



Rural Road Standards Workshop #4 Meeting Notes February 20th, 2007

Handouts: Meeting Agenda, January 8th Workshop Summary, Visual Preference Survey Results, PowerPoint Handout, Existing Speed Zone Exhibit and Traffic Regulations

Action/Follow Up

Staff will post the updated PPT on the project website on February 21st, which includes several of the modeling graphics prepared by Fehr & Peers.

Feedback Loop

Based on questions and comments at previous workshops, staff discussed the following items with the community members in attendance.

Short Answers to Easy Questions:

1. In response to questions about the specific impact of Rural Road Improvement Policy and Improvement Standards on Bond Road widening project, staff reiterated City Council direction for rural improvements on the north side of Bond Road and urban improvements on the south side. Rural Road Improvement Standards will inform the design feature that apply to that effort moving forward. For example, the light standards, type of natural landscape, and ditch design identified for the rural area will be implemented on the Bond Road widening. Staff explained that as a general rule, design features that can be accommodated within the designated or planned right-of-way of Bond Road will apply.
2. In response to questions about applicability of new light standard design in the project area, staff explained that the new design for light standards would apply to all new intersection improvements, to approved projects not yet constructed, and to existing light standards when such light standards need to be relocated.
3. In response to questions about special traffic calming measures for the rural area, staff identified that the rural standards can include special rural design features for traffic calming. Staff would work with consultants from Fehr & Peers to bring additional information back to the group as we move forward.
4. At past workshops, residents requested several types of special signage for the project area. Staff explained that standard roadway signage for area identifying the presence of agricultural vehicles, equipment, or animals would be fine. The request for speed limit signs that incorporate radar reading of actual vehicle speed would require City Council approval due to additional cost. Finally, that the branding signage may be requested in conjunction with the standards, but may also be addressed separate from the project.

Speed Limits

At several past workshops, community members have expressed concerns about the speed limits through the project area and asked questions about the process to change speed limits. Staff invited staff from the City's Police Department to discuss speed limits, traffic regulations, process to alter

speed limits (including special considerations), and enforcement considerations. Traffic Division Staff from the City of Elk Grove Police Department in attendance included:

- Sergeant Dan Davis
- Lieutenant Craig Potter
- Officer Paul McClung
- Officer Anthony Divecchia

Sgt. Dan Davis provided a handout of the traffic regulations regarding speed limits and explained the purpose to slow down traffic to improve safety/reduce accidents while maintaining the quality of life. He explained how the study (85th percentile) is conducted.

Q: Is the 85th percentile regulation a requirement or a recommendation? If so, why does it say recommendation in Cal-Trans? Officer Davis answered with if the city does use the State standard in setting the speed limit on a particular roadway, the tickets issued on that roadway will be thrown out if challenged. This can be a not just an enforcement problem, but a credibility problem for officers.

There were several questions about how the speed studies are conducted. There were also questions about the conditions in the traffic regulations to allow for a reduction in the 85th percentile by up to 5 mph. Staff explained that this was a cumulative condition and that several examples of said conditions are listed in the study. Residents agreed that they support the documentation of conditions to reduce the speeds by 5 mph throughout the rural area based on conditions such as driveways fronting on roadways.

Residents asked what they can do to get involved in helping the City to enforce the speed limit. Officers responded that the best way to help is to call the Police Department every time there is too much speeding on the roadways.

- Paul McClung: (mobile) 753-3452
- Traffic Hotline: 478-8300

Q: What about the yellow stripes on the road? Can there be way to change the stripping on the road from dash to a solid line, such as no passing on the roadways for short and long term? Staff will find out and get back to residents.

Truck Routes

At previous workshops, residents asked about the ability of the City to designate truck routes throughout the City to keep heavy truck traffic off local streets. Officer Chris Vlamis of the Elk Grove Police Department is one of two officers in charge of enforcement for large commercial trucks. He presented information about truck routes (7 ton weight limit), terminal routes (for larger trucks), and oversized vehicles.

Q: Is it possible to have signs to better enforce large commercial trucks out of the rural area?

Officer Vlamis explained that it is possible to post new signs that have a weight limit for commercial trucks.

Q: What about Tour Buses?

They are allowed on the roadways because they meet the requirement of the length, which is 40 feet long.

Officer Vlamis concluded by explaining which activities constitute a violation and provided his mobile number for residents if they had any questions or wanted to report a violation (687-1798).

Rural Road Improvement Policy

David Robinson from Fehr & Peers presented a brief overview of the proposed improvement policy for rural roads (reminder of how it would work). He reiterated important considerations for the policy (e.g., volume thresholds, safety, delay). Finally, he presented a graphic model showing the potential phasing of a typical 2 lane intersection. Residents asked about why a traffic circle or roundabout was not shown. Staff indicated that this consideration will be provided in future analysis.

Rural Road Improvement Policy - Visual Preference Survey Results

Lisa presented the results of the Visual Preference Survey distributed at the last workshop. There were nearly 70 responses – both hard copy and internet survey. Staff discussed preferred images for each topic area, along with a summary of written comments submitted. Because the images were all reflective of the comments we've heard over the course of this project, staff explained that the results provide insight about visual preferences that will help guide staff in the development of the standards. Staff identified that there was not a lot of support for the light standard designs presented because many did not have downward shielding. In the future, all design considerations will include that feature.

Next Meeting

Project Staff explained that the next workshop is on Tuesday, March 20, 2007 from 6:30 pm-9:00 pm at City Hall Council Chambers. We will discuss more about the Rural Residential Improvement Policy and Standards. Staff concluded by asking for ideas about how to get more residents re-engaged in the process moving forward. Residents thought the postcard mailing of workshop dates was effective.