

# **MINUTES OF THE DISABILITY ADVISORY COMMITTEE REGULAR MEETING**

ELK GROVE CITY HALL  
March 17, 2021  
Zoom Meeting

## **1.0 CALL TO ORDER/ROLL CALL**

Steve Capps called the meeting to order at 6:06 p.m.

Members Present: Steven A. Capps, Bruce Cager, Ann Hennessey

Members Absent: Ted Clark, Karen Grussenmeyer

Staff: John Griffin, Senior Engineer, Capital Program  
Kristin Parsons, Senior Engineer, Capital Program  
Carrie Whitlock, Strategic Planning & Innovation Program  
Manager  
Jim Ramsey, Risk Analyst/ADA Coordinator

## **2.0 APPROVAL OF PAST MEETING MINUTES**

Ann motioned to accept the February 2021 meeting minutes, Bruce seconded the motion. Motion passed with two voting yes, and one abstention.

## **3.0 PUBLIC COMMENT**

None.

## **4.0 REGULAR AGENDA ITEMS/POSSIBLE RECOMMENDATIONS**

### **4.1 SUBJECT: Bike, Pedestrian, & Trails Master Plan**

Carrie said they started the update in January of 2020 and met with the DAC in May. They've had many virtual public meetings and some in-person events that have provide significant public feedback. She said the proposal is up on the website. They're taking comments through March 29, 2021. Comments can be provide via the website and Carrie's contact information is there as well. The plan focuses on a connected and accessible network. It also describes different policies and programs the City would like to put in place. Fees are addressed to support a culture for biking and walking being a safe and convenient choice within the City. Bruce asked if it's meant to connect the whole City no matter where you are. Carrie said that there's many different connections that combine to provide connectivity. She did mention that in the NE rural area of the City, the plan is cognizant of the plan for that area being kept rural. Increase Class 1 paths by about 57 miles, which are separate trails. Class 2 paths which are buffered paths should be increase as well to improve connectivity. These are paths with a buffer between it whether it's a curb, a parking lane, or similar. There's about 15 additional miles of sidewalks where there are gaps currently. The plan also looks at improving crossings and alignments of existing trails. Another recommendation

is that a Vision Zero policy should be adopted; traffic safety measures should view fatal accidents as being avoidable. It also recommends looking at separating vehicle and bicycle parking. Bruce asked about Bikeshare. Carrie stated that the City has looked at it, but hasn't approved any yet. Bicycle safety and bike friendly business programs should be incorporated. Trail maintenance is addressed. The plan addresses design protocols that direct the planning, design, and maintenance of trails whether or not the City or developers are building the trails. Overall there are over 500 recommendations in the proposed plan and Carrie said it's unlikely all will be completed. Carrie said they're looking for final City Council approval in May 2021. Bruce asked how it's determined where to place bike racks. Carrie said the recommendation in the plan is to audit where bike parking facilities already are which will help to determine where the gaps are. Ann suggested that the City website could have information on where bike parking exists. Ann and Carrie discussed the potential for a "City Biking App" which would provide helpful information to cyclists.

## **4.2 SUBJECT: 2021-2026 CIP Projects**

John talked about The Laguna West Mobility Hub, which will create a community space where multiple modes of active and alternative transportation come together. The Laguna West Mobility Hub will create a sense of place and provide neighboring residents and employees a multi-modal transportation hub where they can start and end their daily trips whether on foot, bike, bus, or another mode of transportation. The project was identified as a major e-tran transfer location per e-tran's 2017 Comprehensive Operational Analysis, which resulted in a more efficient transit route network that utilized transfer locations, such as this one, to connect transit riders throughout the City to other major transfer locations. He also described the Location and Description of Proposed Improvements as follows:

- Vaux Avenue between Laguna Main Street and Peets Street: Provide 3 ADA accessible bus stops and shelters, and mark areas for electric bike/scooter and vehicle ridesharing. Four new standard crosswalks and curb ramps at each leg of Vaux & Laguna Main. One new standard crosswalk and curb ramps on Vaux at intersection with Peets (south side). One high visibility crosswalk and curb ramps on Vaux at intersection with Peets (east side).
- Laguna Main St. from Renwick Ave. to Laguna Blvd.: Install Class III bike route. Three high visibility crosswalks on Laguna Main at intersection with Renwick (north, west, and east sides) and curb ramps.
- Laguna Boulevard and Laguna Main St.: Install video detection and accessible pedestrian signal. Replace ADA ramps at all four corners of intersection.
- Proposed shelters will provide accessible space/seating, solar lighting, trash bin and shelter from environments.

John stated the estimated price of the project is about \$1,426,000.

Ann asked if the pedestrian crossing will be mid-block. John said there is one mid-block, but all others are at intersections. She stated that she thinks mid-block crosswalks are harder to see for motorists, and John said it'll be a high-visibility crossing. Ann asked what will keep people from speeding through there. Kristin mentioned that Vaux is not a high capacity street so the speeds are much lower and the street is narrower than other streets like Whitelock that have midblock crossings.

John proceed in describing the Big Horn Boulevard Buffered Bike Lanes and Curb Ramp Improvements projects.

General Location: Big Horn Boulevard between Franklin Boulevard and Vicino Drive (Laguna Creek High School)

Rationale: This roadway is one of the City's lower Pavement Condition Index (PCI) segments (score of 65 out of 100) on the Federal-Aid system within the City Limits. The City has selected a treatment that is appropriate for a general pavement condition with a PCI of 60 or slightly higher. Addressing before PCI falls below 60 is a much more cost-effective approach versus waiting until more significant failures occur. Typically, a roadway segment at this condition will require microsurfacing to improve pavement condition along with a 3" thick removal and replacement of asphalt at selective locations to address cracking/failed asphalt prior to microsurfacing. These improvements will return the roadway to a better-quality ride with PCI above 90.

#### Description of Proposed Improvements

- Overall pavement maintenance and localized rehabilitation
- Two 11' wide travelled lanes with buffered bike lanes (2' wide buffer with 5' wide bike lane) in each direction
- Green pavement markings along bike lanes in high conflict areas
- New curb ramps to current standards at 7 intersections (22 total)
- Proposed buffered bike lanes will connect to new Class 4 buffered bikeway (cycle track) recently installed along Franklin Boulevard from northerly City Limits to Big Horn Boulevard

John stated the estimated price of the project is about \$2,575,000.

Bruce asked how often the streets are evaluated. John stated that every street is evaluated about every 3 to 5 years. John described how different entities coordinate when there's overlapping projects with other entities.

John presented the East Stockton Blvd. Pavement Rehab and Complete Streets project.

General Location: East Stockton Blvd. from Grant Line Road to Elk Grove Florin Road

Rationale: This roadway is one of the City's lower Pavement Condition Index (PCI) segments (score of 49 out of 100). The City has selected a treatment that is appropriate for a general pavement condition with a PCI of approximately 50. Typically, a roadway segment at this condition will require full removal and replacement of the top 3" of asphalt to address cracking/failed asphalt. These improvements will return the roadway to a better-quality ride with PCI above 90.

Description of Proposed Improvements:

- Overall pavement rehabilitation
- Bicycle detection at signal at Grant Line Road
- One 11' wide travelled lane with 5' wide bike lane in each direction
- One 10' wide two-way left-turn (i.e. – suicide) lane in center
- Removal and replacement of failed curb, gutter, and sidewalk at selective locations
- New curb ramps to current standards at 1 intersection (2 total)

John stated the estimated price of the project is about \$2,716,000.

Ann asked if there is a plan for the two left east bound lanes of Grant Line turning North onto East Stockton to be re-done, as the quick merging just after the turn seems dangerous.

John followed this with a description of the 2021/2022 City-Wide Curb Ramps Project

General Location: Curb ramps SE of Franklin & Laguna intersection

Rationale: Replacement of non-compliant curb ramps prior to road maintenance project in neighborhood and in select location where requested by the public or City Traffic Engineer.

Location and Description: Base bid of ~30 ramps.

- Banbury Drive (2 location) – south of Laguna Oaks Dr., east of Franklin Blvd., west of Laguna Park

- Castleford Way (8 locations) – south of Laguna Oaks Dr., east of Franklin Blvd., west of Laguna Park
- Fox Creek Drive (2 locations) – north of Laguna Oaks Dr., east of Franklin Blvd., west of Laguna Park
- Lady Di Way (2 locations) – south of Laguna Blvd., east of Franklin Blvd., just south of Bel Air & CVS shopping center
- Ravine Creek Way (2 locations) – south of Laguna Blvd., east of Laguna Oaks, west of Laguna Park
- Curry Creek Drive (1 location) – south of Laguna Blvd., east of Laguna Oaks, west of Laguna Park
- Stonegate Drive (1 location) – south of Laguna Blvd., east of Franklin Blvd., just south of Bel Air & CVS shopping center
- Valmar Court (1 location) – east of Franklin Blvd. and south of Laguna Woods

Other Improvements: A number of minor trail improvements identified by the Trails Committee. Items such as new curb cuts to align with trails, slight trail re-alignment to existing crosswalks, and other minor improvements. Also included are curb ramp replacements at the West Camden Dr. and North Camden Dr. Roundabout.

John stated the estimated price of the project is about \$665,000 all of which is funded through Community Development Block Grant (CDBG) funds.

At this stage in the process, we can accept feedback on these projects. If there are projects that you have requested before it would be good to hear that again. We do lack sufficient time and funding to add completely new projects to the CIP. For the FY22/27 CIP, John wants to change his approach. In October, John wants to provide the DAC with an opportunity to share about new accessibility projects to add to FY22/27 CIP earlier in the process.

John wanted to touch on a grant-funded accessibility project starting this summer where the City will be constructing a sidewalk infill project along the east side of Elk Grove Florin Rd. from Carmel Valley Way to Valley Oak Lane. A separate grant funded project will provide a mid-block crossing with RRFB and new bike lanes on Elk Grove Florin Road from Valley Oak Lane to Elk Grove Blvd. Once completed, Elk Grove Florin Road will have complete pedestrian and bicycle features that will provide an important link between Elk Grove Blvd. and Grant Line Road.

## **5.0 GENERAL ADMINISTRATIVE UPDATE**

None

## **6.0 COMMITTEE COMMENTS/FUTURE AGENDA ITEMS**

Captain Rego return to speak to the Committee.

## **7.0 ADJOURNMENT**

Ann moved to adjourn at 7:19 pm. Bruce seconded the motion. It passed unanimously.

*Steve Capps*

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STEVE CAPPS, MEMBER  
DISABILITY ADVISORY COMMITTEE

*Jim Ramsey*

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PREPARED BY:  
JIM RAMSEY, RISK ANALYST / ADA COORDINATOR