



Interoffice Memorandum

December 9, 2011

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Date

Gary Grunwald

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To

Nora De Cuir

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From

November 30, 2011 Rural Roads Intersections Project
Community Meeting Summary

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Subject

On Wednesday, November 30, 2011, the City of Elk Grove hosted a community meeting to discuss the City's Rural Roads Intersections Project. The purpose of the meeting was to:

- Present the issue of Rural Roads Policy thresholds having been met and introduce the roadway improvement concept alternatives that are designed to address the decline in level of service (LOS) at three specific intersections: Bond/Bader, Bradshaw/Sheldon, and Waterman/Sheldon.

Meeting participants were first welcomed and invited to review project materials displayed on posters around the room. The meeting began with welcome and introductions by Gary Grunwald, Project Manager and acknowledgement of Project Development Team members.

A PowerPoint was then presented by Gary Grunwald and Nora De Cuir (meeting facilitator) to review the meeting's agenda and purpose. Ms. De Cuir asked who had attended previous meetings and by a show of hands, 8-12 people in attendance of the meeting had previously attended a Rural Roads Policy meeting. A brief history of Rural Roads process was then presented which identified the parameters of the project. The presentation also included an overview of the outreach efforts with the community thus far. Next Gary presented major issues and needs for the project and why its important to design improvements to meet today's needs while respecting best practices and opportunities for efficiency in proposed designs. Finally the presentation was concluded with an overview of the pros and cons of roundabouts and a look at

successful rural roundabout case studies, presented by Brian Ray and Erin Ferguson from Kittelson & Associates.

Following the presentation, Ms. De Cuir facilitated a discussion with meeting participants to discuss the Bond/Bader, Bradshaw/Sheldon, Waterman/Sheldon intersections.

Community Input and Meeting Outcome

General

General feedback from the community revolved around concerns over school traffic and the desire to ensure traffic counts consider school and holiday traffic. There were many questions about how the roundabouts would function, if they would accommodate larger vehicles, if they would result in pushing truck traffic onto adjacent roads, and suggestions of how to make them safer. City Staff and Brian Ray addressed the comments and ensured that trucks, trailers, and motor homes will be accommodated by the roundabouts and car, bike and pedestrian safety will be a priority.

Bond Road at Bader Road

The input received from the community about the Bond Road and Bader Road intersection included concerns about traffic along Bond Road and accidents due to speeding and blown stops signs particularly along Bader Road. Many residents shared that most traffic is coming from Calvine from the housing subdivisions. Meeting participants also noted overgrown oak trees west bound along Bond Road are covering stop signs.

The major outcomes from the discussion include:

- Round about not supported at Bond Road at Bader. The community questioned if the City wants to increase traffic flow, why would they want a roundabout, which slows traffic? City Staff explained that roundabouts are not being considered due to ROW constraints.
- If roundabouts are considered further, suggestions were to move the roundabout south to avoid encroaching onto resident's properties.
- Add warning signs to notify traffic that there is a signal/roundabout coming especially on the rural roads.
- Consider a right hand turn lane on south Bader Road to relieve traffic.
- Consider peak hour signals and a flashing red light during "downtime". However resident shared concern over the corner homes having flashing red lights in their windows at night. David Yatabe suggested using lens shades/covers to divert light from property owners.
- Signalization needs to coordinate with Bradshaw Road and Bond Road traffic.
- Do not go below LOS D.
- Traffic is largely coming from Wilton, heading north on Bader

Waterman Road at Sheldon Road

The concerns expressed by the community regarding the Waterman Road and Sheldon Road intersection included questions about how the roundabout would function with a significant grade change in the area. City Staff noted that the grade differential will not impact the roundabout any differently than the signalized intersection, both are still feasible. Other concerns included how the roundabout would affect traffic both at the intersection and along adjacent roadways.

The major outcomes from the discussion include:

- Concerns about getting out of driveways safely. Some suggested having Police Officers monitor traffic.
- Suggested putting in a middle turn lane in near St. Anthony
- Noted that a right turn on Waterman will intensify traffic on Sheldon. Suggestion was to time it so it will work with school/rush hour times.
- Suggestions to add rumble strips/ road dots for warning signals in rural areas to notify drivers of roundabout/signaled intersections.
- Look into special signal lights for foggy conditions.
- Some suggested a signalized intersection?

Other items brought to attention during this part of the discussion include:

- Sheldon/Waterman- suggested a roundabout to remove need for overhead lighting and need to shift onto property owners land.
- Remember to consider the Rural Roads Policy: to develop in increments or phases.
- Height restricted to 15' b/c of existing high voltage power lines. So the road will need to be shifted over
- Question: How long will it take to put in a roundabout? It really depends on which intersection. For Sheldon/Waterman it can take as little as one (1) season. The next step is to go to City Council.

Bradshaw Road at Sheldon Road

In regards to the Bradshaw Road and Sheldon Road intersections, the community asked questions about capacity projections, the impact of church traffic, if Bradshaw Road would be widened (noted that in the General Plan Bradshaw is up to 6 lanes), the approval process for the roundabout, and how long it would take to construct it. Some participants suggested that the speed limits be reduced to 45 mph on Sheldon Road and Bond Road. City Staff commented that the City must abide by California Vehicle Code (CVC) speed limit requirement that are state mandated and are based on a speed survey. Other suggestions included replacing the roundabout signs in the area and improving the lighting.

The major outcomes from the discussion include:

- There was some support for and some opposition to a roundabout in this location
- The community appreciates sensitivity to property owners City staff noted that the roundabout will be designed to safely accommodate pedestrians, bikes, and large vehicles including motor-homes.
- Community members suggested considering a two-lane roundabout.

Other items brought to attention during this part of the discussion include

- Question: when will Waterman be widened? If waterman then why under this heading?
 - triggers determine when traffic exceeds the threshold- that is when it will be discussed.
 - Rick Carter mentioned that this is not in the 5-year plan

- Meeting participant suggested to have a roundabout at this location, and wanted less impact on property owners
- One attendee shared experience of New Zealand- roundabouts work perfectly there... in favor of roundabouts.
- One attendee shared her appreciation for the City thoughtfulness in respecting property owners and suggesting roundabouts.
- One attendee shared comment - in regards to the Elk Grove Boulevard being only a two lane road was to preserve Old Town Elk Grove... it is peaceful driving on a roundabout.
 - Left turns holds traffic up.
 - Are high level, elevated lights even needed? Why not low level lighting like in airports to avoid power lines?

The workshop concluded with a recap key discussion points to ensure we have recorded accurately. Nora provided information on next steps, how community meeting results will be used and how to stay up to date on this process. It was explained that proposal for the improvements are anticipated to be completed early next year. Meeting attendees were queried about their desire for a second meeting to discuss any remaining issues. No interest was expressed in this. Gary Grunwald noted that the next step, in that case, would be a City Council presentation on this topic.

Per the workshop sign-in sheets, at least 40 people were in attendance at the workshop.