The first forum was the re-establishment of the Stakeholder Advisory Committee (SAC) from the Vision Project which included property owners, neighborhood community organization members, and members from local business groups. The SAC was the primary source for collecting community input from representatives from the different stakeholder groups and disseminated information from the Committee meetings back to their constituencies. In this role they were key in encouraging their neighbors, friends and families to attend the general public meetings and have ownership in the process of shaping their community” (Page 15).

“The second public outreach opportunity was two open forum public meetings. These workshops offered the public at-large an opportunity to learn about the project and provide input on the project’s goals, objectives and improvements to the community. It was also an opportunity for the project team to receive additional feedback on the existing conditions in the project area and verify the information that was collected by the SAC” (Page 15). Specific information about the two public meetings includes:

Community Meeting #1 – April 3, 2013

- A public meeting ad was placed in the Mountain Democrat and published on March 27th
- Workshop notice was distributed to stakeholders and business contact list via email
 - Additional businesses received the flyer via fax or mail if requested
- Meeting notice was posted to the EDCTC website and Facebook page
- Press releases were sent to local and regional media sources, articles and announcements ran in:
 - The Placerville Newswire
 - The Sacramento Bee
 - The Mountain Democrat
- More than 30 community members attended and provided feedback

Community Meeting #2 – January 9, 2014

- A public meeting ad was placed in the Mountain Democrat and published on January 6th and 8th
- Workshop notice was distributed to stakeholders and business contact list via email
 - Additional businesses received the flyer via fax or mail if requested
- Meeting notice was posted to the EDCTC website and Facebook page
- Press releases were sent to local and regional media sources, articles and announcements ran in:
 - The Placerville Newswire
 - The Mountain Democrat
- More than 50 community members attended and provided feedback

In addition to outreach to the public documented above, the study also performed the following outreach to businesses, property owners and developers in Diamond Springs and El Dorado:

- Based upon the map of the Diamond Springs and El Dorado Community Region as defined by the El Dorado County General Plan, the study identified and contacted nine property owners/developers and their representatives to introduce the study to them and to request their involvement in the process.
- Hosted an initial meeting with the identified property owners/developers to introduce the study and process.
- Followed up on several occasions with potential property owner/developer representatives to encourage participation in the SAC.
- Performed an initial drive through of both Downtown areas to identify major streets to focus outreach efforts on.

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- Maintained a database of over 75 business email contacts that received notice of each public meeting and study updates.

Thank you for providing comments on the study. Your comments will be included in the final plan.

From: vicki ludwig
Sent: Tuesday, February 25, 2014 9:05 PM
To: Dan Bolster
Subject: My comments: Age friendly?

Mr. Bolster, this is my input on the The Draft Diamond Springs and El Dorado Area Mobility and Livable Community Plan. The current Chair of the El Dorado County Commission on Aging asked me to read the plan and provide my thoughts on it. I am the past Chair of the Commission, currently the appointed by Supervisor Briggs to serve on the Commission. I own a rental house in Diamond Springs. I was in Sacramento today at he the Advisory Aging Councils of California with 30 other statewide members. We exchange informational and learn about the issues facing thegraying citizens of the state.

Using Adobe pdf reader, I searched your document for the words: elderly, aging, aged, seniors, etc. The tools was not of any help in finding information, statements or plans which refer to the 40 % of the residents in El Dorado County who are over 50. So, one the cusp of the deadline I am sending you my comments.

If there is any interest in additional input, I can share my resources on Age Friendly Communities. Or just Google the term it is quite the buzz.

Thank you
Vicki Ludwig M.S.
Retired Boomer

AGE-FRIENDLY COMMUNITY?

“We need to think about this new generation of older adults,” says Ruth Finkelstein, ScD, Senior Vice President for Policy and Planning at The New York Academy of Medicine and director of Age-Friendly New York City. “We tend to treat aging as though it were a disease, rather than a stage of life. We need to work with civic leaders to help them understand the many opportunities that arise from the aging of the population.”

Individuals are living longer and our county's population is getting older, quickly and permanently. Longevity is wonderful, but it poses a challenge to the towns unprepared to serve — or benefit from — the fast-growing number of older citizens.

This study does not reflect or mention the population growth of the over 50 year olds to the oldest of the old; it has not accounted for the graying of the Diamond Spring-El Dorado communities. The census showed the percentage of school age children 5-18 years old is now less than the percentage for 60 years up. This county and the DS-ED

area has become an aging or retirement community. The non-working adults will not be making as many trips on the roads at peak periods and at peak hours. There will not be as many vehicle trips to and from schools. The youngest Boomers are turning 50 this year.

In a longevity economy, older adults tend to shift their spending away from food and clothing and increase spending on recreation and education. Today's over 50s are internet savvy and will be shopping from home. The needs and wants will be quite different with an economy not centered on raising families. However, the needs and wants of the over 50s to 100+ers will offer other opportunities for business. The income from pensions and Social Security will flow into the local economy and be recirculated. Job creation has a new facet with aging communities.

Across the country, there are movements to create age-friendly communities. How age friendly is Diamond Springs and El Dorado? What makes a community age friendly?

1. Available well maintained sidewalks, available benches, timed traffic lights for pedestrians, availability of parking and well labelled streets. Opportunities for exercise, biking fitness trails.
2. Consistent, scheduled transportation to shopping areas and housing areas, bus stop shelters, accessible buses
3. Mixed use areas with retail. Walkable to get a prescription, a carton of milk, haircut, etc.
4. Housing which is single level, low upkeep, universal design, connect housing with transportation
5. Apply smart growth principles

As an advocate for the aging community in El Dorado County, I want to encourage the committee to read the Community Plan again to consider the plan- is it aging population friendly?

“There is a fountain of youth: it is your mind, your talents, the creativity you bring to your life and the lives of people you love.

When you learn to tap this source, you will truly have defeated age.”

— [Sophia Loren](#)

Response:

Thank you for providing comments on the study. Your comments will be included in the final plan and were addressed on pages 30, 31, and 59.

DS-ED Plan Comments **Submitted by David Pratt**

General Comments:

The exercises and the meeting formats by Aim Consulting were good, but I feel that there were expectations by some in the room that this was going to override personal issues with the general plan. Obviously not true. Part of this problem hinged on the number of stakeholder groups which was too extensive. Then there was not enough consideration given to business owners, property owners and residents that comprise the two vastly different towns in the survey area.

Response:

At the beginning of the study in March 2013, the project team provided a downtown El Dorado business person with the scope, schedule, and goals of the study and the EDCTC Project Manager's name and contact information so that the information could be shared at a meeting of downtown El Dorado Merchants where the study information was handed out to the business owners who attended.

The study understands the importance of communicating with the business community in Diamond Springs and El Dorado. The team performed an initial drive through of both Downtown areas to identify major streets to focus outreach efforts on. Then utilizing an on-line property, homeowner database service (ListSource) property information within targeted area was collected. The outreach team created a list of businesses in both Diamond Springs and El Dorado which focused along Missouri Flat Road, Pleasant Valley Road, Enterprise Drive and Fowler Lane. Approximately 120 calls to the Diamond Springs businesses along with over 50 calls to El Dorado businesses were made to introduce the plan and ask for email contact. The project team maintained a database of over 75 business email contacts that received notice of each public meeting and study updates. Many of these business owners attended the workshops and have made comments that can be found in the Appendix of this document.

Supplementing the Stakeholder Advisory Committee and the Public Workshops the project team reached out to the constituents that would be most affected by the recommendations made in the Plan. Before the first SAC meeting the project team contacted both the key property owner/developers in the region along with the property owners and business operators along the main commercial corridors. For a complete list, see Appendix A – Outreach List.

Next, current statewide design methodologies such as complete streets are not always compatible with historic towns with limited space and endemic problems of connectivity and continuity. The first priority must create that connectivity for general circulation by linking secondary streets and roads with the main thoroughfares. This is a countywide problem and both Diamond Springs and El Dorado have obvious problems with the same. Also, the amount of time and energy given to bike routes is another prime example. The county has not established clear priorities for bike traffic, routes and target activity centers and thus creating more Class 1 and 2 bike lanes is putting the cart in front of the horse. These priorities intersect

DS-ED Plan Comments

Submitted by David Pratt

at creating bike lanes within a master plan on these secondary connecting streets for the safety of the bike riders and automobile traffic.

Response:

“While some specific design elements of a “complete street” that are typically applied in an urban environment may not be appropriate in a rural setting, there are a number of complete street design features that have successfully been implemented in rural and historic settings similar to El Dorado and Diamond Springs that have simultaneously preserved the rural and historic character of their respective locations while providing much needed connectivity benefits” (Page 55, Final Plan).

Diamond Springs:

Getting commuter traffic out of Diamond Springs should assist in improving general accessibility of the businesses along Main Street. The locals will always take the path of least resistance while it is the tourists that are tied to following the CA49. Creating navigable separation between business clients, tourists and commuters is a critical design factor in order to ensure the future of the business community. Currently, it is nearly impossible to make a left turn onto Main Street from either side of the street. Thus, on street parking and sidewalks are lifeline needs for the business community, not bike lanes. Long term, the larger parking areas and access should transition to the much needed connected secondary streets that mostly parallel the Main Street. The driver will be the value of the current parking lots becoming more valuable for buildings rather than asphalt. Simple economic factors drive the transition.

Response:

“The Community Transportation Plan aims to improve mobility and access for all users by increasing connectivity and access for multiple modes of transportation. Potential transportation improvements to meet this goal include new roadway connections, additional bicycle facilities, completion of sidewalk networks, and other streetscape and circulation improvements to the downtown districts of El Dorado and Diamond Springs” (Page 59, Final Plan).

El Dorado:

The dynamics of El Dorado are different as there is a Merchant’s Association that should have had more input into the process. There is more through traffic from semi and tractor trailer trucks and fewer commuters, but more local business traffic. Thus, on street parking is a high priority as there is a limited amount of off-street parking areas. Connectivity on secondary streets is closer to reality because of North Street, but the intersection of 49 and Forni Road was not addressed. It is a non-perpendicular intersection with a high time of day congestion because of Union Mine High School. Also, a significant portion of the business community lies west of the CA49 intersection which reduces the impacts from design methodologies of Caltrans. Signalization of the intersection is a preferred alternative over the controversially roundabout which eliminates on street parking and consumes personal property at the intersection. There is a roundabout planned on CA49 in Plymouth in 2015 and they should absolutely go first.

DS-ED Plan Comments

Submitted by David Pratt

Response:

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"It is the strong recommendation of the Community Transportation Plan that the intersection of Pleasant Valley Road and State Route 49 in El Dorado remain a stop sign controlled intersection into the foreseeable future. The intersection is exempted from LOS requirements in the 2004 El Dorado General Plan and can operate at LOS F without a mandated need to reduce delay and congestion at the intersection. The plan only presents a signalized intersection and a roundabout as two potential future options that could address the significant level of delay and congestion that the traffic analysis has identified will exist in 2035. A signalized intersection or roundabout are future options that would only be considered if the expected future delay and congestion impacts the ability of local and regional travelers to safely and efficiently travel through the intersection to such a degree that the local community, El Dorado County, and Caltrans decide that there is a reason to change the existing stop sign controlled intersection" (Page 79, Final Plan).

In Between Diamond Springs & El Dorado:

There is a lot of walking traffic along CA49 between the intersection of Missouri Flat Road and town of El Dorado. Most of this traffic comes from Deer Park and Union Mine HS. The proposal to include a mixed bike/walking trail set away from the road between these two points which makes a lot sense. The other component is what is being referred to as the Union Mine connector. This also makes sense as a secondary road that could/should support a mixed use trail for bike/walking because of the high school.

Missouri Flat Road:

This stretch between the proposed Diamond Springs Parkway and CA49 has proposed modifications that add a bike lane, sidewalks or walk trial and the elimination of the middle turn lane. The problem is that this area is a combination of industrial and older retail areas on both

DS-ED Plan Comments

Submitted by David Pratt

side of the road and the long term traffic load is similar to today's level. Removing the middle turn lane will make it impossible to turn left across traffic and create delays as vehicles hold up traffic turning left from Missouri Flat. There is a truck scale at the Placerville Fruit Growers that is busy during the harvest season. Also, a truss company and a modular home business operate in that same general area which brings tractor trailers into the area. This is over and above the truck traffic getting off of CA49 and heading to US50. Bike lanes along Missouri Flat, in general, defy logic from a public safety perspective, but there might, might be enough foot traffic to warrant a walking path. It would have to set back from the road to reduce the impact on vehicle traffic entering or leaving the businesses along this stretch.

Response:

“Complete Streets are designed and operated to enable safe access for all users, including people with disabilities, motorists, pedestrians and bicyclists, and transit riders of all ages and abilities. All complete streets improvements recommended by the final study will be informed by and measured against the Diamond Springs and El Dorado Community Values adopted by the Diamond Springs Community Advisory Committee on June 20, 2013 and the input received during the five SAC meetings and two public workshops held during the project. At its core, the complete streets concept is about giving all people transportation options by improving connectivity, which is also a goal of the Community Transportation Plan” (Page 55, Final Plan).

Summary:

The timing of this exercise was a challenge as El Dorado County is battling its way through General Plan updates. My experience and context is based upon living and driving in this area for over 20 years and my kids attended Indian Creek, Placerville Christian School, Herbert Green, and Union Mine High School. Even now as a resident in the Fair Play area, it is my main path into town to conduct routine business. My participation as a stakeholder for the Fair Play Winery Association along with many of the other stakeholders was probably not necessary. Targeting the business community should have been the first step and still really needs to happen.

Response:

At the beginning of the study in March 2013, the project team provided a downtown El Dorado business person with the scope, schedule, and goals of the study and the EDCTC Project Manager's name and contact information so that the information could be shared at a meeting of downtown El Dorado Merchants where the study information was handed out to the business owners who attended.

The study understands the importance of communicating with the business community in Diamond Springs and El Dorado. The team performed an initial drive through of both Downtown areas to identify major streets to focus outreach efforts on. Then utilizing an on-line property, homeowner database service (ListSource) property information within targeted area was collected. The outreach team created a list of businesses in both Diamond Springs and El Dorado which focused along Missouri Flat Road, Pleasant Valley Road, Enterprise Drive and Fowler Lane. Approximately 120 calls to the Diamond Springs businesses along with over 50 calls to El

DS-ED Plan Comments
Submitted by David Pratt

Dorado businesses were made to introduce the plan and ask for email contact. The project team maintained a database of over 75 business email contacts that received notice of each public meeting and study updates. Many of these business owners attended the workshops and have made comments that can be found in the Appendix of this document.

Thank you for participating in the Stakeholder Advisory Committee meetings and providing comments on the study. Your comments will be included in the final plan.

- 6. The intersection of Hwy. 49 and Pleasant Valley Rd. is not a real problem area. The 3-way stop works. Drivers for the most part are courteous and do yield to other drivers and especially to pedestrians. The only time it gets congested with traffic is for about an hour or so in the afternoons, and even then it's only a couple of minutes delay.**

Response:

"It is the strongest recommendation of the Community Transportation Plan that the intersection of Pleasant Valley Road and State Route 49 in El Dorado remain a stop sign controlled intersection into the foreseeable future. The intersection is exempted from LOS requirements in the 2004 El Dorado General Plan and can operate at LOS F without a mandated need to reduce delay and congestion at the intersection. The plan only presents a signalized intersection and a roundabout as two potential future options that could address the significant level of delay and congestion that the traffic analysis has identified will exist in 2035. A signalized intersection or roundabout are future options that would only be considered if the expected future delay and congestion impacts the ability of local and regional travelers to safely and efficiently travel through the intersection to such a degree that the local community, El Dorado County, and Caltrans decide that there is a reason to change the existing stop sign controlled intersection" (Page 79).

- 7. Our business has been open at 6211 Pleasant Valley Rd. for about 14 years. We could use at least one or two more pedestrian cross-walks in the downtown area.**

Response:

Option #1 for the intersection of Pleasant Valley Road and State Route 49 states that "there is the potential to upgrade the intersection with sidewalks and enhanced pedestrian crossings to improve the pedestrian environment" (Page 75-76).

Thank for the opportunity to submit our comments.

**Claude & Marti Dunn
Books 'n Bears
El Dorado**

Response:

Thank you for providing comments on the study. Your comments will be included in the final plan.

From: Lindell Price
Sent: Wednesday, February 26, 2014 11:10 AM
To: Dan Bolster
Cc: Stanley Price
Subject: Diamond Springs & El Dorado Area Mobility & Livable Community Plan, 2nd email

Dan Bolster,

Thank you for the opportunity to comment. Below you will find some comments on the *Diamond Springs and El Dorado Area Mobility and Livable Community Plan*. These comments are not comprehensive; I have not had time to fully review the Plan.

Comment:

p. 40 ~~traditional~~ attached sidewalk Please change "traditional" to "conventional". Having grown up in older neighborhoods with detached sidewalks, I see the twentieth century attached sidewalks as a recent and rather unsuccessful experiment. Our conservative communities value "traditional" so throughout the Plan, please use "traditional" with great care; "conventional" will be a better word in many cases.

p. 40 Please revise

Attached Sidewalk

Attached sidewalks are directly adjacent to the vehicular traveled way and require a curb and gutter section to separate pedestrians and vehicular traffic. This creates a more formal space for pedestrians with less right-of-way impacts than a detached sidewalk, but does require drainage modifications to existing roadside ditches to accommodate curb and gutter drainage. Attached sidewalks accommodate on-street parking and frequent driveway access points more efficiently than detached sidewalks.

Consider the alternate wording -

Attached Sidewalk

Attached sidewalks are directly adjacent to the vehicular traveled way and require a curb and gutter section to separate pedestrians and vehicular traffic. This creates a ~~more~~ formal space for pedestrians with less right-of-way impacts than a detached sidewalk, but does require drainage modifications to existing roadside ditches to accommodate curb and gutter drainage. ~~Attached sidewalks accommodate on-street parking and frequent driveway access points more efficiently than detached sidewalks.~~

More "formal" than what? No sidewalk? Attached is less formal than "detached sidewalk". Clarify.

How do attached sidewalks accommodate on-street parking more efficiently than detached sidewalks?

How does an attached sidewalk accommodate on-street parking more efficiently?

Are the frequent driveway access points accommodated via rolled curbs that allow driveways to be built more easily?

Is the "efficiency" in the construction or in the use? Please clarify.

An attached sidewalk with frequent driveway access is less safe and less efficient for pedestrians than a similar situation with a detached sidewalk.

Reponse:

Thank you for your comments regarding word choice, document was adjusted. The discussion and example of detached sidewalk in a rural environment does not necessary include curb and gutter. The lack of curb and gutter and the inclusion of drainage swales creates challenges for both parking delineation and drainage, especially culverts at driveways. These challenges are not experienced with attached sidewalks with default curb and gutter or detached sidewalks that have a formal planter strip with curb and gutter.

Comment:

p. 43 Don't include gutter pan in bike lane measurement. Including the gutter pan in the bike lane measurement could cause drivers to believe that bicyclists should ride in the gutter.

Response:

It is standard practice to include the gutter pan when dimensioning a Class II bicycle lane adjacent to a raised curb. This methodology allows for a clear communication to planners and designers when establishing the curb to curb width of a proposed facility.

Comment:

p. 60 Figure 4 Aim for optimal pedestrian surfaces rather than merely meeting ADA minimums. Crosswalks that are textured with stamping or pavers frequently provide a less than optimal surface for pedestrians, especially as they age and need maintenance. Also, typical brick stamped crosswalks are not very visible to drivers, and become even less visible with wear. Consider instead framing crosswalks with stamped or textured pavement, bricks or other pavers in the part of the road used by vehicles rather than the pedestrian crosswalk. (Just be sure that these surfaces do not create hazards for bicyclists.) Colorization or artistic treatment of the crosswalk is fine, as long as pedestrian safety and comfort are prioritized. Aim for an optimal pedestrian surface, crosswalk markings that are adequately visible to both pedestrians (including pedestrians with low vision) and drivers. Consider multiple factors, marking that is adequate for a well lit crosswalk where vehicle speeds are low, may not be adequate in a shady location, or where vehicle speeds are higher.

Response:

Examples from other communities and various treatments are shown throughout the document to provide context to the discussions and to educate future projects. The plan does not prescribe any specific treatments but highlights the existing guidance documents related to historic design guidelines.

Comment:

P. 55 Similarly for sidewalk pavement, optimize the pedestrian surface including consideration of the maintenance that will be needed. Accent paving is usually better used to frame the primary walking areas, along curbs, around posts or planters, and in other areas where people do not typically walk.

Response:

Examples from other communities and various treatments are shown throughout the document to provide context to the discussions and to educate future projects. The plan does not prescribe any

From: Stanley Price
Sent: Wednesday, February 26, 2014 4:21 PM
To: Dan Bolster
Cc: Lindell Price
Subject: Diamond Springs and El Dorado Area Mobility and Livable Community Plan

Dan Bolster,

The Diamond Springs and El Dorado Area Mobility and Livable Community Plan is a good report. In college, while at University of New Hampshire, I worked on a marketing project for the Town of Conway New Hampshire. You have worked hard, and gotten a lot of good content. The future has many options, and some will be realized. This project has many fine features that can be referenced in the future to make the community an even better place to live, and attract visitors to enhance the economic viability.

Page 11, Regarding an upcoming Caltrans' State Route 49 TCCR (Transportation Corridor Concept Report), to be held for the outcome of this study, Caltrans' reliance on "time from one location to another" is false for the main premise in the 2010 State Route 49 Realignment Study (Coloma to El Dorado). In El Dorado County (EDC), we have a portion of the "Golden Chain" SR 49 that can attract through tourists along the Mother Lode. The bicycling potential is huge, if speeds are slower in some portions, and traffic diverted in other portions of current SR 49. Riding the steep stretch in Placerville, just North of the study area is an adventure, in either direction. The El Dorado Trail over Webber Creek is good, but should not replace good road routes.

Response:

Please coordinate with Caltrans District 3 during the preparation of the State Route 49 Transportation Concept Report.

Along this line of thinking, Jennifer Dill, and Susan Handy, of UCD, Institute of Traffic Engineering, studied cycling environments, and found "Comfort and Convenience = More Women Biking". She described women as an indicator species, meaning if there is a large proportion of women cycling, the cycling environment is healthy. Adopt strategies to make bicycling more convenient for everyone, and there will be children and youth cycling to school.

Response:

The overall goal of the study is to improve mobility and access for all users within the region by creating multi-modal transportation links between residential neighborhoods, commercial districts and the historic downtown districts of El Dorado and Diamond Springs that are consistent with the Diamond Springs and El Dorado Community Values adopted by the Diamond Springs Community Advisory Committee on June 20, 2013. A well connected network of sidewalks and multi-use trails, safe intersections for pedestrians, and access to transit will benefit an aging population and help create a Diamond Springs and El Dorado that is for people of all ages and abilities.

Page 17, Back-in Angled Parking is safer for vehicle users as the rear of the vehicle can be loaded from the sidewalk. For cyclists utilizing the downtown, or with no easy alternative route, back-in angled parking allows improved visibility and safety for vehicles and bicyclists. This is a low-cost improvement for all road users. To park in a reverse angle spot, the first movements are the same as for parallel parking.

Response:

Back-in angled parking has many benefits including those that you have identified. The plan has identified downtown El Dorado as a potential location where the application of back-in angled parking could be implemented.

Page 22, El Dorado Road has very narrow OR NO Shoulders for much of it's length... These features enhance the road's attraction to cyclists, if vehicle speeds are low.

Response:

Class II bicycle lanes are recommended on roadways where the anticipated speed differential between automobiles and bicycles is high. The features that help control speed on El Dorado Road, the narrowness and sight lines, become less effective in a residential area where a majority of the drivers travel on the roadway daily. This daily use creates a comfort level about the expectation ahead along the roadway and results drivers taking more risk by exceeding the comfortable speed. Assuming other recommendations in the document are implemented and the number of cyclists increases over time the potential for conflict also increases. As one of the longer term recommendations of the plan, shoulder or Class II bicycle lane improvements to El Dorado Road will have to be studied based on the actual operating speed and volume, number of cyclists, safety concerns, and the neighborhood impacts of the improvements.

Page 23, Forni Road should be signed as original Lincoln Highway route, if that is the case. Please point this out in the report if it is true. That is a major historical attraction, another of many. I did not know of this importance of Forni Road, which I love to ride.

Response:

EDCTC will coordinate with El Dorado County on determining if Forni Road is the original Lincoln Highway and what type of recognition or signing would be appropriate.

Figure 3-1- Bike Audit Route and Profile shows US 50 as the Lincoln Highway. If the information regarding Forni Road on page 23 is correct, Forni Road should be labeled the Lincoln Highway in some authoritative manner. The map is difficult to read as SR 49 is not marked on the map. While the background map is not of your making, please point out the historic route in your report.

Response:

EDCTC will coordinate with El Dorado County on determining if Forni Road is the original Lincoln Highway and what type of recognition or signing would be appropriate.

Page 26, Equestrian, The El Dorado Trail does not provide adequate equestrian paths from Forni Road to Missouri Flat Road. The current language does not make that clear. I suggest that you consult with equestrians.

Response:

Equestrians had representation on the Stakeholder Advisory Committee. The adequacy of equestrian facilities on the existing segment of the El Dorado Trail between Forni Road and Missouri Flat Road is the jurisdiction of El Dorado County.

Chapter 4, Traffic Analysis, The measure of Level of Service (LOS), A through F gives a distorted view to lay people who went through American schooling with A through F grades. A cost-effective new road should be a LOS D, or so. Also, there should be multi-modal LOS that

includes transit users, bicycle riders and pedestrians. Rapidly evolving research There is work in that field of Traffic Engineering. as well as cost/benefit analysis. quality of service

Response:

The study used the standard definition of LOS to help identify potential solutions to circulation issues identified through use of the El Dorado County Draft TDM during traffic analysis of the project area. Currently, the evaluation of transportation system performance is based primarily on motor vehicle traffic speed and delay. We appreciate that there is a movement to change that, and long-term we support including other modes beyond the automobile in the evaluation of the performance of the transportation system.

The Traffic Analysis should look at Vehicle Miles Traveled (VMT), which is a large component of air pollution. As travel time increases, mode-shift and trip avoidance will become larger factors in reducing traffic volume.

5. Complete Streets Toolkit: A key element to Complete Streets is to have the different uses compatible. Widely varying speeds are incompatible due to safety concerns. Vehicle lane narrowing to reduce speed is a treatment that should be included in the Toolkit.

Response:

Reducing lane width is included in some recommendations.

Page 39, Stamped, grooved, or uneven surfaces are hazards for bicyclists and pedestrians. Enhanced Shoulders with stamping are less or unsuitable for cycling (especially grooved pavement), due to bicycle instability, discomfort and noise to varying degrees. Slowing traffic is so vital to road user safety due to the survivability of a collision between and vehicle and cyclist or pedestrian decreases precipitously as speeds increase above 25 miles per hour. Grooving between vehicle lanes and shoulder or bike lane is particularly bad, due to debris on shoulders, or other obstructions. Focus on colorization instead.

Response:

Comment noted. Stamped asphalt has many pros and cons that will have be evaluated on a case by case basis depending on its specific application.

Page 39, Class III Bicycle Routes pleases me, as Class III Routes were only marginally included in the **El Dorado County Regional Transportation Plan (2010)**.

Response:

Comment noted.

Page 40, Detached Sidewalk are the tradition in neighborhoods, and were replace by rolled curbs and attached sidewalks with sprawl. Attached sidewalks are not "traditional".

Response:

Comment noted.

6. Recommendations should include health and safety as primary aims. If we do not explain the benefits of the changes, we do not get the population to understand why they might want changes in their community.

Response:

The potential transportation improvements that follow, including a well connected network of sidewalks and multi-use trails, safe intersections for pedestrians, and access to transit will benefit an aging population and help create a Diamond Springs and El Dorado that is for people of all ages and abilities.

unpaginated: Union Mine Connector map and drawing: The depiction of a 6' BL (6 foot Bike Lane), is deceptive, as it includes the curb and gutter, which is likely 2'. The State minimum for a bike lane is 4'. Why not make the roadway bicycle friendly, and have a wider bike lane? The design indicates a "great safe route to school" but 11' lanes and future smaller cars do not insure that there will be "very little ... cut-through traffic." Put in gutter measures, make the Bike Lanes 5' and have 10' traffic lanes in the same space. Also, have 8' sidewalks to provide exceptional walkability for people to walk side by side. If the traffic is controlled enough, stop signs could be replaced by yield signs.

Response:

It is standard practice to include the gutter pan when dimensioning a Class II bicycle lane adjacent to a raised curb. This methodology allows for a clear communication to planners and designers when establishing the curb to curb width of a proposed facility. The cross sections proposed are alternatives that are to be considered when developing the phases of the Union Mine Connector.

Page 40, Enhanced Intersections: "Control vehicular traffic" involves speed, and for the safety of all community users lower speeds insure better survivability in the event of a collision. A short curb radius slows vehicle turning movements. Short radii curbs refer back to an earlier period of community development.

Response:

The final design of an enhanced intersection, including potential methods to control vehicular traffic, would be done when that type of project is implemented in the project area. Any representation of an enhanced intersection in the study is for illustrative purposes only.

Page 40, Organized Parking: Parking is a very important road feature. Reverse angle parking has effective safety features. Parking areas are an area that can be treated with differential pavement treatments that should not be used where walking is the primary mode. Also, in describing reverse angle parking, point out the safety benefits for loading and unloading people and goods.

Response:

Noted. Comment regarding loading a vehicle was added to the document.

Chapter 6. Recommendations: Safety should be stated in the Plan aims. Motor vehicle fatalities are going down while the numbers and proportions of pedestrian and cyclist fatalities are rising. Infrastructure that lasts 50 years or more is the most effective change.

Response:

Noted. Comments were added to the document.

Unpaginated Union Mine Connector: Consider a street parallel to the Union Mine Connector that provides optimal bicycle and walkability, block through traffic, while allowing traffic on the entire street. A parallel limited-access street would enhance connectivity by minimizing gated communities, and enhance the neighborhood, maximizing property values.

Response:

The Union Mine Connector provides parallel capacity south of SR 49 and a safe route to school for students travelling to Union Mine High School. The traffic analysis indicated that the roadway would function at a relatively low speed, enhancing the safety of bicyclists and pedestrians.

Unpaginated Union Mine Connector. cont.: As an interim project to the Union Mine Connector, obtain grant funding and build a Class 1 Bicycle Path, utilized as a shared route trail (include equestrians), in the interim to provide the safety and convenience of your connector to the present residents until the road can be completed. Demonstrate improvements to the citizens quality of life.

Response:

Comment noted.

Page 45, Bicycle Network: The importance of the Union Mine Connector is indicated by the position in the Bicycle Network discussion. Facilitate the construction of the pedestrian/bicycle connection with the first construction on that route, with the stated condition that the Class 1 Path will be replaced with an excellent walkable and bike-able road.

Response:

Conditioning development is the jurisdiction of El Dorado County. "It is not within the jurisdiction of the EDCTC or the scope of this document, nor was it the intent with the stakeholder involvement, to supersede or override approved development plans, policies, or the land use authority of El Dorado County" (Page 9, Final Plan).

Chapter 7, Placemaking: Public Spaces should be a section of this chapter. Crime Prevention Through Environmental Design is a design feature to be considered at a basic design point. My idea to get eyes on the street and create a lively public space, I suggest building a small acoustical shell into structures (walls, street furniture, etc.). Street musicians, historic orators, and children singing could use the shell to blend and project sound toward a public space. This architectural feature would enhance a lively and vibrant space that residents and visitors would enjoy. Eyes of performers would be looking the opposite direction of many of the space users, and provide an even safer public space.

Response:

This concept was not discussed at any of the five SAC meetings or the two public meetings. However, it would be an appropriate subject to bring forward for the consideration of the Diamond Springs and El Dorado Community Advisory Committee.

Unpaginated Diamond Springs Cross Sections: The 6' marking for the bike lanes misrepresents State law, by including the curb and gutter in the bike lane. Do not suggest to drivers that bicycles should ride in the gutter.

Response:

It is standard practice to include the gutter pan when dimensioning a Class II bicycle lane adjacent to a raised curb. This methodology allows for a clear communication to planners and designers when establishing the curb to curb width of a proposed facility.

Page 71, El Dorado Trail at Missouri Flat Road: A raised, textured crosswalk is suggested but undesirable. Texture road pavement approaching the crossing area to alert motorists to a hazard, and place speed tables prior to the pedestrian crossing to slow traffic. Pedestrians do not need to be advised by a textured road crossing that they are in a hazardous area. Slow the vehicles. Consider "triple fours" crosswalk markings developed in Sacramento. An on-demand rapid flashing beacon and well designed median installed soon may prevent a fatality at that location. Putting an unsafe road crossing in "Placemaking" is curious.

Response:

Comment noted. The document lists a number of possible treatments for consideration. Additional studies and design efforts will be required at the crossings which may include a full grade separated crossing.

Health and pedestrian safety foremost,

Respectfully,

Stanley

Response:

Thank you for providing comments on the study. Your comments will be included in the final plan.

From: Joan Stek
Sent: Wednesday, February 26, 2014 4:18 PM
To: Dan Bolster
Subject: Thank you

Hi Dan,

I just finished my first read-through of the plan. It seems to be a very thorough and well-prepared and presented document. Some of it is pretty exciting but if we really have to wait until 2035 I'll be 82! Though I do count on being still fit and active well in to old age, I'll just have to wait.

The roundabout idea is scary to me. I've been in a roundabout down in Roseville and did not find it comfortable to use. Plus, I just don't have much faith in my fellow drivers. So I'm glad that part is not a done deal. As far as the rest of the new road and walk ways go they look like pretty good improvements. Our own property is about 2 miles down Union Mine Road from the high school. I imagine other properties closer may be facing more direct effects from the proposed changes. I hope it all works out as relatively easy adjustments for everyone concerned.

Gail Hartwick is out of town for a few days. She mentioned that she will be addressing a BOS(?) meeting. I didn't get the date from her and I would like to be there to support her. Do you know when that meeting is going to be?

Joan Stek
Springhouse Farm
El Dorado, CA

Response:

Thank you for providing comments on the study. Your comments will be included in the final plan.

"It is the strong recommendation of the Community Transportation Plan that the intersection of Pleasant Valley Road and State Route 49 in El Dorado remain a stop sign controlled intersection into the foreseeable future. The intersection is exempted from LOS requirements in the 2004 El Dorado General Plan and can operate at LOS F without a mandated need to reduce delay and congestion at the intersection. The plan only presents a signalized intersection and a roundabout as two potential future options that could address the significant level of delay and congestion that the traffic analysis has identified will exist in 2035. A signalized intersection or roundabout are future options that would only be considered if the expected future delay and congestion impacts the ability of local and regional travelers to safely and efficiently travel through the intersection to such a degree that the local community, El Dorado County, and Caltrans decide that there is a reason to change the existing stop sign controlled intersection" (Pages 79).

specific treatments but highlights the existing guidance documents related to historic design guidelines.

I'll try to send more this afternoon, but must leave for a meeting.

Response:

Thank you for providing comments on the study. Your comments will be included in the final plan.

TO: El Dorado County Transportation Commission

FROM: Laurel Stroud

I am a participant in the stakeholder workshop sponsored by the El Dorado Transportation Commission (EDCTC), seeking solutions for future traffic, highway, and pedestrian needs. I went into the project as a representative of Residents Involved in Positive Planning (RIPP), a group supporting the semi-rural atmosphere of Diamond Springs and El Dorado. The group supports measured, intelligent growth rather than rampant high density type growth which caters to urban dwellers and developers that can short change transportation capacity requirements for such developments. Our community is becoming a target for these type of projects that are thrust on us by government agencies due to lack of decent planning by this County.

Response:

Thank you for participating in the Stakeholder Advisory Committee meetings and providing comments on the study. Your comments will be included in the final plan.

I am thoroughly unhappy with how this project was handled, and feel I have been lied to. I believe the project started out with the genuine desire to do right, but after a delay of many months in the middle of the project (which included supposed “review” by County officials), the project then resumed with a completely different direction. The end result had already been determined and those of us working on the project were directed to that result. The direction is to make Diamond Springs and El Dorado into the high density cookie-cutter developments that are represented in Elk Grove and Roseville, not to mention much influence from European-style development.

Response:

The eight month gap (February 20, 2013 to October 24, 2013) between Stakeholder Advisory Committee (SAC) meeting No. 3 and SAC meeting No. 4 was due to the length of time it took for the study to receive the El Dorado County Draft Travel Demand Model (EDC Draft TDM) and then work with the County, Caltrans, and SACOG to validate the EDC Draft TDM for use in the study area. EDCTC chose to use the EDC Draft TDM to model existing and future traffic demand in the project area instead of using the Sacramento Area Council of Government’s SACMET model. Use of the EDC Draft TDM allowed the study’s traffic analysis to reflect the 2004 El Dorado County General Plan land use, job, housing, and growth projections. In October 2013 the study was able to utilize the EDC Draft TDM to perform traffic analysis needed to identify potential improvements to the transportation network in the study area. Subsequently, SAC meeting #4 was held on October 24, 2013 to discuss potential network improvements for bicycles and pedestrians and SAC meeting #5 was held on December 5, 2013 to discuss potential network improvements for roadways and intersections. The proposed network improvements and the results of SAC meeting #4 and SAC meeting #5 were then shared with the public at Public Workshop No. 2 on January 9, 2014.

El Dorado and Diamond Springs are tired of being the County’s dumping ground for nasty projects and overdevelopment, which only serve to line the pockets of developers and their real estate friends, not to mention certain County department heads and high level officials. This project has a number of flaws, which were pointed out by project members more than once, but ignored completely in the summary of the project which was conducted by the idiotic sticky-note system. (Hence, there is no record of what was actually said). And it appears no research was done at all by the truly inept consultants.

Response:

“It is not within the jurisdiction of the EDCTC or the scope of this document, nor was it the intent with the stakeholder involvement, to supersede or override approved development plans, policies, or the land use authority of El Dorado County” (Page 4, Draft Plan).

Meeting summaries were produced for all five SAC meetings and the two public workshops and the summaries are available online on the EDCTC website at:

http://www.edctc.org/3/DS-ED_SAC.html

The meeting summaries include a review of the meeting objectives and a summary of the questions and comments made by SAC members and the public during the meetings.

The study performed extensive research during the community-based transportation planning effort including:

- Demographic and economic background of the study area, including: population growth projections; median age of the population and age distribution in the study area; income distribution; educational attainment in the study area compared to El Dorado County, California, and the United States; industry breakdown and specialization.
- Current land use identified by 2004 El Dorado County General Plan.
- Future year 2035 land use identified by 2004 El Dorado County General Plan.
- Analysis of current and future retail and non-retail employment in the project area
- Current travel demand (base year 2013)
- Future year 2035 travel demand.
- Reviewed existing roadway network detail in the study area.
- Reviewed Traffic Analysis Zone (TAZ) structure in the study area.
- Updated transportation network attributes in the study area to reflect existing conditions (e.g. verified roadway network speeds, number of lanes on the roadway, and roadway capacities to reflect existing and planned conditions).
- Reviewed and updated the existing study area land use to ensure adequate residential and employment levels. Increased base year employment levels along the Missouri Flat corridor to reflect existing commercial development levels
- Performed a detailed analysis of the existing roadway network in the project area.

- Analysis of the future year roadway network in the study area to reflect the El Dorado County 2013 Capital Improvement Program and El Dorado County Regional Transportation Plan constrained roadway network.
- Economic analysis of the project area, including economic benefits of transportation projects
- Reviewed of all relevant planning documents (El Dorado County, El Dorado Transit, EDCTC, Caltrans, SACOG)
- Coordinated the planning effort with El Dorado County, El Dorado Transit, Caltrans, SACOG, and the community.

1. First, and vitally important, is the **value of the historic towns themselves. Both towns include Pony Express stops, historic structures, and old but very successful businesses.** The proposed roundabout for El Dorado would wipe out or severely infringe on historic places such as Poor Red's and businesses located in very old nearby buildings.

Response:

"The overall goal of the study is to improve mobility and access for all users within the region by creating multi-modal transportation links between residential neighborhoods, commercial districts and the historic downtown districts of El Dorado and Diamond Springs that are consistent with the Diamond Springs and El Dorado Community Values adopted by the Diamond Springs Community Advisory Committee on June 20, 2013, which include preserving the rural character and cultural history of the area" (Page 1).

"It is the strong recommendation of the Community Transportation Plan that the intersection of Pleasant Valley Road and State Route 49 in El Dorado remain a stop sign controlled intersection into the foreseeable future. The intersection is exempted from LOS requirements in the 2004 El Dorado General Plan and can operate at LOS F without a mandated need to reduce delay and congestion at the intersection. The plan only presents a signalized intersection and a roundabout as two potential future options that could address the significant level of delay and congestion that the traffic analysis has identified will exist in 2035. A signalized intersection or roundabout are future options that would only be considered if the expected future delay and congestion impacts the ability of local and regional travelers to safely and efficiently travel through the intersection to such a degree that the local community, El Dorado County, and Caltrans decide that there is a reason to change the existing stop sign controlled intersection" (Page 79).

2. **At no time was any talk of drainage done.** Any changes to the roads in the two towns could **severely impact both towns, especially El Dorado.** Due to unkept promises by former Board of Supervisors members that culverts would be maintained in that town, El Dorado

regularly floods at any time there is moderate rainfall or more. No study was given as to how any road changes would affect that drainage. **Nor was the subject of drainage considered at any time for any part of this project. Drainage and destruction of property and habitat is certainly a required element of CEQA, but no mention of that was given.**

Response:

The issue of drainage in Diamond Springs and El Dorado is outside the scope of the study and is the jurisdiction of El Dorado County if individual projects are pursued.

The Diamond Springs and El Dorado Area Mobility and Livable Community Plan is not an activity defined as a "project" by CEQA and therefore environmental review is not required. However, an environmental assessment was performed to address the biological resources (including both plant communities present and wildlife species occurring, or potentially occurring) in the study area. The suitability of these habitats to support special-status species was analyzed, and recommendations are made in the Community Transportation Plan on the regulatory permitting or additional analysis that will need to be made to meet environmental laws, regulations, and policies that are relevant to CEQA before any projects can be constructed.

3. Adding bike lanes to residential roads was also heavily presented, although it was never a high priority for the project members. No consideration was given there for drainage, tree removal which may impact the environment or oak canopy, or taking of property by eminent domain. How would CEQA regulations be met?

Response:

Network improvements for bicycles were discussed during SAC meeting #4 and Public Meeting #2 and the meeting summaries reflect a mix of comments both in favor of improving bicycle facilities in the study area and comments not in favor of bicycle improvements. Examples of those comments are:

- “The easier it is to ride bikes, walk, ride horses- and the safer it is- the more people will do it! What is more historic, rustic, and rural than people on foot or horses or simple machines (like a bike)? I really like these ideas: thanks for bringing them!” (Public Meeting #2 Summary)
- “This is a very rural community along with an extensive history dating back many years. I just don’t see lots of people recreational or whatever else riding enough to warrant the improvements” (SAC #4 Meeting Summary).
- “Even though people may not be walking and biking now, we need to create a walkable and bikeable community. We have created a situation where no one is

able to walk or bike anywhere. We can choose to invest and change this” (SAC #4 Meeting Summary).

- “I am concerned for the demographics in the area, I do not see a lot of people riding their bicycles, we are car centric” (SAC #4 Meeting Summary).

The issue of drainage in Diamond Springs and El Dorado is outside the scope of the study and is the jurisdiction of El Dorado County if individual projects are pursued.

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4. **Adding bike lanes to many roads in both towns was considered to be a very large part of the project**, even though little support was given by most members of the project. Yet this topic was pushed forward as a vital part of the project---again we were directed to a desired result, this time **“walkable communities”, an idea that only works in high density areas, not places where many people live on large parcels of land.**

Response:

Network improvements for bicycles were discussed during SAC meeting #4 and Public Meeting #2 and the meeting summaries reflect a mix of comments both in favor of improving bicycle facilities in the study area and comments not in favor of bicycle improvements. Examples of those comments are:

- “The easier it is to ride bikes, walk, ride horses- and the safer it is- the more people will do it! What is more historic, rustic, and rural than people on foot or horses or simple machines (like a bike)? I really like these ideas: thanks for bringing them!” (Public Meeting #2 Summary)
- “This is a very rural community along with an extensive history dating back many years. I just don’t see lots of people recreational or whatever else riding enough to warrant the improvements” (SAC #4 Meeting Summary).
- “Even though people may not be walking and biking now, we need to create a walkable and bikeable community. We have created a situation where no one is able to walk or bike anywhere. We can choose to invest and change this” (SAC #4 Meeting Summary).

- “I am concerned for the demographics in the area, I do not see a lot of people riding their bicycles, we are car centric” (SAC #4 Meeting Summary).

Additionally, demographic research done during the study revealed that a significant portion of the study area’s population is comprised of elderly and recently retired people. The median age of the study area is 47.1 years, which is much higher than that of El Dorado County (43.6) and California (35.2). As the population of Diamond Springs and El Dorado continues to get older, a well connected network of sidewalks and multi-use trails could help to create an age-friendly community where an individual can walk to get a prescription, a carton of milk, a haircut, or visit a friend.

5. Adding bike lines seemed to enter every conversation, and was continually brought up by the consultants. They appeared to be strongly directing project participants to higher density communities. Their research, however, was sadly lacking as **it appears that at no time did they or the project manager, Dan Bolster, contact business owners in each community. I am thoroughly convinced that there was behind the scenes direction from El Dorado County officials to come to a certain set of conclusions, no matter how the public felt.**

Otherwise it would seem that these consultant are too incompetent to stay in business and why then would this county hire them?

Response:

“It is not within the jurisdiction of the EDCTC or the scope of this document, nor was it the intent with the stakeholder involvement, to supersede or override approved development plans, policies, or the land use authority of El Dorado County” (Page 10).

As part of the Diamond Springs and El Dorado Area Mobility and Livable Community Plan, EDCTC performed the following outreach to businesses, property owners and developers in Diamond Springs and El Dorado:

- Based upon the map of the Diamond Springs and El Dorado Community Region as defined by the El Dorado County General Plan, the study identified and contacted nine property owners/developers and their representatives to introduce the study to them and to request their involvement in the process.
- Hosted an initial meeting with the identified property owners/developers to introduce the study and process.
- Followed up on several occasions with potential property owner/developer representatives (Michelle Smira, Joshua Wood and Brian Allen) to encourage participation in the SAC.
- Performed an initial drive through of both Downtown areas to identify major streets to focus outreach efforts on.

- Utilized an on-line property, homeowner database service (ListSource) to identify property information within targeted area.
- Created a list of businesses in both Diamond Springs and El Dorado.
- Diamond Springs business outreach – focused on Missouri Flat, Pleasant Valley, Enterprise, Fowler
 - Placed approximately 120 calls to businesses to introduce the plan and ask for email contact
- El Dorado – focused on Pleasant Valley between Oriental and Forni
 - Placed approximately 50 calls to businesses to introduce the plan and ask for email contact
- Maintained a database of over 75 business email contacts that received notice of each public meeting and study updates.

6. Bike lanes suggested for downtown Diamond Springs would **involve taking parts of roadway from businesses that could only be done by eminent domain**. It took a business owner there to point out that important consideration to the consultants and project leader, showing an embarrassing lack of study done by them. They were not aware who owns parts of the road.

Response:

The study scope does not include the detailed property and legal research and analysis of property records, such as obtaining or reviewing title reports, recorded deeds, easements, and maps necessary to clearly establish the chain-of-title and current ownership and rights pertaining to the right-of-way for any of the transportation infrastructure improvements recommended in the study. That type of right-of-way conditions analysis would be part of future work should a decision be made to proceed with a project.

7. There was **no valid consideration given to the Americans with Disabilities Act (ADA)**, as recommended parking solutions (if parking was taken off streets or wiped out by roundabouts) was to take open property in both towns (much by eminent domain) and locate parking in areas that would not be compliant with ADA requirements for parking for disabled people within a certain number of feet to businesses. Again, no research was done.

Response:

The Stakeholder Advisory Committee included representation from the ADA community (Placerville Mobility Support Group) and their ADA recommendations will be incorporated into the study. Additionally, the transportation infrastructure improvements recommended in the Diamond Springs and El Dorado Area Mobility and Livable Community Plan are planned to be consistent with the Federal Highway Administration's (FHWA) Americans with Disabilities Act (ADA) program to ensure that people with

disabilities have equitable opportunities to use the public rights-of-way system. As transportation projects identified in the plan are delivered it will be the responsibility of the implementing agency to ensure that a specific project is designed and constructed in compliance with FHWA's ADA program guidelines.

8. The suggestion was made by the consultants that sidewalks in Diamond Springs could be widened to allow for more public traffic.

Did the consultant even look at the 3-4 foot high historic sidewalks and the wooden walkways in downtown? They seemed to be unaware that the **walkways are a treasure that should not be touched and such a project would be hugely expensive with not much return on investment, not to mention that some are a valuable part of local history. What does CEQA have to say about disturbing historic areas?**

Response:

"The transportation improvements posed as part of the Community Transportation Plan will provide many economic benefits to the community, including improved quality of life and safety, higher property values, increase in revenue from sales tax and Transient Occupancy Tax (TOT). The addition of sidewalks, bike lanes, and shared use trails mean children will have safer routes to school, employees will have alternative commute options, and recreation enthusiasts and tourists will be more inclined to get out and explore the area. Enhanced streetscapes improve the overall appearance of the community and send a signal to investors and potential employers that this is an area worthy of their investment" (Page 105).

"The overall goal of the study is to improve mobility and access for all users within the region by creating multi-modal transportation links between residential neighborhoods, commercial districts and the historic downtown districts of El Dorado and Diamond Springs that are consistent with the Diamond Springs and El Dorado Community Values adopted by the Diamond Springs Community Advisory Committee on June 20, 2013, which include preserving the rural character and cultural history of the area" (Page 9).

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9. There was never any mention of any effect on trees and other vegetation by the project consultants or planner, even though it was

brought up several times by stakeholders. **What is the effect per CEQA?**

Response:

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- 10. Several suggestions of alternate roadways to bypass one town or the other were given by stakeholders but were never included in the final project.** The only connecting roadway was the Union Mine Connector, shown by the consultant as the only alternative for excess traffic. **That roadway is dependent on three housing projects (at least one of them including high-density construction) being approved by the County.** Pictures shown by consultants of what such a road might look like were of picturesque, bucolic country roads, a complete and intentional misrepresentation of what that road would look like with all the development included. **Again, what is the effect on air quality as required by CEQA?**

Response:

While the results of the travel demand modeling and traffic analysis indicated that the existing roadway network in the study area is sufficient to accommodate regional growth and travel, the project team responded to requests by the SAC to analyze potential projects to improve connectivity for local residents. Pages 42 and 43 of the Draft Diamond Springs and El Dorado Area Mobility and Livable Community Plan describe the three potential projects the SAC asked the project team to analyze for their ability to improve connectivity for local residents by providing new, alternate connections in the study area. The Union Mine Connector would bypass El Dorado to the south; the El Dorado Connector would bypass El Dorado to the west; the Diamond Springs Connector would bypass Diamond Springs to the northeast.

Union Mine Road Connector

The Union Mine Road Connection is a proposed future roadway connecting Union Mine Road to Faith Lane.

El Dorado Connector

The El Dorado Connector is a conceptual connection from the existing intersection of El Dorado Road/Pleasant Valley Road to the intersection of Union Mine Road/State Route 49.

Diamond Springs Connector

The Diamond Springs Connector is a conceptual connection between the intersection of Diamond Springs Parkway/State Route 49 and a new intersection at Pleasant Valley Road.

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I am thoroughly unhappy with what was accomplished in this supposed "stakeholder workshop." **We were directed toward a pre-determined result with the very clumsy use of the Delphi technique and it was really obvious.** This project has no validity to it other than to enrich developers, and certain County officials and real estate people. **The pathetic lack of even an attempt to look legitimate through research and valid numbers by the consultants and project planner was an insult to the public, especially people** living in the two towns involved.

My feeling is that **this project was an attempt for a huge power grab by this County, with an attempt to make it look legitimate by including various stakeholders in this county (many of whom have no relation to Diamond Springs or El Dorado).** This project failed miserably in my opinion and is a really big slap in the face to residents and business owners here. **My hope is that the two EL Dorado County Supervisors representing these towns will step up and reject this badly-played shell game of a project.**

Response:

Thank you for participating in the Stakeholder Advisory Committee meetings and providing comments on the study. Your comments will be included in the final plan.