

OVERVIEW

The City of Elk Grove’s Public Works and Planning Departments hosted a community meeting on March 19, 2015, from 6:00 PM to 8:00 PM at Joseph Kerr Middle School. The purpose of the meeting was to solicit input on streetscape design elements for the Phase 2 project area (Elk Grove Boulevard from School Street to Waterman Road). The event included a presentation, an informational poster of the project area, and four interactive work stations. Approximately 12 people attended the meeting.

PRESENTATION

The evening began with a short presentation of background information, project details, community input to date, and instructions for the work stations. The project team also introduced stakeholder committee members to workshop participants. The presentation was followed by a question-and-answer period.



WORK STATIONS

After the presentation, attendees were invited to circulate between the poster stations, ask any lingering questions of staff, and provide input on the interactive posters using green (like) and red (do not like) stickers. At least one staff member was assigned to each poster station to record additional comments on an easel pad.

1. **Project Area** – A large poster display of the project area and proposed improvements was on view at the front of the room with staff available to answer questions
2. **Landscaping Options and Areas** – Two large posters showed photos of landscaping improvements completed during Phase 1, as well as images of additional landscaping options that could be implemented during Phase 2 (based on recommendations from the public or brainstormed by the project team). A third poster displayed potential areas where landscaping could be placed within the project area. Participants were asked to use their stickers to indicate what landscaping they would or would not like to see in the Phase 2 project area and which landscaping locations they prefer, or if others should be added.
3. **Street Furniture and Materials** – A large poster displayed photos of street furniture and other decorative hardscape materials used during Phase 1 alongside images of additional street furniture and paving options that could be implemented during Phase 2 (based on recommendations from the public or brainstormed by the project team). Participants were asked to use their green and red stickers to indicate their preferences.
4. **Crosswalks Types and Locations** – One poster showed images of various types of crosswalk safety features, including a HAWK signal, recessed flashing lights in the street, and flashing crosswalk signs. A second poster showed potential crossing location options.

Another poster provided visual examples of the HAWK signal features. Participants were asked to use their stickers to choose the options they liked and did not like for Phase 2 of the project.

5. **Proposed Design Features** – This station included one poster showing images of other proposed design features, such as utility undergrounding and stormwater management, and asked participants to indicate their preferences with color-coded stickers. The station also included a display of various sidewalk widths using colored tape on the ground and asked participants to choose their preferred balance of space for sidewalk, landscaping, bike lanes, and on-street parking.



RESULTS SUMMARY

The results of the interactive poster stations are summarized in the chart below. The features with the most support (5 or more green stickers) are shown in **bold lettering and the row is highlighted in green**. The largest number of votes in each category is represented by the **highlighted number in bold**.

LANDSCAPING OPTIONS AND AREAS	Yes (Green)	No (Red)
Decorative Sidewalk from Phase I	0	6
Flowering Bushes from Phase I	3	0
Median Landscaping from Phase I	0	7
Planter from Phase I	1	2
Raised Planter from Phase I	0	4
Tree Well from Phase I	1	2



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Mid-Block Crosswalk	4	5
Decorative Crosswalk	0	4
Low Ground Cover Grasses	0	6
Tree Grate	6	2
Bushes/Shrubs	0	5
Parkway Landscaping between the Street and the Sidewalk	6	2
Median Landscaping	1	8
Sidewalk Planters or Tree Grates	0	5
STREET FURNITURE AND MATERIALS	Yes (Green)	No (Red)
Bench from Phase I	4	0
Bus Shelter from Phase I	7	0
Streetlight from Phase I	6	0
Trash Can from Phase I	6	0
Concrete Bench	3	0
Modern Bench with Back	0	3
Modern Bench without Back	0	3
Wood Bench	0	4
Bike Rack	1	1
Decorative Bike Rack	2	0
Set of Bike Racks	3	0
Walkway Light	0	3
Silver Trash Can (with Recycling on Top)	0	1
CROSSWALKS TYPES AND LOCATIONS	Yes (Green)	No (Red)
Crosswalk Sign with Embedded Flashing Lights	7	0
Crosswalk Sign with Separate Flashing Lights	0	0
Crosswalk with Embedded Flashing Lights	3	0
HAWK Signal	2	5
One Mid-Block Crosswalk	1	4
Two Intersection Crosswalks	8	0
PROPOSED DESIGN FEATURES	Yes (Green)	No (Red)
Utility Undergrounding	9	0
Curb Extensions	1	7
Storm Water Planters	2	4
Space for Bicycles	6	0
Space for Landscaping on the Curb	5	3
Space for Landscaping on the Median	0	9
Space for On-Street Parking	5	2
Space for a 6-foot Sidewalk	7	0
Space for a 7-foot Sidewalk	2	0
Space for a 8-foot Sidewalk	1	0

DETAILS

Additional details and comments about each topic are summarized below. A transcription of participant comments from each work station is included in **Appendix A**.

Landscaping Options and Areas

There was not a lot of support for landscaping overall. The only new landscaping feature that received a significant number of green stickers (6) was the tree grate. However, participants did not like that tree grates allowed pedestrians to walk next to the street, and many (6) preferred parkway landscaping between the street and the sidewalk. Some participants (3) also liked flowering bushes, but only wanted landscaping on curbs, not on medians. Participants shared their concerns that median landscaping obscures pedestrians and can cause traffic accidents. For this reason, participants generally disliked raised planters. Instead of the landscaping options shown on the poster, some participants said they would prefer drought-tolerant landscaping.



Street Furniture and Materials

Workshop participants were generally in favor of the street furniture from the Phase 1 project area. There was also strong support for adding a set of circular bicycle racks. Some participants liked the decorative bike racks, but noted that more than one rack should be provided in each location.

In addition to the existing benches, there was some support for concrete benches, which were seen as low maintenance. One participant preferred adding armrests to the concrete benches to prevent reclining, while another was concerned that concrete benches with rock ends could be a tripping hazard.



Crosswalk Types and Locations

Participants expressed a preference for a crosswalk sign with embedded flashing lights located at each intersection, instead of a HAWK signal mid-block. Those who did not like the HAWK signal indicated that they did not find it to be aesthetically pleasing. There was also a concern that decorative sidewalks are not ADA accessible and could be difficult to keep clean. Kent Street was noted as a location in need of a crosswalk.

Proposed Design Features





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Participants were generally in favor of utility undergrounding, but disliked the proposal to add curb extensions. The proposal to add storm water planters received mixed feedback, with a few in favor and a few against the proposal. As for balancing limited space on the street, the 6-foot sidewalk was preferred over other sidewalk widths, and participants also supported providing space for bicycles, some on-street parking, and landscaping on the curb area (not in the median). Participants also expressed an interest in providing a small buffer (at least 1 foot) between bicycles and cars. On-street parking was thought to work best on the south side of the street.

Appendix A – Transcription of Work Station Comments

LANDSCAPING

- Don't make traffic worse
- Prefer drought-tolerant plants
- Raised planters less desirable
- Smooth surfaces for canes/wheelchairs
- Need space to drive around obstacles
- Streetscape too busy/dangerous
- Decorative crosswalks/sidewalks end up looking dirty
- Raised median is not good for fire trucks/parades
- Narrow landscaping border is enough
- Angled planter areas are a trip hazard
- Medians hide pedestrians
- People hit the bollards at the crosswalk

STREET FURNITURE

- Need trash cans that can easily be kept clean
- Don't want squiggle bike racks (bikes fall over if don't have kickstand)
- Concerned about walkway lights being hidden by landscaping (like on Main Street)
- Add dividers on concrete bench to prevent laying down
- No stones attached to benches (tripping hazard)
- Like concrete bench because it is low maintenance
- Provide doggie bags
- Benches should be placed to face the street (unlike in Phase 1 project area)
- Like decorative bike racks, but need multiple in a row
- No need for bike racks in project area, except maybe at School Street
- Recycle top trash cans don't have enough recycling capacity

CROSSWALKS

- Need crosswalk at Kent
- HAWK signal is not aesthetically pleasing
- Decorative crosswalks need to be ADA accessible. No brick crosswalks.

PROPOSED DESIGN FEATURES

- Use 2-foot gutter pan instead of 2.5-foot pan
- Separate bike lane from travel lane with 1-foot buffer
- There is a new section of curb/gutter/sidewalk on the south side of the road. Can it stay?
- The parade route needs clear medians (not raised)
- What will land uses be in the future? Outside dining would be good
- On-street parking on the south side only



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- Consider diagonal parking
- Include Fire Department review and emergency response time
- Fix existing recent improvements