



WELCOME!

COMMUNITY OPEN HOUSE SHELDON CENTER TURN LANE STUDY

OPTIONAL SIGN-IN SHEET



OCTOBER 11, 2018



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Signing in is voluntary. Your name, address and phone number become public information once you sign in. You are welcome at this meeting regardless of whether you sign in.



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CITY OF ELK GROVE

OCTOBER 11, 2018

Name	Address	Email Address
DAN & RENEE BEST	9656 Sheldon	CFMS@ELKGROVE.NET
Angela + Paul Giordano	8648 Rubia Dr	angiegiordano83@gmail.com

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WTR054 Sheldon Road Turn Lanes – Elk Grove Florin to Waterman
Open House – October 11, 2018
Summary of Public Comment

Questions and Answers

Q1: Is it possible to have a mini roundabout? It will stop people from using Sheldon. People go too fast and beat up the roads.

A1: We have done some work to try and improve the pavement conditions.

Q2: Concerns about speed of drivers. People go too fast down Sheldon, even after speed limit was dropped to 40 mph. Turning left out of any side street is almost impossible.

A2: The project aims to make the turning movements easier.

Q3: Will there be noise barriers? You're going to bring traffic closer to my home.

A3: Noise barriers are not anticipated at this time.

Q4: What are the ROW, property and fencing impacts?

A4: Preliminary designs have avoided ROW impacts, but there may be small slivers required near the intersections depending on alternative selected.

Q5: Funding- where's the money coming from?

A5: The project will be funded by the roadway program and potentially from cost savings on other projects in the area.

Q6: Please take a wider look at this whole road. We want to make it look like a rural road. Can we meet a broader set of needs – horses, tractors, etc? Is there a way to incorporate the rural standards? Not just adding another lane of traffic. Lower speeds? Delineated low speed lane?

A6: The current Bicycle, Pedestrian, and Trails Master Plan has the existing Class II shown on Sheldon Road in this area. From what's been said tonight, the community is looking to incorporate a Class I multi use trail (including equestrian) either on the north or south side of the road. We will be updating the Plan and could consider a path. Keep in mind this funding is completely separate.

Q7: Right now cyclists ride on the south side of the road regardless of which direction. There are a lot of bicyclists in this area.

A7: We could explore a vertical barrier between vehicular traffic and the bicycles. There may be an option for a Class IV cycle track on the south side of the road. Again, this would be separate funding.

Q8: The center turn lane needs to be addressed at Briskin.

A8: Options are landscaping or bringing in the turn lane (Alt C) to avoid collisions.

Q9: What about moveable cameras for speed enforcement instead of an officer?

A9: It's very difficult to establish and enforce speed limits. It needs to be a ticketing officer which complicates the use of cameras. There needs to be a human behind the camera to enforce.

Q10: Ryan you haven't given us your opinion on speed humps.

A10: I can look into it more, but most are only for 20-35 mph. At 40 mph, there aren't any designs for low impact. Installing the humps would be like punishing a driver for doing the speed limit. We are looking into radar speed signs to show drivers' current speed.

Q11: Who decides which idea (alternative) gets implemented? We are mostly in favor of Alt C.

A11: City Council will see of the comments from the public. Council will ultimately decide.

Q12: Are you going to be providing information on the study?

A12: Yes we are going to go through each analysis, write a summary, and show our findings to the public.

Q13: Are we going to have another look at these alternatives before it goes to council?

A13: If we make any changes, we will notify you.

Q14: What's the action of the council? What if things change?

A14: There's still opportunity for public comment. We haven't fully engineered any of the alternatives.

Q15: I'm concerned about the speed and the left hand turn lane, but I'm also concerned about the children who play soccer at that park. We need a crosswalk.

A15: We will look into placing a crosswalk.

Q16: Could we have pedestrian crossings at every intersection?

A16: Signals (RRFB or HAWK) for pedestrian crossings could be counter to rural aesthetics. Crosswalks are not recommended at the unsignalized intersections because of vehicle's approach speeds.

Q17: Diagonal parking instead of parallel to keep people from having to cross the street [at the park]?

A17: We will look into diagonal parking, but the vehicle speeds may limit what can be done.

Q18: From your design experience, are there any speed calming devices?

A18: Most has to do with size of road, width of lanes, narrow shoulders, etc. We try to avoid a "sea of asphalt" so drivers don't feel like they can do whatever they want. We did look at mini roundabouts. The problem are the trucks leave us with a very little middle to the roundabout.

Q19: What about a truck apron on roundabout?

A19: We could do that. Other options are rumble strips across the road.

Q20: What are the average speeds?

A20: Average speeds were 45 mph. Prevailing speed was closer to 50 mph.

Q21: Does everyone agree that the speed is the main concern?

A21: The collision history is primarily due to turning movements, not speed. We aren't saying speed isn't an issue.

General Comments

C1: Problems with all the alternatives: speed, left turning movements. Alt A does not accommodate the speed concerns or driveways. Alt B is going to create another passing lane and does not address the safety concerns for left turns. Alt C has nice long turn pockets that can accommodate trucks, trailers, tractors (some with a combined distance of 75'), delivery trucks, etc. Turning pockets should be long enough to accommodate. But Alt C does not accommodate the driveways. Of the three, I favor C, but I'd like to see a C+. Beef it up a bit and slow the traffic down.

C2: Alt B, but do something to the middle to prevent it from becoming a thru lane.

C3: Since Dutch Bros was built, kids drive recklessly in the roundabout. No one is going to ride their horse on Sheldon with the current speeds. Sheldon was not built to accommodate the number of cars that go through there every day.

C4: I second the horses and trailers. We won't ride on Sheldon because of the speed and being between two high schools. There has to be a way to calm the traffic. Doesn't matter how many lanes there are. We need a way to passively enforce traffic.

C5: How many of you would be in support of a center turn lane (TWLTL)? (1 person) People will use this as a passing lane.

C6: The road is narrow enough. They can't post police officers all the time because it's too dangerous. If we put a suicide lane, there isn't going to be an officer. We need some sort of speed calming device. There won't be room for police.

Alternatives Developed at the Open House

Alternative B+	Modified continuous turn lane with interruptions
Alternative C+	Adding accommodation for driveways
Alternative D	Full design addressing speed but incorporate Class I bike lanes, shoulder, trail, etc.

Poll

At the end of the meeting an informal poll was taken on preference of the options:

Alternative	Votes
A	2
B	0
B+	8
C	12
C+	18

COMMUNITY OPEN HOUSE
SHELDON ROAD CENTER TURN LANE STUDY



PLEASE LEAVE US YOUR FEEDBACK.

What additional thoughts, concerns, or questions do you have?
What did you think of today's meeting?

My vote
1. AIT #C
2. AIT A

Speed tables

lower speeds

must allow horse/tractor
haulers
to turn left or
Right

Horses will never
use Sheldon Road
when they are 60mph

pedestrians / bicycles
will

Tom Metcalf

From: Sh Peters <gsreha2@aol.com>
Sent: Saturday, October 13, 2018 1:43 PM
To: Bob Murdoch
Cc: Tom Metcalf; Kevin Bewsey; Ryan Chapman; shine8758@frontiernet.net; farmersmarkets@comcast.net
Subject: Sheldon Road Project
Attachments: GSREHA Murdock 3rd lane.docx

Dear Director Murdoch,

Attached is a letter regarding the Sheldon Road Project, as an update on the activities of GSREHA residents.

Thank you for opening up this discussion with the GSREHA residents.

Sincerely,
Shirley Peters

To: Director of Public Works Bob Murdock, City of Elk Grove, CA.
CC: Tom Metcalf, Project Manager. Kevin Bewsey. City Manager. Ryan Chapman, City Traffic Engineer. Tom Shine and Dan Best.
From: Shirley Peters, GSREHA President
Date: October 12, 2018
Re: Sheldon Road

Thank you for setting up the Inservice last night regarding finding ways to make Sheldon Road safer. Your staff was very helpful in explaining the three alternatives as suggested by your department. They also invited residents to offer their own ideas as to how to cope with the serious problems of commuters speeding and making illegal passes. Everyone appreciated the process and professional information imparted to them by your staff.

The residents who were present all agreed that we have a serious problem, mainly caused by a large number of pass-through drivers, who disregard the established 40-mile-per-hour speed limit, as well as, cars passing illegally on double-striped lanes. Sometimes the traffic is so out of control that it feels as if we are witnessing/or have been caught up in, a "free-for-all" racecar competition.

Preserving the Rural Area is one of the fundamental components of the general plan, as found in Chapter 1 in the Draft General Plan, entitled Growth and Development Patterns. This factor must be considered when discussing possible alternatives to make Sheldon Road safe not only for the drivers, but also for the residents who live in this particular area. It is my experience when dealing with governmental agencies, that when planning roads, the predominant goal is to facilitate traffic so that the commuters can reach their destinations as efficiently and quickly as possible. The residents whose homes are affected by the pass-through traffic seem to be over-looked and/or forgotten.

It is important, therefore, that staff continues to acknowledge the needs of the residents and that having a goal of safety for all, on all our roads, is far more important than any other goal.

GSREHA residents have discussed the alternatives offered by your department and, also, other traffic calming measures. A vote taken last night at your meeting, disclosed that a majority of the attendees did not favor placing a middle lane (suicide lane) on Sheldon Road. Their reasoning is because the proven careless and unsafe driving habits of a majority of commuters driving through the area, would exacerbate the problem since they would use the middle lane as a passing lane.

It is noted that GSREHA residents, having reviewed the draft General Plan, understand that Sheldon Road, from Elk Grove-Florin Road to Bradshaw Road has been rededicated as a two-lane road. Because of this rededication in the new General Plan, Sheldon Road may be a candidate to apply for traffic calming measures. Consequently, the three alternatives, plus various traffic calming measures will be discussed at the GSREHA November meeting. You will be notified of the outcome of the discussion by the neighbors after the meeting.

Thank you for asking for input from the residents who are directly affected by the unsafe habits of drivers passing through the area. We hope and look forward to finding the best possible solutions to this very serious problem.

Tom Metcalf

From: Sh Peters <gsreha2@aol.com>
Sent: Wednesday, November 14, 2018 10:09 AM
To: Bob Murdoch
Cc: Tom Metcalf
Subject: Sheldon Road between Elk Grove-Florin Rd and Bradshaw Rd

Dear Director Merdoch,

As a follow-up to the meeting your staff had set up in regard to the reconfiguration of Sheldon Road between Elk Grove-Florin Road for safety purposes, GSREHA residents, who attended the November regular meeting of GSREHA, again supported Alternative 3 as their first choice. This was unanimous.

In reference to presenting this topic to the Council, I am requesting that this be held in January since many of our members will be out of town during the holiday season.

Thank you and have a happy holiday season.

Shirley Peters
916-682-9243

Tom Metcalf

From: mariekcole <mariekcole@aol.com>
Sent: Monday, October 15, 2018 7:50 AM
To: Tom Metcalf
Subject: Re: Sheldon Rd Left Turn Study - M. Coleman comments

Good morning,

Your welcome. Yes Jan Rau park.

Thanks again.
Marie

Sent via the Samsung Galaxy S7, an AT&T 4G LTE smartphone

----- Original message -----

From: Tom Metcalf
Date: 10/15/18 6:48 AM (GMT-08:00)
To: "mariekcole@aol.com"
Cc: Ryan Chapman
Subject: Sheldon Rd Left Turn Study - M. Coleman comments

Greetings Marie,

Thank you for your comments.

Regarding your pedestrian crossing comment, it is assumed this comment pertains to Jan Rau Community Park at the NE corner of Elk Grove Florin/Sheldon Rd. As such, I'm cc'ing Ryan Chapman – City Traffic Engineer on this email. During the discussion at the open house, Ryan stated he will be further looking into this item.

Thanks again for your input,

Tom Metcalf, P.E.

Deputy CIP Support Manager

916.478.2281 (office)

916.532.8169 (cell)

From: mariekcole@aol.com [mailto:mariekcole@aol.com]
Sent: Friday, October 12, 2018 9:37 AM
To: Tom Metcalf
Subject: Re: Sheldon Rd Left Turn Study

Dear Mr. Metcalf,

Thank you and your team, for taking the time out of your evening to address our traffic concerns on Sheldon.

I'm sure with the discussion that went on last night as we know it will not please everyone

but I'm sure you will come to a decision that hopefully will ease our traffic "woes." :>)

But I will mention again I do worry about the families and there parking and crossing Sheldon

in the middle of the street. Little ones no matter how many time you say "wait for me"

they don't always heed "Mom n Dad".

Thanks again.

Marie Coleman

In a message dated 10/1/2018 5:18:20 PM Pacific Standard Time, mariecole@aol.com writes:

Thank you, I am planning on attending the meeting.

Marie

In a message dated 10/1/2018 12:40:52 PM Pacific Standard Time, TMetcalf@elkgrovecity.org writes:

Greetings Marie,

Thank you for your comments. For options being considered to assist with left turn moves to/from Sheldon/St Anthony, please see the example exhibits on the study webpage:

<http://www.elkgrovecity.org/sheldonturnlane>

Also, your comments below will be affixed to the staff report when this study is presented to City Council in the future. Lastly, if you would like to attend and provide additional input, there will be an Open House on 10/11. Attached is the notification flyer for that open house.

If you have any questions or wish to discuss any of the above, please feel free to give me a call.

Regards,

Tom Metcalf, P.E.

Sr. Project Manager

916.478.2281 (office)

916.532.8169 (cell)

From: mariecole@aol.com [<mailto:mariecole@aol.com>]

Sent: Saturday, September 29, 2018 10:22 AM

To: Tom Metcalf <TMetcalf@elkgrovecity.org>

Subject: Sheldon Road

Good morning Mr. Metcalf,

I have a question in regards to the Sheldon Road changes :>)

We live on St Anthony and I'd like to know how are we to exit our street to make a "left hand"

turn in the morning say 7:00 am ish because the traffic coming from Waterman n the round

about they go like a "bat out of hell"!

They come from Calvine to make the turn on to Sheldon and you would think its the

Indy raceway they DO NOT slow down for 1 second they just "haul"!

Actually in either direction they do not slow down for us to exit "left" on to Sheldon

you just have to make a run for it between the cars both directions. No matter what time of

day.

It is very scary. PS: loved it when Bradshaw was closed no traffic problems

Thanks

Marie Coleman

8866 St Anthony

ph 916 682 2537

email mariecole@aol.com

By sending us an email (electronic mail message) or filling out a web form, you are sending us personal information (i.e. your name, address, email address or other information). We store this information in order to respond to or process your request or otherwise resolve the subject matter of your submission.

Certain information that you provide us is subject to disclosure under the California Public Records Act or other legal requirements. This means that if it is specifically requested by a member of the public, we are required to provide the information to the person requesting it. We may share personally identifying information with other City of Elk Grove departments or agencies in order to respond to your request. In some circumstances we also may be required

Tom Metcalf

From: Tom Metcalf
Sent: Tuesday, October 30, 2018 1:41 PM
To: Ryan Chapman; Kevin Bewsey
Cc: Jose Gallardo
Subject: WTR054 Shld - 10/30 call from Mr. Jay Smith

FYI....had a phone conversation with Mr. Jay Smith who resides at the SW corner of Sheldon and Armaria. He provided the following input:

1. Roundabouts have improved traffic flow
2. However, the roundabouts have also resulted in an increase in speeds on Sheldon Rd
3. The higher speeds makes it much harder for residents to enter/exit Sheldon Rd
4. He has reviewed the City's proposed alternatives and viewed them in a positive light.
5. However, his opinion is none of the alternatives will be effective unless the posted speed on Sheldon Rd is reduced to 25-30 mph

I thanked Mr. Smith for his input and Mr. Smith stated we could feel free to call him if there is anything he can do to help the study.

Tom Metcalf, P.E.
Deputy CIP Support Manager

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8401 Laguna Palms Way
Elk Grove, CA 95758

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