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Councilmembers Representing City of Placerville: Patty Borelli, Michael Saragosa, Dennis Thomas  
Supervisors Representing El Dorado County: Shiva Frentzen, John Hidahl, Lori Parlin, Brian Veerkamp  
Woodrow Deloria, Executive Director

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## ACTION MINUTES

Regular Meeting, Thursday, September 5, 2019, 2:00 PM

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### CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Borelli called the meeting to order at 2:08 PM and led the Pledge of Allegiance.

### COMMISSIONER ATTENDANCE

PRESENT: Chair Borelli and Commissioners Hidahl, Parlin, Saragosa, Veerkamp, Alternate Acuna, and Caltrans Ex Officio Takhar. ABSENT: Vice Chair Frentzen and Commissioner Thomas

### ADOPTION OF AGENDA AND CONSENT CALENDAR

Chair Borelli asked if there were any questions or comments on Consent Calendar items, and there were none.

**ACTION: Commissioner Hidahl made a motion to adopt the agenda and to approve or adopt all items on the Consent Calendar. The motion was seconded by Commissioner Saragosa which carried as follows:**

**MOTION/SECOND: Hidahl/Saragosa**

**AYES: Acuna, Borelli, Hidahl, Parlin, Saragosa, Veerkamp**

**ABSTAIN: Acuna on Agenda Item 1 as he was not present at that meeting.**

**NOES: None**

**ABSENT: Frentzen, Thomas**

### CONSENT CALENDAR

1. MINUTES FOR THE AUGUST 1, 2019 COMMISSION MEETING  
REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the August 1, 2019 Commission meeting.
2. JULY 2019 CHECK REGISTER  
REQUESTED ACTION: Receive and file the July 2019 Check Register.
3. OVERALL WORK PROGRAM BUDGET VS ACTUAL COMPARISON FISCAL YEAR 2018/2019 JULY-JUNE REPORT  
REQUESTED ACTION: Receive and file the Overall Work Program Budget vs. Actual Comparison Fiscal Year 2018/2019 July-June Report.
4. SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FISCAL YEAR 2018/2019 EXCHANGE APPORTIONMENT AND FUNDING AGREEMENT BETWEEN EDCTC AND EL DORADO COUNTY  
REQUESTED ACTION:
  1. Adopt Resolution 19/20.03 approving the Surface Transportation Block Grant Program FY 2018/19 Exchange Apportionment and Allocation.
  2. Authorize the Executive Director to sign the 2018/19 Exchange Recipient Agreement between EDCTC and El Dorado County.
5. TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUND BICYCLE AND PEDESTRIAN FUND CLAIM FROM THE EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION

REQUESTED ACTION: Adopt Resolution 19/20.04 approving a Transportation Development Act Local Transportation Fund Bicycle and Pedestrian Fund claim from the El Dorado County Department of Transportation in the amount of \$16,962.00 to complete the extension of the Los Trampas to Halcon Road El Dorado Trail Class I Multi-Use Path.

6. FINAL COUNTY LINE MULTI-MODAL TRANSIT CENTER STUDY

REQUESTED ACTION: Accept the Final County Line Multi-Modal Transit Center Study.

OPEN FORUM

Terry Kayse and Joanne Thornton commented; each distributed handouts.

PRESENTATION

7. DRAFT COLOMA SUSTAINABILITY COMMUNITY MOBILITY PLAN

REQUESTED ACTION: None. This item was for information only.

Comments were received from 18 people on this matter. A transcript of the public comments have been provided as an attached Addendum to these Minutes.

EXECUTIVE DIRECTOR'S REPORT

CALTRANS – COMMISSIONER COMMENTS

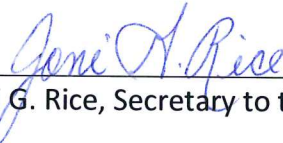
ADJOURNMENT

The meeting was adjourned at 4:15 PM.

The next regular meeting is scheduled for 2:00 PM on October 3, 2019 at 330 Fairlane, Placerville, California.



The September 5, 2019 Action Minutes were approved  
by the Commission at the October 3, 2019  
Commission meeting.



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Joni G. Rice, Secretary to the Commission

ADDENDUM TO MINUTES – AGENDA ITEM 7  
Transcription of Public Comments

Note: Names may not be correctly spelled. Transcribed comments were dependent on clarity of recording. An ellipsis was used where the words were inaudible.

**Sue Taylor:** I've been involved in two of these types of studies; one I actually helped to get funding for, and after it was approved for funding the whole course changed. And I don't think either of those projects were ever approved in the final stage, because I feel like they never ... and this is coming on like a done deal, and I know you get all the studies done, you get shelf ready, you approve it, you know the public is told, well, we're not there yet, don't worry about it, and then the next thing, the next step is its coming before the Board and getting final approval because it's shelf ready. When does the public actually have to have that much input that they missed out on. As far as I know there was one public meeting that Lori was gracious enough to put it out on Facebook. I never knew that this was going on. That park means a lot to me. I'm, since I was 15 years old, there's a memory there that I've been really involved as a docent in the park, I do a lot of events down there and no one I'm surrounded with didn't even know this was going to happen. So I care about a lot of the historic integrity of these places. This is a state historic park and there's a lot of stuff going on in that park and Barry's done a great job being in charge of it and there's a lot of great things happening. And roundabouts are too different and one of them at .... Cold Springs, and the topography is so crazy there to stick a roundabout in that pit. I don't know how, without destroying a lot of landscape or, you know, scenic there, and right now there's a stop sign, and there's a stop sign on the other end. So how much more can you stop traffic than stop signs, and I understand that roundabouts are going to slow down traffic. So this is not just adjacent residents' park or area. I feel like this belongs to a lot of people. People care, and when I'm in the park there are hundreds of people from all over the world. I appreciate having better paths for walking, bicycle riding. I'd like to see those two things not compete with each other. There's a lot of people walking in that park. You have bike riders that are traversing and ... a transportation corridor and also people that are trying to walk so um I would like to keep the gateways, because that's an issue, because why does it have to be roundabouts. Use gateways and put them where it's more appropriate, ... with cobblestone, if you want to slow traffic coming into the park, put in cobblestone, they've done that in Sacramento. And I would like to see more input and more understanding of what's happening and not see this move forward and shovel ready ... and not all the parts done before you can you know the whole place has changed and really nobody has anything to say about it . So go and rework and go back and get this done and ...

**Karen Bartholomew:** I'm from Garden Valley, and I frequent Marshall Road and Highway 49 probably every day. I agree with everything that Sue had to say for the record. I was told that a place that really needs to have a calming area is up by Gold Trail School; that they have a problem up there. I don't know how big rigs and people who deliver to our area, coming down Lotus Road are going to make a roundabout, you know they're not supposed to come through the canyon to service our area, so I think that, that could pose a problem. I don't like the idea of taking a foot from each side of the road on Lotus Road because I think it makes it more dangerous for big rigs that are bringing products to our area, trucking companies and gravel trucks, etc. And I was wondering on the study, they were talking about accidents on the 49 and one death. I'm just wondering what time of the day it was that these accidents might have occurred. If it was during the day when children were playing in the park or after hours; for safety reasons, that raises a little concern to me. The other thing is, if you really want to calm something down, just put undulation speed bumps. They work and they're a lot cheaper. I know that's for roundabouts and not for the road but to me that's the best way to calm anything down. It's worked for me for years on my private road. And when all this gets said and done, if it does, who's going to pick up the bill for it? Is it all going to be funded or who's going to pay for this. I mean we're talking about a lot of expense here. I don't like the idea of putting in the roundabout at Marshall Road. I think the stop sign works perfectly well. I mean, I wouldn't mind, I don't know, I'm familiar with the State Park. I do 25 going through there and almost all the time several times a week going to Placerville. I have never seen problems there. I went there in the fourth grade as a kid too. And people are very, it seems like people are very patient with crosswalkers and where the crosswalks are and people seem to be very concerned about the children, and the teachers and the people walking on the road. And as far as bicycles go, it

seems to me, if you want to make paths wider for bicycles fine, but I don't see cost-effective putting money in roundabouts when our roads. I know this doesn't cover roads, thank you. I hope you all think about it.

**Matt Sanderson:** I'm sure none of you live in Coloma or Lotus. I live on one of the most stressful, and I want to say it's not stressful, roads to live on which is Little Road. It comes right out of, next to the 49 and the Lotus Road stop. So in looking at the proposal, it talks about stress and red lines. There are no red lines in Coloma/Lotus. If you want to talk red lines, just go through Placerville to get here, go through Davis, go to the Bay area, go to Sacramento. Coloma/Lotus has no red lines. With the proposed solutions, it goes to green lines. We are already at green lines. We don't need, that was a very misinformed piece of information as far as I'm concerned. I am 100% opposed to roundabouts. I've lived there since 1994. I've never had any trouble getting out of probably the most stressful road either egress or egress going out to Highway 49 not one time. The longest I might wait would be 30 seconds, okay? A roundabout at Lotus Road and Highway 49 will really confuse me because I don't know how I'm going to get in and out of there. And it's completely unnecessary. The only risk when you look at the proposal, there've been many collisions. There's only been one collision at Lotus Road and Highway 49. There have been many more up in the commercial area by the gas station. There've been many more up toward the park coming toward Placerville. Only one in my stressful intersection, and in my view, it's not stressful, because I live there. The one real place in being a boater, a bicyclist, I'm a boater, I ride bikes, I drive all the time, I run, is Lotus Road to Bassi, it's very narrow and people speed. That speed needs to be reduced, and the speed going north out of the state park to the stop sign since it's a fairly blind run, needs to be reduced. It's at 40 miles an hour, people exit 25, they see this beautiful highway and they gun it. And it's a blind curve. If you reduce that speed and you put in one of those speed sign indicators, you will solve any problem there. Thank you very much.

**Ron Murphy:** Our property is directly involved at Cold Springs and Highway 49 property; there are four of us there. Talk about being engaged, we just heard about this. I've never heard anything about it until this last week. And all my neighbors, we hadn't heard about it. So as far as that being a congested area, the traffic comes down Highway 49, it's usually through traffic. There's never a bottleneck there. The people go right on through. The only bottleneck we have there is maybe five cars at the stop coming down Cold Springs Road from people coming back from work or Garden Valley or whatever, so you know as far as engaging and the public saying we ought to do this and that none of us have been involved. Anybody I've talked to hasn't been involved in any of this stuff until right now. So, I think, and most of my neighbors think, that these roundabouts just ruin the historic significance of Coloma and is changing Coloma, and we don't want any part of it, thank you.

**Patty Boyer:** from Lotus. Lori, thank you very much for all of your support. I'm pretty much saying, dittoing what everybody else has said. I am also opposed to roundabouts. I go over to Rocklin, to my dentist, and they have two roundabouts that I go through, very confusing. I've gone through there enough that I kind of know what I'm supposed to do and know where people are coming and going, and you'll have people coming down Lotus during the summer, don't know anything. They're coming for vacations down the river and they're not going to know what to do. They're going to get confused, and it's going to get backed up, and I don't know where you have people to be able to cross at the roundabout and like at Lotus and 49, so, um, the one part I find a little iffy is when you're coming down 49 and you have your first stop sign before you enter the park and say people are coming through the park and then they go through 49 or you may go up Cold Springs when you come down Cold Springs and stop, you don't know what these people coming this way are going to do because most of them don't put on their flashers. So, you sit here and wait. You're not going to go forward but that's the only place that I can find a little confusing, but I'm definitely against roundabouts. We have people coming here that haven't been here all summer, you know they're coming for vacations. I think they're confusing and also to put them over on 49 on Lotus and 49 after you spent all that money on the bridge and on that street and everything and then you're going to tear it all up again to put in a roundabout that takes up so much room. I also didn't know about any of those meetings. I was out of town I didn't know it cost 10,000 just for that and thank you for standing up for us, and I think input for this study is important.

**Judy Ryeland:** I just wanted to agree with Patty Boyer here about the Rocklin roundabout. After I heard about this thing I went to Rocklin and believe me I don't want roundabouts. Do you know those little fast cars that go really fast around here, they sound really loud. Those things will go around roundabouts really fast, and so can motorcycles. My son is a truck driver, totally opposed to roundabouts. How about the stock trailers in Coloma. Are they going to be able to get around the roundabout? So, I have an issue with roundabouts. I have an issue with changing Coloma too much. We need to have safety with pedestrians like that ... turn in the road. I'm not sure what that's for but it's like you have to go to the state park and then stop. So, I like the strips across the road to slow them down, and I like the idea of a stop sign at 49 and coming down past the cemetery and down in that area, slow 49 down. Stop signs work great, and to have a roundabout on the littlest highway in the world is kind of like, I don't know, more parking for the Coloma Theater. Yea, I'm sorry, I've been here for 40 years, up in Garden Valley, and I've never had a problem with a stop sign at Marshall and 49. My kids just sold a house across the street from the Sutter Center. They lived there for 20 years, they had a half a dozen drunks and two people that lost brakes, that's it. So that's my stats for 20 years, I don't see what we have anything more to do but one more stop sign and slow down strips. ... Thank you Lori for doing your help. Thank you guys too.

**Karen Mulveyney:** So, I'm going to say something different. First of all I want to say this is just a transformational plan for pedestrian and bicyclists and you're going to create some extraordinarily beautiful, world class grounds for people to walk to the river that you don't have now. And I also have to say that I was not included in the original steering committee but was invited to on Coloma Lotus Community and was invited to attend two informational meetings for this plan. I wrote in and reviewed the materials. My comments were included in the Amoloc Plan and ... road. So, the team was extraordinarily responsive, and this includes my public comment, and I assume everyone else's as well ... their drafts and initials on, so I'm sorry that everyone didn't attend all of those meetings because the opportunity was there. And for us, we kind of feel like we're on an island, living where we live, because we can't safely walk into town at present, so the ability to walk into town would truly be transformational, and I would also say that this economically, would create an opportunity to create in this, not ... Plan already, but also ... Coloma is such a beautiful place for visitors to come and walk around ... And for businesses that normally shut down ... On the shoulders, ... and as far as the roundabouts go, I was also originally against them as well, but I was persuaded by the data and by the historical ... by them and to say this is a way to stop or slow down traffic, it was explained to the community many times, you can't just arbitrarily reduce the speed limit. And if people are speeding, unfortunately, the way California law works, they can raise the speed limit. You have to do so artificially, not artificially, but through other means, roundabouts being one of them, and so I believe that is an opportunity to do that. I remember when I lived in the Bay area and I was driving across the Golden Gate Bridge every day and you go through those toll bridges and every day, utter chaos, and merging chaos. I never in 20 years saw an accident there. I mean when it is confusing, people slow down and pay attention. And I'm not a traffic expert, but that tells me ... Thanks.

**Sue Luenga:** 47 years. Thank you so much Lori for speaking up for us. At the meetings and at the Grange Hall, most of the people were for, or not for the roundabouts. I don't know where they got the numbers, but there were a lot of us that do not want the roundabouts. In my personal opinion, it's about the dumbest idea in the world. If people don't have enough common sense or brains to stop at a sign or a red light, they're not going to know what to do in a roundabout. Is there a plan that tells them how to use a roundabout, who has the right of way and who doesn't? I think it's going to be a free for all. I'd like to know where the studies were done that says roundabouts are safer; exactly when they were done and how many numbers were included. And one of the men said there were 22 comments on the survey and you said 122. So the numbers, that is not a majority of people in Coloma. That is not the majority of people. In my opinion that is not enough numbers in Coloma and Lotus. The speed bumps I believe are a better way to slow down traffic. I think the Murphy Bridge, I believe have more important problems, on Murphy Bridge because it's been going on for years and still hasn't come to a solution, and I'd like to know what the numbers are. We walk every day, on the far side of the river. We walk across the Murphy Bridge. We get our mail. Every day, we go through the park; every day for 47 years. We've never had a problem with safety or the traffic. Saying that there were 5, 35, collisions in 5 years, those numbers are pretty low, considering in 5 years. The flashing light buttons for pedestrians has been such chaos for traffic trying to come through with every student every person coming through pushing that button you're

going to have traffic stopped all the way up to Placerville and to Cool. So, against the, totally against the roundabouts. I think it's a waste of money and a dumb idea, my opinion. Thank you Lori for speaking up for us.

**Jerry Mormon:** I've lived in Coloma for 40 years. I'm in the travel business and have travelled all through Europe. This is historic California and most of the modern motor coaches I'm in all over the United States and throughout Europe are 45 footers. The problem with 45 footers going around a roundabout is challenging. The new offramp from Lotus Road onto 49 is, as established, is fantastic. My 45 footer, coaches come down perfect. There is no problem getting into Coloma, and I'm one of those involved in bringing thousands of kids here among other folks. Leave it the country. Leave it historic. We don't need a roundabout at either end of the park.

**Dani Pool:** I live in Lotus. My dad has been here for 35 years so I've seen it grow. And if you want to see traffic, go down south. I've seen it; or go to L.A. or San Bernardino. It's a joke. I come up here, and my cousin goes, hey, we've got traffic, there's five cars in line you know, and I agree, and I think everybody here agrees. We do want safety, you know. Put the trails in. Make the ... safer. We do not need roundabouts, and I agree because it is an historical place, and I agree that we need speed bumps. They work. Just make 'em bigger, you know. They do stop you, and people will learn, and I think it's the out of towners, they are not agreeing with this. So it's not going to stop it. Safety is important, and I think that would bring people and people would be outdoors more for that reason. But my question is, if they are put in, how long is it going to be before they're torn up. How long is it going to be? Where does the traffic go? You're putting it right in the intersection, so how is traffic going to get around. So, you're going to have to go out that way to get around to where we're going. So, I live off Ponderosa and Bay Street, so it's just on the other side, and I use Lotus all the time and go up through Garden Valley. There's no back up, you know, and we've seen runners, yeah, they have a lot of ... out there running and walking and really, but can't we start the project where we wanted to, where we agreed to. We do need some trails ... So can we start there and then broaden, because I feel like, people will give us, project started, and everyone is saying we'll do this, and then we see how did this come up, and that's how I feel about the roundabouts. That was not in the initial; we need to go back to the basic of what we need here. Thank you.

**Brian Bartholemew:** Garden Valley. I was on the highway going through Plymouth not long ago and at the roundabout and pulling up to the thing ... and it's out of place and people, you know, don't want to stop, and they might yield, and people quickly turned into the roundabouts. And also we talked about walkers and bicyclists about, I could see that ... also used the roundabouts and tried to share those corners with a vehicle which creates another safety problem. I was also concerned about the, saw the ... and people trying to get through those ... in a hard area. I think it's a hard area and a poor place, I think that speed bumps or those cobblestone type of roads might be a better fit for our needs

**Joanne Thornton:** I've been listening to everybody and I agree with most. Okay, those big rigs that come down Lotus Road that would hit the proposed roundabout. They have to take that road. They cannot come up Highway 80 and go up Highway 49 to get on ... They absolutely cannot do it by state law. Their only route is to come up 50 to Lotus Road and down and coming up 49 the access ... I know for a fact. I wanted to hire a local, big pieces of equipment, and I said, well I live closer to Auburn, and he said well we can't come up Auburn. We can't come up 80 and go through the canyon. We have to go all the way around and come up 50. That is the issue. You try to put a roundabout in and a big low boy comes in, that's not going to happen very well. Your intersection is going to come through, and they're going to run over it. I've heard some other comments that drive big rigs that have to come that way. They're going to plow right over it because they can't make that turn. That wasn't addressed in the study as far as I can tell. And one fatality in four years; I'm sorry that doesn't create such a catastrophe that we need a roundabout Thank you Lori for getting this out to us in the north county because nobody knew, and as a lot of people in the north county are working. They can't attend these meetings. So since you were such a focused group and only focused on getting comments from a small area, you failed to expand the area when you expanded your scope. One hundred and twenty two comments is nothing. A lot of these people were never even notified so, um, that's a problem. Um, it almost sounds like you guys are using the roundabouts as a guise to get grant money and possibly use the excess to improve the

trails along Lotus Road and safety, and I totally can see why you would do that. It's not right. Lotus Road does need more trails. I fully agree with that, walking trails, biking trails. What you guys have done, the bridge is awesome. I just agree with everybody and please don't give the comments no credit for comments. Lori's comments on Facebook regarding, well everybody wants to use that money for potholes. No, we don't. Yeah, there were a few comments about that but for the majority of those people that are commenting, comes very clear concerns and should be taken seriously. Thank you.

**Terry Kayse:** ... I'll make this quick, those of you on the City Council don't know me very well at all. I hope you make ... today. I come from a family of top-notch engineers. The head engineer that built the Oroville dam, not the spillway, but the Oroville dam, who said it would fail, as did I in 1967, when I was working on the dam. I have three cousins who served as (request by Chair to move forward on subject matter) Okay, but the point is, this is relevant, because this is science. Engineers, scientists in every profession go through what I call the Bandwagon affect. There are statistics about this. Roundabouts work extraordinarily well where they are built in as part of an integrated plan into a much larger system to retroactively go back in and put a roundabout into a place where roundabouts weren't ever going to be built, tends not to work. I've had cousins in Humboldt County, Oregon, Montana, who put in roundabouts, as heads of counties, then put more roundabouts in certain places where they fit and worked well. But they always built them so they could modify them and change them, but at the same token they often took out roundabouts because they realized that, after the fact, they had fallen into the trap of the bandwagon affect. Any decision by this Board needs to be made carefully. One final point is; this county is already on the major front about funding for highway and road improvements. You should only be funding road improvements, I don't care if the funding comes from grants, only in situations where your best judgement, absolute best judgement, and from talking with the people who have to live and work in that area, what they have to say. If it's not a green line all the way, there are other places to spend the money believe me. Thank you.

**Rafael Martinez:** Director of Transportation. I just wanted to say that I'm a registered traffic engineer, and I too am uncomfortable going into a roundabout, but statistically, that is, in part, why they do work. I just went to Tahoe this past weekend, and as many of you know Caltrans is building a roundabout at 50 and 89 and with a partially constructed roundabout, thousands of vehicles went through it, and I just finished speaking to the Lieutenant, CHP officer, and he told me there was not one reported accident at the location. And there were several trailer trucks that did go through it without any trouble, and that is with a 50% constructed roundabout. But nevertheless I do understand the concerns of my relevance back here because roundabouts are a nuisance, they are uncomfortable, and they are not typical of the standard design in this county, so it is something that my staff and I have tried to put effort to try to educate as to the benefit and the negatives, because there are negatives, and every roundabout is not beneficial at every location and that's why we create plans like what El Dorado County Transportation Commission is creating. They are creating a plan for the future. Ten years ago, when we started the planning for the Ponderosa Interchange, people were afraid because the traffic wasn't there, but if we hadn't started that process back then, today, we wouldn't be finishing the environmental for that project. that's where we are here today. We are trying to come up with a plan for potential improvement for traffic that will help the traffic alleviate some of the conditions that we anticipate and improve safety eventually. I haven't had an opportunity to find out more about the outreach that was done for this project, but I would love to engage with El Dorado County Transportation Commission as well as some of the residents to see further see the pluses and the minuses for a roundabout as well as talk about some of the other recommendations that some of the public had such as speed bumps. Some municipalities and other organizations including Fire and Caltrans and others, but none the less, I do understand the residents' concerns and getting to the CEQA process, but you do realize you must make a decision whether it's going to be a roundabout or a signal, and having that healthy constructive conversation. Thank you.

**Mike Bean:** Coloma, I'm one of the crazy people you see out walking or running out on the side of the road. I just hate to see this whole plan get shelved or to not go anywhere. Lotus Road is kind of sketchy on a bike, moving the fog lines in really won't make it safer for me when a gravel truck is going by. Widen it by a foot ... If I lived on Bassi Road, I actually live on Scott Road, but if I lived on Mountain View I

would like to be able to walk over to Henningsen/Lotus Park. I can't do that right now. I can't ride a bike. It would be nice to do those things. Thanks.

**Barry Smith:** Chief Ranger Gold Hill District. I have been very involved in this plan. I kind of, you know, the Marshall Gold Discovery Park is the heartbeat of the county, heartbeat of the community, heartbeat of the state, heartbeat of the world. The reason why we're sitting here today is because of Marshall Gold State Historic Discovery Park. I've spent the last five, six years there. I've looked at people moving about and seeing the very unsafe ways in which it happens. At times I've walked through the park at night and envision about how we can make this park safe. I look at this plan in a much bigger picture. I have plans throughout the entire park to improve the safety and accessibility. This plan allows us to tell more history. It allows us to tell history that we're not telling now. It doesn't matter where you come from around the world; you can find your relevance in early California history, and I think that is very important. And many times, I've watched the campgrounds throughout the park and the ... In the park and I've watched the children ride through and they really have roads to nowhere. How wonderful would it be to camp at the Coloma Resort or the American River Resort and be able to ride with your family safely through the park to Lotus and have pizza and then to ride with your family back in a safe manner. That to me is what we are really here talking about. It's about accessibility to the thousands of kids and thousands of visitors that come yearly to this park. And I know we are talking about the roundabouts, and that seems to be the focal point. but let's look at the big picture of this plan in bringing the community together. I think that is really important, and I appreciate Dan working with Jim and having a meeting with Caltrans in being able to bring these safety concerns up and finding some sort of plan or some resolution for the future. The general plan dates back to 1978 about the park. That plan actually moved Highway 49 out of the park. I think that would be a topic we would have difficulty in discussing. And so that was the plan, and I don't see that ever coming to fruition. So thank you again for your time and thank you for listening. And if anyone ever wants to come out to the park and see all of the wonderful things we are doing please, but this plan is a much bigger picture. And I hope you all understand that. Thank you everybody and for all the comments today.

**Matt Smeltzer:** El Dorado County DOT. I have been a participant in this study. I have been a participant in many studies and the ... Bridge that Caltrans did, and these are all safety projects. Mount Murphy Bridge, one my projects, was a very important safety project also. One of the things in common with all of these projects that I've heard in many public meetings, that I've heard, are about pedestrian safety, vehicle speeds, vehicle pedestrian conduit. And I was happy to be involved in some of the catalyst that got this going in two bridge projects and getting together with Parks and Caltrans, the Commission to help bring this next study to help advance and improve ... in this community. And I think the Commission has done a great job, in picking the right consultant, who is definitely an expert in the field, one of the best that I know, in this type of study, and I think has done an excellent job in addressing the concerns of the community and the advisory committee and the public and I'd like to commend them on the great job they've done.