

Rural Road Standards Workshop #3 Meeting Notes 1-8-07

Updates/Follow Up

Staff summarized the JPA Agreement for the connector road explaining that the agreement outlines the governing structure, gives each participating jurisdiction equal vote, and establishes that local jurisdictions have the authority to veto the alignment within their jurisdiction. The Agreement has now been signed (authorized by legislative bodies) by all affected jurisdictions and staff will continue to provide relevant updates.

Staff explained that the issues raised outside the project scope would be forwarded to the decision makers (Planning Commission and City Council) in conjunction with any recommendations to proceed with adoption of the Rural Road Improvement Standards.

The City invited 3 specific consultants from Fehr & Peers to participate in the project based on their expertise as follows:

- David Robinson is an expert in transportation planning and operations relative to traffic modeling. He will help the City and residents develop a workable Rural Road Improvement Policy for phasing of roadway segments and intersections based on volume thresholds.
- Kristin Calia is an expert in roadway design features. She will assist the City and residents in considering design options for the Rural Road Improvement Standards.
- Aaron Hoyt is an expert in traffic calming and will also assist the City and residents in considering design options for the Rural Road Improvement Standards.

Intersection Lighting

Kristin Calia provided preliminary information about intersection lighting. She identified that both CalTrans and ASHTO have standards/guidelines with variables for urban and rural lighting at intersections. She explained variables (e.g., light conditions at the intersection, type of fixture, luminaires) and identified that smaller intersections will likely have one or two fixtures and larger intersections may have 3 or 4 fixtures. She provided information and answered questions about fixture location, fixture height, type of illumination, and shielding. Specific questions that we did not have answers for are listed below. Residents asked that the references to the light standards be added to the resource list on the project webpage so that they can look at the information.

- Q: Can the identified lighting standards developed as part of the Rural Road Improvement Standards be applied to Bond Road widening? The conditions of approval identified the requirement for rural lighting standards (and may have identified spacing to stipulate that lights would not be placed along roadways, but rather focus on intersection safety lighting). The conditions did not specify light fixtures or specific locations.
- Q: Will the lighting standards along Bond Road be the same on the north and south sides of the road?
- Q: Can we look at the lighting in the following locations to determine if the planned or approved (and potentially installed) fixtures can be amended to comply with the selected standards?
- Bradshaw and Bond

- School Loop Road
- Sheldon and Bradshaw
- Elk Grove Blvd – Bradshaw to Grant Line

Q: Can we replace the cobra lighting at Van Ruiten and Kapalua?

Residents also asked about whether lights were required at intersections. Kristen explained that lighting is not required, but that studies show increase in accident rates where lighting is not used. Residents expressed concern about the level of lighting since it takes the human eye time to adjust to light. Residents also asked about the potential of using bollards or pedestrian level lighting in lieu of or in combination with standard street lighting? Kristen responded that she was familiar with bollard lighting used primarily for pedestrians, but that we could look into it moving forward.

Rural Road Improvement Policy

Project Staff explained that the project scope had been expanded to include a change in the policy for road improvements. Jim Estep identified that this new approach is based on the value of preservation of the rural character over efficiency in road improvements. This policy would go hand in hand with the standards and will need to be adopted by the City Council. Project staff will work with the community to develop the policy/system for phased road improvements based on volume thresholds. Dave Robinson of Fehr and Peers presented information on the phasing of intersection improvements in relation to volume thresholds as shown in the flowchart within the PowerPoint Presentation. Residents asked several questions about the policy that has not yet been developed. These questions will be considered moving forward.

Q: Will the volume thresholds take safety into consideration? Staff explained that there will be a caveat or accident rate threshold that will be incorporated into the policy.

Q: In light of new policy for timing of traffic improvements, will the policy affect/inform Bond Road improvements in any way?

Q: Will the assumptions/traffic modeling include heavier vehicle traffic in terms of ag vehicles and semi-trucks?

Q: Can the policy establish a priority for local traffic vs. through traffic consistent with GP policies?

Q: Can the City consider designating truck routes to direct truck traffic on non-residential roads?

Q: Will the model use SACMET or new SACOG modeling information since the SACOG model should be done soon? David explained that even if the SACOG model is complete in the near future, it take time to be trained on the model to understand the inputs and outputs – so likely the model for this policy will use SACMET.

Q: When would the traffic counts be taken and for what period of time?

Q: Would the possible new Rural Road policy affect Bond Road or is that already a “done deal”?

Intersection Design Alternatives (Traffic Circles and Roundabouts Discussion)

Aaron explained the difference between traffic circles and roundabouts. Currently, the City has implemented both. Aaron also explained that the conditions that are desirable for these types of improvements. Resident expressed interest in learning more, but were not sure they were supportive at this time. Project staff explained that the information is being presented in response to inquiries and that we can look further into it as we proceed with more site specific data and analysis.

- Q: If we use traffic circles/roundabouts, can we include signage that drivers should signal to exit the roundabout?
- Q: Can we consider using traffic circles on Bond Road for off-set intersections that do not currently meet requirements for ag vehicle turning movements?
- Q: Can we look at placing roundabouts in the following locations?
- Kapalua and Bond Rd
 - Van Ruiten and Bond Rd
 - Bader and Bond Rd.

Rural Road Improvement Standards

Project staff reiterated that the improvement standards will create unique roadway design features for the rural area. The focus of our work on this item this evening is to get input from residents on the Visual Preference Survey. Staff also provided a handout with a preliminary outline for the improvement standards. The following questions were asked:

- Q: Can we adopt speed limits that are posted below the 85th percentile of required study? Staff explained that the City Council could consider that recommendation, but that we should all understand the consequences of not being able to enforce the speed. Project staff suggested that we bring more information back on this at a subsequent meeting and potentially invite police officers to talk about the impacts.
- Q: Can we consider bumps and humps between intersections as a way to slow traffic?
- Q: Can we consider frontage roads in higher volume segments to decrease the potential for conflicts in turning movements and provide a buffer (e.g., Fair Oaks Blvd)? Staff responded that we definitely can consider this option moving forward but it will likely require more right-of way.
- Q: Can we consider additional signage that would alert drivers that there were driveways located along the roadway?

Visual Preference Survey

Project Staff explained that the objective of the survey is to understand the preferences of the residents on 7 key design issues at this time that will help us to move forward the next step in this process. The results of the survey will show community preference and will not tie our hands from refining the design details moving forward. Staff invited residents to stay and take the survey so that they could ask questions, but explained that the surveys could be taken and delivered or mailed to the Planning Department. The survey can also be taken electronically

through a link on the project website. We require name and address to ensure that we're not getting multiple surveys from the same person. All surveys will need to be completed and collected by the end of January so that we can tabulate the results and provide that information prior to our next workshop on February 20th.

Next Time

Project Staff explained that the next workshop is on Tuesday, February 20th from 6:30 to 8:30 pm at City Hall Council Chambers. We will discuss the results of the survey and talk more about both the Rural Residential Improvement Policy and Standards.