

Fwd: Clay Street Agenda Item

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Mon, Apr 10, 2023 at 11:27 AM

FYI

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------ Forwarded message ------From: **Marian Washburn** <mewash@hotmail.com> Date: Mon, Apr 10, 2023 at 9:52 AM Subject: Clay Street Agenda Item To: msaragosa@cityofplacerville.org <msaragosa@cityofplacerville.org>, Jneau@cityofplacerville.org <jneau@cityofplacerville.org>, jclerici@cityofplacerville.org <jclerici@cityofplacerville.org>, ngotberg@cityofplacerville.org <ngotberg@cityofplacerville.org>, dyarbrough@cityofplacerville.org <dyarbrough@cityofplacerville.org>, Cleve Morris <cmorris@cityofplacerville.org>, Rebecca Neves <rneves@cityofplacerville.org>, Pierre Rivas <privas@cityofplacerville.org>

April 7th 2023

Esteemed Mayor, Members of the City Council and Staff:

I am writing to you regarding the April 11th Agenda Item 12.3

As you might be aware, I have been a vocal advocate of the reconstruction of the Clay St. Bridge and realignment of the Cedar Ravine/Clay St. intersection for many years. Since your upcoming agenda has yet another decision point concerning this project, I wish to restate some of my reasons for the necessity of moving forward with replacement of the Clay St. Bridge.

Primarily, the most compelling issue is safety. The existing bridge was built in an era when traffic was extremely sparse and vehicles were far smaller than they are today. To understand the issue of size, it is important to realize that our area's most popular oversize pick-up truck with side mirrors measures 80

inches, plus, (6 feet, 6 inches) in width. A fire truck is approximately ten feet wide. The existing bridge width is 161 inches (13 and a $\frac{1}{2}$ ft.) including the 45 inch "walkway". Clearly, when emergency vehicles are on the bridge, there is no room for other vehicles to pass at the same time, regardless of the severity of the need.

When I participated in the writing of the Safety Component of the Placerville General Plan, I was taught the importance of adequate, current standard ingress and egress for emergency evacuation in residential areas. When the Cottonwood subdivision was established, it altered Clay St. from a dead end street to a through street connecting to Mosquito Road. With that transition, it was acknowledged by residents and staff that a wider, safer bridge would be essential to accommodate the traffic generated by the new subdivision. Therefore, funds were set aside for that purpose.

Having been a previous member of the Placerville Fire Safe Council, I heard many times how essential it is to have adequate ingress and egress routes in case of wildfire. The examples of the consequences of inadequate escape routes in times of catastrophic fire in northern California are many and tragic.

Since that time, nothing has changed that would mitigate the need for improving the bridge. It has been recognized time and time again by multiple City Councils, by City technical staff, by the Regional Transportation Commission, and by Cal Trans that a new safer structure was necessary.

Since the City has the designated funding to finally improve this hazardous situation, it would be criminal not to see the Clay St. Bridge replacement project to completion.

Thank you for your consideration as well as all of the important work you do.

Marian Washburn

Azalea Lane, Placerville