



BASS LAKE ACTION COMMITTEE TRAFFIC & SAFETY COMMITTEE

August 5, 2019
501 Kirkwood Court
El Dorado Hills CA 95762

El Dorado County Department of Transportation
2850 Fairlane Court Building C
Placerville, CA 95667

The Bass Lake Action Committee (BLAC) was established in 2003 as a non-profit 501(C)(4) corporation representing Bass Lake area home owners. In 2018 BLAC established a Traffic Safety Committee (TSC) to gather information and examine the concerns from our members and area residents with respect to Bass Lake area transportation, circulation, and pedestrian safety. The TSC is comprised of residents of Bridlewood Canyon, Woodridge, and The Hills of El Dorado villages in the Bass Lake Area of El Dorado Hills. The BLAC TSC has been evaluating the traffic and pedestrian conditions in our area for some time, beginning in 2018.

Our primary focus is on road and pedestrian facilities around the southern and eastern edges of Bass Lake, along Bass Lake Road from Serrano Parkway through Magnolia Hills Drive.

Many of our members are original homeowners that have lived in the area since the mid-1990s. These residents have not seen any capacity or significant safety improvements to Bass Lake Rd adjacent to the lake and our residential villages, for nearly 25 years. The major improvement in that time frame was a long overdue overlayment, completed within the last five years.

A chief concern is the sharp curve on Bass Lake Road, which is north of Madera Way and south of Magnolia Hills Drive. Since the mid-1990s residents have been assured by the county that this dangerous curve, the site of multiple fatal accidents, would be improved with the southern extension of Silver Springs Parkway, and the creation of a new three-way intersection. The original project documents for the Silver Springs residential development date back to the 1980s. When an increase in accidents and roll-over accidents in a very short time period was noted by residents in July of 2018, BLAC members spoke with our District 1 Supervisor about the possibility of adding additional signage, flashing lights, rumble strips, reflectors or any sort of temporary safety improvements at this curve. Through the El Dorado County Department of Transportation (DOT) we learned that the California Highway Patrol (CHP) actually reported a decrease in accident rates along this section of Bass Lake Road, and therefore additional safety measures were not warranted. Further, we were led to understand that, with the anticipated completion of the southern connection of Silver Springs Parkway to Bass Lake Road, any current improvements were probably not fiscally possible. However, in June 2019, following a fatal motorcycle accident at this curve, the roadway was improved with Safety Countermeasures (Legistar File 18-843, 49320/36201034, Contract 3630). While we appreciate the improvements the new section



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of overlay provides, we question the fiscal decision to provide the new overlay now, as the construction of the southern extension of Silver Springs Parkway to Bass Lake Road will remove this new section of overlayment less than a year after installation, as construction of the extension is projected in the County CIP for 2020. Additionally, the new overlayment initially removed the roadway center and shoulder striping leaving only a handful of centerline reflectors in their place. Residents report that vehicles often cross this ill-marked center line on the curve. The roadway stripes went unreplaced until August 1st.

Additional issues regarding the traffic volume at Bass Lake Road and Bridlewood Drive have residents concerned. Bridlewood residents frequently report having to wait for up to 40 vehicles to pass on Bass Lake Road before a left turn to southbound Bass Lake Rd can be accomplished safely. Residents report the same traffic volume conditions on northbound Bass Lake Road prevent residents from completing a safe left turn from southbound Bass Lake Road onto Bridlewood Drive. This ends up stacking and queuing southbound traffic on Bass Lake Rd to near Madera Way, 780 feet away. The latest accident at that intersection involved a Bridlewood resident being rear-ended while trying to make a left turn into Bridlewood Drive on July 31. (Bridlewood Drive traffic: **Exhibit BW1 through Exhibit BW7**)

[BW1](#) [BW2](#) [BW3](#) [BW4](#) [BW5](#) [BW6](#) [BW7](#)

Similar volume conditions exist on Bass Lake Road at Madera Way, Magnolia Hills Dr, and, to a lesser extent, at Woodleigh Lane.

Residents are also very concerned with the proximity of the entrance intersection for Serrano Village J7 (PD18-0005 / TM18-1536) to the Bridlewood Drive intersection along Bass Lake Road. These sit roughly 490 feet apart, with the Village J7 entrance on a curve, bounded on the south by the Bass Lake Overflow, and on the north by Bass Lake itself. The sightlines as they existed prior to this development project were very poor, and the construction of a new street, and entrance gate on the curve exacerbate the situation. With the physical constraints of the Lake and the Overflow, residents cannot see how safety or circulation conditions can be improved under the existing plans. We cannot determine from the project documents available online if left turn movements from Bass Lake Road, or onto Bass Lake Road will be permitted at the J7 entry location. (J7: [Exhibit J7-1](#))

Residents are also concerned with the Village J6 entrance to Bass Lake Rd (Whistling Way?) – from planning documents available online, residents cannot determine if left turn movements onto, and from, Bass Lake Rd are to be permitted. In close proximity of the Village J7 roadway entrance onto Bass Lake Rd, with a 40 MPH speed limit, the sightlines from the curve at the Bass Lake Overflow are very poor – trees and bushes from Bass Lake inhibit a full view of the roadway from both north, and south of the curve. (J6: [Exhibit J6-1](#) & [Exhibit J6-J7-1](#))

Also, of concern to residents is that Village J7 Staff Reports contain the following determinations and findings from County DOT:



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19-1171- A Staff Report
Site Improvements:

“...The project has been designed consistent with the ultimate 4-Lane alignment of Bass Lake Road. However, the Department of Transportation does not see the need for these roadway improvements within the life of the current General Plan. Therefore, construction of ultimate Bass Lake Road improvements is not required of Village J7. A condition of approval has been added to require the project to enter into a Frontage Improvement Agreement with the County, whereby the project's fair share cost of the frontage improvements along Bass Lake Road would be paid to the County prior to recordation of the first small lot final map within the village. The County would designate this funding for the future construction of the frontage improvements.”

Residents are concerned that the four-lane alignment of Bass Lake Road will never happen, and County DOT maintains that such alignment will not be merited in the life of the current County General Plan. We understand that local road capacity capital improvements in El Dorado County for the past twenty years generally only result from development projects mitigating against their traffic impacts. However, since Serrano J6, and now Serrano J7, don't appear to generate the need for roadway improvements, as documented in the J7 19-1171 A Staff Report, we question which future project will generate the needs to meet the trigger for the ultimate 4-Lane alignment of Bass Lake Rd.

To date, the only remaining projects in the Bass Lake Area, are:

Silver Springs Units 1 – 3: which was conditioned to construct Silver Springs Parkway from Green Valley Road, south to Bass Lake Road.

Bell Wood, Bell Ranch, Hawk View, and Bass Lake North: Projects from the Bass Lake Hills Specific Plan, and as of the revised 2016 PFFP, this specific plan does not include road improvements to Bass Lake Road in the area of concern – Serrano Parkway north to Magnolia Hills Drive.

Bass Lake Estates: 36 single family homes north of Magnolia Hills Drive, and south of Woodleigh Lane, which was approved with a condition that left-turn movements are eliminated at the southern connection of Trout Lake Court (actually a circle, and not a traditional court) to Bass Lake Road. However, since being approved, the project owners are marketing the property with an alternate 27 lot configuration with two separate, non-internal connecting road intersections to Bass Lake Road, instead of the approved Trout Lake Court configuration with restricted left-turn movements, suggesting in those marketing materials that County Planning Staff supports the alternate plan of 27 lots. Residents are concerned that by removing the approved single street circle layout in favor of two separate streets, that the left-turn movement restrictions will be eliminated for the 27-lot alternative, further impacting traffic safety. In March 2019 a BLAC member and their child were involved in a head on collision near the proposed location of the Bass Lake Estates southern Trout Lake Court connection to Bass Lake Rd. (Marketing Materials attached – Exhibits [BLE-1](#) & [BLE-2](#))



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Sierra Sunrise: A 7-single family home project on Woodleigh Lane, that has no requirement to improve Bass Lake Road.

Rancho Tierra: An 84-single family home development that would connect Woodleigh Lane in Cameron Park to Great Heron Dive in the Woodridge Village in El Dorado Hills, providing connectivity to Summer Drive, and thence to Bass Lake Road via Madera Way.

PA15-0008 Richland / TM97-1342 Verde Vista: the seemingly abandoned 84-lot single family home project on Bass Lake Rd at Gateway Dr.

None of these projects seem to be conditioned to supply capacity or safety improvements to Bass Lake Road, or have any triggers for the ultimate 4-lane alignment of Bass Lake Road. Therefore residents are asking: If Serrano J6, and J7 do not meet any impact and improvement triggers, *what future project along Bass Lake Road possibly could?*

Further complicating these existing conditions is the completion of the Sienna Ridge Retail Center, which will draw visitors from not only the Bass Lake Area, but from the northern portions of Cameron Park, and from Rescue. Additionally, if the proposed El Dorado Hills Costco project becomes a reality, increased traffic from the northern sections of Cameron Park, and from Rescue, along the Green Valley Road corridor east of Bass Lake Road, would likely travel this segment of Bass Lake Road instead of Silva Valley Parkway, again increasing traffic impacts upon our community.

Another concern at the Sienna Ridge Retail Center: The project has a left-turn movement onto Bass Lake Road at the southern end of their property. This entry is on a curve, on a down-slope from a hill with northbound 50 MPH traffic, and southbound 40 MPH traffic. The sightlines are extremely poor here, and residents are concerned about potential traffic collisions. (Sienna Ridge: **Exhibit SR1 through SR5**).

[SR1](#) [SR2](#) [SR3](#) [SR4](#) [SR5](#)

The final impact on this area would be the El Dorado Hills Community Services District's (EDH CSD) proposed Bass Lake Regional Park. The 200-plus acre regional park will draw visitors from north of Bass Lake on this already substandard roadway. As stakeholders in the EDH CSD Bass Lake Park project, BLAC is intimately familiar with residents' concerns about traffic and pedestrian safety. In reality, unless traffic capacity and pedestrian facilities (bicycle and walking) are added to Bass Lake Road in our area, there is absolutely no safe method for area residents to access the proposed regional park, except via a vehicle, further exacerbating traffic impacts. A starting point to consider the potential traffic impacts of the proposed Bass Lake Regional Park can found by evaluating the proposed conceptual parking facilities: 500 parking spaces on the west side of Bass Lake, and an additional 100 parking spaces on the east side of Bass Lake. That is comparable with the traffic impacts of an entire residential village development, with up to 600 vehicles potentially entering and leaving the proposed regional park in a compressed time period.



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We realize that Bass Lake Road is a major north-south connector in the El Dorado Hills, Cameron Park, and Rescue areas, providing one of only a handful of connectors from Green Valley Road in the north, to Highway 50 in the south, and that a free flow of traffic is necessary as part of the larger circulation designs of El Dorado County.

However, residents believe that the cumulative negative impacts over the past 25 years to residents in our Bass Lake Communities of medium and high density residential developments that El Dorado County has approved via its land use authority in terms of traffic and pedestrian safety, as well as quality of life, call for some solutions.

To Summarize: Existing traffic volumes are negatively impacting residents at:

Bridlewood Dr

Madera Way

Magnolia Hills Dr

New intersections at Serrano J7, and Silver Springs Pkwy, will be within 400 – 500 feet of existing intersections at Madera Way, and Bridlewood Dr, with a third new intersection at Serrano J6 within 1100 feet of the blind curve entrance to Serrano J7.

New traffic volumes being added to the roadway segment from developments at Sienna Ridge Shopping Center, Hawk View, and the proposed Bass Lake Regional Park and a potential Costco / EDH 52 commercial projects.

BLAC members, and area residents, ask that the following concepts be considered to alleviate the traffic and pedestrian safety concerns in our community:

1. A Left turn lane/queuing lane on Bass Lake Road at Bridlewood Drive. This would allow southbound traffic to continue to flow, unimpeded, on Bass Lake Road.
2. If a left turn lane is not feasible, could a traffic roundabout on Bass Lake Road at Bridlewood Dr be considered? We understand that funding is difficult to find for capacity improvements such as a left turn lane – but that the state of California, and the Federal Government, seem to be more amenable to partially funding roundabouts. A roundabout would permit a better flow of traffic from Bridlewood Drive onto and off of Bass Lake Road. It would also provide for more vehicle stacking and queuing from the future intersection of Bass Lake Road and Silver Springs Parkway. Additionally, a roundabout would slow traffic speeds on the approach to the Serrano J7 entrance on Bass Lake Road on the curve at the Bass Lake Overflow.
3. A stop sign on Bass Lake Road at the Serrano Village J7 entrance to “A” Street, to slow traffic in a dangerous curve with very poor sightlines. Additionally, it would reduce speeds adjacent to the Serrano Village J6 gate on Bass Lake Road.
4. Bicycle lanes, and pedestrian facilities to connect the residents on the east side of Bass Lake to the proposed Bass Lake Regional Park. We understand that funding sources for pedestrian and



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bicycle facilities are more readily available than roadway capacity improvement funding.

Our goal is to realize traffic & pedestrian safety and capacity improvements in the Bass Lake area of El Dorado Hills – 25 years is a very long time for residents to wait for these much-needed improvements. If they don't come now, with the current development cycle, residents feel that they might not come for an additional 25 years, if ever. We remain committed to working with El Dorado County Staff, and with the El Dorado Hills Community Services District, to find the most obtainable solutions to these capacity and safety concerns. We appreciate the opportunity to provide critical resident input into traffic and safety conditions in our community.

Warm regards,

John Davey

2019 Vice President

Bass Lake Action Committee

BLAC TSC members

John Thomson Ph. D.

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cc:

The County of El Dorado Board of Supervisors
The County of El Dorado Planning and Building Department
The County of El Dorado Planning Commission
The County of El Dorado Auditor
The El Dorado Hills Community Services District
The El Dorado Hills Fire Department
The El Dorado County Transportation Commission