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R E C E I V E D
DEC 10 2013

PLANNING DEPT.

December 10, 2013

Melanie Jackson
Placer County Planning Services Division
3091 County Center Drive
Auburn, CA 95603

Re: 12/12/2013 Placer County Planning Commission - Belcara Planned Subdivision Project agenda item

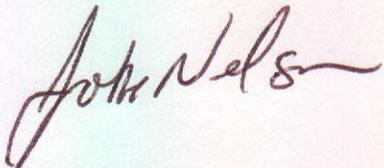
Dear Ms. Jackson:

I am unable to attend the December 12, 2013 Placer County Planning Commission meeting, where I wished to make public comment regarding the Belcara Planned Subdivision Project. I have conveyed my comments into a written document which I would appreciate being included in the Commissioner's meeting package.

With this cover letter you will find my written comments.

I very much appreciate your assistance in this matter.

Sincerely,



John Nelson
4620 Rosarno Lane
Foresthill, CA 95631
(530) 888-6135

December 10, 2013

Mr. Chairman and Members of the Placer County Planning Commission:

Your agenda for this monthly meeting encompasses issues pertaining to the Belcara Planned Subdivision Project. On September 5, 2013, the Foresthill Forum voted to approve the Belcara Planned Subdivision with specific conditions. One of the conditions noted by the Foresthill Forum was to provide for a secondary ingress/egress for the Belcara Planned Subdivision Project. This ingress/egress point has been focused on and proposed in discussions as a possible location through the Monte Verde Estates' development.

My wife and I are currently residents of the Monte Verde Estates' subdivision and have been so since we built our home there in 2006. I wish to provide the Planning Commission with a personal rebuttal to this ingress/egress recommendation submitted by the Foresthill Forum. I have two points of expression on this issue, and I will attempt to make my ovation as succinct as possible.

Due to work mandates I am unable to appear in person to voice my concerns and hope I can adequately express my concerns in this written format.

This issue regarding a secondary ingress/egress for the Belcara Planned Subdivision Project before you appears to be a safety issue concern for the vehicle driving public that was promulgated by a few people who live ten miles away from the proposed development. They speak in generalities of "what" and "could" happen, but these hypotheses have no empirical data to back them up. We all know how fast some cars and motorcycles drive on Foresthill Road, and that is never going to change because law enforcement can only impact a few for a limited time at any location.

I find no empirical data that has been proposed to back up the hypotheses that a single ingress and egress point for Belcara would pose a danger to the driving public. Conversely, I believe I can provide you empirical data that will support my hypotheses that a single ingress and egress point for the Belcara Planned Subdivision Project is less dangerous than the existing ingress and egress to and from Monte Verde Estates. I would like to voice two points of thought.

Point #1

The Monte Verde Estates' development has a single ingress and egress point off of and onto Foresthill Road for both Phase 1 and Phase 2. A vehicle exiting Phase 1 of Monte Verde Estates and turning westbound towards Auburn has to cross three or four lanes of traffic to effectively make this maneuver. Yes, they have the benefit of having a good distance of visibility of

Foresthill Road to the east, towards Foresthill, but not to the west when crossing over those two eastbound lanes.

All things being equal, I think we can agree that traffic travels at about the same speed on Foresthill Road both eastbound and westbound. A vehicle operator traveling eastbound on Foresthill Road attempting a left-turn maneuver into the Belcara Planned Subdivision Project would have to be cognizant of the oncoming westbound traffic. In order to measure the differences in time, speed, and distance, I positioned myself on the Foresthill Road roadway edge at the entrance to the Belcara Planned Subdivision Project and timed the westbound traffic from the point where traffic is first observed at the apex of the top of the hill. From that apex point, where the oncoming traffic is first observed, the average time it takes for a vehicle traveling westbound to reach the entrance point to the Belcara Planned Subdivision Project entrance is 8.2 seconds. Using a Rolatape, I measured this linear distance at 674 feet. I timed vehicles for a 30-minute period and estimated the average speed of the vehicles approaching and reaching the entrance to the Belcara Planned Subdivision Project at approximately 55 miles per hour.

I then found an apex point in the eastbound roadway of Foresthill Road where a vehicle exiting Phase 1 of Monte Verde Estates via Bella Vista Circle would first see a vehicle cresting the hill eastbound on approach to the roadway exit from Monte Verde Estates. From this apex point of first observing oncoming traffic, a measurement was taken using a Rolatape. The resulting measurement was 522 feet from where a vehicle exiting Monte Verde Estates, Phase 1, via Bella Vista Circle, would first see a vehicle cresting the hill in an eastbound direction. From that same apex point, where the oncoming eastbound traffic is first observed, the average time it takes for a vehicle to reach the ingress/egress point of Monte Verde Estates, Phase 1, is 6.4 seconds. As with the prior calculation, I remained at the location for 30 minutes and estimated the average speed of the vehicles at 55 miles per hour. As one can see from these time and distance measurements, an eastbound vehicle turning into the Belcara Planned Subdivision Project would have greater time to observe oncoming traffic than a vehicle turning westbound from Monte Verde Estates, Phase 1. This, in basic terms, can mean that the turning maneuver into the Belcara Planned Subdivision Project is safer than the turning maneuver out of Monte Verde Estates, Phase 1.

These time and distance calculations were somewhat non-scientific, using the stopwatch on my iPhone, and a Rolatape; but I think a roadway engineer, using advanced methods would probably render similar results. These tools I used were rudimentary in application, but I feel my speed calculations were very accurate. I have testified in excess of one hundred times in the courts of the State of California as an expert in speed and distance calculations and am very comfortable with my speed estimations.

Encompassing the 8-year period in which Phase 1 of Monte Verde Estates has been in existence, I have been unable to find the existence of any traffic collision reports on file that indicate the primary collision factor was a result of a turning movement relating to the ingress and egress to

Monte Verde Estates. Also, please keep in mind that this same application, and the same needed attention to oncoming traffic applies to Phase 2 of Monte Verde Estates, for those vehicles turning left(eastbound) onto Foresthill Road heading to Foresthill. I would assume Placer County didn't find this ingress and egress for Phases 1 and 2 for Monte Verde Estates to be a potential traffic problem at the time of the development's approval, as Foresthill Road is fitted with left-turn pockets both eastbound and westbound to enter Monte Verde Estates; but there are no "merge" lanes onto Foresthill Road for vehicles exiting Monte Verde Estates.

If there was an ingress/egress point from the Belcara Planned Subdivision Project via Portofino Road, in Monte Verde Estates, I believe this would just move a perceived problem from one place to another place and not effectively change anything, traffic wise, or safety wise. And, this would place an added safety hazard on the additional drivers exiting from Portofino Road, turning eastbound onto Foresthill Road who would have a reduced reaction time to oncoming traffic compared to that which they would have exiting from the Belcara Planned Subdivision Project.

I believe I have provided you verifiable and provable data which can be affirmed by your own county staff. I hope you see the value of this quantifiable information and weigh it against what I feel are unsubstantiated "what if" speculations.

Point #2:

Many people choose to leave the big city and move a little closer to "country" where the enjoyment of the peace, tranquility, and outdoors are much closer and easier to access. Monte Verde Estates is one of these places. Many of the residents of Monte Verde Estates endure a long commute to work, some work from home, and some are retired. But one universal tenet expressed by the residents of Monte Verde Estates is their love to partake in and enjoy going for a walk or jog, by themselves or with their family, children, babies in strollers and/or with their dogs. The environment just entices you to get out and do it. Residents of Phase 1 walk in Phase 2 just as often as Phase 2 residents do. But, Monte Verde Estates is different from most other developments. We have no sidewalks, and we have no streetlights. So any kind of walking, jogging, bike riding or baby strolling has to be done on the roadway surface. We can't choose to walk off the roadway because in most instances the brush is high; and even if it was cut every week, there are steep fall-offs and steep inclines preventing any deviation from the roadway. This was brought to light recently when our roads were slurry sealed in Phase 2. An option presented by a county staff member was to leave our personal vehicles in the park before the slurry seal started, and then walk to them when we wanted to drive out of the development. That was found as an impossible feat, because there is no way to get to the park unless one walks on the roadway. That's when the decision was made to split the slurry seal down the middle of the roadway to allow the residents to leave and return to their homes for the first half of the day.

Our speed limit in Monte Verde Estates, Phase 2, is posted at 25 miles per hour because this is a residential area. But on Portofino Road alone, which has a long uphill stretch, vehicles increase their speed to climb the hill, and they also often speed downhill just because of gravity and not paying attention. Most of the residents are aware of this because most of them walk the streets for exercise; and they drive accordingly, but are annoyed by those who disobey the speed limit.

We have 36 lots in Phase 2 of Monte Verde Estates, and probably only a third of those lots have homes built at this time. When all these homes are built, Phase 2 will effectively be the same in size as the whole Belcara Planned Subdivision Project. Should an ingress and egress point for the Belcara Planned Subdivision Project be designated on Portofino Road through Monte Verde Estates, the estimated daily vehicular trips could rise to double what was projected for just the Monte Verde Estates' development. I don't believe we can estimate the percentage of people who would use a secondary ingress/egress point, but I think we must use the maximum number available, and that would be twice the number of the amount of daily trips of the residents of Phase 2 of Monte Verde Estates.

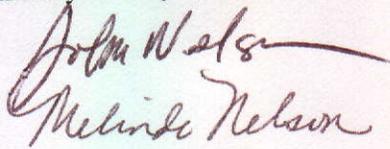
So let's take into consideration all the residents of Phases 1 and 2 of Monte Verde Estates that wish to enjoy the ability to go for a walk, compounded by the unknown number of residents of the Belcara Planned Subdivision Project that also wish to use our streets for walking purposes. I believe if you factor in the absence of sidewalks and the inability to walk, run, or ride off of the roadway, the increased vehicular traffic generated by the Belcara Planned Subdivision Project's residents and visitors, compounded by commercial deliveries like FedEx, and UPS, greatly impacts the treasured safety of the adults and children of Monte Verde Estates. Safety will be gravely affected, and quality of life will be eroded. We must also keep in mind that Portofino Road is the main foot pathway that residents, adults and children, who wish to recreate in the Monte Verde Community Park use when they walk to and return home from the park.

I sincerely hope that your team of professionals representing the Placer County Planning Commission looks at the global effect that an ingress and egress point for the Belcara Planned Subdivision Project via Phase 2 of Monte Verde Estates would have. I think looking at the whole picture, beyond the speculation of the few, who I believe have not looked beyond a self-perceived traffic safety problem on Foresthill Road, will render a valid concern of the imminent danger this proposed change would have to the adult and youth pedestrian traffic in Monte Verde Estates.

It appears to me that those who are so concerned with "public safety for those traveling to and from Foresthill for everyday activities..." neglected to take into consideration what damage those rerouted vehicles could do to the pedestrian traffic in the Monte Verde Estates' development. I believe we must show at least an equal concern for both those vehicles traveling to and from Foresthill and the pedestrian foot traffic that was apparently not taken into consideration when the Foresthill Forum vote regarding recommendations on the Belcara Planned Subdivision Project was tallied.

I sincerely hope that you will please look at this situation objectively, leave subjectivity to those who have no supporting data for their speculations, and make an informed decision based upon facts and not emotion.

Thank you very much.

Handwritten signatures of John and Melinda Nelson in cursive script.

John and Melinda Nelson

Monte Verde Estates, Foresthill, CA