

**Elk Grove Rural Road Standards: Workshop II**  
**November 27, 2006 at 6:30pm in Pleasant Grove Elementary School**  
**Meeting Notes (Draft)**

**BIG ISSUES OUTSIDE THE PROJECT DESCRIPTION**

The list below includes several issues initially raised at the October 17<sup>th</sup> workshop that were reiterated at this meeting:

- General Plan – Residents reiterated concerns about the assumptions and road sizing diagram in the General Plan Circulation Element. A few residents identified the need to revisit the circulation element of the GP, traffic counts were flawed due to construction in the area which put more traffic onto Sheldon Road. When traffic counts are done again, the timing of the counts needs to be considered. Additionally, the HS changed its attendance boundaries which reduced traffic on Sheldon Road.
- Given the General Plan road sizing diagram, residents are concerned that they are being asked to consider design of a road that is larger than they ever want it to be. Can the road standards include designs of both 2 and 4 lane roadways when the road is currently 2 lanes and is ultimately planned as a 4 lane roadway?
- Special Plans and Designations for the Rural Area – Residents reiterated their interest in creating a special designation or area plan for the rural area (e.g., Special Planning Area, Overlay District, heritage designation). Can we require new developments in the area to have a rural feel to them?
- Street Racing Ordinance should be taken into consideration for road widening projects
  - The wider the road, the faster the traffic can go
- Reiterated the relationship of rural road standards to the Bond Road widening project. Residents on Bond Road reiterated their concern that any improvements or design features do not require additional right-of-way along Bond and that adequate mitigation is put in place regarding noise, etc.
- Some residents expressed the desire to expand the project area to encompass the entire length of Bradshaw through the rural area and to capture some of the larger parcels to the north and south of the areas west end.
- Can staff bring these issues forward to City Council? Some recommended that these issues go forward to the City Council in advance of the project so that they are aware of the concerns.
- In terms of the connector road, SACOG should abide by what the City of EG wants for the road improvements through the City.
- The area southeast of Grant Line Road should be annexed into the City and included in this project.

**COMMENTS AND QUESTIONS REGARDING RURAL ROAD STANDARDS**

**General Comments**

- Jim Estep, Assistant City Manager explained that the project has two parts:
  1. What the roadways will look like, and
  2. What the policies will be (for example: widening will happen only if certain conditions are met). The policy piece is the most important part of this project
- In response to questions regarding timing of road improvements, staff explained their intent to move forward with a recommendation that road improvements in this area be done if and when traffic volume thresholds are met and not only when funding is available. Staff will bring more information back on this approach, but it is a policy decision for the City Council. Residents expressed a concern with how this would work (e.g., details of when and how traffic counts would be done).

- Generally, residents reiterated their preference for no sidewalk, curbs, and gutters, but do want to consider options for an informal path
- Generally, residents did not want to see street medians
- Concern about widening of intersections- how big and what will they look like?
- Investors should be aware of what is going on in the area (AR-2/AR-5) – need to expand the noticing and outreach to those folks
- Staff reiterated the opportunity to create unique design features for the project area through lighting, signage, landscape, etc. if desired by the residents

### Specific Comments

- If residents generally support paths, need to consider where to place such paths (i.e., near schools), also need to determine if another survey of Bond Road would be needed if paths were requested.
- Request for a new map of the rural area that would show an expanded boundary line for the rural area- Can the general plan boundary line be amended?
  - Request for the Rural Area to expand to Waterman Road (Bond Road to Calvine Road)
  - East of Grant Line Road should also be included in Rural Area
  - Annex southeast of Grant Line Road to the river (need LAFCO approval)
- Keep 2-lane roads the same, but with the existing fog line- use it for a Bike/Ped Trails
- Design for all (2, 4, & 6 lanes), but keep in mind the preference is for only 2 lanes
  - Show cross sections of a 2, 4 and 6 lane roadway
  - If the roads stay 2 lanes (existing), nothing will change except for maintenance
- Intersection Design-Sheldon and Waterman
  - Improvements will wait until Rural Road Improvement Standards are complete
  - Consider a traffic circle for this intersection.
- Bradshaw and Sheldon Intersection improvements- what happens when 4 lanes meet 6 lanes, will it be like the Grant Line Road and Bradshaw Intersection?
  - Laguna Creek runs diagonally through this area, how will that be handled? Staff should contact the Laguna Creek Watershed Council.
  - That tributary to Laguna crosses diagonally under the existing bridge. A widened road at that intersection would seriously impact the creek and its diverse habitat value.
- Could the City fund some examples of proposed road improvements, maybe on Sheldon east of Bader Road?
- Lighting
  - Illumination at intersections
    - Are there guidelines for minimum lighting that is necessary at intersections and does the City have standards currently in place?
      - Example: Lighting for Van Ruiten is too bright for some residents
    - No cobra lighting
    - There could be a range of lighting-depending on the way it is designed.
    - Provide examples of different lighting standards and if they will meet current or proposed illumination standards
    - Lighting for individual residences is in the City of Elk Grove Zoning Code
- Fencing
  - Standards for fences and walls exist in the zoning code
  - Determine whether a fence height can be measured from the crown of the road
  - Livestock impacts need to be considered when discussing fencing
- Enforce the speed on all roads in the rural area
  - Cameras at intersections (used in Oakhurst)- is this a viable option? Residents have received conflicting responses on viability of camera use.
- Point of Access on Sheldon Road
  - Will it be limited to a simple point of access if widened?

## FOR SUBSEQUENT WORKSHOPS

- Traffic Consultant:
  - Provide traffic volume information at intersections in order to discuss improvement options
  - Traffic calming
  - Intersection lighting
- Follow the Rules at every workshop: RESPECT
- Update Project Website on a regular basis ([www.egplanning.org/rural\\_roads/](http://www.egplanning.org/rural_roads/))
- Bring larger and detailed trail maps
- Bring handouts for all items presented at the workshop

## FOLLOW UP ITEMS

- Determine how to convey the list of bigger issues to the City Council
- Research how to add to the standards (if necessary) of the Trails Master Plan and Bike/Ped Master Plan in order to be consistent with the Rural Road Improvement Standards
- Research improvement plans (2004) for Sheldon Road - Bradshaw to Grant Line Road
- Research noise abatement/mitigation options for Bond Road and other roads, such as walls, berms and landscaping.
- Use overlay maps- more relevant to street improvements on rural road map. Include the following items if possible; Bike/Ped Map, Trails Map, Roadway Map, Rural Area Boundaries Map.