Grant Line Road Precise Roadway Plan Open House
– Grant Line Road Widening
– Multi-use Trail Options

The presentation will begin at 6:05 PM.
PROJECT STAFF

Grant Line Road Precise Roadway Plan - Bond Road to Calvine Road

John Griffin, City of Elk Grove, Senior Civil Engineer
John Stayton, City of Elk Grove, Project Manager
Alan Glen, AECOM, Consultant Project Manager
AGENDA FOR TONIGHT’S MEETING

• Presentation- 6:05 to 6:50 pm

• Questions & Answers- 6:50 to 8:00 pm

• We will post slides and alternatives tomorrow to Project Website

• We will collect questions from tonight and follow-up, prepare and post responses within 10 days
• Video and Audio is disabled by default
• We are recording the meeting
• Questions:
  – Use Q&A button at any time you have a question during the presentation or at the end.
  – At the conclusion of the presentation, staff will read the questions and provide responses.
  – If you would like to discuss specific issues regarding your property, please provide your name and email using the Q&A button. Staff will follow-up within a 10 business days to discuss with you.
PROJECT AREA

Scope of Project

Multi-Purpose Trail (alternative alignments are being evaluated)

Widening to Four Lanes

Signal or Roundabout Locations
PURPOSE OF TONIGHT’S WORKSHOP

• Provide an overview of the roadway widening alternatives and multi-use trail options

• Open forum for comments and questions

• Current Study- Grant Line Road Precise Roadway Plan
• Evaluate alternatives
• Set roadway ultimate width
• Evaluate needed changes in access/ driveways, utilities and drainage
• Set future right of way lines
• Environmental Studies for Precise Roadway Plan
• City Council to adopt Precise Roadway Plan
OVERALL PROJECT SCHEDULE

• Precise Roadway Plan- Summer 2021

• No funding identified for future phases

• Future Phases:
  – Environmental- 12 to 18 months
  – Acquire Right of Way- 12 to 24 months
  – Design- 12 to 18 months
  – Construction- 18 to 24 months

• Earliest Construction Completion- approx. 2030
• JPA SouthEast Connector- 30 Mile Corridor
• This Project- Segment C
• 2012 Program EIR
• 30 mile Class I Multi Purpose Trail on the Westside and Future Connections from Elk Grove
• City and JPA Commitment to Four Through Lanes thru Sheldon (Segment C)
GRANT LINE ROAD EXISTING CONDITIONS
ROADWAY WIDENING ALTERNATIVES

• Alternatives being considered:
  
  – Alt 1A- Signaled Intersections
    • Alt 1B- Same as Alt 1A with realigned Mooney Road into Sheldon Road intersection
  
  – Alt 2A- Roundabout Intersections
    • Alt 2B- Same as Alt 2A with realigned Wilton Road to new intersection location
    • Alt 2C- Similar to Alt 2B with roundabout at Leisure Oak Lane
Study Intersections - Signals or Roundabouts
INTERSECTION SIZING

Study Intersections- Signals or Roundabouts

- JPA Studies- traffic forecasts to 2036
- Intersections are key to long term operations
- Project sizes intersections to “ultimate” needs
- Traffic forecasts set for buildout of the City (2050 horizon)
DRIVEWAY CONSOLIDATION

• The existing corridor has a significant number of driveways, some are closely spaced
• The exhibits will show some driveway closures or relocations, but no decisions have been made
• The overall safety and operations along the corridor will be improved with driveway consolidation, where possible
• Contact us to discuss your property so we get this right!
MULTI-USE TRAIL OPTIONS

• Trail Options being considered:
  – Option 1- Congruent Trail on westside of Grant Line
  – Option 2- Trail shifts to Eastside with intersection crossings
  – Option 3- Trail shifts to eastside with bridge crossings (Alt 1 only)

• Removal of separate equestrian trail
• 6 Signalized Intersections
  – Bond Road
  – Wilton Road
  – Aleilani Lane
  – Sheldon Road
  – Graybill Lane
  – Calvine Road
MULTI-USE TRAIL OPTIONS

Alternative 1-Signals

- Bond Rd
- Railroad Corridor
- Sheldon Rd
- Option 1
- Option 2
- Option 3
- Menlo Oaks Ct
- Sherman Oaks Ct
- Wilton Rd

Option 1, 2 & 3
SIGNAL ALTERNATIVE 1

Typical Sections
SIGNAL ALTERNATIVE 1A

Geometry

OPTION 1, 2 & 3

OPTION 3
SIGNAL ALTERNATIVE 1A

Intersection: Grant Line Rd/Bond Rd
SIGNAL ALTERNATIVE 1A

OPTION 1 & 2

OPTION 3
SIGNAL ALTERNATIVE 1A

OPTION 1

OPTION 2

OPTION 3
SIGNAL ALTERNATIVE 1A

Intersection: Grant Line Rd/Wilton Rd
Intersection: Grant Line Rd/Aleilani Ln
Intersection: Grant Line Rd/Sheldon Rd
SIGNAL ALTERNATIVE 1A

OPTION 1, 2 & 3
SIGNAL ALTERNATIVE 1A

Intersection: Grant Line Rd/Graybill Ln
Intersection: Grant Line Rd/Calvine Rd
SIGNAL ALTERNATIVE 1B

Intersection: Grant Line Rd/Sheldon Rd (Mooney Rd Realigned)
ROUNDABOUT ALTERNATIVE - 2A

- 6 Roundabout Intersections
  - Bond Road
  - Wilton Road
  - Aleilani Lane
  - Sheldon Road
  - Graybill Lane
  - Calvine Road
MULTI-USE TRAIL OPTIONS

Alternative 2-Roundabouts

- **OPTION 1**
  - Sheldon Rd
  - Railroad Corridor

- **OPTION 2**
  - Wilton Rd
Typical Sections

- Grant Line Rd
- Typical Section
- Raised Curb Median with Landscape or Paved Surface Treatment
- Asphalt Concrete

- Grant Line Rd
- Typical Section
- Raised Curb Median with Narrow Median
Geometry

ROUNDABOUT ALTERNATIVE 2A

OPTION 1 & 2
Intersection: Grant Line Road/Bond Road
ROUNDABOUT ALTERNATIVE 2A

OPTION 1 & 2
ROUNDABOUT ALTERNATIVE 2A

OPTION 1 & 2

OPTION 2
Roundabout Alternative 2A

Intersection: Grant Line Road/Wilton Road
ROUNDABOUT ALTERNATIVE 2A
ROUNDABOUT ALTERNATIVE 2A

Intersection: Grant Line Road/Aleilani Lane
ROUNDABOUT ALTERNATIVE 2A

OPTION 1

OPTION 1 & 2

OPTION 2
ROUNDABOUT ALTERNATIVE 2A

Intersection: Grant Line Road/Sheldon Road
ROUNDABOUT ALTERNATIVE 2A
ROUNDABOUT ALTERNATIVE 2A

OPTION 1 & 2
Intersection: Grant Line Road/Graybill Lane
ROUNDABOUT ALTERNATIVE 2A

OPTION 1 & 2

GRANT LINE RD
ROUNDABOUT ALTERNATIVE 2A

OPTION 1 & 2
ROUNDABOUT ALTERNATIVE 2A

OPTION 1 & 2
Intersection: Grant Line Road/Calvine Road
ROUNDABOUT ALTERNATIVE 2B

Intersection: Grant Line Road/Wilton Road (Realigned)
Intersection: Grant Line Road/Wilton Road (Realigned)
ROUNDABOUT ALTERNATIVE 2C

Intersection: Grant Line Road/Wilton Road (Realigned)
ROUNDABOUT ALTERNATIVE 2C

Intersection: Grant Line Road/Wilton Road (Realigned)
## OPERATIONAL & SAFETY COMPARISON

<table>
<thead>
<tr>
<th>Operational or Safety Component</th>
<th>Alt 1- Signals</th>
<th>Alt 2- Roundabouts</th>
</tr>
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<tbody>
<tr>
<td>Intersection Delay</td>
<td>Inferior</td>
<td>Superior</td>
</tr>
<tr>
<td>% of Performance Target Served</td>
<td>Slight Loss</td>
<td>Slight Edge</td>
</tr>
<tr>
<td>Predicted Collision Rate</td>
<td>Slight Loss</td>
<td>Slight Edge</td>
</tr>
<tr>
<td>Collision Severity</td>
<td>Inferior</td>
<td>Superior</td>
</tr>
<tr>
<td>Operating Speed</td>
<td>Faster</td>
<td>Slower</td>
</tr>
<tr>
<td>Corridor Travel Times</td>
<td>Inferior</td>
<td>Superior</td>
</tr>
<tr>
<td>Overall Safety and Operations</td>
<td>Inferior</td>
<td>Superior</td>
</tr>
</tbody>
</table>
MULTI-USE TRAIL CONSIDERATIONS

• **Trail Purpose** - Serve as a 30 mile Regional Trail

• **Trail Access** - East West Connections from Elk Grove, Sacramento and Folsom, possible trailhead locations

• **Trail Destinations** - need to provide logical origins and destinations (Sheldon should be a destination)

• **Trail in Harmony within the Community** - right of way impacts, safety for users and property owners

• **Trail in Harmony with the SouthEast Connector** - needs to be multi-modal, fits with Connector in safe efficient manner
## COMPARISON OF TRAIL OPTIONS

<table>
<thead>
<tr>
<th>Trail Evaluation Criteria</th>
<th>Option 1- Congruent Westside</th>
<th>Option 2- Eastside At Grade</th>
<th>Option 3- Eastside Grade Separated</th>
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<tbody>
<tr>
<td>Efficient Long Distance Travel</td>
<td>Superior</td>
<td>Inferior</td>
<td>Neutral</td>
</tr>
<tr>
<td>Operational Impacts to Grant Line Road</td>
<td>Superior</td>
<td>Inferior</td>
<td>Superior</td>
</tr>
<tr>
<td>Visibility Along Trail- Safety</td>
<td>Superior</td>
<td>Inferior</td>
<td>Inferior</td>
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<tr>
<td>Impacts to property- Safety, impacts to use</td>
<td>Superior</td>
<td>Inferior</td>
<td>Inferior</td>
</tr>
<tr>
<td>Sheldon as a Destination</td>
<td>Superior</td>
<td>Inferior</td>
<td>Inferior</td>
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<tr>
<td>Rider Enjoyment</td>
<td>Neutral</td>
<td>Inferior</td>
<td>Superior</td>
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<tr>
<td>Cost- ROW and Construction</td>
<td>Superior</td>
<td>Inferior</td>
<td>Very Inferior</td>
</tr>
<tr>
<td>Overall</td>
<td>Superior</td>
<td>Inferior</td>
<td>Inferior</td>
</tr>
</tbody>
</table>
Online Survey – 5 questions

• Which Grant Line Road Precise Roadway Plan Alternative do you prefer?

• Which Multi-use Trail alignment do you prefer?

• Other Comments?
NEXT STEPS

• Community input will be collected and considered for incorporation into study

• Individual property owner outreach based upon requests from owners

• Finalize the Alternatives to include drainage, utilities and future right of way lines

• Initiate Environmental Review for Precise Roadway Plan

• Second Public Meeting in Spring 2021

• Finalize Study and Adopt Precise Roadway Plan- Summer 2021
QUESTIONS AND ANSWERS

- Will post exhibits tomorrow
- Will post follow-up FAQ
- Staff will respond to as many questions as possible tonight
- Specific questions related to your property, provide name and email to schedule follow-up with staff
QUESTIONS AND ANSWERS

Grant Line Road Precise Roadway Plan

Contact Information:
John Stayton
jstayton@elkgrovecity.org

Link to Alternatives and Presentation:
Grant Line Road - Sheldon Area Precise Roadway Plan

Link to Project Survey:
www.elkgrovecity.org/grantlinesurvey