



# BASS LAKE BULLETIN

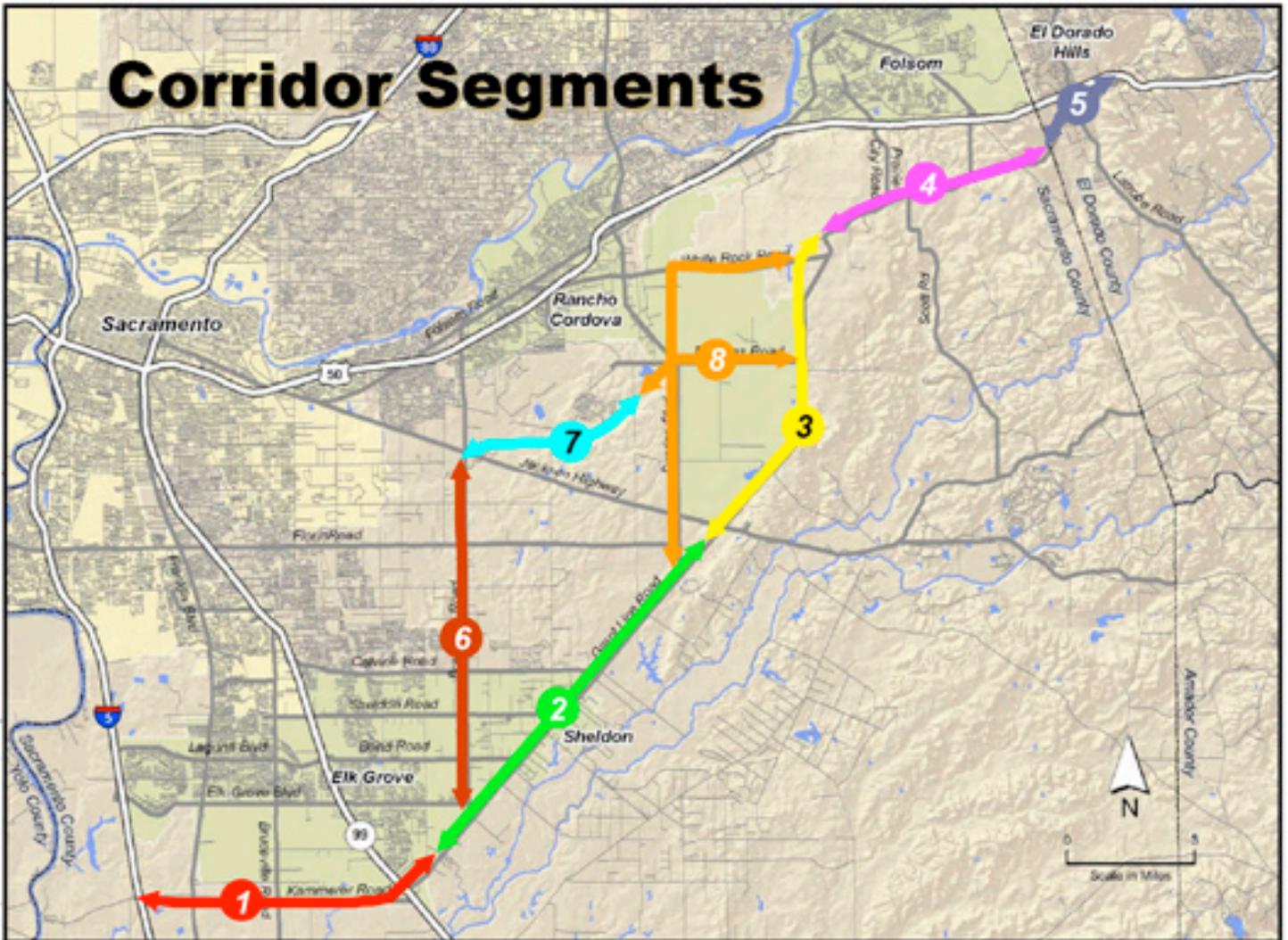
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## ELK GROVE-EDH CORRIDOR MOVES SLOWLY FORWARD



Map showing conceptual route of the Elk Grove - El Dorado Hills Transportation Corridor. Colors and numbers indicate project segments.

The Elk Grove–Rancho Cordova–El Dorado Connector is a proposed road project within a 35-mile-long corridor that spans Sacramento and El Dorado counties and will link the cities of Elk Grove, Rancho Cordova, Folsom, and the community of El Dorado Hills. These communities and the surrounding area define what is commonly referred to as the Connector.

The underlying purpose of the Connector is to link residential areas and employment

centers in the corridor, serve both local and regional travel, and relieve congestion on the heavily congested existing two-lane roadways, all while preserving open space and habitat. The Connector would provide new options for automobile, public transit, bicycle and pedestrian mobility throughout the corridor to address the anticipated increased travel demand. Immediate road improvements include the upgrading of the present two-lane roadways to a four-lane roadway.

Long-term goals contemplate expanding the road further to a six-lane expressway. The Connector project in its present form was set forth by the Sacramento Area Council of Governments (SACOG) in 2002 during the preparation of the Metropolitan Transit Plan 2025 (MTP).

There followed a SACOG a planning process that developed a project purpose, a project need and defined a set of project alternatives for the Corridor to be considered  
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## CONNECTOR *(continued)*

in future environmental reviews. In May 2005, the SACOG Board of Directors approved the Final Concept Plan Report for the Corridor. Descriptions of the conceptual alternatives developed during the study were outlined in the Final Concept Plan, along with initial elements of purpose and need.

In September 2005, the SACOG Board initiated a Phase 1 Environmental Study in preparation for a subsequent Environmental Impact Report for the Connector project. The principal objectives of the Phase 1 Environmental Studies process were to analyze governance and staffing options for completing the environmental, engineering, and construction phases of the Project; complete a Purpose and Need Statement for the Project; prepare functional guidelines that would ensure that design and construction of local segments of the Connector are consistent with the regional function of the Connector; develop a preliminary financial plan; and begin initial project development and environmental screening.

The Phase 1 Environmental Studies process began December 2005 and concluded November 2006. The focus of the effort was to build a base of comparable information about all project alternatives under consideration that would serve as a starting point for the formal environmental process to follow.

The Connector project has now moved into the next phase of development. Five stakeholder jurisdictions (Elk Grove, Folsom, Rancho Cordova, El Dorado County, and Sacramento County) have formed a Corridor joint powers authority (JPA). The JPA will assume responsibility for the project from SACOG and will use the information that SACOG has so far developed. The administrative structure of the JPA has taken shape and the technical work necessary to advance the project is expected to commence soon.

It is important to note that while the Connector concept was initiated by SACOG, the job of actually planning and completing the project lies within the jurisdiction of the JPA. The job of the JPA will be to work out the many details involved with transforming that concept into solid results.

The JPA is administered by a board of directors consisting of five directors appointed by each member jurisdiction. Supervisor Rusty Dupray currently represents El Dorado County. Richard Shepard,

Director, El Dorado County Department of Transportation, and Russ Nygaard, Manager, El Dorado Hills Office, El Dorado County Department of Transportation, are on the JPA advisory board.

The community of El Dorado Hills is not officially a member of the JPA and has no direct representative. Community groups may unofficially represent El Dorado Hills, one of which is the El Dorado Hills Citizens Alliance, headed by Paul Raveling.

The JPA is being funded through a combination of three sources: Regional Surface Transportation Program funds, JPA member contributions, and Sacramento County Measure A funds.

The proposed Connector will be beneficial to both El Dorado Hills and El Dorado County as a whole as an important link in the Sacramento Area network of regional roads and highways. On the other hand, the roadway contemplated by SACOG routes all Connector traffic at its eastern end through El Dorado Hills, with a provision to eventually expand White Rock Road to six lanes. This increased traffic flow would be unfortunate, since El Dorado Hills is already an area that is becoming the focus of maximum traffic loads.

Currently, the eastern end of the Connector is slated to be the intersection of White Rock Road and Latrobe Road. Important factors that will affect the traffic density at this particular intersection are the build-out of the Business Park and the occupation of the residential developments south of US 50 along Latrobe Road. Traffic generated within this area will be on the order of several tens of thousands of round trips daily within one to two decades. As the population of the communities south of Highway 50 and east of El Dorado Hills grows into the range of 150,000 to 200,000 residents, through traffic using the Connector could also be substantial.

It would seem more reasonable for the JPA to modify the plans for the Connector's eastern end so as to allow for the distribution of Connector traffic through multiple road feeders where the Connector arrives at El Dorado Hills. At least one of these feeders should be a major southern bypass road which would serve communities south of Highway 50 and east of El Dorado Hills.

It is important to recognize the long term results of Connector routing and to anticipate what this will mean in decades well past the usual planning horizons of 10, 20, or 30 years. As the Sacramento region develops use of the Connector between existing cen-

ters of population, commerce, and jobs will increase. More importantly, the Connector will form a transportation backbone that will induce additional development to cluster along its course. In the second half of this century the Connector will need to carry a very much higher traffic load than it will experience within the next 20 to 30 years. Initial planning should anticipate the need to increase traffic capacity and ultimately to build a new freeway on the Connector right of way.

The Connector can become an asset to our regional road network. If planned carefully in conjunction with new arterials and major collectors in the El Dorado Hills traffic network, the Connector it can divert traffic away from the parts of the EDH road network that will be at greatest risk of traffic congestion. If planned without consideration of the EDH road network can worsen our future congestion problems. Integrated planning of the Connector and the EDH road network is critical to managing our future traffic burden.

There are several possible alternatives and variations to mitigate the foreseeable problem. First, building an El Dorado Hills bypass joining the Connector to Highway 50 using peripheral roads. Second, building distributed interconnections with the El Dorado Hills road network to "spread out" the traffic impact in a manner similar to a river delta. Third, building a southern connector road from a point on White Rock Road to swing south of the Business Park and parallel to Highway 50 that would connect up with South Shingle Road.

Many residents believe that the plans for the Connector need to include a good route for through traffic to bypass El Dorado Hills surface streets and to provide well-defined routes in El Dorado Hills proper that do not all pass through the congestion-critical intersection of White Rock and Latrobe Roads.

The next meeting of the Connector Joint Powers Authority will be held on December 14, 2007, at 8:30 a.m. at the Rancho Cordova City Hall City Council Chambers, 2729 Prospect Park Drive in Rancho Cordova. If you have any questions concerning the meeting, you may leave a voicemail message at (916) 825-0831 or send an e-mail message to [info@ConnectorJPA.org](mailto:info@ConnectorJPA.org). ~



## THE PRESIDENT'S LETTER



Hello Everyone,

With the leaves on the trees turning red and gold, I know that it will soon be time to get out the rake and collect them. The neighbors' houses will emerge from behind the trees, and the garden will take on the look of winter.

Around this time of year I am reminded of a poem by Robert Frost, "Gathering Leaves:"

Spades take up leaves  
No better than spoons,  
And bags full of leaves  
Are light as balloons.

I make a great noise  
Of rustling all day  
Like rabbit and deer  
Running away.

But the mountains I raise  
Elude my embrace,  
Flowing over my arms  
And into my face.

I may load and unload  
Again and again  
Till I fill the whole shed,  
And what have I then?

Next to nothing for weight,  
And since they grew duller  
From contact with earth,  
Next to nothing for color.

Next to nothing for use.  
But a crop is a crop,  
And who's to say where  
The harvest shall stop?

May you all have a very Happy  
Thanksgiving.

*John E. Thomson*

President



### CAMINO RESIDENTS DECRY HIGHWAY 50 SPEED LIMIT INCREASE

In September Camino residents were surprised to see Caltrans crews replacing the 55 MPH speed limit signs with 65 MPH signs along an accident-prone stretch of Highway 50 between Placerville and Camino.

The stretch between Placerville and Upper Carson Road in Camino sees particularly heavy traffic during the Apple Hill season. A county DOT-sponsored study recently noted that 14 collisions, including one fatality, were reported between July 1, 2000, and June 30, 2003 at Still Meadows Road and Highway 50, site of the Apple Café and access for a nearby neighborhood.

A Caltrans representative said the California Vehicle Code requires four-lane roadways to be posted for 65 MPH unless an engineering and traffic study indicates that another speed is justified.

Speed limits typically are set at or below the speed at which 85 percent of traffic is moving. Traffic and engineering studies take into consideration accident history and other factors such as traffic entering or leaving the road from driveways. In this case, Caltrans found that a survey of the Placerville-to-Camino section of Highway 50 in April indicated the speed limit should be increased to 65 MPH and neither the accident history nor other issues were found to warrant a lower speed limit.

A similar situation occurred recently on Bass Lake Road, where the speed limit was raised to 50 MPH on the southern part of the road in response to a traffic study that showed that 50 MPH was what 85 percent of the drivers drove on that part of the road, and neither the accident history nor other issues were found to warrant a lower speed limit. ~



### WILD TURKEYS AND THANKSGIVING

The wild turkey is native to North America and was a staple in the Native American diet. Turkey meat was introduced to the early Pilgrim settlers by the Native American Wampanoag tribe after the Pilgrims arrived in 1620. The first Thanksgiving was celebrated in 1621 at the behest of Governor William Bradford, and the Native Americans were invited guests of honor. Presumably turkey was served.

However, California had no indigenous turkeys until the bird was introduced here as a game bird in 1877. Following initial successes, the California Department of Fish & Game released wild-trapped turkeys from other states in order to establish wild California populations. Rio Grande turkeys were the most popular subspecies because they were highly successful in adjusting to the seasonally-arid conditions of much of California's oak woodlands. Rio Grande turkeys have become the dominant subspecies established in most of the lower elevation oak woodlands as the result of numerous releases statewide, and they are locally abundant in many areas of the state. Wild turkey populations have grown to become an established part of much of California's mixed pine-oak woodlands. Turkey populations have grown tremendously in recent years in certain parts of the state.

California's wild turkeys now occupy about eighteen percent of our state, and are a highly valued upland game bird. Many Californians also enjoy watching them. However, some homeowners can't resist feeding them, and that's when trouble begins. A few stray visitors soon become a flock of permanent residents that have lost their natural fear of humans.

Adult wild turkeys, which can weigh upwards of 20 pounds, can destroy flowers and vegetable gardens, leave their droppings on patios and decks, and roost on cars,

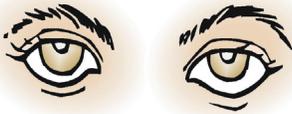
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scratching the paint. Turkeys can become aggressive during the breeding season, occasionally even charging, threatening, and acting aggressively toward people.

You can prevent problems by discouraging wild turkeys from becoming too comfortable on your property. If turkeys begin feeding under hanging bird feeders, remove the feeders until the turkeys leave the area. If turkeys are causing problems in your yard, install motion-detecting sprinklers. Wild turkeys typically will not enter yards with dogs. If confronted by a wild turkey that has lost its fear of humans, an open umbrella may help steer it out of your path.

A hunting license and an upland game bird stamp are required to hunt turkeys, and the season limits are three gobblers per hunter in the spring, and one turkey (gobbler or hen) in the fall. Legal methods of take include shotgun, archery equipment, or air rifle. Depredation permits are required to kill wild turkeys that are causing property damage. To get a depredation permit, contact your local California Department of Fish & Game office. ~



## BASS LAKE RESIDENTS TO COMBAT VANDALISM

Responding to increasing reports of vandalism in the Bass Lake neighborhoods, a number of Woodridge, Hills of El Dorado and Bridlewood residents have banded together and instituted a Neighborhood-Watch type organization to fight what appears to be an epidemic of youth vandalism.

Many residents are particularly concerned about the holiday decorations that will be going up soon. Last year some front-yard decorations were the target of vandals, and a number of neighbors want to take a proactive stance against such vandalism this year. The El Dorado County Sheriff has given out some helpful hints to help combat vandalism.

If you have children living at home, pay special attention to your children at night to see if they might be leaving your house without your knowledge or permission. While these activities have been happening randomly, many of the activities have taken place late Sunday night and early Monday morning and late Wednesday night and early

Thursday morning. Ask your children if they have heard of anyone at school or friends in our area talking or bragging about any of these activities. If your child has heard any information, please pass it along to the Sheriff. Keep an eye out for any suspicious activity during the night and report it immediately to the Sheriff. Quickly report any vandalism or damage to property to the Sheriff.

If you don't have children living at home, keep an eye out for any suspicious activities during the night and report it immediately to the Sheriff. Quickly report any vandalism or damage to any personal property to the Sheriff.

The Sheriff's office is already aware of many of these activities and they are going to schedule extra patrols in our area. Everyone's help is needed by in assisting the authorities with trying to catch the perpetrators. If you have any information that might help, please contact the Sheriff. If you have not yet reported recent vandalism or damage to your property, please do so.

You can contact the Sheriff's office at their non-emergency phone number to report older incidents not in progress at (530) 621-6600. For any criminal activities in progress or in an emergency, call 911 from any home telephone, or (530) 626-4911 from your cell phone. ~

## CAMERON PARK COMMUNITY CENTER STILL UP IN THE AIR

Cameron Park Community Service District officials are still struggling to put together a plan to get their community center built. The district has not been able to get construction started, despite getting the green light from voters in 2005 to float a \$10 million bond issue that was supposed to have paid

for the center.

The district has blamed escalating material prices for the delay, and as a result of the increased material costs, it was recently decided to build the center in phases rather than all at once. The community center's major components will include an assembly hall, a gymnasium and a swimming pool. However, now the difficulty seems to be indecision as to which component to build first, with constituencies for each clamoring for their phase to be built first.

The CSD board was to make a decision at its October meeting as to which phase was to be built first, but the upshot of October's board meeting was to delay the decision to the November board meeting. With the cost of building the project going up an estimated \$100,000 a month, Cameron Park residents are saying that the board better make a decision quickly, before all they have left is enough money for a parking lot. ~

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