

McDuffee, Colleen

From: Oliver [uncleoduck@juno.com]
Sent: Monday, October 30, 2000 10:53 PM
To: McDuffee, Colleen
Subject: Stock Ranch Proposed Plan

I attended the October 30 presentation on the draft plan for Stock Ranch property. I was impressed with the thought and quality of the planning. I do want to comment on the transportation portion of the plan, however.

It was stated that Regional Transit opposes bus turn-out pockets on Auburn Boulevard near the main entrance to Stock Ranch. I drive Auburn Boulevard daily to and from work and encounter RT buses along the route where there are no pockets. The buses are stopped in the traffic lane causing congestion, irritation and dangerous lane changes as other vehicles either stop or squeeze by the RT buses.

It seems that the time to avoid this situation is in the planning stage when a new development is being designed. It would make sense to provide a bus turn-out pocket to the east of the main entrance to Stock Ranch properties that would allow other traffic to flow past without restriction. There should also be a pocket planned to the west of Stock Ranch entrance to allow west bound traffic to flow smoothly.

I urge the City Planners to vigorously pursue these changes to the draft of the plan. I further recommend that the planners work to change the RT policy of opposing turn-outs on main arteries within Citrus Heights:

I reside in Citrus Heights and am concerned about street safety.

My name and address are:

Oliver Sasse
6805 Castillo Ct.
Citrus Heights, CA 95621

18-1

2.0 RESPONSE TO COMMENTS

Letter 18 **Oliver Sasse, City Resident**

18-1: Traffic – Public Transit

RT has traditionally opposed bus turnouts because it requires busses to merge back into traffic. By stopping in the outside travel lane and blocking the path of oncoming vehicles, busses can safely and easily re-enter the traffic stream after picking up or dropping off passengers. The City of Citrus Heights and the project applicant will work with RT to determine the appropriate transit facilities to serve the site during the development review process.

ALTERNATE PROPOSAL TO THE CITRUS HEIGHTS PLANNING
COMMISSION FOR THE NORTH SIDE OF AUBURN BLVD FACING
THE STOCK RANCH DEVELOPMENT PROJECT

Due to the safety concerns of the residents of the Auburn frontage road, I have come up with the following proposals with the support of a number of the affected residents of both the frontage road and Tandem CT.

- 1.) Closing off the East Side of the frontage road. I believe that when the traffic light proposed for Raintree is backed up, the traffic will try to go around it by using the frontage road. | 19-1
- 2.) Amending the proposed Raintree traffic light to create safe passage for the frontage road residents to and from Auburn Blvd. | 19-2
- 3.) Creating an Oleander "wall" along the south side of the frontage median to provide a sight and sound buffer for the residents of the frontage road all the way down to where it currently leaves off @ San Tomas Dr. | 19-3

We also oppose any Phase II developments to the frontage road. Especially the roadblock at Raintree because that would increase the response time of any emergency vehicle that would need to get into Tandem CT. Also, we do not want any more cut ins to the frontage road, ie. Coachman Dr. because that would just invite more traffic. | 19-4

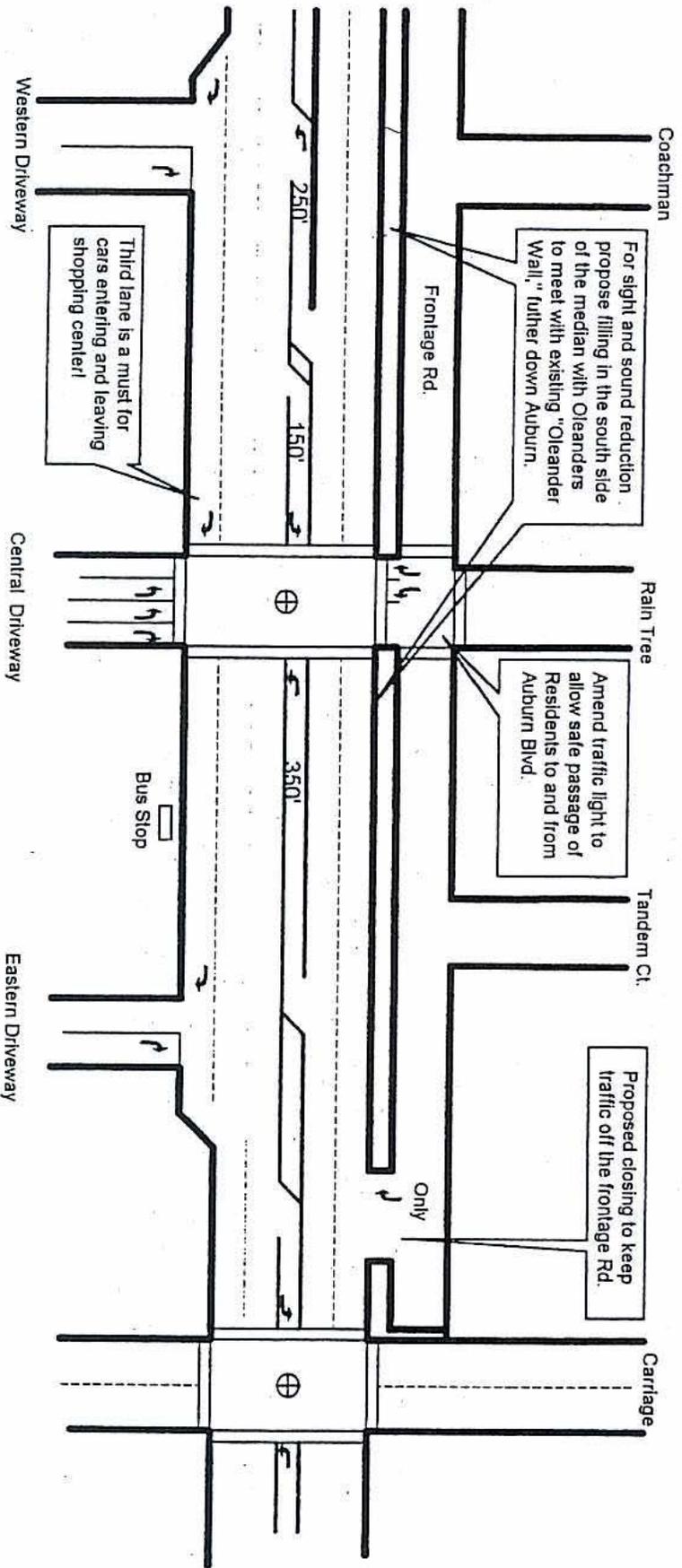
Thank you for your consideration of this matter.

Sincerely,

Mark McIntire
7000 Tandem Ct.
Citrus Heights, CA 95621
(916) 729-7768

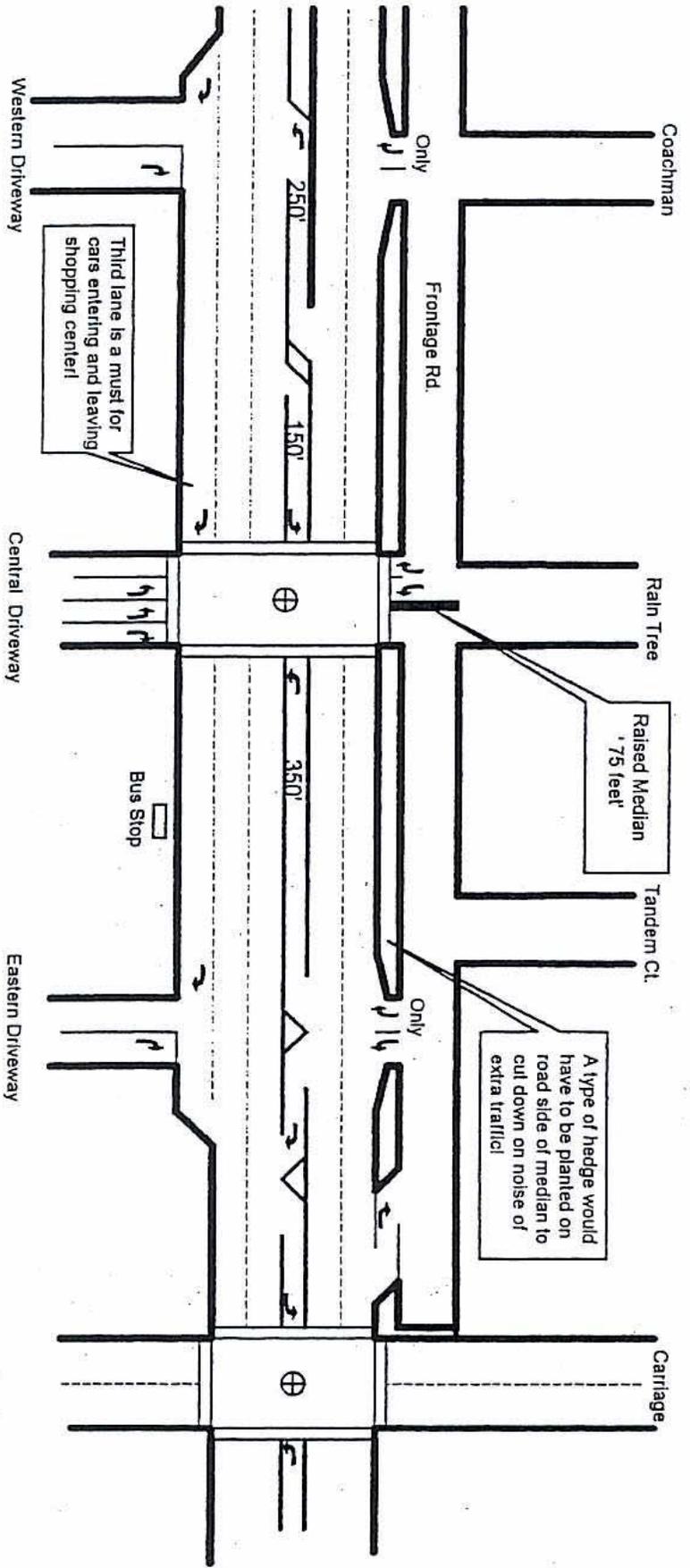
Submitted @ PC mty 11/16/00

Attachments to Letter 19

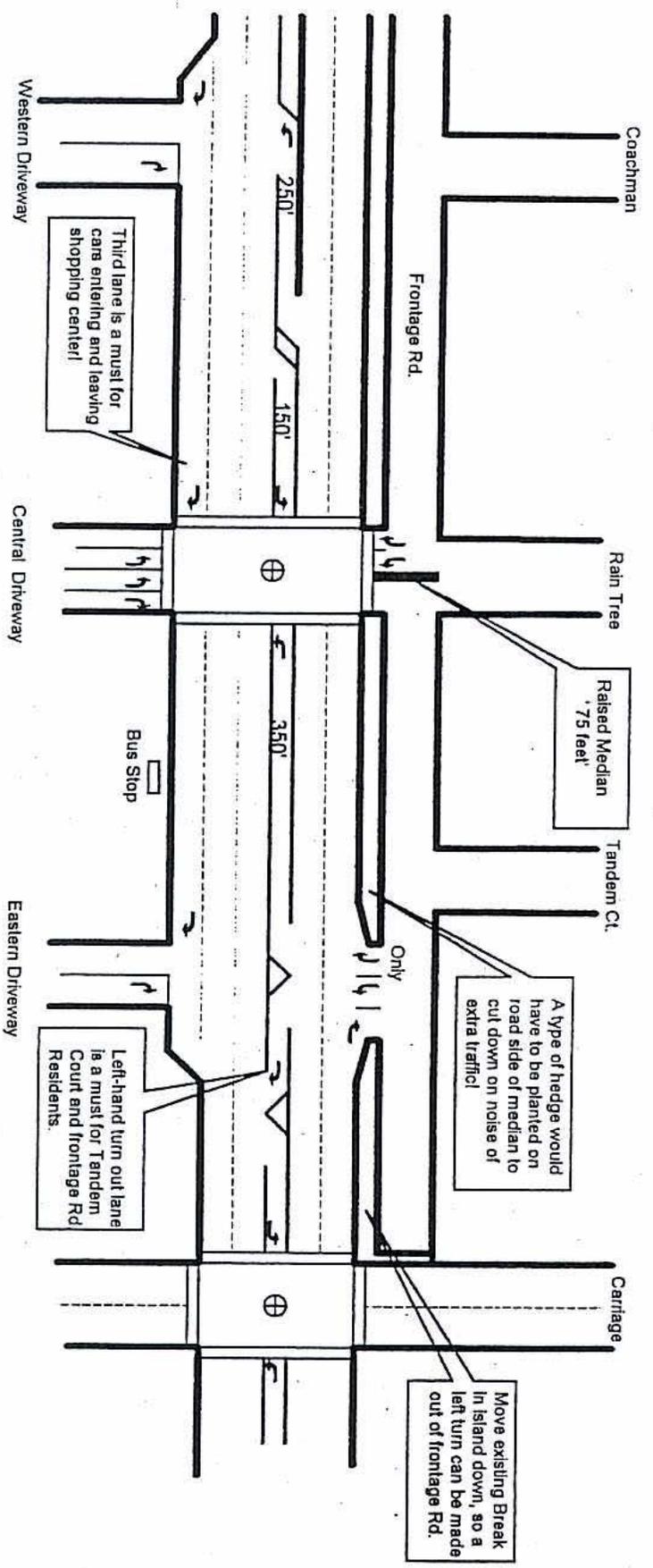


Proposal #1

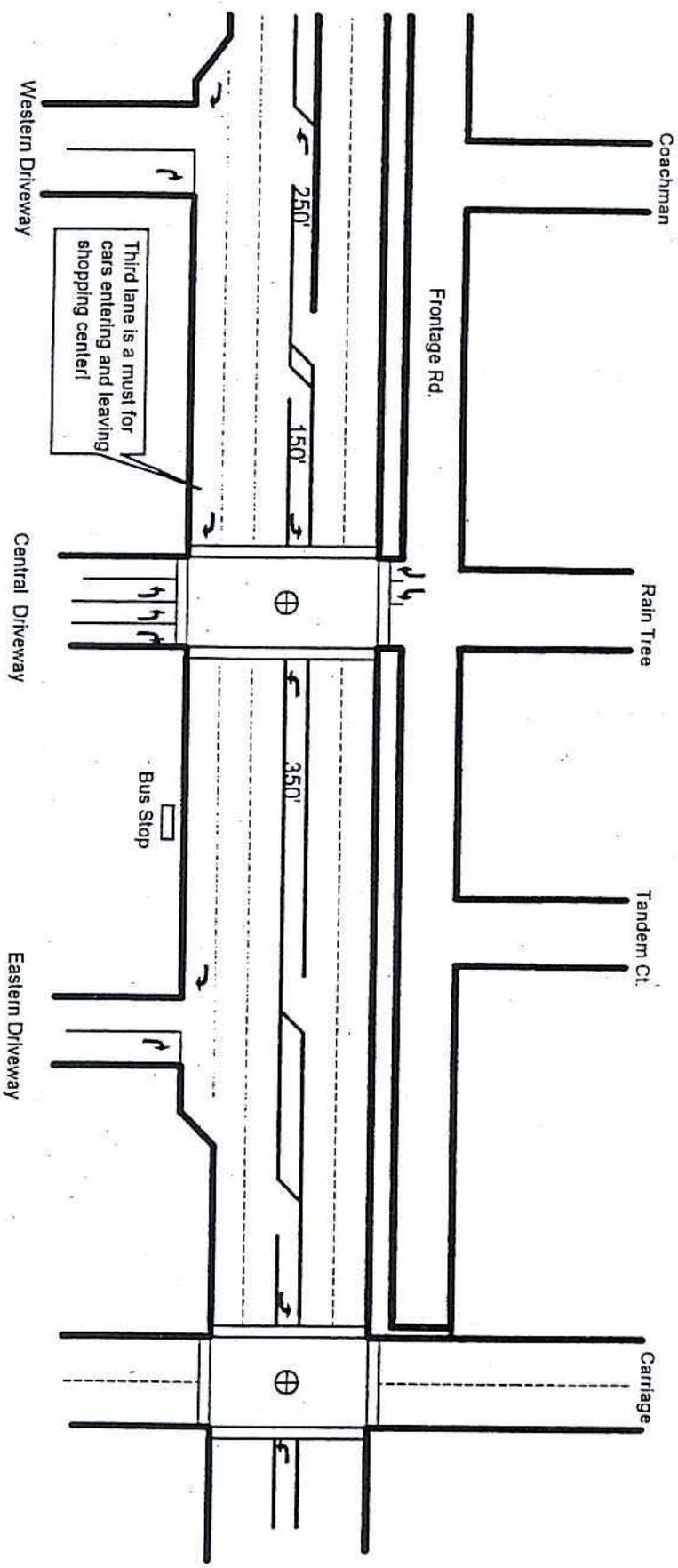
Mark McIntire
 7000 Tandem Ct.
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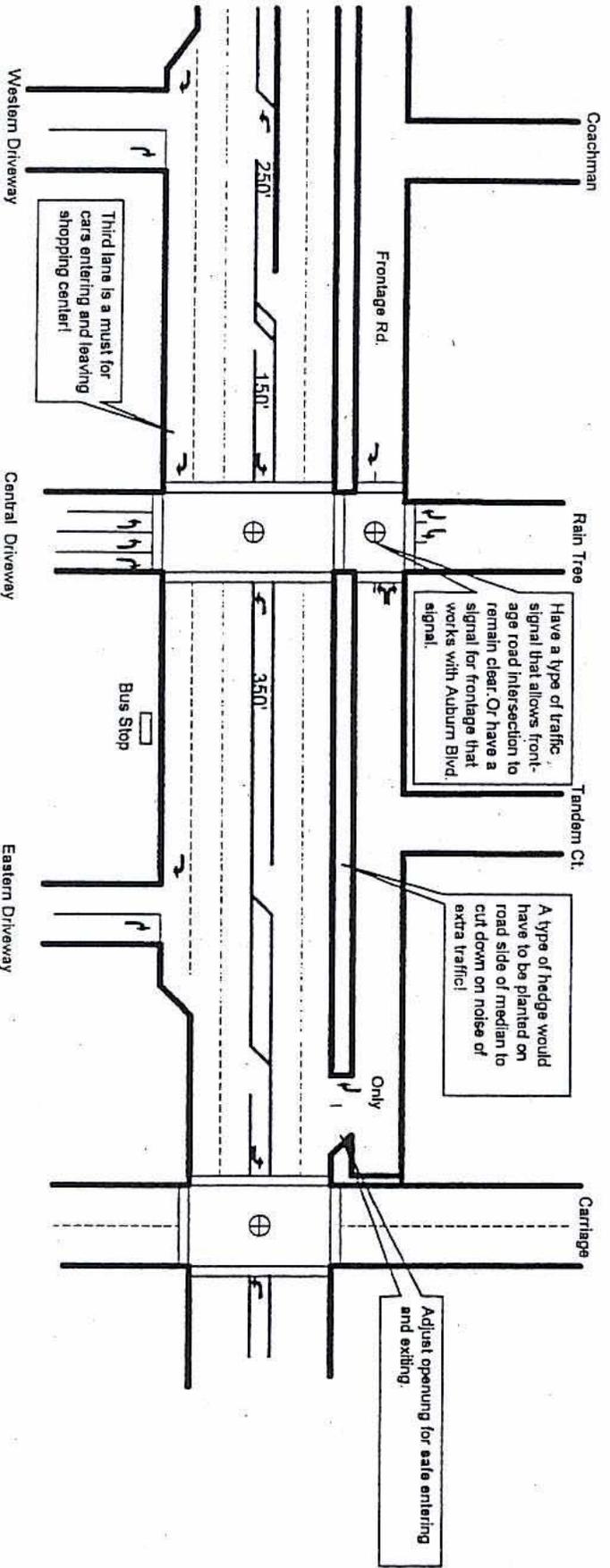
Proposal #1



Proposal #2



Proposal #3



Proposal #4

Letter 19 Mark McIntire, City Resident

19-1: Traffic – Alternatives

These comments were made when the traffic signal on Auburn Boulevard was still proposed at Raintree Drive. With the relocation of the signal further west on Auburn Boulevard, many of the concerns listed in these comments no longer apply. Specifically, through traffic on Auburn Boulevard will not use the frontage road to bypass back-ups at the traffic signal at Raintree Drive since this intersection will not be signalized.

Under the revised access plan, the Auburn Boulevard/Raintree Drive intersection will maintain its current configuration with all movements permitted and stop-control on the Raintree Drive approach. Therefore, it is not necessary to implement either the Phase I or Phase II improvements on Raintree Drive described in the Draft EIR. By not restricting movements at the Raintree Drive/Frontage Road intersection, the proposed modifications (to allow additional turning movements) to the landscaped area between Auburn Boulevard and the frontage road are not necessary.

The sketches attached to the comment letter show a third eastbound travel lane on Auburn Boulevard along the project's frontage. The third lane would function as an "acceleration/deceleration lane" to accommodate right-turn movements into and out of the project driveways. The provision of this lane would create a series of weaving areas between driveways. A frequent criticism of this type of lane is the resulting uncertainty as to whether vehicles approaching a certain driveway intend to turn right into this driveway or continue to the next driveway. Lastly, the construction of the third lane would likely require the removal of the row of trees along the project's frontage.

19-2: Traffic – Alternatives

This issue has been previously addressed. Please see Response to Comment 19-1.

19-3: Noise

The Guide includes extensive landscaping throughout the project. A landscaping strip will be included along the Auburn Boulevard frontage, which will be informal in nature and have a layered or tiered effect. This planting will provide a visual screen and enhance the aesthetic quality of Auburn Boulevard.

19-4: Traffic – Impacts

This issue has been previously addressed. Please see Response to Comment 19-1.