



**Whitelock Parkway SR 99 Interchange Project
 Stakeholder Representative Group Meeting #3
 July 25, 2016 5:30 – 7:30 p.m.
 Elk Grove Council Chambers**

Stakeholder Representative Group Meeting #3 Summary

The project team members present at the third Whitelock Parkway SR 99 Interchange Project Stakeholder Meeting included:

Brent Lemon, <i>Quincy Engineering</i>
Carl Gibson, <i>Quincy Engineering</i>
Gary Grunwald, <i>City of Elk Grove</i>
Kevin Bewsey, <i>City of Elk Grove</i>
Gladys Cornell, <i>AIM Consulting</i>
Ashley Baumgartner, <i>AIM Consulting</i>
Jess Avila, <i>Caltrans</i>
Kendall Schinke, <i>Caltrans</i>

Ten representatives from the highlighted community-based organizations and committees below attended the Whitelock Parkway SR 99 Interchange Project Stakeholder Meeting.

City of Elk Grove Trails Committee
City of Elk Grove Disability Advisory Committee
Cosumnes Community Service District (CSD)
Elk Grove Dog Park
Elk Grove Historical Society & Hotel
Elk Grove Youth Sports Association
Girls Fast Pitch Softball League
Glenbrooke Neighborhood Association
Sacramento Area Bike Advocates
Walk Sacramento
Elk Grove Bike Park
Elk Grove Chamber of Commerce

The meeting objectives included:

- Provide an update from the City on schedule and funding
- Review the project alternatives and bicycle and pedestrian connections
- Gather feedback on potential screening criteria for the next phase of the project
- Discuss the revised project schedule and next steps



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Project Overview

The City of Elk Grove, in coordination with State of California Department of Transportation (Caltrans), is planning for a new interchange at Whitelock Parkway and State Route 99 (SR 99) to reduce traffic congestion on Elk Grove Boulevard, traffic impacts on SR 99, and future congestion on Grant Line Road from planned growth in the area. The planned interchange will provide vehicular access to and from the west side of SR 99 only, and will include a pedestrian and bicycle crossing over SR 99 into Elk Grove Regional Park.



Project Goals

- Reduce existing traffic congestion at the Elk Grove Boulevard interchange, and future congestion at the Grant Line Road interchange, consistent with the City’s General Plan
- Minimize impacts to Elk Grove Park
- Provide a pedestrian and bicycle crossing over SR99, consistent with the Trails Master Plan

Introductions

The meeting began with Gladys Cornell, of AIM Consulting, welcoming the stakeholder representatives to the third Stakeholder Representative Group (SRG) meeting for the Whitelock Parkway SR 99 Interchange Project. The stakeholders were given an opportunity to introduce themselves, the organization they represent, and their group’s interest in the project.

Gladys reviewed the materials that each stakeholder was provided (see appendix), including an agenda and a comment card. Stakeholders were encouraged to ask questions, provide comments, and submit any additional feedback.



Update from the City

Gary Grunwald, project manager with the City of Elk Grove, reviewed the current status and funding for the Whitelock Parkway SR 99 Interchange Project. Following the third Stakeholder Representative Group (SRG) meeting, the project team will complete the Project Study Report (PSR) by the fall of 2016



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for Caltrans approval. The project will then begin the next phase, Project Approvals & Environmental Documentation (PA&ED) towards the end of 2016 and beginning of 2017. The City is also continuing to seek additional funding resources for future phases beyond PA&ED.

Review of Project Alternatives

Gary provided a brief overview and explanation of the six proposed alternatives for the Whitelock interchange. There are currently three interchange designs each with an “A” alternative and a “B” alternative. The “A” alternatives are reconstructing a large portion of SR 99 to push the alignment 50 to 100 feet to the west to avoid realigning East Stockton Boulevard. The freeway would need to be realigned for almost one mile in order to provide an adequate transition for motorists traveling at higher freeway speeds. The “B” alternatives would realign East Stockton Boulevard and encroach on the Elk Grove Regional Park up to 40 feet, but will still avoid relocation of the major sewer line that runs north and south along the park railing.



Gary then provided an overview of the three interchange design concepts.

- *1A/1B Tight Diamond* - A Tight Diamond interchange is a fairly common, compact interchange design and a lower cost alternative. This design has two lanes in each direction, making for a wider bridge. It also features a tight radius curb at the northbound off-ramp and southbound on-ramp, designed to slow traffic and shorten pedestrian crossings. Pedestrians would need to cross two signalized intersections with this design.
- *2A/2B Diverging Diamond* - In a Diverging Diamond interchange, traffic approaches the interchange area and then crosses over to the opposite side of the road through one signalized intersection. After the intersection, motorists have free movement onto the freeway. A car approaching the interchange from the freeway would proceed onto the overcrossing bridge over Highway 99 without interference, and would cross over to the other side of the road at the same intersection on the western side of the interchange. This type of interchange can provide a higher vehicle capacity and only requires one intersection. A Diverging Diamond interchange features a bicycle and pedestrian path in the middle of the interchange, protected by barriers from cars on both sides. Pedestrians and cyclists would only need to cross traffic once at the



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intersection and then would have an uninterrupted pathway into the park. To view a demonstration of this interchange, please click [here](#).

- **3A/3B Tight Diamond with Roundabouts** - The Tight Diamond with Roundabouts interchange concept is similar to the Tight Diamond interchange, but features roundabouts instead of a conventional intersection with signals. Vehicles would travel on and off SR 99 without a formal intersection. The roundabout on the eastern side would be elevated, with East Stockton Boulevard proceeding underneath. Pedestrians would cross a single lane of traffic at the western onramp and then cross again at the off ramp on the eastern side. A roundabout would slow motorists to 15 or 20 mph to accommodate pedestrian traffic. This alternative would encroach into the park an additional 20' than Alternatives 1 & 2.

Stakeholders were encouraged to ask questions and provide comments. Below are questions asked and comments made during the meeting:



- **Question:** Of the “B” alternatives, are the changes to East Stockton Boulevard different across the three interchange designs?
 - **No,** the realigning of East Stockton Boulevard does not vary based on interchange design. Each design would feature two-lane on and off ramps, which requires the same amount of space for each design in the “B” alternatives.
- **Question:** What are the cost differences between the “A” and “B” alternatives?
 - **Response:** The cost difference between the A and B alternatives varies approximately \$3 million based on preliminary analysis.
- **Comment:** I do not want East Stockton Boulevard realigned and impeding on the Historical Society’s property.
- **Comment:** Any alternatives that do not encroach on the park are preferred.
- **Comment:** This park is a major hub for softball teams and tournaments. There is already limited field space. Any park encroachment would mean a negative impact for the girls’ softball teams and their families.



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Bicycle and Pedestrian Connections

Based on stakeholder feedback from previous outreach meetings, all of the alternative options include the bike and pedestrian crossing over State Route 99 that connects into Elk Grove Regional Park. The bike and pedestrian facilities will also connect to the planned Toby Johnson Class I trail on the western side of SR 99. The bike and pedestrian bridge over SR99 will connect to the main road within the park near the Elk Grove Historical Hotel. This design element varied from previous designs which demonstrated the bike and pedestrian crossing connecting into the park's non-paved path. The project team is actively seeking additional funding to include these bike and pedestrian enhancements in the interchange project.



- *Comment:* This design is a much safer option for cyclists with the curves and turns eliminated.
- *Comment:* The landing is much better suited for the paved road through the park than the dirt path. It didn't make sense to have it connect to the dirt path where cyclists usually don't ride.
- *Comment:* We want to avoid conflicts with bicycles landing in the parking area and cars trying to exit the park.
- *Question:* Do the designs account for ADA considerations?
 - *Answer:* Yes, the preliminary designs meet ADA standards.
- *Comment:* I would like the project team to consider additional enhancements for those with disabilities crossing the interchange.
- *Question:* Is lighting included in the bike and pedestrian bridge plans?
 - *Response:* Yes, lighting will be included. Specific design details will be determined in future phases of the project.
- *Comment:* For the pedestrian and bike connection into the park, I am concerned about a shared space and interactions between cyclists and pedestrians.



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- *Question:* Will the bike and pedestrian ramps have fencing surrounding them? I'm concerned about safety for those using the connection while softball and other sports team practices are occurring down below in the park.
 - *Response:* The project team will evaluate specific design details in future phases.
- *Comment:* I hope there is still space to use under the ramps for sports practices.
- *Comment:* This will be a great amenity once the other side of SR99 is built out. The connections to neighborhoods and potential parking locations.



Screening Criteria

Brent Lemon, the project manager from Quincy Engineering, reviewed the project schedule and next steps. The project team is currently finalizing the Project Study Report (PSR), which intends to define the scope, cost, and schedule for this project. The PSR does not make any final decisions on the interchange design; it refines the alternatives to meet the purpose and need for the project while presenting the least environmental impacts and being cost effective.

The project team currently has three concepts, six alternatives, which will be carried into the environmental document phase to be further studied and evaluated based on screening criteria. This process includes defining the prominent performance criteria, determining the relative importance of each criterion, establishing a baseline measurement and then evaluating the performance of each alternative based on the criteria. Once completed, the project team can compare the performance ratings and determine the overall value and rankings of each alternative.

The following performance criteria are identified and will be used to evaluate each alternative:

- Park Impacts
- Traffic Operations
- Safety
- Pedestrian & Bike Access
- Construction Costs
- Minimize Right of Way Impacts
- Aesthetics & Community Identity



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Stakeholders were asked to provide feedback on the identified screening criteria or note any additional performance criteria that the project team did not include in this list.

- *Question:* Does pedestrian and bike access include more than just adding bike and pedestrian facilities to the project? Does it account for the experience while using the bike and pedestrian facilities?
 - *Response:* The screening criteria focusing around pedestrian and bicycle facilities refers to access and safety of facilities. It does not account for the experience of riding or walking along those facilities.
- *Comment:* It is important to note that all pedestrian and bicycle facilities are not equal; you can have a very different experience based on the design and the environment.
- *Comment:* A shared path for pedestrians and bicycles would not rank as high on an evaluation for me compared to separate facilities where there are no conflicts between cyclists and pedestrians.
- *Question:* Does pedestrian and bicycle access include enhancements for ADA access?
 - *Response:* Both the pedestrian and bike access criteria and the safety criteria account for ADA access.
- *Comment:* I would like to see above and beyond consideration for ADA access. There is more to it than just the grade of the facilities.
- *Comment:* I think lighting for pedestrians, cyclists, and those using ADA facilities should be included in the screening criteria.
- *Comment:* I think we need additional performance criteria that evaluate the experience of walking or biking over the interchange. The project team should evaluate more than just planned facilities but rather specific design elements that can enhance the biking and walking experience.

Next Steps

Brent reviewed the schedule moving forward into the environmental process. Early in the PA&ED phase, the project team will finalize the screening criteria based on stakeholder input and will evaluate the alternatives. Following this evaluation, the project team will present their findings to the



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community before further evaluating traffic operations, additional technical studies and further refining the existing alternatives.

Before finalizing the alternatives, the project team will present the updated alternatives and engineering concepts to the public. The project team will then prepare the draft environmental document and project report before circulating the documents to the public. The project team will address comments received during the public comment period and public hearing held for the project. Once comments have been addressed, the environmental document will recommend a preferred alternative to be implemented for City Council consideration/approval. Following City Council's approval of the environmental document, the project team will seek Caltrans approval of the project report.

Stakeholder and Community Feedback

Stakeholders had the opportunity to provide written feedback on a comment card about the topics discussed as well. Below is a summary of feedback received:

Concept Alternatives

- 2A is preferred - Diverge Diamond with the realigning SR99 option.
- "Save the Stage Stop" - It's the oldest/first building (Elk Grove Historical Society & Hotel) in Elk Grove. "Save the Park" - It's the first park district in California.
- Good to see Sterling Meadows greenway.

Bike and Pedestrian Movement Considerations

- The route into the park for the bike and pedestrian path is good in the 2A alternative.
- I am concerned about terminus of bike/pedestrian trail into park. It ends with no crosswalk over park entrance road instead crossing into museum parking lot. All controlled crosswalks must be well-lighted and include audible walk signals.
- No preference, all seem to treat disabled accessibility issues similarly. I like the idea of separating bikes from pedestrians/disabled paths for safety reasons. Mixing bikes and wheelchairs and/or people using canes is always dangerous and even more so with blind turns and hills.
- Minimum street crossings should be the goal for pedestrians and bikes. All alternatives provide for only one signalized crossing. From that point of view, any alternative is good.



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Screening Criteria

- Address ADA issues during design process, not so late that changes cannot be made.
- Focus on accommodation for bikers and pedestrians (qualitative), not just access (quantitative).
- 2A - Look at conflicts between pedestrians and bikes.
- Good discussion about gulf between screening criteria and design details.

Other

- Project should include location of bus stops so as to assure adequate planning for lighting, sidewalk cut-outs and ingress/egress.

Appendix

- Agenda
- Feedback Form



Stakeholder Representative Group
Meeting #3
Tuesday, July 12, 2016
5:30 – 7:30 PM at Elk Grove City Council Chambers

- Welcome and Introductions – *Gladys Cornell*
- Update from City – *Gary Grunwald*
- Review of Project Alternatives – *Carl Gibson*
- Bicycle and Pedestrian Connections – *Carl Gibson & Gary Grunwald*
- Screening Criteria – *Brent Lemon*
- Next Steps – *Brent Lemon*



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Stakeholder Feedback Form

Please give us your feedback....

Please provide any thoughts, observations, or remaining questions regarding any of the topics discussed tonight:

1. Concept Alternatives

2. Bike and Pedestrian Connections

3. Screening Criteria

4. Other

Name _____ Organization _____

Email _____ Phone _____

Please submit feedback to the project team this evening, or by email to abaum@aimconsultingco.com, fax to 916-442-1186 or mail to 2523 J Street, Suite 202 Sacramento, CA 95816.



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Stakeholder Feedback Form

We strive to make each meeting valuable and results driven. We look forward to any comments and/or ideas to improve the meeting experience for you. Please feel free to provide us with your thoughts.

1. Information shared at the meeting was useful? YES NO

2. Discussions were appropriately facilitated to engage all participants? YES NO

3. The participants involved in the process are appropriate? YES NO

4. Any other recommendations to improve the meetings?

Name _____ Email _____

Can we follow up with you? YES NO
