**Introduction**

The City of Elk Grove, in coordination with State of California Department of Transportation (Caltrans), has started the Project Study Report for a new interchange at Whitelock Parkway and State Route 99 (SR 99). This project was initially presented to the Elk Grove City Council in December 2007 and subsequently approved as part of the General Plan update. The interchange will reduce traffic congestion on Elk Grove Boulevard as well as traffic impacts on Highway 99. It will also reduce future congestion on Kammerer Road from planned growth in the area. The planned interchange will only provide vehicular access to and from the west side of SR 99 and it will also provide a pedestrian and bicycle crossing over SR 99 into Elk Grove Regional Park, consistent with the Trails Master Plan.

**Open House Purpose**

This open house was the first of two meetings planned by the City of Elk Grove to involve the public and obtain input during the development of the Project Study Report. The purpose of the open house was to provide an update of the project to the community, receive input on community values, site challenges and opportunities to enhance community context, feedback on the proposed interchange concepts, and answer questions.

**Publicity & Noticing**

An Open House postcard was mailed to more than 2,000 residents near the project location. A notification flyer was posted at various locations including, but not limited to: City Hall, several Starbucks locations, It’s A Grind coffee locations, CSD offices, and community centers. A community meeting notice was also posted on the project website, city event calendars, and sent via e-mail to local non-profits, organizations, and the Stakeholder Representative Group. The Elk Grove Citizen included a notification of the meeting. A press release was sent to other local media outlets as well.
Open House Format

Forty nine community members attended and signed into the Open House meeting. The project team provided a series of information boards for community members to develop an understanding about the project, the surrounding project area, community context and the current interchange concepts (8). After community members had the opportunity to review the boards and ask questions to members of the project team, the project team provided a presentation/overview. Rick Carter, the Capital Program Manager, began the presentation by providing an overview of the project, the purpose and need, as well as the goals of the project which included:

- Reduce traffic congestion
- Minimize impacts to the park
- Provide bike/pedestrian crossing
- Develop interchange designs that achieve goals
- Work with the community

Gary Grunwald, the Project Manager, then provided an overview of the project schedule, highlighting that this project is still in an early phase. Mr. Grunwald then discussed funding, and how the project will proceed. The community was provided with the opportunity to give feedback on comment cards as well as on the display boards post-its.

Community Context Input

The community members had the opportunity to review the feedback collected at the first Stakeholder Representative Group (SRG) meeting (Whitelock Parkway Interchange SRG is a group of representatives from community-based organizations). SRG members were asked to help the City define the community context of the Whitelock Parkway Interchange. SRG members and the community at large were asked three questions regarding the project: What do you want to create? What do you want to avoid? What do you want to preserve? Displays at the community meeting showed the answers from the SRG meeting and community members were encouraged to add their thoughts to each question. Please see the appendix for a full recap of the responses collected from the first Stakeholder Representative Group Meeting. The following responses were collected:
Community Context Input (Post-Its)

**What do you want to create?**

- Connection between east and west sides of town. Attractive for tourists, businesses to see this as a real improvement.
- Start as soon as possible. We love it – want traffic off Elk Grove Boulevard.
- Please consider the alternative of locating the interchange at the south end of the park. It is a mile north of Grant Line and the location would have little if no impact on the park, and a connection to Elk Grove Florin Road would be convenient, mitigating traffic on E. Stockton Boulevard.
- Please look at just doing south bound entrance and exit at Whitelock Parkway. The northbound traffic will be mostly at early commute time and the mall won’t be open at that time of day.
- Pedestrian access with minimal impact to the park.

**What do you want to avoid?**

- The cross diamond plan is inherently dangerous. Elk Grove drivers can’t even figure out the roundabouts on Elk Grove Boulevard.
- Elk Grove Florin Road needs to connect to “future shopping/sports district”. Otherwise, traffic from the east has to create congestion to get to west amenities. Doesn’t it make sense to connect park and sports venue for community wide events and to get tourists, employers, and revenue to come here?
- Minimal impact to the park.
- Because of Caltrans restrictions, if we build this half-way solution that only serves the west side, we will never be able to build another one without tearing down this one. Waste of money if we find this to be an insufficient fix.
- Traffic noise that might impact the enjoyment for attendees at the Strauss Festival.
- Avoid any cut into Elk Grove Regional Park at all and move 99 west into Laguna. Preserve E. Stockton Boulevard as it is now.

**What do you want to preserve?**

- Preserve our heritage! Elk Grove Regional Park in total! Leave it alone.
- Totally agree but will add preservation of Elk Grove Historical Society house and all its area. Do not encroach on it.
- The change made in 2007 to the original plan was done “behind closed doors” without input from “the people”. It’s not too late to change it again now that the “real story” has been made public. The vast majority does not want the interchange in the proposed location and there are other alternatives. The suggestion to locate the crossing at the South End of the park is a good one. Why is it not being seriously entertained?
Community Input via Comment Cards

Design of the Interchange:

- If barrier can’t be provided between cars and bike and pedestrian path then paint the pedestrian and bike path green and reflector lights on the road for extra safety for bike and pedestrian path. Cars have been crashing off freeway forever; what barriers will be added by E. Stockton Boulevard to keep even more accidents with additional roads there? Do not put interchange at Elk Grove Florin Road; the traffic is already BAD, the streets are too narrow and can’t handle it!

- After talking with the engineers, Plan 2A looks to work well with zero impact to park. (Preserve ALL of park.) Study should include making W. Stockton Boulevard four lanes so traffic could use Grant Line Road overpass.

- Instead of moving SR99 fifteen feet to the west, drop SR99 1/2 down and raise Whitelock 1/2 up to circumvent high walls in this construction and move the park entrance south (units of measurement were not indicated; please see appendix for attached map included with this response).

Location of the Interchange:

- There should be another plan with the intersection closer to Elk Grove Florin Road. The impact on the park would be less and there would be no need to move E. Stockton Boulevard into our front yard, at the Elk Grove Historical Society. Let’s preserve some history, not destroy it! Whitelock residents can take W. Stockton Boulevard to the interchange.

- An off-ramp at the south end of Elk Grove Regional Park would have less impact, cost less and be as effective as any of the off-ramps presented tonight. The questions most of us had who attended were not answered. It would have been a more productive meeting if the designs were presented on screen and explained. I don’t like any of the designs. I want the off-ramp moved to the south end of Elk Grove Regional Park. It would access Elk Grove Florin/Stockton Boulevard and be better for cars and walkers etc. Our City Council needed to be here. There are no funds for this project.

- Worried that if you build this interchange that only serves one side that it will eliminate the possibility of adding a second interchange at Elk Grove Florin Road at a later date. If needed. Hampton Oaks has not been served by an interchange for example. Corporate development that could happen on the east side will be restricted to feeding onto Grant Line Road or may choose not to come at all. We need to make the area attractive to tourists, businesses, employers. We need to connect the two sides of the freeway for recreation and emergency responders. From a real estate standpoint, the homes already built will be vulnerable to robbery because thieves like “easy” freeway exits and on-ramps. Better to move it to a less “residential” location.

- Please investigate investing in realigning Elk Grove Florin so it crosses the freeway outside the Caltrans one mile to Grant Line Road limitation. If you are make a curving ramp like at 59th Street and Highway 50, you could eliminate the need for a separate pedestrian structure, serve both sides of the freeway for future growth on east side and at mall, Kaiser, Sports Center. Elk Grove Florin Road would tie into Promenade Parkway; this would help people be connected. Doesn’t it
Community Open House Summary
October 29, 2014 6:00 - 8:00p.m.
The Pavilionat Elk Grove Regional Park

Community Input via Comment Cards

make sense to spend money on something that creates access and connection for both sides of the freeway?

- The fact that the change in 2007 in size and purpose of the original proposed pedestrian overcrossing at Whitlock was done without public input was deplorable. That said, if an automobile overcrossing is determined to be built, the alternative to build it at the south end of the park is so much more preferable for several reasons... (1) no or very little impact on the park; (2) connection to Elk Grove Florid Road, giving access with less impact on E. Stockton Boulevard. Whitelock Parkway is not the only road east of the 99 freeway that can carry traffic in and out of the anticipated population/housing to be built over the next several years in the area; the western frontage road could be the access from Whitelock to an interchange located further south than where Whitelock meets SR99; the south end of the park is within the “1 mile” requirement distance. The alternatives being discussed are all about the Whitelock location at the north end of the park. Why are the alternatives of another location not being considered? If funding is not anticipated in the next few years, it seems that NOW is the time to seriously consider another location for the overcrossing - i.e., the south end of the park. Thank you for your consideration.

- (1) Don’t do any Whitelock proposals! Instead, (2) do an intersection for the freeway at the Elk Grove Florin Road/ E. Stockton Boulevard Streets. (3) Do not infringe on Elk Grove Regional Park - it’s a gem jewel. (4) Do not close E. Stockton Boulevard. (5) DO NOT reroute tons more traffic on Elk Grove Florin Road. (6) Do the interchange just North of Kaiser (7) Try to alleviate the traffic on the east side too, not just west side. Make the public happy, not just west side developers.

Impacts to the Park:

- No need to encroach on any part of Elk Grove Regional Park. Move the freeway down and leave E. Stockton Boulevard. alone. We understand that the cost will be higher, but it is the best solution. Everyone will be satisfied: residents, developers, and elected officials. A clearer, more precise presentation would have been more helpful too. Perhaps you could employ the use of a video to better explain each plan. Thank you.

- Touch/impact Elk Grove Regional Park as little as possible. (2) Keep E. Stockton Boulevard as straight as possible. (3) Nothing that impacts Elk Grove Florin Boulevard. (auto wise)

- Any road alignment that removes or impacts a softball diamond will impact the revenue of the Elk Grove Girls Softball League. A change that impacts the Kloss Complex will SEVERELY impact the EGGSL budget and ability to host ASA tournaments. It would impact the entire region as major softball tournaments are held there regularly.

Noise Concerns:

- Noise - so much noise pollution in Elk Grove! I can visualize pedestrian walkway, NOT traffic. Laguna should have better road access to the interchange at Grant Line Road. Let’s think about slowing the traffic near Elk Grove Regional Park. It is most important to protect integrity of Elk Grove Regional Park.
Community Input via Comment Cards

- Would it be possible to extend the “sound walls”, particularly on the south end? This would help to eliminate or diminish traffic noise during performance of the Strauss Festival each July (attended by thousands each summer).

- Sound mitigation on the north side of the Whitelock going west from Big Horn to Bruceville Road. (2) What about some different options for the total project? (3) Public input meeting to address concerns public, besides just standing around.

- We are concerned about noise from increased traffic on Whitelock Parkway. Our neighborhood Glenbrooke (Del Webb) has open iron (see-through) fences along the parkway (north side). We have no sound wall. How will the sound be mitigated? All of my neighborhoods’ master bedrooms back up to Whitelock Parkway. A major concern.

Community Input:

- Thank you for the meeting. Please include the neighborhood adjacent to park in Stakeholder groups. I would like a budget chart: how much has been spent so far, what is being spent along the way and when/how grants for funding can be obtained. Traffic study; please consider City’s history of rezone/general plan amendments in the study for instance, if homes replace the commercial/business parks. Roundabouts - total capacity + impacts what other options - has a rapid bus lane been considered in project.

Other Suggestions:

- Caltrans should widen the SR99 to more lanes between Elk Grove Boulevard and Grant Line Road. In doing this, have them realign / relocate the freeway to the west so it will not impact the park when the new interchange is built.

- I am absolutely and completely opposed to this project. It was stated that this project is intended to alleviate congestion caused by future growth. Who caused that problem? It was not the people who live on the east side of SR99, it is totally caused by development in the west side. Yet, they get all the benefit of the project and suffer the least while those on the west side must contend with increased noise, pollution and unsightly development that infringes on the very heart of this community.
Open House

Whitelock Parkway and State Route 99 Interchange Project

Wednesday, October 29th
6:00 – 8:00 p.m.
Brief presentation will begin at 6:15 p.m.
The Pavilion at Elk Grove Regional Park
9950 Elk Grove-Florin Rd
Elk Grove, CA 95624

Join the City and project team for a community open house to receive an update and provide your thoughts for a new interchange at Whitelock Parkway and SR 99. The planned interchange will provide vehicular access to and from the west side of SR 99, and a pedestrian and bicycle crossing over SR 99 into Elk Grove Regional Park.

Visit several information stations highlighting the project and talk to representatives from the City and the project consultant team.

Drop by at your convenience any time between 6:00 and 8:00 p.m.
The project team will provide a presentation about the project at 6:15 p.m.

Questions?
Contact Gary Grunwald
Email: ggrunwald@elkgrovecity.org

---

Postcard Mailed to Local Residents
Wednesday, October 29th
6:00 – 8:00 p.m.

Brief presentation will begin at 6:15 p.m.

The Pavilion at Elk Grove Regional Park
9950 Elk Grove-Florin Rd
Elk Grove, CA 95624

Join the City and project team for a community open house to receive an update and provide your thoughts for a new interchange at Whitelock Parkway and SR 99. The planned interchange will provide vehicular access to and from the west side of SR 99, and a pedestrian and bicycle crossing over SR 99 into Elk Grove Regional Park.

Visit several information stations highlighting the project and talk to representatives from the City and the project consultant team.

Drop by at your convenience any time between 6:00 and 8:00 p.m. The project team will provide a presentation about the project at 6:15 p.m.

Questions?
Contact Gary Grunwald
Email: ggrunwald@elkgrovecity.org

Flyer Posted Locally & On Website
Feedback

Please share your thoughts, questions, or comments

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Name: ___________________________ Email: ___________________________
Address: ___________________________ Phone: ___________________________

You may submit your comments via email: ggrunwald@elkgrovecity.org  (916) 478-2236

Comment Cards
PROJECT BACKGROUND & FEATURES
The City of Elk Grove, in coordination with the State of California Department of Transportation (Caltrans), is currently planning a new interchange at Whitelock Parkway and State Route 99. Located at the bustling and vibrant southwestern portion of the City, the new Whitelock Parkway/SR 99 interchange will enhance the quality of life and set the stage for the economic resurgence of the City.

Enhancing the Quality of Life
The City of Elk Grove enjoys a wonderful quality of life. The Whitelock Parkway/SR 99 interchange will reduce the current traffic congestion along Elk Grove Boulevard and future congestion on Grant Line Road as well as complete the eastern extension of the Toby Johnson multiuse trail across SR99, providing safe access for pedestrians and cyclists into the Elk Grove Regional Park and the many popular destinations within the park.

Setting the Stage for the Economic Resurgence
The City of Elk Grove is emerging from the national economic recession and working on the important infrastructure that will set the stage for the economic revitalization. The Whitelock Parkway/SR99 interchange will serve as the main connector to the planned Laguna Ridge Specific Plan, a 19,000-acre mixed-use development that will bring housing, commercial, office, medical facilities and many more community amenities.

Connecting to Elk Grove’s Past and Culture
Serving as a gateway for pedestrians and cyclists to the Elk Grove Regional Park, the Whitelock Parkway/SR 99 interchange offers an opportunity to recognize and celebrate the City’s rich heritage and culture. The Elk Grove Regional Park has been a gathering place since the late 1800’s and is home to prominent community events and the Elk Grove Hotel and Stage Stop, after it was moved from its original location to make room for SR99.

PROJECT OVERVIEW
The City of Elk Grove, in coordination with State of California Department of Transportation (Caltrans), has started planning for a new interchange at Whitelock Parkway and State Route 99 (SR 99), as included in the City’s General Plan. This project was initially presented to the Elk Grove City Council in December 2007 and subsequently approved. The interchange will reduce traffic congestion on Elk Grove Boulevard as well as traffic impacts on Highway 99. It will also reduce future congestion on Kammerer Rd. from planned growth in the area.

The planned interchange will only provide vehicular access to and from the west side of SR 99, and it will also provide a pedestrian and bicycle crossing over SR 99 into Elk Grove Regional Park, consistent with the Trails Master Plan.

Key project goals include:
- Reduce current traffic congestion at Elk Grove Boulevard interchange, and future congestion at Grant Line Rd. interchange
- Minimize impacts to Elk Grove Park
- Provide a pedestrian and bicycle crossing over SR99

The project team looks forward to engaging the community and discussing potential design features that would draw connections to the historical significance of the area and celebrate the City’s unique culture.
Mr. Grunwald:

My wife and I, and other Glenbrooke residents, attended the presentation last night about the proposed Whitelock Parkway interchange. Here are our thoughts:

(1) Our community, Glenbrooke, is a Del Webb active adult neighborhood built by Pulte Homes between 2007 and 2014 (it’s all built out now). At the time the City Council approved the idea of this interchange, in 2007, very few residents lived in this community. The first homes were started in January or February 2007 and the earliest move-ins occurred in late May 2007. Thus, the very people to be affected by this interchange did not live here and had no voice in whether or not this interchange concept should be approved. All the residents arrived AFTER the concept was endorsed by the City Council.

(2) Glenbrooke is located in Laguna Ridge, the first master planned community for the City of Elk Grove. The infrastructure was determined for the entirety of Laguna Ridge to include such features as concrete block-and-iron see-through boundary fences. This was a requirement that Pulte Homes agreed to. Now, my back yard faces Franklin Creek canal, as do the back yards of many other Glenbrooke residents who bought lots on Franklin Creek canal (and we all paid a hefty lot premium for the view). The master bedrooms in all our homes are at the rear of the structure, meaning facing that canal. We were additionally required to add brick veneer or architectural stone to the rear of our homes, since they were visible through that open fence. This was a city requirement that Pulte also agreed to. Of course, the cost of $6,540 was passed on to me in the purchase price of my home, similar to what happened to all other owners of lots backing on to the canal.

(3) Although we have the canal buffering our homes from Whitelock Parkway to a modest extent, we have no sound wall to block visual or auditory perceptions of the traffic. Given the huge increase in traffic to be created by the proposed on and off ramps on Whitelock at Highway 99, this will be a major problem for us residents of Glenbrooke whose lots back up to that canal.

(4) Given all this, we expect the city to come up with mitigation measures to preserve the peaceful enjoyment of our property. We heard nothing about this at the presentation last night. Yet is it something you must consider, for the effects of that interchange reach far beyond the immediate on and off ramps, as you well know.

It is possible that in the future our 631-home community, which is governed by a board of directors and subject to the Davis-Stirling Common Interest Development Act, may develop an organized position on the interchange. I bring this to your attention now so that you can proactively consider how best to deal with it.

One idea that has occurred to us is that you relocate the proposed interchange to Elk Grove-Florin where it is adjacent to Highway 99 on its east side.

Thanks for reading our comments. Please expect to hear more from us and other Glenbrooke residents about this issue in the future.

Why are you proposing to build over the 99 hwy to the eg park? Just have caltrans add an on and off ramp on the west stockton side of the 99 hwy. My family and i are regular park users and we would like to see it stay as nice as it is.

Thanks
Yes, Mr. Grunwald, the Glenbrooke Community Association has bimonthly open meetings. But a better bet would be to schedule a special presentation, apart from our meeting schedule, to lay out the project before the residents and invite feedback. We have a ballroom with PA system that is ideal for such a presentation. We have done such things as civic gestures in the past and, based on this history, a "town hall" type format would be very successful. In 2008 we had the Vineyard at Madeira shopping center developer appear before the residents (I recall we had nearly 150 in attendance!) to discuss the then-Target (now Walmart) store.

I urge you to contact Ms. Heather Everett, our Events Director/Lifestyle Manager, about booking the room. I believe that since this is a public outreach there may be no charge to use the facility. You may reach Ms. Everett to get further details about room usage.

We are fortunate to have our Association General Manager, Mr. Tom Waltman, on the interchange task force. He represents both Glenbrooke and a youth sports activity that uses Elk Grove Regional Park for its games. He has been involved in this from the get-go and is very knowledgeable about the process involved. He is, of course, Ms. Everett's boss, so you might also run your ideas by Tom as well.

I really appreciate your response and I hope that we can have you at our lodge to talk about this project. Right now, the most important thing is to raise awareness among our nearly 1,000 residents about this project.

Thank you again.

---

Mr. Grundwald:

The only good thing about the Whitelock Parkway is that it is named after a dude who died, which is the way it should be (in my opinion.) Imagine the difficulty in offing all those people for whom we named streets, parks, schools, etc. before their deaths. What a controlling ego trip it must be to live to experience a public work that's named after you; it's kind of like attending your own memorial service.

The Whitelock Parkway should terminate in a pedestrian-only bridge, in my opinion. Or, better yet, as a tunnel. I wonder what that cost would be...could you say?
Feedback Received with a Comment Card
<table>
<thead>
<tr>
<th>Create</th>
<th>Avoid</th>
<th>Preserve</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike and pedestrian access over SR 99.</td>
<td>Turning conflicts between bikes and cars.</td>
<td>As much of the park as possible.</td>
</tr>
<tr>
<td>Safe pedestrian access and bicycle access.</td>
<td>Any impact to the park.</td>
<td>The usefulness of all the park features.</td>
</tr>
<tr>
<td>Connectivity to the West side.</td>
<td>Using park land to save cost in project.</td>
<td>The beauty of Elk Grove Regional Park.</td>
</tr>
<tr>
<td>Enough physical separation between bikes and cars so that families and seniors feel comfortable riding bikes over the interchange.</td>
<td>Conflict between pedestrians, bicycles, and vehicles.</td>
<td>Access to Elk Grove Regional Park.</td>
</tr>
<tr>
<td>Easy access to park from West of 99.</td>
<td>Traffic congestion on Whitelock.</td>
<td>Entire park.</td>
</tr>
<tr>
<td>A safe, accessibly pedestrian and bike connection to the park that not only makes all transportation possible, but that encourages it.</td>
<td>Extra vehicular impact on the East side of SR 99.</td>
<td>Access by bike throughout Elk Grove Regional Park and adjacent neighborhoods.</td>
</tr>
<tr>
<td>Safe access to the park and future mall for bikes and peds.</td>
<td>Vehicle and bike cross points in the plan.</td>
<td>Trees.</td>
</tr>
<tr>
<td>Flow of West traffic away from park, but quick across to highway.</td>
<td>More traffic.</td>
<td>The current amenities in the park.</td>
</tr>
<tr>
<td>A seamless connection between the east and west side of 99 that is minimal in its impact.</td>
<td>An autocentric design that prioritizes vehicular movement over alternative transportation.</td>
<td>The park in the present state.</td>
</tr>
<tr>
<td>Intuitive routes for bicycling.</td>
<td>Pedestrian and vehicle crossings.</td>
<td>Integrity of Elk Grove Regional Park.</td>
</tr>
<tr>
<td>Bike routes that are lighted at night.</td>
<td>Excessive traffic.</td>
<td>Sports areas.</td>
</tr>
<tr>
<td>Complete streets design that promotes residential heath with safe and well defined routes for all.</td>
<td>Lost trail space inside Elk Grove Regional Park.</td>
<td></td>
</tr>
<tr>
<td>Trees.</td>
<td>Misinformation in the community.</td>
<td></td>
</tr>
<tr>
<td>Pedestrian lighting.</td>
<td>Grid lock.</td>
<td></td>
</tr>
<tr>
<td>A long range plan for land use in the park (future amenities).</td>
<td>Community backlash.</td>
<td></td>
</tr>
<tr>
<td>Make Elk Grove Regional Park regional.</td>
<td>Directing traffic from west side to east side.</td>
<td></td>
</tr>
<tr>
<td>Convenient connections by bike between neighborhoods and other important destinations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Complete trail connection from west and east side.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Connections for bicycling that encourage bicycling.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>