

# EL DORADO COUNTY TRAFFIC ADVISORY COMMITTEE MEETING

## WEST SLOPE Meeting Minutes

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Wednesday, July 13, 2022 at 9:00 A.M.

*Meeting Location: Zoom Conference Call*

### **VOTING COMMITTEE MEMBERS:**

Rafael Martinez, Director of Transportation - Present  
Brian Mullens, Deputy Director of Maintenance and Operations – Present  
Officer Andrew Brown, California Highway Patrol (Placerville Office) - Present  
Sgt. Corey Engelbrekson, El Dorado County Sheriff's Department – Present  
Helaina Wilkinson, Designee for County's Risk Management Office – Present

### **STAFF:**

Darryl Brown, Department of Transportation, Traffic Superintendent - Present  
Jim Hunnicutt, Department of Transportation, Senior Engineering Technician - Present  
Michael Bastian, Department of Transportation, Senior Engineering Technician - Present

### **PUBLIC ATTENDANCE:**

A total of four (4) attendees of the public and eight (8) panelists were in attendance via the Zoom video conferencing application at this Traffic Advisory Committee Meeting.

Commander Rick Hatfield, California Highway Patrol (Placerville Office)  
Jeff Horn – BLM Pedro Hill Rd  
Supervisor John Hidahl  
Supervisor Gorge Turnboo  
Karen Feathers  
Shelley Wiley  
Cindy Munt  
Heather Caskey – Serrano HOA  
Kathryn Hendrickson – Serrano HOA  
Brad Pelagrini – Carson Crossing Road

## MINUTES

Chairman Rafael Martinez called the meeting of the Traffic Advisory Committee to order at 9:05 a.m. with Brian Mullens, Officer Andrew Brown, Sgt. Corey Engelbrekson, and Helaina Wilkinson present via Zoom conference.

### ADOPTION OF AGENDA:

Chairman Rafael Martinez motioned to adopt the agenda and consent calendar which was seconded by Brian Mullens.

### OPEN FORUM:

Matters not on the Consent Calendar may be addressed by the general public, individual comments are limited to 3 minutes.

Brad Pelagrini had three questions regarding Carson Crossing developer Lennar Communities releasing liability to El Dorado County, speed survey and signage, and if there was a standard speed limit for the roadway.

Rafael Martinez addressed the questions that Lennar Communities (Carson Crossing Road) is in the process to be accepted as a County Maintained roadway once the punch list items are completed. Once it is accepted, the Department of Transportation will conduct a speed survey to determine an enforceable speed limit. There is no standard speed limit, Carson Crossing is identified as a Local roadway per the California Road System (CRS) Functional Classification.

Technical difficulties with Fred Ott calling into the meeting. Rafael suggested Mr. Ott call the Department of Transportation with his question or comment to be addressed by staff.

### “ENGINEERING AND TRAFFIC SURVEYS” on CONSENT CALENDAR:

1. **Speed Zone on Wentworth Springs Road from Main Street to 600 feet east of Hanson Hollow Road (Study Length 0.82 miles):**  
Staff recommendation to retain the "35 MPH" and "40 MPH" speed limits with radar enforcement.

- 2. Speed Zone Survey on Serrano Parkway from its intersection with El Dorado Hills Boulevard to Bass Lake Road (Study Length 3.66 miles)**  
Staff recommendation to retain the "45 MPH" speed limit with radar enforcement.
- 3. Speed Zone Survey on North Shingle Road from Ponderosa Road northerly to 1500 feet south of Green Valley Road (Study Length 2.68 miles):**  
Staff recommendation to retain the "50 MPH" speed limit with radar enforcement.
- 4. Speed Zone Survey on Mother Lode Drive from 600 feet east of its most westerly intersection with Buckeye Road to Missouri Flat Road (Study Length 5.51 miles):**  
Staff recommendation to retain the existing "50 MPH" speed limit with radar enforcement.
- 5. Speed Zone Survey on Larsen Drive from Carson Road to Barkley Road (Study Length 0.77 miles):**  
Staff recommendation to retain the "35 MPH" speed limit with radar enforcement.
- 6. Speed Zone Survey on Main Street, Georgetown, from Harkness Street easterly to Townsite Limit (Study Length 0.5 miles):**  
Staff recommendation to retain the "35 MPH" speed limit with radar enforcement.
- 7. Speed Zone Survey on Wilson Boulevard, from El Dorado Hills Boulevard to Saratoga Way (Speed Zone Length Amendment) (New Study Length 1.44 miles).**  
Staff recommendation to add a new "35 MPH" speed zone from 400 feet south of Montridge Way to Saratoga Way and to retain the "40 MPH" speed limit with radar enforcement from El Dorado Hills Boulevard to 400 feet south of Montridge Way.
- 8. Speed Zone Survey on Pleasant Valley Road from State Route 49 easterly to 0.19 of a mile East of Bucks Bar Road (Study Length 4.84 miles):**  
Staff recommendation to retain the "25 MPH," "35 MPH" and "40 MPH" speed limits with radar enforcement.
- 9. Speed Zone Survey on Amber Trail from Gold Ridge Trail to a point 0.78 miles west, at the end of the County's Maintained Portion (Study Length 0.78 miles):**  
Staff recommendation to retain the "35 MPH" speed limit with radar enforcement.

**10. “No Parking” Zone Survey on Pedro Hill Road from US Hwy 49 to approximately 1000 feet northerly through and past/through the entrance of Cronan Ranch Park (Study Length 0.19 Miles):**

Staff recommendation to place “No Parking” Zone on both sides of Pedro Hill Road; 1) A “No Parking” zone on Pedro Hill Road beginning at MP 1.81 and continuing east for 1000 feet (MP 2.00) on the north Side to US Hwy 49, and from MP 1.81 to MP 1.92. Then, 2) on the North Side of Pedro Hill Road from MP 1.81 to MP 1.92 and then from MP 1.98 to MP 2.00 on the south side.

**COUNTY TRAFFIC ITEMS:**

N/A this meeting.

**OPEN DISCUSSION:**

1. Pleasant Valley Road potential removal of passing lanes and passing permissive lanes to double yellow centerline from, approximately Savage Road to Leisure Lane/Holiday Market (evaluating 3 passing lane areas). Last TAC meeting on December 16, 2021, Staff was asked to come back with a recommendation to keep at least one passing lane in the westbound and eastbound direction of Pleasant Valley Road to allow faster traffic to pass slower traffic on Pleasant Valley Road.

Chairman Rafael Martinez and Darryl Brown summarized the data and history of this discussion item. The goal was to keep one passing lane in each direction, Darryl’s first recommendation was the westbound direction in the vicinity of Bodega Way 1,463 feet in length. Second proposed is the eastbound direction 2,188 feet in the vicinity of 4 Seasons Rd. Removing all other passing lanes in these segments. Darryl is not in favor of keeping the westbound passing lane near Leisure Lane due to the high collision site in the “run out” area. This site also has higher number of driveways and potential conflict points. Darryl explained the operational distance when the lanes were designed were 800 feet per ASHTO, current standard is 1,800 feet per MUTCD. In addition to the passing lane details, Class 5 trucks account for 20.3% of the traffic volume and 4.3% are busses to class 10 large trucks.

Brian Mullens agrees with keeping the eastbound passing lane at 4 Seasons but does not agree with keeping the passing lane at Bodega.

Supervisor Turnboo’s concern is with the residents’ driveways and population growth along Pleasant Valley Road. He believes the passing lanes near Bodega Way should be eliminated.

Based on the Committee members recommendations, Rafael Martinez directed staff to remove all passing lanes within the study with exception of the eastbound passing lane at 4 Seasons Road.

2. Request for the placement of a mid-block crosswalk for pedestrians at or near the intersection of Cambridge Road at Sandhurst Drive, for pedestrians crossing Cambridge Road to access Cameron Park Lake.

Darryl Brown summarized the 12 hour pedestrian count on Cambridge at Sandhurst with 8 pedestrians walking along the west side, 30 pedestrians crossing within 200-300 feet of Sandhurst, not directly using the intersection to cross and 43 pedestrians walking along the east side of Cambridge Rd. This indicates a relatively low number of pedestrians. There are currently pedestrian warning signs on each side of the Cameron Park Lake entrance, 275 feet on the south side and 300 feet to the north. Per the MUTCD, the current pedestrian counts do not meet warrants for a crosswalk. Transportation staff has brushed the entire length of Cambridge to increase visibility of signs over the past month. Additional concerns in placing a crosswalk at this location would be ADA accessibility with pedestrian ramps and earthwork needed to achieve this. If the pedestrian warrants are met in the future this would be an ideal project for grant funding due to the cost and design needed. The recorded data indicates no pedestrian collisions.

Based on the Committee members recommendations and comments this intersection does not meet warrants for a pedestrian crosswalk, Rafael Martinez recommended staff to continue watching for increase in pedestrian usage or vehicle volume.

3. Greenview Drive West All-Way-Stop request. This topic was last discussed at TAC in December 2019. From the December 2019 DOT TAC meeting, DOT requested a Serrano Homeowners (SHO) Board authorized letter of approval of the All-Way-Stop at Greenview Drive and Serrano Parkway if an All-Way Stop met warrants. Secondly, DOT asked Serrano SHO to remove trees and vegetation from the sight distance corners of Greenview Drive (Main Gate) at Serrano Parkway.

Traffic Unit Staff wanted to take this topic back to TAC Discussion for a few reasons, 1) Serrano Homeowners (SHO) Board turned in their request and approval for an All-Way Stop at the intersection of Serrano Parkway and Greenview Drive this past March 16, 2022. 2) Unfortunately, upon further study of traffic, turning movement counts (April 28, 2022), and it could be really close, the intersection may not meet All-Way Stop Warrants. The intersection may not meet All-Way Stop Warrants for a host of reasons; COVID traffic patterns, construction of Serrano Homes ended within Greenview Drive, low collision rate, etc. DOT Staff wants to discuss the request for All-Way Stop Request at the location of Serrano Parkway and Greenview Drive.

Darryl Brown discussed the history of requests and communication between the Serrano HOA and DOT. After receiving a petition from Serrano HOA and residents on March 17, 2022, staff has gathered data for traffic volume, pedestrian counts and sight distances to compile a draft 90% Engineering and Traffic Survey. Based on vehicle volume warrants for an all way stop, side street volumes are low by approximately 300 vehicles per day. Collision warrants are 3 collisions per 12 month period and we are currently at 2. Sight distance is the third warrant, vehicles exiting Greenview Drive have adequate sight distance looking west. Greenview Drive looking

east is compromised by the trees “fence posting”; rolling forward helps to minimize the obstacles. The left turn pocket on Serrano Parkway turning into Greenview Drive does not have adequate sight distance due to a combination of trees “fence posting”, and dirt mounding in the middle median. Darryl mentioned DOT Traffic Unit could also remove the R4-7 traffic sign in the center median. After reviewing the collision diagram 5 of the 6 collisions recorded within this intersection have been left turn into Greenview Drive, failure to yield.

Heather Caskey speaking on behalf of the Serrano Home Owners Association, discussed the center medians and adjacent landscaping is common area and maintained by the HOA. She also mentioned many visitors and residents visit the Clubhouse enter the Greenview Drive entrance in addition to residents. Heather will propose the tree removal measures to the Serrano HOA to improve the safety and line of sight.

Rafael mentioned the installation of Stop signs appear to be safe traffic control devices but also create other collisions and conflicts such as rear end type collisions. Taking into consideration the comments from Brian Mullens, Helaina Wilkinson and Darryl Brown, also due to the high probability of a third collision occurring within the next 6 month. Rafael recommended DOT staff to meet with Serrano HOA staff to determine the tree removal limits and revisit this topic at the Fall 2022 TAC meeting to see how the partnership has moved forward. At that time TAC will determine the next steps.

**ADJOURNMENT:**

With no further questions or matters for the Committee’s attention, Chairman Rafael Martinez motioned to adjourn the meeting, which was seconded by Brian Mullens. The Committee voted unanimously to adjourn the meeting.

At 11:02 a.m., with no further questions or matters for the Committee’s attention, Chairman Rafael Martinez adjourned the meeting.

Minutes Approved By:  on 7/29/22  
Chairman Rafael Martinez Date

JH:db