

**MINUTES OF THE CITY COUNCIL
SPECIAL MEETING
Wednesday, March 5, 2003
CITY HALL COUNCIL CHAMBERS**

CALL TO ORDER/ROLL CALL

Mayor Soares called the March 5, 2003 special City Council meeting to order at 4:05 p.m.

Present: Mayor Soares, Councilmembers Briggs and Cooper, Mayor Pro Tem Scherman arrived at 4:37 p.m.

Absent: Councilmember Leary

Mayor Soares led the pledge of allegiance.

Agenda Item No. 2: Special City Council Traffic/Transportation workshop

Steve Barnett applauded the City Council for having a transportation workshop, and stated that a more descriptive title of the agenda item would be helpful.

Mayor Soares stated that this workshop will cover all facets of the Elk Grove transportation Plan, including a preview of the year, and long-range projects.

In response to **Sarah Johnson** concerning public comment on the workshop, **Mayor Soares** stated that the audience would have an opportunity to speak after the presentation.

Mike Kashiwagi, Manager of Building, Engineering, and Development Services, provided background on the transition of the transportation infrastructure responsibilities from the County of Sacramento to the City of Elk Grove. The City has been responsible for the maintenance and operation of streets and traffic signals, transportation planning, development and implementation of the capital improvement program since December 2002. The roadway system was reviewed to identify maintenance and operational deficiencies, and resources to address traffic concerns that implement programs to facilitate the delivery of transportation improvements.

Mr. Kashiwagi summarized the topics, related to assessing the function and capacity of existing transportation facilities in the City of Elk Grove, the Capital Improvement Program, tools to improve operations and safety, and strategies to improve pedestrian

and bicycle safety and mobility. Mr. Kashiwagi stated that a multiple strategy approach would be necessary to meet the objectives.

Bob Lee, City Engineer, reviewed the City's Capital Improvement Plan and addressed short- and long-range traffic projects. Mr. Lee reviewed local, state, and federal funding sources for projects; and stated that the City of Elk Grove should continue voicing concerns to Regional Transit related to the City's transportation funding needs.

Mr. Lee stated that work in the Old Town Elk Grove area is receiving outside funding, and that the Hwy 99 and Sheldon Road interchange funding is no longer available because of State budget cuts and funds allocated to the interchange were withdrawn. The Sheldon Road and Hwy 99 interchange, the Old Town Enhancement, and a traffic operations center are a top priority for Federal funding.

In response to **Councilmember Briggs** concerning the final decision on the light rail alignment, **Mr. Lee** stated that upon completion of the environmental assessment for the proposed routing, the City's input on the alignment will be important for Regional Transit to make an alignment decision.

Councilmember Cooper stated that one option is being considered for light rail alignment when there are three options. He enumerated the cost variances between the options, and voiced interest in extending the route further south.

Councilmember Cooper expressed concern about the cost of shuttle service in Elk Grove and the lack of service in East Elk Grove.

Mr. Lee stated that Regional Transit is in the process of developing and providing a cost analysis to the City while addressing shuttle service needs through public forums.

Mr. Lee outlined the pavement management system, which allows the City to apply for certain Federal and State funding.

In response to **Councilmember Briggs** concerning truck traffic on Elk Grove Boulevard and Laguna Boulevard related to traffic accidents on Hwy 99 or Interstate 5 and if the resurfacing will match the tonnage of the trucks, **Mr. Lee** stated that vehicle tonnage will be considered when resurfacing streets.

Sompal Chatusripitak of the Transportation Department provided information on improving traffic signal timing along major corridors in the City, and the use of Intelligent Transportation Systems. The most effective use of Intelligent Transportation Systems is the coordination of traffic signal timing. Mr. Chatusripitak stated that issues in Elk Grove are relative to individual signals dropping out of service; recurring system failures; obsolete software and hardware; and inadequate facilities for expansion.

In the fall of 2002, the City Council approved the signal coordination for the Laguna and Elk Grove Boulevard corridors. New signal timing plans were developed and applied.

Improvements were not seen initially due to inadequate hardware and software, which have been resolved. The timing plans are continuously evaluated.

Mr. Chatusripitak responded to **Councilmember Briggs** concerning antiquated signal hardware and software, that the challenges with the hardware and software are a consideration related to the implementing timed signals along Calvine Road, which is shared with Sacramento County.

In response to **Mayor Soares** concerning current software equipment detecting disruptions in service, **Bob Lee** stated that the City is currently working with Sacramento County to ensure that all traffic signals are operational, although police can be contacted to inform Public Works staff of the issue.

In response to **Mayor Pro Tem Scherman** concerning the traffic operations center, **Mr. Chatusripitak** stated that software is available to monitor the condition of signal controllers, detectors, and coordinate with weather reports.

Mr. Chatusripitak added that a Traffic Operations Center, Energy Savings from LED Signals, Battery back-up systems at signals, non-intrusive vehicle detectors, and Red-light enforcement systems are under consideration.

Eric Norris provided a synopsis of the Trails Committee work with the Community Services District (CSD) on an expanded Trails Plan to add trail links. The Committee is available to initiate a Bikeway Master Plan specifically for Elk Grove that implements policies in the circulation element. Integrating multi-use systems for on-and-off street bicycle systems are beneficial to move residents from their homes to commercial locations.

Bob Lee, City Engineer, added that the City is responsible for developing a Master Bikeway plan to be eligible for State funding.

Steve Brown provided the program goals by reducing vehicular traffic in residential neighborhoods promoting safe and pleasant conditions to the neighborhood. The goals included improving driver behavior, concentration and awareness; reducing vehicle speed; managing excessive cut-through traffic; and enhancing the neighborhood environment. Community meetings were held in the three areas designated for the studies, although additional volunteers and feedback are sought, committee members are invited to a traffic management class in March 2003, and the neighborhood livability plans are due to be developed in the summer of 2003.

Mr. Brown elaborated on safety and pedestrian improvements, indicating that the City is constructing "infill" sidewalks and new facilities are constructed in conformity with ADA guidelines. Crosswalks at signalized locations and mid-block locations on two-lane roads are the result of national research related to the crosswalk policy. Mr. Brown elaborated on the pedestrian crosswalk treatments available.

In response to **Councilmember Cooper** in relation to the type of cross walk treatments used, Mr. Brown stated that the intent is to use countdown signals.

Bob Lee, City Engineer, stated that staff will retrofit some of the existing signals during the year in high pedestrian areas raising the level of safety for pedestrians.

In response to **Councilmember Cooper** regarding retrofitting crosswalk options at Harriet Eddy Middle School, the corner of Laguna Boulevard and Bruceville, Laguna High School, and Kerr Middle School to the countdown style of crosswalk signal, **Bob Lee** stated that staff would return in two months with a review of how many and which locations could be retrofitted this year.

In response to **Mayor Pro Tem Scherman** in relation to informing the public on stop bars, Mr. Brown stated that as the installation of crosswalks begins, the public can be educated and informed on locations and use.

Sarah Johnson commented on the light rail alignment and staff recommendations regarding specific alignments prior to having public meetings. Ms. Johnson added that there are alignment issues related to the construction of facilities eliminating light rail options, and that staff should consider all options.

Sharon Lynes commented that if the light rail station is placed at Calvine Road and Auberry, it will be located next to the new high school scheduled to open soon; and that the option would further congest the old town area of Elk Grove.

In response to **Bette Robinson** concerning striping on the outside edges of Bader Road, **Bob Lee** responded that staff will review the area and if the road width allows for striping a white line on Bader.

Steve Barnett thanked Councilmember Cooper for clarifying the number of options proposed for light rail; and questioned whether the City has considered rezoning requests that may jeopardize potential federal funding for light rail.

Gene Robinson is concerned about coordinating construction efforts with other agencies.

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ADJOURNMENT

With no other business to conduct the Special City Council meeting of March 5, 2003 adjourned at 5:33.

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PEGGY E. JACKSON, CITY CLERK**

ATTEST:

**_____
RICK SOARES, MAYOR of the
CITY OF ELK GROVE**

PREPARED BY:

**_____
TINA MCVAY, DEPUTY CITY CLERK**