



SUMMARY REPORT

RURAL RESIDENTIAL AREA MOBILITY OUTREACH

October 29, 2015

TABLE OF CONTENTS

- 1. Acknowledgements**
- 2. Background Information**
- 3. Outreach Process**
- 4. Summary of Findings**
 - a. Methodology for Interpreting the Data
 - b. Key Takeaways
 - c. Questionnaire Data
- 5. Recommendations to City Council**
- 6. Appendices**
 - a. Segment Analyses**
 - i. Segment 1 - Waterman Road from Arthur Butler to Pleasant Grove School Road
 - ii. Segment 2 - Sheldon Road (West) from Elk Grove Florin to Bradshaw
 - iii. Segment 3 - Bradshaw Road from Calvine to Bond
 - iv. Segment 4 - Calvine Road from Bradshaw to Grant Line
 - v. Segment 5 - Bader Road from Calvine to Bond
 - vi. Segment 6 - Sheldon Road (East) from Bradshaw to Grant Line
 - vii. Segment 7 - Excelsior Road from Calvine to Sheldon
 - viii. Segment 8 - Mackey Road from Sheldon to Pleasant Grove School Road
 - ix. Segment 9 - Pleasant Grove School Road from Bader to Grant Line
 - x. Segment 10 - Bond Road from Bader to Grant Line
 - xi. Nearby Streets – Streets in the Rural Area not included as a targeted segment
 - b. Toolkit Example**
 - c. Roster of Street Captains**
 - d. Property Owner/Questionnaires**
 - e. Reporting Back Forms**

ACKNOWLEDGEMENTS

ACKNOWLEDGEMENTS

This project was designed and facilitated by the City of Elk Grove's Public Works and Planning Departments, led by the following key staff members:

Rick Carter
Jeff Werner

Pam Johns
Christopher Jordan

Abby Woods
Cristelle Blackford

Special recognition is due to many community members who helped to make this project possible; however, those listed below are particularly noteworthy due to their leadership role as street captains:

Chris Beebe
Rachel Beebe
John Benvenuti
Pam Benvenuti

June Coats
Eileen Conwell
Pam Erbe
Leo Fassler

Sharon Lynes
Grant Lynes
George Murphy
Bill Myers

Shirley Peters
Frank Roubos
Tom Shine

BACKGROUND INFORMATION

BACKGROUND INFORMATION

In 2001, the City's first General Plan recognized the unique character of the rural area, but street standards and processes were the same for both urban and rural areas. In 2006, the City initiated a process in the rural area to establish unique standards for rural roadways. This initial outreach effort included more than a dozen community workshops, traffic studies, visual preference surveys, and visual simulations.

In 2007, as a result of this extensive outreach effort, the City adopted new Rural Road Policy and Standards documents. The Rural Road Policy established a value-based approach for incremental road improvements. The Rural Road Standards established unique road improvement design standards for rural areas, including standards for street and intersection design, lighting, signage, screening, and noise attenuation.

In July 2014, in response to some community interest for increased mobility for non-vehicular modes, the City developed a mail survey to further gauge the level of support for mobility improvements for bicycles, pedestrians, and equestrians in the Rural Residential Area. The survey was mailed to all households within the Rural Residential Area boundary (1,592), and 10% of recipients responded. The results showed that 58% of respondents felt comfortable or very comfortable with bikeway improvements and 53% indicated that they felt comfortable or very comfortable with pedestrian improvements if the rural character could be maintained. Overall 68% of respondents were generally supportive of bicycle mobility improvements and 69% were generally supportive of pedestrian improvements in the rural area. This survey addressed mobility for all of the rural area and did not explore specific improvements on a site-by-site basis.

On August 12, 2014, the Public Works Department hosted a Mobility Forum at Pleasant Grove Elementary School for local residents to further discuss mobility improvements and their applicability to the Rural Residential Area. Over 70 people attended the Mobility Forum. Results from the meeting demonstrated that participants had varying opinions on the subject of mobility improvements in the Rural Residential Area. Feedback was nearly split down the middle, with half of the participants wanting to see the outreach process continue and the other half feeling that existing roadway infrastructure was sufficient. There were also considerable concerns about safety on the streets due to high traffic volumes and speeds. In the end although there was some interest in the concept of mobility improvements generally, many participants felt that these issues should be explored on a street-by-street basis.

On September 24, 2014, the results of the Mobility Forum and mail survey were presented to City Council. Based on the results, Council directed staff to proceed with additional outreach at the to understand what mobility improvements, if any, are desired on specific street segments by the residents living along those streets

On March 16, 2015, the Public Works Department hosted an outreach training and volunteer sign-up session to recruit and train volunteers to conduct further outreach for targeted street segments. The two rural neighborhood associations, the Sheldon Community Association (SCA) and the Greater Sheldon Road Estates Homeowners Association (GSREHA), took responsibility for organizing volunteers and keeping them engaged in the project. City staff provided outreach materials, guidance, and monthly check-in calls with volunteer leaders ("street captains"). Community-led outreach was

conducted from March 2015 to August 2015. City staff conducted exit interviews with street captains about their experience and the data they collected in September 2015.

On October 29, 2015, the Public Works Department hosted a final community meeting to share the results of neighborhood-level “street team” outreach. Following the presentation, the team listened to comments and responded to questions from attendees. All but one of the draft recommendations were supported by attendees. Participant comments are listed below followed by the actions that have been taken by the City to address these comments.

- Remove the draft recommendation for a feasibility study regarding connectivity in the Rural Area. → This recommendation was removed from the final list of recommendations.
- Clarify the details of an engineering study in terms of what types of streets would be included. → The clarification is made in the “Recommendations” section below.
- Stress the connection of this outreach effort and report to the General Plan discussions about complete streets. → This is addressed in the “Recommendations” section below.
- Enforce speed limits in the rural area. → This request has been passed on to the Police Department. The Police Department has added this area to their Special Areas for Enforcement for additional attention.
- Share information about past speed studies conducted in the Rural Area and the outcomes of these studies. → The information is available at the following links:
 - http://www.elkgrovecity.org/UserFiles/Servers/Server_109585/File/cityclerk/citycouncil/2015/attachments/10-14-15_10.2.pdf
 - http://www.elkgrovecity.org/UserFiles/Servers/Server_109585/File/cityclerk/citycouncil/2015/attachments/09-09-15_10.1.pdf

The remainder of this report describes the neighborhood-level engagement process, summarizes outreach findings based on data gathered by each street team, and makes recommendations based on those findings.

OUTREACH PROCESS

OUTREACH PROCESS

Given the high level of community involvement in the rural area and the expressed desire to collect input regarding mobility improvements for individual segments of roadway, City staff designed an outreach process that could be taken into the hands of neighborhood groups and residents. The purpose of neighborhood-level, community-led outreach was to facilitate a conversation about mobility improvements at the hyper-local level and to empower rural residents (living directly along the targeted roadways) to determine on their own if and where mobility improvements might be desired.

Staff met with community leaders from the two rural neighborhood associations, the Sheldon Community Association (SCA) and the Greater Sheldon Road Estates Homeowners Association (GSREHA), to vet their approach for neighborhood-led outreach and the targeted street segments. The outreach strategy organized volunteer groups for each appropriate street segment. The City identified the major East-West and North-South roadways that provide connections to area amenities. Each volunteer group would conduct outreach to those residents living along the street segments to determine their interest in mobility improvements on their street. This approach and the list of street segments were refined in collaboration with community group leaders.

The street segments were divided between the two neighborhood associations based on geographic location; SCA oversaw all segments East of Bradshaw Road and GSREHA oversaw all segments West of Bradshaw Road. The associations were thus ultimately responsible for ensuring that outreach was conducted for each street segment. Each street segment, however, had a street captain, who was responsible for organizing volunteers to conduct outreach to those residents living adjacent to the targeted roadways. Street captains were volunteers endorsed by their peers.

The Public Works Department facilitated a street captain training to ensure participants could engage with the project as equally and openly as possible. Street captains and street team volunteers were recruited at the training, staff provided an overview of the project to date and do-it-yourself outreach toolkits were distributed to each street captain. Each toolkit included information about the project, area maps, and a framework for collecting feedback over the following five months. Materials were provided in hard copy and digitally on a USB drive. In addition, based on community requests received at the street captain training, the City created an interactive online map of the rural area that showed roadways, easements and property lines. See **Appendix B** for a toolkit example. See **Appendix C** for the roster of volunteers.

The toolkits recommended a three-phase approach to outreach, which included a set of questions to answer during each phase, as follows:

- I. **Phase I: Community Meeting (Visioning).** The intent of this phase was to understand local resident's vision for the future of mobility in the rural area by thinking holistically about how mobility improvements could benefit specific user groups and how each individual street segment could contribute to access to community destinations throughout the rural area. The street teams were responsible for posing the following questions to residents living along each street segment:
 - What is the community's vision for the future of mobility in the Rural Residential Area?
 - Who might benefit from improved pedestrian, bicycle, or equestrian infrastructure?

- What might the benefits of improved pedestrian, bicycle, or equestrian infrastructure be to the Rural Residential Area as a whole?
 - How could your street segment contribute to bicycle, equestrian, and pedestrian access to community destinations in the broader rural area? Where might people travel by foot, bicycle, or horse?
2. **Phase II: Canvassing (Specifics).** This phase was designed to understand the specific needs and concerns of individual residents living along the targeted street segments and to identify any natural features or property features that might be impacted by potential improvements. The City provided a questionnaire for street team volunteers to use when speaking with residents. See **Appendix D** for a copy of the *Property Owner/Renter Questionnaire*. The street teams were responsible for posing the following questions to residents living along each street segment:
- In your street segment, which property owners/renters would potentially be affected? Of those property owners/renters, who is supportive of a potential mobility improvement? Who is not?
 - Are there any trees or other property features (fences, utilities, etc.) to consider?
3. **Phase III: Community Meeting (Prioritization).** The final phase was an opportunity for local residents to map and discuss the details of any desired mobility improvements and develop a prioritized list of improvements. The street teams were responsible for consider the following questions:
- Based on community feedback, does your street team have recommendations for where mobility improvements would be appropriate along your street segment?
 - Based on community feedback, does your street team have recommendations for what kind of improvements might be appropriate for specific locations along your street segment?
 - How should the City prioritize the mobility improvement projects you support?

The City allowed for flexibility in the approach each street team took in answering these questions. The toolkit materials and outreach phases listed above were provided as guidance only, and the City welcomed alternative approaches to the outreach process so long as the questions above were posed to local residents and the answers received were reported back. Reporting back forms were provided, but narrative reports were also accepted. See **Appendix E** for a copy of the *Reporting Back Forms*.

The toolkits provided sufficient materials for each street team to engage participants on a monthly basis, but each group was able to determine its own pace. The timeline was as follows:

- March 2015 – Community Meeting #1; Street Captain Establishment
- March-August 2015 – Neighborhood-level Engagement Led by Volunteer Street Captains
- September 2015 – Community Meeting #2
- November 2015 – Report Back to City Council

SUMMARY OF FINDINGS

SUMMARY OF FINDINGS

Methodology for Interpreting the Data

The City provided a recommended outreach process and reporting back forms to each volunteer team, but was amenable to alternate modes of outreach and reporting. Some of the street segment volunteers hosted community meetings, but most street segment teams relied on door-to-door canvassing or mailing out Property Owner/Renter Questionnaires to residents living along their assigned street segment. This information was captured in notes written by volunteers, on forms filled out by residents, or was relayed verbally.

The findings reported below take into account the written reports submitted by the street captains, data collected and recorded through questionnaires and other means, and verbal feedback received from the volunteer street captains during interviews conducted at the conclusion of the outreach period. We understand that although some formal methods of data collection were used, such as the provided Property Owner/Renter Questionnaires, many of the comments submitted by the street captains are reflective of informal conversations, word-of-mouth, and opinions otherwise not recorded in the moment.

Although in some cases slight discrepancies were found between the questionnaires submitted and the information reported by the street captains, we trust that the street captain reports represent the majority sentiment of the participants from each street segment. Some of these discrepancies may arise from the fact that street team volunteers did not collect questionnaires from everyone with whom they had a conversation. However, we thoroughly reviewed all data submitted for each segment, including the questionnaires and any other written comments, and noted the ideas that differ from the prevailing opinion.

Key Takeaways

Across all road segments, the prevailing participant sentiment is that no major mobility improvements are desired at this time. Instead, there is a strong desire to address roadway safety throughout the rural area. Many residents said that the primary reason they do not walk, bicycle, or ride a horse in the area is due to the high volumes and fast speeds of vehicular traffic. Many roadway residents across different road segments also expressed a desire to manage vehicular traffic volumes and reduce vehicular speeds. The list below reflects recurring suggestions put forth by residents across street segments.

- **Traffic Calming Recommendations:**
 - Lower speed limits
 - Speed bumps
 - Stop signs
 - Traffic circles or roundabouts (although some specifically said they do not want these)

Although there is some interest in improved access for pedestrians and cyclists, the concerns about roadway safety and the preservation of the rural character trump those desires. Across all street segments, the majority of roadway residents expressed concerns about mobility improvements, even if

they were interested in some improvements. In addition to concerns about the safety of roadways (detailed above), the concerns below were also recurrent across street segments.

- **Common Concerns about Mobility Improvements:**

- **Preserve the Trees.** Many respondents, regardless of their stance on mobility improvements, expressed a desire to protect the native trees throughout the rural area.
- **Prevent Increased Foot Traffic, Noise, Trash, and Crime.** Respondents consistently expressed a concern that mobility improvements would bring in additional foot/bicycle traffic that would lead to increased noise, trash, and increased incidences of trespassing and burglaries.
- **Prevent or Compensate for Encroachment on Private Property.** Many respondents were concerned that mobility improvements would lead to encroachment on property, or seizure of property frontage without compensation.

Nonetheless, many roadway residents report that they currently walk, bicycle, or ride a horse in the rural area, and even more said they would like to be able to travel by foot, bicycle or horse to access community destinations. There were a few street segments for which the majority of participants desired mobility improvements, including Excelsior Road and Pleasant Grove School Road.

- For **Excelsior Road**, a majority of participating residents wanted biking and walking trails that are separated from the road with adequate drainage and no impact to existing trees.
- For **Pleasant Grove School Road**, a majority of participating residents requested a bicycle lane or other bicycle improvements on the side of the roadway, so long as the improvements do not change the rural character.

There was also some desire for selective improvements on Waterman, Bradshaw, Calvine, and Bader. However, for most of these segments, the numbers of participants was low and the margins were small.

- For **Bader Road**, there was no agreement on what form the improvements should take, except that respondents wanted to be able to walk or bike safely. Some wanted to widen or add off-street paths, while others wanted sidewalks. No two persons put forth the same ideas.
- For **Bradshaw Road**, a few people requested an unpaved multiuse trail.
- For **Waterman Road**, a few were supportive of selective mobility improvements, but respondents prefer to maintain the existing community trails for private use by residents only.
- For **Calvine Road**, add mobility improvements that make it safer for pedestrians and cyclists but also maintain the rural look and feel and do not infringe on private property.
- For **Sheldon Road (E. from Bradshaw to Grant Line)**, add improvements such as bike lanes or multiuse trails as long as the mature oak trees are preserved.

See the chart below for a detailed tally of the submitted **Property Owner/Renter Questionnaires**. Note that the Questionnaire data is not representative of all of the conversations and other forms of input collected by the street teams toward the formulation of the conclusions drawn above.

Property Owner/Renter Questionnaire Data Submitted

SEGMENTS	Segment 1 Waterman		Segment 2 Sheldon (W)		Segment 3 Bradshaw		Segment 4 Calvine		Segment 5 Bader		Segment 6 Sheldon (E)		Segment 7 Excelsior		Segment 8 Mackey		Segment 9 PG School		Segment 10 Bond		Nearby Streets		TOTAL QUESTIONNAIRES SUBMITTED			
	# QUESTIONNAIRES SUBMITTED																									
QUESTIONS	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	TOTAL YES	TOTAL NO	% YES	% NO
Do you currently walk, bike or ride a horse?	2	3	3	14	1	3	0	2	2	5	9	19	8	4	10	6	5	3	2	3	12	4	54	66	45%	55%
Are there places that you would like to be able to access by foot, bicycle, or horse that are not currently accessible?	4	1	4	14	3	0	1	1	5	1	4	20	7	5	16	1	4	1	2	3	6	8	56	55	50%	50%
Are you supportive of mobility improvements?	3	2	4	16	3	1	2	0	6	3	8	20	6	1	1	15	5	1	2	3	7	9	47	71	40%	60%
Do you have any concerns about mobility improvements?	5	0	14	3	1	2	1	1	3	5	17	4	9	3	16	0	4	0	5	0	9	5	84	23	79%	21%

RECOMMENDATIONS

RECOMMENDATIONS TO CITY COUNCIL

Based on the qualitative and quantitative data collected through the street team outreach process, City staff does not recommend any major mobility improvements be completed in the Rural Area. Instead, the following next steps are proposed:

1. Do not pursue rural area-wide mobility improvements at this time.
2. Based on input collected, consider trail improvements on Excelsior Road. Specifically, consider directing a capital project to create a multi-use trail from Calvine Road to Sheldon Road that is separated from the roadway. Given the existing size of the shoulder and established easements, this is anticipated to require minimal changes to the roadway and could offer an ideal opportunity to test a separated, covered-ditch trail in the area without altering the rural character or impacting personal property.
3. Conduct an engineering study to determine feasible options for traffic calming measures on major roadways in the rural area in response to prevalent concerns about speeds and volumes of vehicular traffic. The study would identify and investigate the suitability of various methods to reduce speeds and potentially reduce volumes of traffic. The roads under consideration are classified as minor collectors, major collectors, or minor arterials and the traffic calming measures typically used on residential streets are likely not feasible. Note that the study would have no bearing on pedestrian paths or bicycle lanes.
4. Use this outreach effort and report to inform the Circulation Element of the General Plan policy discussion for the Rural Area, specifically regarding Complete Streets considerations as required by the California Complete Streets Act.

SEGMENT 1

WATERMAN ROAD FROM ARTHUR BUTLER TO
PLEASANT GROVE SCHOOL ROAD

SEGMENT 1 ANALYSIS

Majority Opinion: Low Support for Mobility Improvements

Reach. Volunteers mailed surveys to the addresses listed on the street segment lists provided and addressed mobility as part of an existing GSREHA meeting. Volunteers reported receiving responses from 10 out of 24 parcels. However, only 5 (out of 10) questionnaires were submitted. Because three of the parcels listed were vacant, 10 of 21 parcels represents a nearly 50% response rate.

Current Mobility Status. Most residents do not currently walk, bicycle, or ride a horse to any destination, beyond going to their immediate neighbor's home, because of the high volume of automobile traffic.

Mobility Concerns. Most residents are primarily concerned with keeping the area rural and protecting private property.

Mobility Improvements. Residents appear to be split on whether or not they want mobility improvements (see "Discrepancies" below). Although some residents were supportive of selective mobility improvements on Waterman, many stated that trails and paths are not desired because of the potential of trespassing and crime. Some community trails are private and used by residents only, which the residents prefer to keep that way. Residents agree that they do not want sidewalks. One resident would like to ride her horse on the road and requested an opening at Rubia. One resident requested wheelchair accessibility.

Safety Concerns. Residents agree that there is too much traffic, which makes the roads unsafe. Mailboxes and animals have been hit because of speeding vehicles. There are concerns that adding public trails would increase criminal activity like theft and vandalism.

Safety Improvements. Many agreed that the road should not be widened to allow for more automobile traffic. Instead, some suggested that the speed limit on Waterman should be lowered to 45 mph. One person suggested that speed bumps would help to slow traffic on Waterman.

Other Issues. It is difficult to back up out of driveways onto Waterman.

Discrepancies in the Data. The street team reported that they spoke with 10 people, but they only submitted 5 questionnaires. As a result, their report differs from that of the submitted data. For example, based on the data, more people support mobility improvements than those who do not (3 – 2), but according to the street team report, "All prefer that no mobility improvements should occur."

Street Captain Interviews for Segments 1 – 3

The volunteers for these segments mailed surveys to the addresses listed on the street segment lists provided and held a community meeting as part of an existing GSREHA event.

Volunteers noted that the area governed by GSREHA is unique and has different needs than the rest of the rural area. People in the area are conceptually open to the idea of mobility improvements, but are no longer interested when site-specifics are discussed. There was agreement that there are not many people who walk or bike in the area (perhaps five cyclists a day), and thus multipurpose trails would not be used (no one would take their horse on the freeway). Volunteers maintained that folks moved to the rural area to be away from people and retail activity, knowing they would need to drive to the grocery store. In the case of Bradshaw (with a posted speed limit of 55 mph), participants agreed that pedestrians would prefer to use walking trails rather than walking on the roads. However, some expressed concern about trespassers and thought that trails might bring strangers into the rural area.

There was agreement about wanting to keep the area as rural as possible, which for many meant keeping the roads the way they are, including not widening the roads. There was also some interest in finding ways to limit traffic to the area. Some respondents complained that mailboxes and livestock had been hit.

Reporting Back Form Results

Summary of Reporting Back Forms:

- **Most prefer to drive.** Most residents do not walk, bike, or ride a horse because of high volume of vehicular activity.
- **Mobility improvements not desired.** All prefer that, given the high vehicular activity and likely increase in traffic, no mobility improvements should occur. All residents agree that trails and paths expose private yards, pastures, animals, homes, and roadside mailboxes to outsiders, crime, and detrimental human interaction with rural animals.
- **Slower speeds desired.** All residents agreed that Waterman should remain two lanes and that the speed be decreased to 45 mph throughout the rural area. Speed bumps might make it safer as well.
- **Preserve rural character.** All agree that widening roads invites more pass-through traffic that is detrimental to the rural character. Many are concerned with the difficulty of entering Waterman from their property because of speeding vehicles. All agree that preservation of the rural area is the first priority.

Questionnaire Form Results

Questionnaires Submitted: 5

General Topic/Question	Yes	No
Do you currently walk, bike or ride a horse?	2	3
Are there places that you would like to be able to access by foot, bicycle, or horse that are not currently accessible?	4	1
Are you supportive of mobility improvements?	3	2
Do you have any concerns about mobility improvements?	5	0

Summary of Questionnaires:

- **Concerns that mobility improvements will expose them to outsiders, crime, and disruption of livestock.** Residents are concerned that mobility improvements would expose them to outsiders, criminal activity, and issues with livestock. Some mitigation measures suggested included sound walls and fencing.
- **Selective mobility improvements.** Several residents are open to mobility improvements, but only on Waterman Road.
- **Safety.** Slow down the speed on Waterman Road. It is dangerous and traffic backs up.
- **Traffic calming.** Speed bumps would make Waterman Road safer (one person said this).
- **Access/connectivity.** One woman would like to ride her horse from her home on Waterman to Rubia and requested an opening on one side of the gate to allow enough space for her to take her horse onto Rubia. She would also like wheelchair access.

Questionnaire Quotes:

- “My concern is livestock pastures intrusion, theft of property, and personal safety that would be lost without mitigation efforts (i.e. fencing, sound walls, etc.)”
- “I would like to be able to walk from my house for exercise. Right now I have to drive to the neighborhood.”
- “No sidewalks and slow down speed limit on Waterman Road.”
- “Design to access the creek”

SEGMENT 2

SHELDON ROAD (WEST) FROM ELK GROVE
FLORIN TO BRADSHAW

SEGMENT 2 ANALYSIS

Majority Opinion: Low-Medium Support for Mobility Improvements

Reach. Volunteers mailed surveys to the addresses listed on the street segment lists provided and addressed mobility as part of an existing GSREHA meeting. Of the 51 addresses provided, , 22 surveys were submitted, including two that had the response “not interested” and were otherwise blank. This represents a 39% response rate.

Current Mobility Status. A few residents currently walk, bicycle, or ride a horse in the area, but most do not because of the high traffic volumes on Sheldon. Some would like to be able to get around without a car, but most agreed that (short of walking to visit neighbors) driving is the most appropriate mode of travel.

Mobility Concerns. Many were concerned that mobility improvements would increase pass-through traffic and noise, encroach on private property, result in loss of native trees, and increase trespassing and crime. Some people were concerned that equestrian paths along Sheldon would not be practical because horses could get hit.

Mobility Improvements. Most are not supportive of or are not interested in mobility improvements. A number of residents in the Greater Sheldon Estates neighborhood (Waterman to Elk Grove Florin) were supportive of some improvements, specifically an unpaved multiuse path along Sheldon Road from Waterman to Rau Park. Residents on Rubia would like to keep the gate to Waterman Road. One resident wanted to be able to access existing trails without having to cross busy roads. One resident suggested widening the bike and pedestrian walkway to the park at Elk Grove Florin and Sheldon Roads.

Safety Concerns. Many were concerned that trails and paths would expose private yards and animals.

Safety/Traffic-Calming Improvements. Residents want to keep the speed limit on Sheldon Road limited to 45 mph. Some were supportive of roundabouts to discourage pass-through traffic on Sheldon, while at least one person expressed a dislike of roundabouts.

Other Issues. Most agreed that they do not want Sheldon to be widened and that it should remain two lanes from Elk Grove Florin to Grant Line Road. Many support planting oak trees along this section of Sheldon Road. Many stated that they would like the “rural residential” classification of the area to be made permanent in the General Plan.

Discrepancies in the Data. Volunteers reported that “all residents would like the rural classification made permanent in the General Plan, this was not reflected on all questionnaires. While one of the street captains reported that “All agree to implementing measures like roundabouts to discourage pass-through traffic on Sheldon,” another street captain reported that some people “dislike roundabouts.”

Reporting Back Form Results

Summary of Reporting Back Forms:

- **Most prefer to drive.** Some would like to walk, bicycle, or ride a horse, but most stated that it is not feasible to do so on Sheldon because of the high vehicular volume. Except for walking to visit neighbors, driving is the most appropriate mode of travel to most destinations.
- **Selective mobility improvements.** Some were supportive of mobility improvements. Many residents chose not to be involved and prefer the status quo (although only two questionnaires were submitted with this response). A walking path along Sheldon Road from Waterman to Rau Park would be nice. Those living east of Waterman on Sheldon are not interested in walking paths. Equestrian paths are not practical along vehicular arterials, such as Sheldon Road., because of the flight nature of horses, etc.
- **Concerns.** Many are concerned with the negative impacts of mobility improvements, such as high volumes of pass-through traffic. Adding lanes would add more traffic. Many do not want Sheldon Road to be widened, but rather kept to two lanes from Elk Grove Florin to Grant Line Road. All agree that trails and paths expose private yards, pastures, animals, homes, and roadside mailboxes to outsiders, crime, and detrimental human interaction with rural animals. Residents on Country Hill are concerned that their street will be opened to pass-through traffic which would entice commuters to take a short cut from Elk Grove Florin to Sheldon.
- **Plant more trees.** All residents support planting oak trees on Sheldon, such as exists on Sheldon Road east of Bradshaw.
- **Property features to consider.** Residents on Rubia would like to retain the gate to Waterman Road.
- **Traffic calming.** Residents would like to keep the speed limit on Sheldon Road to 45 mph.
- **Reinforcement of the rural area policies.** All agree that the current “Rural Residential” designated area in the Elk Grove General Plan should be made a permanent classification for the area.

Additional Reports:

Team Lead 1:

- One resident would like access to Elk Grove trails without having to cross busy roads.
- Some were concerned about changes to property lines, potential loss of trees (evergreens at Sheldon and Rubia), traffic and road noise, and roundabouts (they dislike them).

Team Lead 2:

- All agree that trails and paths expose private yards, pastures, animals, homes, and roadside mailboxes to outsiders (*same comment as above*).
- Rural residents do not have the same needs as suburban/urban residents.
- Widening roads will encourage more traffic. Do not widen Sheldon.
- All agree to implementing measures like roundabouts to discourage pass-through traffic on Sheldon.
- A number of residents in the Greater Sheldon Estates neighborhood (Waterman to Elk Grove Florin) would like an unpaved pedestrian/bike multiuse path along Sheldon Road as means to access Rau Park.

Street Captain Interviews

See Segment I “Street Captain Interviews for Segments I – 3.”

Questionnaire Form Results

Questionnaires Submitted: 20

General Topic/Question	Yes	No
Do you currently walk, bike or ride a horse?	3	14
Are there places that you would like to be able to access by foot, bicycle, or horse that are not currently accessible?	4	14
Are you supportive of mobility improvements?	4	16
Do you have any concerns about mobility improvements?	14	3

Summary of Questionnaires:

- **Preserve trees, fences, and property lines.** Residents concerned about retention of trees and taking of their property.
- **Calm the traffic.** Differing views on roundabouts (some people like them, some don’t want them). Traffic makes Sheldon unsafe; mobility improvements not possible on Sheldon until traffic calming measures taken.
- **Safety and traffic concerns.** Too much traffic and road noise. Do not widen Sheldon. Concern about cars parked in bike/ped lane on Sheldon Road for people trying to access Rau Park.
- **Only a few people want mobility improvements.** One person would like bike path and walking trails. One suggested widening the bike path. Widen the bike and pedestrian walkway to the park at Elk Grove Florin and Sheldon Roads.
- **Leave as-is.** Most residents on this segment don’t want or are disinterested in mobility improvements. Keep it rural.
- **Concern about privacy/outsideers and crime.** Residents don’t want people they don’t know walking in the neighborhood. Think that mobility improvements would lead to increased traffic and theft.

Questionnaire Quotes:

- “[Concerned about] amount of traffic and road noise.”
“I would like the ability to access Elk Grove trails without having to cross heavily trafficked roads (i.e. Sheldon at Waterman).”
- “Disinterest in mobility.”
- “I would love to see walking paths. Keeping our rural environment.”
- “I’ve experienced the roundabouts on Elk Grove Blvd. I think these would add to the safety and I could enjoy walking the neighborhood. Also bring about connecting with my neighbors.”

- “There is sufficient easement on Sheldon to safely walk, bike.”
- “I want to [walk] with my daughter, but it isn’t safe with cars parking in the bike/pedestrian lane. I want to go to the park at Elk Grove Florid Road.”
- “Yes, [I have concerns] because of lot of time and effort is being used when this will only affect about 1-3% of the community population. Too much cost for the amount of use it will generate.”
- “Mobility improvements would diminish the rural feel and invade our privacy.”

Other comments:

- “Clean drainage ditches.”
- “Put mailboxes on both sides of the road. Traffic makes it unsafe to cross. Otherwise leave alone.”

SEGMENT 3

BRADSHAW ROAD FROM CALVINE TO BOND

SEGMENT 3 ANALYSIS

Majority Opinion: Low-Medium Support for Mobility Improvements

Reach. Volunteers mailed surveys to the addresses listed on the street segment lists provided and addressed mobility as part of an existing GSREHA meeting. Of the 61 addresses provided, only 4 surveys were submitted. This represents a 7% response rate.

Current Mobility Status. Most people drive to all destinations and agree that this is the best suited form of transportation for the area. Not many currently walk, bicycle, or ride horses on Bradshaw, although some would like to. The vehicular traffic appears to be the primary deterrent from walking.

Mobility Concerns. Most residents were concerned that they would be negatively impacted by mobility improvements. The primary concerns were increased traffic, encroachment onto private property or loss of property through eminent domain, and destruction of eucalyptus trees. Some residents also suggested that multiuse paths are not compatible with Bradshaw. Others were concerned that even if roadside paths were installed, they would not be safe for pedestrians or horses because of the high speeds of traffic.

Mobility Improvements. According to the reporting back forms, most respondents were concerned about the negative effects of mobility improvements and therefore were not supportive of trails. These residents expressed a desire to keep the area rural. According to the questionnaires submitted, three residents wanted to see mobility improvements on Bradshaw between Calvin and Grant Line. A few people (north of Sheldon) would like an unpaved multiuse trail, but were concerned about the high traffic volume and fast speeds on the street. They were also concerned that in order to add a trail the road would have to be widened, and were opposed to this. Those who want to walk would prefer to use walking trails rather than walking on the roads.

Safety/Traffic-Calming Improvements. Many felt that Bradshaw was too dangerous for walking or biking and that traffic volumes and speeding issues should be dealt with first. Some expressed a desire to lower the speed limit to 45 mph. Three residents on this segment were supportive of improvements to make it safer to walk along and cross the street. One resident said traffic needs to be improved by adding a roundabout or traffic light at corner of Bradshaw and Sheldon.

Other Issues. Residents at the corner of Bradshaw and Sheldon were concerned about the property slated to be taken for a roundabout. Two residents near the corner of Bradshaw and Bond were against the building of schools across the street because of the perceived impact on property values.

Discrepancies in the Data. The reporting back forms and the questionnaires received do not align. This may be because there were only four questionnaires submitted, whereas the street team spoke with more people. For example, the reporting back form indicates that everyone thought they would be negatively impacted by mobility improvements, but three of the four questionnaires submitted are in support of mobility improvements and two questionnaires submitted indicated that they had no concerns about mobility improvements.

Reporting Back Form Results

Summary of Reporting Back Forms:

- **Travel by car is best.** Travel by car is most appropriate mode of transportation to all destinations. Pedestrian and bike paths are not compatible or practical on Bradshaw. Equestrian trails are also not a good idea given the flight nature of horses.
- **Concerns.** All residents interviewed are concerned that they will be negatively impacted by mobility improvements. Residents are concerned that traffic will increase.
- **Preserve trees and don't take property.** Not interested if City uses eminent domain to take property. Leave eucalyptus trees along Bradshaw. Residents at corner of Bradshaw and Sheldon are concerned about property slated to be taken for a roundabout. Two residents near corner of Bradshaw and Bond protested building schools across the street (and impact on property values).
- **Safety and traffic.** No one walks, bicycles, or rides horses on this stretch of Bradshaw because it is too dangerous due to too much traffic and speeding cars. Several said they would like to walk or ride, but it is "too busy." A few on Bradshaw Road, north of Sheldon, would like an equestrian/pedestrian unpaved trail, but would not recommend it because of high traffic volume, speeds, and opposition to widening roads.
- **Traffic calming.** Reduce traffic and control speed. Lower the speed limit on Bradshaw and in the rural residential area to 45 mph.
- **Concern about privacy/outsider and crime.** Don't encourage outsiders into rural area. Concern about theft/criminal activity.
- **Leave as-is.** Don't want trail. Keep it rural.

Street Captain Interviews

See Segment I "Street Captain Interviews for Segments I – 3."

Questionnaire Form Results

Questionnaires Submitted: 4

General Topic/Question	Yes	No
Do you currently walk, bike or ride a horse?	1	3
Are there places that you would like to be able to access by foot, bicycle, or horse that are not currently accessible?	3	0
Are you supportive of mobility improvements?	3	1
Do you have any concerns about mobility improvements?	1	2

Summary of Questionnaires:

- **Calm the traffic.** One resident said traffic needs to be improved by adding a roundabout or traffic light at corner of Bradshaw and Sheldon.
- **Safety and traffic.** Bradshaw is too busy/dangerous for pedestrian “easements.” Not safe because too much traffic and cars travelling at high speeds.
- **Improve mobility and make it easier to walk around.** Improve mobility on Bradshaw between Calvin and Grant Line – make uniform. Residents on this segment seem to be supportive of improvements to make it safer to walk/cross the street.
- **Preserve trees, fences, and property lines.** Concern about fences and trees along property.

Questionnaire Quotes:

Majority opinion:

- “Yes, I am supportive. At this time it is even hard to cross the street.”
- “Would like a walking path close by.”
- “If Bradshaw Road were widened to 4 lanes, it would be much safer to walk – but no horses.”

Minority opinion:

- One resident would prefer sidewalks because traffic, congestion, and noise would make walking in the shoulder/easements unsafe and unpleasant to walk on.

SEGMENT 4

CALVINE ROAD FROM BRADSHAW TO GRANT
LINE

SEGMENT 4 ANALYSIS

Majority Opinion: Low-Medium Support for Mobility Improvements

Reach. Because volunteers did not step forward for this segment, a volunteer from SCA took the initiative to mail questionnaires to all addresses on the list. Out of 97 addresses listed, 2 questionnaires were returned and submitted to the City. This represents a 2% response rate. No community meeting was held.

Current Mobility Status. Residents indicated that they do not walk or bike because the streets are not safe due to the fast speeds of vehicular traffic.

Mobility Concerns. The primary concerns about mobility improvements were retaining the integrity of the rural area and not encroaching on private property (or restoring it to its previous state if encroachment is necessary). The street team reported that if any improvements would be supported, they would be those on the side of the roadway that do not change the rural character.

Mobility Improvements. Participants were supportive of mobility improvements, especially those that would increase safety for pedestrians and cyclists. However, the small number of respondents makes these numbers unreliable. The street team volunteers hypothesized that the small number of respondents is an indication that those living in the area do not perceive a need for mobility improvements.

Safety/Traffic-Calming Improvements. Participants were concerned about the speed of traffic on the roadways. One person suggested that the speed limit be reduced to 35 or 45 mph.

Street Captain Interviews

Segments 4, 5, 9 + 10

Because volunteers did not come forward for these segments, volunteers from SCA mailed surveys to the addresses listed on the street segment lists provided. Segment 9 (Pleasant Grove School Road) and Segment 10 (Bond Road) were combined, while Segment 5 (Bader Road) was kept separate.

Across all of these segments, there was considerable concern about traffic congestion, the high speeds of automobiles, and the impact on the rural character and pedestrian safety. Many respondents were willing to forgo improvements for non-motorized mobility in order to maintain the rural area of the neighborhoods. The volunteers perceived that there were not many pedestrian needs in the area and that those who do walk have adjusted their walking patterns to avoid the most dangerous roads.

Additionally, many respondents expressed concern that mobility improvements would lead to encroachment on property, increased crime, and the destruction of trees. Because few volunteers came forward for these areas and few surveys were returned, there was a sense that people do not perceive mobility as a problem in the area. Pleasant Grove School is a “no walk” school and there does not appear to be a desire to change this, despite complaints about the high concentration of traffic when dropping off and picking up students from the school.

If any improvements would be supported, the only ones that might be supported on these roads would be those that are on the side of the roadway and do not change the rural character. In addition, there was some support for reducing speed limits, the installation of “share the road” signs, and management of traffic flows.

Reporting Back Form Results

Summary of Reporting Back Forms:

None submitted.

Questionnaire Form Results

Questionnaires Submitted: 2

General Topic/Question	Yes	No
Do you currently walk, bike or ride a horse?	0	2
Are there places that you would like to be able to access by foot, bicycle, or horse that are not currently accessible?	1	1
Are you supportive of mobility improvements?	2	0
Do you have any concerns about mobility improvements?	1	1

Summary of Questionnaires:

- **Safety.** Do not currently walk or bike because it is not safe, but see others doing so (especially cyclists). Safety is top priority/concern.
- **Traffic calming.** Want to see speed limits reduce to 35 or 45 mph.
- **Mobility improvements.** Both respondents were supportive of mobility improvements, especially those that would increase safety for pedestrians and cyclists, so long as the improvements retain the integrity of the rural area and don’t infringe on private property. One respondent thought the best way to make the area safer would be to lower speeds and enforce speed limits.

Questionnaire Quotes:

Majority Opinion

- “I would rather see this project than widening for more car lanes.”
- “Reduce speeds to 35 to 45 mph on all streets bound by Grant Line, Calvine, and Bradshaw.”
- “There are currently cyclists that use Calvine everyday. Safety is my biggest concern.”
- “No improvement should be accomplished via accessing land” or compromising the “integrity of the rural area”
- “Our property has landscaping on the roadside. I would hope something could be done to restore it if the project were to cut it down.”

SEGMENT 5

BADER ROAD FROM CALVINE TO BOND

SEGMENT 5 ANALYSIS

Majority Opinion: Medium Support for Mobility Improvements

Reach. Because volunteers did not step forward for this segment, a volunteer from SCA took the initiative to mail questionnaires to all addresses on the list. Out of 67 addresses listed, 9 questionnaires were returned and submitted to the City. This represents a 13% response rate. No community meeting was held.

Current Mobility Status. Most (5/2) indicated that they do not currently walk, cycle, or ride a horse.

Mobility Concerns. One resident preferred that the rural area be left unchanged, while another felt that the roads were too dangerous for non-motorized forms of transportation.

Mobility Improvements. Most respondents supported mobility improvements, but not all agreed on what form these should take. Some wanted to widen or add off-street paths, while others wanted sidewalks. No two persons put forth the same ideas. The street team reported that if any improvements would be supported, they would be those on the side of the roadway that do not change the rural character.

Safety/Traffic-Calming Improvements. Safety was a recurring theme and a top concern. Many said that it is not safe to walk because the road is too narrow and traffic speeds are too fast. One respondent suggested adding speed bumps and speed monitors. One person requested a stoplight at Bader and Bond.

Reporting Back Form Results

Summary of Reporting Back Forms:

None submitted.

Street Captain Interviews

See Segment I “Street Captain Interviews for Segments 4, 5, 9 + 10.”

Questionnaire Form Results

Questionnaires Submitted: 9

General Topic/Question	Yes	No
Do you currently walk, bike or ride a horse?	2	5
Are there places that you would like to be able to access by foot, bicycle, or horse that are not currently accessible?	5	1
Are you supportive of mobility improvements?	6	3
Do you have any concerns about mobility improvements?	3	5

Summary of Questionnaires:

Majority opinion:

- **Safety.** It is currently not safe to walk. The road is too narrow, traffic and speeds are too high. One respondent suggested speed bumps and police to monitor speeds.
- **Support improvements.** Many respondents were supportive of improvements, but several different ideas were put forward, such as widen the road, a stoplight at Bader and Bond, sidewalks, and off-street bike lanes. No two persons had the same idea. One person said they support mobility improvements on Edeva Way.

Minority opinion:

- **Safety.** Drivers in the area are not respectful of pedestrians and cyclists. One respondent suggested education to drivers in Elk Grove on driving in rural areas. Another mentioned the speed limit is too high.
- **Concerns.** A few residents expressed concerns about mobility improvements, noting that the road is too narrow for improvements, walking and cycling should occur on the existing trails, and the rural area should be left alone. One person also expressed an objection to roundabouts.

Questionnaire Quotes:

Majority Opinion

- “I don’t feel that the drivers that use the street (that don’t live on my street) are respectful of pedestrians, bikes or horses.”
- “It would be nice to walk in our neighborhood and up to the park across Calvine Road.”
- “I would like to be able to walk. I do not feel safe due to high traffic, and lack of walking area long the road.”
- “I do not always feel safe while walking on the street with cars speeding close by myself and my children.”

Minority Opinion

- “Too dangerous”

SEGMENT 6

SHELDON ROAD (EAST) FROM BRADSHAW TO
GRANT LINE

SEGMENT 6 ANALYSIS

Majority Opinion: Low Support for Mobility Improvements

Reach. Instead, it used the questionnaires to survey neighbors. Out of 91 addresses on the list, 26 surveys were submitted. This represents a 29% response rate. Volunteers also hosted a community meeting to discuss mobility.

Current Mobility Status. Most residents do not walk, bike, or ride in the area, although a minority (9 out of 26) indicated that they do. Most said that they do not desire to travel by foot, bike, or horse. The street team volunteers reported that the high speeds of automobile traffic is the primary deterrent.

Mobility Concerns. Many residents expressed concerns about mobility improvements, such as destruction of the rural character, increased foot and bicycle traffic, and increased crime.

Mobility Improvements. The majority of residents do not support mobility improvements. A few residents were supportive of improvements, specifically from Grant Line to Bradshaw, as long as the mature oaks were preserved. A few residents support biking/walking lanes at Bradshaw and Bader (or from 10127–10300 Sheldon), even if it would require widening the roadways. One resident suggested a trail set off the roadside at Bond and Waterman.

Safety/Traffic-Calming Improvements. Many residents agree that it is too dangerous to walk on Sheldon because the traffic is too fast and the roadway is too narrow with the trees abutting the roadway. Many residents suggested implementing traffic-calming measures, including warning signs, speed bumps, stop signs, and reduced speed limits. Specific locations and details for these are listed below under “Street Captain Interviews.”

Other Issues. At least one person requested a wider turning radius at Sheldon and Grant Line for trucks with horse trailers.

Street Captain Interviews

The volunteer street leads for this segment conducted door-to-door canvassing using the questionnaires provided and held a community meeting. The segment does not currently see a lot of foot or bicycle traffic, primarily due to the high speeds of automobiles and high volume of traffic (especially on the north side of Sheldon West of Mackey to Grant Line, where stop signs get backed up during commuting hours).

There were 5–6 residents who wanted to see the road widened to accommodate bicycles, but the remainder of the respondents preferred to keep the area the way that it is. There were a few suggestions for traffic-calming measures, including:

- Stop sign at Mackey Road
- Some speed bumps and/or speed warning signs
- Yellow flashing light at Excelsior Road (used to be there but has been removed)

Reporting Back Form Results

Summary of Reporting Back Forms:

- **Method.** Questionnaires were used instead of public meetings.
- **Leave as-is.** Majority want to leave the area as is.
- **Traffic calming and selective mobility improvements.** Traffic is really fast, so several people suggested some means of slowing traffic, like speed bumps at Excelsior Road and in between the stop signs and a stop sign at Mackey Road. Some suggested bike lanes and some suggested “warning signs” (from 10127–10300 Sheldon)
- **Concerns about increased foot/bike traffic.** Improvements would draw more people to the area, such as more bikers and walkers.
- **Turning radius.** Request to get rid of the obstructions at Sheldon and Grant Line because they make it difficult for trucks with horse trailers to turn.

Questionnaire Form Results

Questionnaires Submitted: 26

General Topic/Question	Yes	No
Do you currently walk, bike or ride a horse?	9	19
Are there places that you would like to be able to access by foot, bicycle, or horse that are not currently accessible?	4	20
Are you supportive of mobility improvements?	8	20
Do you have any concerns about mobility improvements?	17	4

Summary of Questionnaires:

- **Leave as is.** Most respondents do not want mobility improvements. They want Sheldon left as is.
- **Preserve the rural character.** Mobility improvements would ruin the rural character. This is country atmosphere. No further city improvements needed.
- **Concerns about increased traffic and crime.** Respondents are concerned that improvements will draw more foot and bicycle traffic to the area. Some are concerned this will lead to an increase in crime.
- **Preserve the trees.** Concerned that improvements will require removal of trees.
- **Calm the traffic.** Many want traffic-calming measures:
 - Warning signs (10127–10300 Sheldon)
 - Speed bumps on the corner of Excelsior Road and in between stop signs to slow down traffic
 - Stop sign at Mackey Road
 - Reduce speed limit

- **Safety.** It is too dangerous to walk. Roadway too narrow with trees right at the edge and traffic is too high. Would like regular patrols due to many drivers not stopping at stop signs.

Questionnaire Quotes:

Majority opinion:

- “I like the way it is... It will lose the country setting by putting in sidewalks and bike trails.”
- “I’d prefer to keep this area rural”
- “We are perfectly content with no mobility improvements, as it will increase unnecessary foot traffic. We humbly request not to have any mobility improvements.”
- “Concerned about the changes that would affect our property and the old trees on Sheldon Road.
- Sheldon is a narrow road. Any change would intrude on my neighbors’ property which is undesirable.”
- “How much of my property do I have to give up to accommodate others?”
- “If we wanted to live in a community with lights and sidewalks we would have bought a house in a sub-division. We are opposed to mobility improvements along our segment of Sheldon Road.
- “I do not believe improvements are necessary here. There is Calvine Road which is more suitable for walking, biking or horse traffic.”
- “We are adamant in our desire not to have trees removed or the roadway expanded to facilitate more traffic.”
- “This is a rural community and we want to keep it that way. WE do not want people to come in for walking or biking.”
- “I am concerned for my neighbors whose houses are located close to Sheldon. Making a path would be too close to their homes and could invite trespassing and theft.”
- “It would ruin the charm of this special neighborhood and it would be too dangerous, plus decrease property values.”
- “Sidewalks will lose the country setting. Keep area natural and rural.”

Minority opinion:

- “Improvements should be located from Grant Line to Bradshaw.”
- “Supportive as long as no trees are removed. Concerns about preserving mature oaks if improvements are made. “
- “Use permeable surfaces. Stormwater runoff needs to be preserved and not conveyed elsewhere.”
- “Provide safe route to school.”
- “Would support a trail set way off the roadside as at Bond and Waterman”
- “Bike/walk lanes recommended at Bradshaw and at Bader”
- “Bike lanes recommended (10127 to 10300 on Sheldon)”
- “Redesign the obstructions at Sheldon & Grant Line”
- “Always want safer but with no significant changes to streetscape. Any improvements are ok without sacrificing the oaks and other trees along Sheldon Road. The trees along Sheldon and nearby roads are a unique features of this neighborhood and should be protected”

SEGMENT 7

EXCELSIOR ROAD FROM CALVINE TO SHELDON

SEGMENT 7 ANALYSIS

Majority Opinion: Medium-High Support for Mobility Improvements

Reach. Volunteers canvassed the neighborhood and spoke with 16 of the 39 addresses on the contact list. Twelve questionnaires were submitted, but not all the questions were answered on each questionnaire. This represents a 31% response rate. No community meeting was held.

Current Mobility Status. Most residents walk or ride bicycles, but expressed concern about safety due to high vehicular speeds. The street team volunteers also indicated that there is a sense that the community is changing and that there is a corresponding need for mobility improvements.

Mobility Concerns. The primary concern was that the trees should not be removed in the process of adding mobility improvements. A few people were wary of mobility improvements because they were told they could not make changes to the frontage of their properties without a permit that would require them to give up some of their property.

Mobility Improvements. The majority support mobility improvements, especially biking and walking trails separated from the road with adequate drainage and no impact to trees. One resident requested trails by the railroad tracks. One resident suggested providing free bikes to ensure that the trails are used.

Safety/Traffic-Calming Improvements. Many residents are concerned by the high speed of traffic and requested that the speed limit be reduced to 45 mph. One resident would like traffic to be rerouted or speed bumps added at Chambray and Denim, where many people run the stop sign.

Other Issues. The resident at Sheldon and Excelsior would like a guard rail put up because his fence is knocked down regularly.

Discrepancies in the Data. The volunteer team spoke with 16 people, but only submitted 12 questionnaires. They stated that 10 residents were supportive of or neutral toward mobility improvements. According to the questionnaires submitted, six people favored mobility improvements and one person was against mobility improvements. The rest did not respond directly to the question.

Street Captain Interviews

The volunteers for this segment conducted door-to-door canvassing using the questionnaires provided. Of the 38 lots along the street segment, 10 were vacant. Volunteers indicated that a community meeting would have been helpful but was too difficult to coordinate, especially during the summer.

Volunteers were able to speak with 16 residents. Of those, most were neutral or positive toward mobility improvements, one was negative, and one was very positive. Most of those who were neutral said they wouldn't mind mobility improvements as long as their personal property was not disrupted.

Many people said they already walk or jog and/or would like to walk to do their shopping but don't because the streets are currently dangerous. There did not seem to be many cyclists in the area. Most people are inclined to drive to get around; however, there is a sense that the demographics of the area are changing and there is a growing need to accommodate more children and walking.

Those who supported improvements suggested that an equestrian trail was not needed and that the shoulder (or ditch) would be a good location for a path. There is a desire to see a prototype of a covered ditch with a perforated pipe. The volunteers would personally like to see something come out of this so that they feel their effort was working toward something.

The main concerns were that the improvements might not be safe for pedestrians and that they might bring transients into the area. A majority was also concerned about harming trees and many requested that the trees be left undisturbed if improvements are made.

Reporting Back Form Results

Summary of Reporting Back Forms:

- **Method.** The volunteer team conducted door-to-door canvassing and visited all 39 addresses on the address list. They spoke in person with 16 people, filled out 11 questionnaires on-site, received one by mail, and one by email. In total, 12 questionnaires were submitted.
- **Impacts.** On the west side of the street there is adequate space for improvements, although there could be some impact to several oak trees. Only two property owners were concerned about encroachments on their property. However, the following properties may have to give up right-of-way to allow for improvements: 1, 2, 22, 23, 24, 25, 27 on the west, and 31, 35, 39, 36, 37 on the east. There are also two mailboxes on the west side that could be impacted.
- **Supportive of improvements.** Ten were in support or neutral to mobility improvements, primarily biking and walking trails separated from the road with adequate drainage and no impact to trees. No one was interested in horse trails. Three were strongly against mobility improvements.
- **Existing improvements.** From Halfway Road to Denim Road there is a large bike lane and sidewalk on the east side of the street.
- **Concerns.** Those concerned about mobility improvements were wary of encroachment on their land (especially without compensation), increased traffic, upkeep, drainage, lighting, cost, trash, and crime. Several residents also expressed a desire to keep the area unchanged.
- **Safety/traffic calming.** The primary reason people do not walk or bike to downtown Sheldon is because of safety concerns. Four people asked that the speed limit on Excelsior be reduced.

Street Captain Interviews

See Segment I “Street Captain Interviews for Segments 4, 5, 9 + 10.”

Questionnaire Form Results

Questionnaires Submitted: 12

General Topic/Question	Yes	No
Do you currently walk, bike or ride a horse?	8	4
Are there places that you would like to be able to access by foot, bicycle, or horse that are not currently accessible?	7	5
Are you supportive of mobility improvements?	6	1
Do you have any concerns about mobility improvements?	9	3

Summary of Questionnaires:

- **Most residents walk or bike** at least on occasion, but expressed concern about safety due to the high volume and speeding cars.
- **Safety and traffic-calming measures.** Residents want the speed limit to be reduced.
- **Preserve the trees.** Respondents want to protect the trees and asked that trees not be removed. However, many were open to improvements provided that the trees would not be destroyed.
- **Support mobility improvements.** Many supported mobility improvements, especially trails for walking and biking that are connected to downtown.
- **Concerns** about mobility improvements included destruction of trees, encroachment on private property, the cost of maintenance, and increases in traffic, crime, and trash. Of those who voiced strong concerns or disinterest in mobility improvements, only one was adamantly against all improvements and two did not express a strong opinion either way. One person was against improvements on Sheldon and Bond, but felt there should be improvements on Calvine Road.

Questionnaire Quotes:

Majority opinion:

- “It’s very dangerous to walk on Excelsior Road. Traffic goes too fast. It should be posted for 45 mph or less.”
- “Would love improvements”
- “Great idea but concerned about funding”
- “Would love to see a trail for safe biking.”
- “There is no way to walk on Excelsior without risking my life.”
- “Do not hurt the trees, especially on Sheldon.”

- “If they [the City] pay for the land, have no issue giving up the space out front.”
- “I can’t get out of the driveway, traffic is so heavy.”
- “If there were trails, we would use them. Would like to be able to go downtown, but it’s too dangerous to go anywhere.”

Minority Opinion:

- “Totally against road improvements”
- “Major concern is traffic and safety with walking. Moved here for peace and quiet.”
- “I do not want to see any changes or trees cut down on Sheldon Road or Bond Road in the rural areas east of Bader. Improvements should be on Calvine Road. The rural feel and big oak trees are why I purchased here.”

SEGMENT 8

MACKEY ROAD FROM SHELDON TO PLEASANT
GROVE SCHOOL ROAD

SEGMENT 8 ANALYSIS

Majority Opinion: Very Low Support for Mobility Improvements

Reach. The volunteer team conducted door-to-door canvassing and submitted 16 questionnaires out of 18 addresses on the list provided. This represents a 100% response rate, because two property owners each own two parcels along Mackey Road and therefore responded for both properties in each case. No community meeting was held.

Current Mobility Status. Many residents walk occasionally and enjoy the natural environment and rural feel of the area.

Mobility Concerns. All residents were concerned about the impacts of mobility improvements. Many felt that improvements would change the rural look and feel of the area, compromise private property, destroy native oak and redwood trees, and increase pedestrian traffic and crime.

Mobility Improvements. The vast majority of residents do not support mobility improvements, although one was in favor of some improvements.

Safety/Traffic-Calming Improvements. A few residents requested that speed bumps be added to this section of the roadway to deter speeding vehicles and make it safer for people walking and cycling or taking their children to school.

Discrepancies in the Data. Although the volunteers reported that all 16 residents were against mobility improvements, the questionnaires reflect that one resident would like some mobility improvements and four residents support some traffic-calming measures, such as speed bumps.

Street Captain Interviews

The volunteer team conducted door-to-door canvassing using the questionnaires provided. They did not hold any community meetings.

Although 10 of the residents interviewed said they walk on Mackey Road when traffic is lower, there was general consensus that the road does not need any mobility improvements. Instead, many felt that the traffic could be slowed, although the posted speed limit is 25 mph. There was a request to have speed bumps installed.

The primary concerns about mobility improvements were the destruction of the rural character, harming the oak trees, and increased burglaries.

Reporting Back Form Results

Summary of Reporting Back Forms:

- **Current use.** Many people (10) said they occasionally walk on Mackey Road because it is peaceful and they enjoy the rural setting.
- **No mobility improvements.** The vast majority of residents do not desire mobility improvements, noting that there are no community destinations within walking distance in any case.
- **Concern about changing the rural character.** Most are concerned that mobility improvements would destroy the rural look and feel of the area, the natural beauty, and the peacefulness. Other residents expressed concerns about preservation of oak and redwood trees, changing the drainage system, compromising private property (driveways, entry gates, security systems, and landscaping), increasing pedestrian traffic that could increase burglaries, and impacts to utility poles.
- **Traffic calming improvements desired.** A few (4) residents expressed an interest in adding speed bumps to this segment of Mackey Road because of consistent speeding.

Questionnaire Form Results

Questionnaires Submitted: 16

General Topic/Question	Yes	No
Do you currently walk, bike or ride a horse?	10	6
Are there places that you would like to be able to access by foot, bicycle, or horse that are not currently accessible?	15	1
Are you supportive of mobility improvements?	1	15
Do you have any concerns about mobility improvements?	16	0

Summary of Questionnaires:

- **Preserve the trees.** Respondents want to protect the trees. Trees should not be removed. Tree removal will destroy the natural habitat.
- **Changes will ruin the rural character.** Respondents want to preserve the rural and natural character. New bike lanes, sidewalks, and trails will destroy the country setting of this area.
- **Increase in traffic.** Concerns that new improvements will bring an increase in traffic to the area.
- **Decrease in property values.** Respondents are concerned that any new improvements would bring down property values.
- **Increase in criminal activity and presence of vagrants.** Concerned that there will be an increase in crime and number of transients in the area.
- **Negative physical impacts to private property.** There are concerns about the potential number of attractive fences, gates, driveways, and landscaping on private property that would be removed if improvements were to occur.
- **Traffic calming.** Speed bumps and reduced speed limits were recommended by a few respondents to improve safety.

Questionnaire Quotes:

Majority opinion:

- “I feel there is no way to accommodate rural mobility roads on this street segment without destroying and or severely hampering its natural beauty and peacefulness.”
- “I moved to the country for peace and quiet, away from the city.”
- “It will ruin the rural country look and feel!”
- “I am concerned about the cutting down of the oak trees the City of Elk Grove is supposedly protecting!”
- “It would bring property values down and crime would get bad”
- “The oak trees on Mackey Road are what make the street so beautiful!”
- “We have the endangered Oaks lining most of Mackey Road. They will all have to be removed in order to accommodate such mobility improvements.”
- “Rural areas have never had the convenience of easy accessible shopping etc, and we wish to maintain that.”
- “Do not clutter our street with bike and horse trails”
- “There are no community destinations within walking distance, therefore it is not necessary to make any changes along this road.”
- “We did not move to the rural area of Elk Grove 40 years ago to become “citified”.”
- “More speedbumps and slower traffic speeds”
- “This is rural Elk Grove, let’s keep it that way.”
- “It would destroy the street and bring more cars/ traffic and crime.”
- “Will increase day and night traffic from outsiders who do not reside in our community. It will likely increase the crime in our area, e.g. theft, burglary, home invasions, etc.”

Minority opinion:

- “The only possible way of making Mackey Road safer for walking, cycling or riding would be to install speed bumps at 3 sites between Pleasant Grove School Road and Sheldon on Mackey and a 4-way stop at Sheldon Mackey.”
- “Speed bumps would make it safer for people walking when people are taking their children to and from school.”

SEGMENT 9

PLEASANT GROVE SCHOOL ROAD FROM BADER
TO GRANT LINE

SEGMENT 9 ANALYSIS

Majority Opinion: High Support for Mobility Improvements

Reach. Because volunteers did not step forward for this segment, a volunteer from SCA took the initiative to mail questionnaires to all addresses on the list. Out of 46 addresses listed, 8 questionnaires were returned and submitted to the City. This represents a 17% response rate. No community meeting was held.

Current Mobility Status. Many residents walk, bicycle, or ride a horse in the area and would like to be able to go more places by foot, bike, or horse.

Mobility Concerns. Many residents stressed the importance of keeping the existing trees and maintaining the rural character of the area by using natural materials for any improvements.

Mobility Improvements. Most questionnaire respondents were supportive of mobility improvements (5 – 1), especially bicycle improvements like a bicycle lane. Some chose not to respond to the question. The street team volunteers hypothesized that the small number of respondents is an indication that those living in the area do not perceive the need for mobility improvements. The street team also reported that if any improvements would be supported, they would be those on the side of the roadway that do not change the rural character.

Safety/Traffic-Calming Improvements. At least one person requested adding speed bumps to slow the traffic. Another respondent noted that the school traffic in front of Pleasant Grove Elementary School blocks traffic and that improvements are needed to improve the flow at pick-up/drop-off times. The street team volunteers reported a desire for traffic controls like speed bumps and “share the road” signs near and around the school. However, they reported that Pleasant Grove School is a “no walk” school and there does not appear to be a desire to change this, despite complaints about the high concentration of traffic when dropping off and picking up students from the school.

Reporting Back Form Results

Summary of Reporting Back Forms:

None submitted.

Street Captain Interviews

See Segment I “Street Captain Interviews for Segments 4, 5, 9 + 10.”

Questionnaire Form Results

Questionnaires Submitted: 8

General Topic/Question	Yes	No
Do you currently walk, bike or ride a horse?	5	3
Are there places that you would like to be able to access by foot, bicycle, or horse that are not currently accessible?	4	1
Are you supportive of mobility improvements?	5	1
Do you have any concerns about mobility improvements?	4	0

Summary of Questionnaires:

Majority Opinion:

- **Bike improvements.** Supportive of bike improvements, such as a bike lane.
- **Keep trees.** Keep the tall trees as they provide habitat for animals.
- **Keep area rural and natural.** It is important to keep the area rural. Do not use cement or asphalt, use a natural material for any improvements.
- **School traffic.** The school traffic in front of Pleasant Grove Elementary School blocks traffic. Improvements are needed here, such as road widening, to improve flow at pick-up/drop-off times.

Minority Opinion:

- Roads are too narrow.
- Do not disturb the trees.
- Keep the area rural.
- Need more speed bumps.

Questionnaire Quotes:

Majority Opinion:

- “Only if it does not involve removing trees, and not involve asphalt and cement. I think the rural “look” should be maintained.”
- “Need to widen road in front of Pleasant Grove School for those who park on road. This completely blocks road before and after school and creates a safety hazard.”

Minority Opinion:

- “We want to keep our rural area – no sidewalks, etc. that feel like the city.”

SEGMENT 10

BOND ROAD FROM BADER TO GRANT LINE

SEGMENT 10 ANALYSIS

Majority Opinion: Low-Medium Support for Mobility Improvements

Reach. Because volunteers did not step forward for this segment, a volunteer from SCA took the initiative to mail questionnaires to all addresses on the list. Out of 32 addresses listed, 5 questionnaires were returned and submitted to the City. This represents a 16% response rate. No community meeting was held.

Current Mobility Status. Some people walk, bike, or ride a horse.

Mobility Concerns. All respondents indicated that they had concerns about mobility improvements. Concerns included the loss of the rural character, increased traffic, encroachment on private property, and impacts on parking, businesses, and fences.

Mobility Improvements. Residents were split on their opinions about mobility improvements, with slightly more coming down against improvements (3 – 2). While many were against improvements, a few were supportive. Specifically, there was a request for the partial sidewalk on the south side of Bond to be completed. The street team volunteers hypothesized that the small number of respondents is an indication that those living in the area do not perceive the need for mobility improvements. The street team also reported that if any improvements would be supported in this area, they would be those on the side of the roadway that do not change the rural character.

Safety/Traffic-Calming Improvements. There were concerns about the high traffic speeds. One person suggested a stoplight at Bradshaw and Sheldon, while another suggested a traffic circle.

Other Issues. One resident would like to make sure that roadways are designed to ensure easy and safe ingress/egress to private properties and that medians do not prevent horse trailers from turning.

Reporting Back Form Results

Summary of Reporting Back Forms:

None submitted.

Street Captain Interviews

See Segment I “Street Captain Interviews for Segments 4, 5, 9 + 10.”

Questionnaire Form Results

Questionnaires Submitted: 5

General Topic/Question	Yes	No
Do you currently walk, bike or ride a horse?	2	3
Are there places that you would like to be able to access by foot, bicycle, or horse that are not currently accessible?	2	3
Are you supportive of mobility improvements?	2	3
Do you have any concerns about mobility improvements?	5	0

Summary of Questionnaires:

Majority Opinion:

- **Complete gaps in sidewalk.** Complete south sidewalk along Bond Road.
- **Calm traffic.** Slow traffic speeds and put in a stoplight at Bradshaw and Sheldon Roads.

Minority Opinion:

1. **Preserve rural character.** Concerns about transforming the rural character of this street to an urban thoroughfare.
2. **Tree preservation.** Do not remove any trees. Preserve the oak trees.
3. **Impacts on businesses/private property.** Concerns about loss of private property, parking, businesses, and fences.
4. **Horse trailer mobility.** Ensure that roadways allow easy and safe entry and exit to private properties. Do not put in medians where horse trailers cannot turn.

Questionnaire Quotes:

Majority Opinion:

- “Mobility improvements transform the rural character of this street segment to an urban multi-modal thoroughfare.”

Minority Opinion:

- “There is a partial sidewalk on the south side [of Bond that] could be completed that would allow one to walk along Bond”
- “Traffic speeds need to be slowed down. Circles for traffic like they have on Elk Grove Blvd would be nice”

APPENDIXS

APPENDIX B: TOOLKIT EXAMPLE



Toolkit Contents:

- I. Project Information**
 - A. Project Overview
 - B. Project Timeline
 - C. Frequently Asked Questions
 - D. Contact Information
 - E. Outreach Guide

- 2. Resources**
 - A. Key Terms
 - B. Planning Documents Overview: General Plan; Rural Road Policy and Standards; Bicycle, Pedestrian and Trails Master Plan
 - C. City Project Descriptions: Trails/Class I Bikeways, Capital Improvement Projects, and Development Projects
 - D. Community Meeting Summary Reports
 1. Mail Survey & Mobility Forum
 2. Phase II Community Mobility Meeting
 - E. Rural Roads Maps
 1. All Street Segments
 2. Area Amenities
 3. Major Development Projects
 4. Existing and Proposed Bicycle and Pedestrian Network
 - F. City Process for Improvements
 - G. Street Segment Map
 - H. Street Segment Aerial Map
 - I. Neighbor Contact List
 - J. How to Plan and Host a Successful Community Meeting
 - K. Traffic Calming and Crime Prevention Research

3. Supporting Outreach Materials

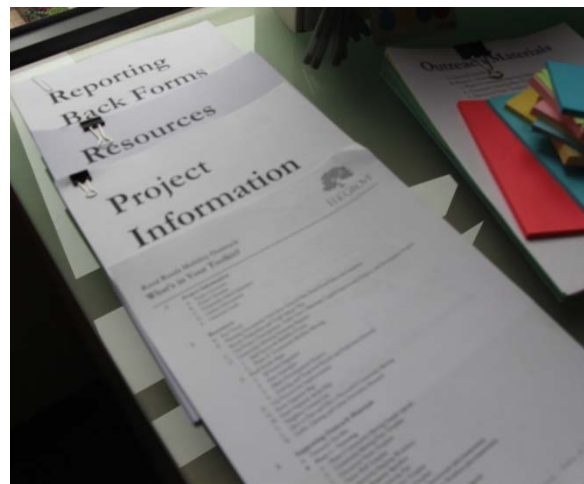
- A. Outreach Checklist
- B. Phase I – Visioning**
 - 1. Phase I Community Meeting Sample Agenda
 - 2. Community Meeting Flyer Template
 - 3. Discussion Notes Template
 - 4. Vision Wall Template
 - 5. Connectivity Mapping Worksheet
- C. Phase II – Property Specifics**
 - 1. Phase II Canvassing Plan
 - 2. Volunteer Invitation Template
 - 3. Canvassing Postcard Template
 - 4. Property Owner/Renter Questionnaire **[RECOMMENDED]**
 - 5. Property Features Identification Worksheet **[RECOMMENDED]**
- D. Phase III – Mobility Improvements**
 - 1. Phase III Community Meeting Sample Agenda
 - 2. Community Meeting Flyer Template
 - 3. Discussion Notes Template
 - 4. Mobility Mapping Activity Sheet
 - 5. Project Prioritization Activity Sheet

4. Reporting Back Forms

- A. Phase I Reporting Back Form **[REQUIRED]**
- B. Phase II Reporting Back Form **[REQUIRED]**
- C. Phase III Reporting Back Form **[REQUIRED]**

5. General Supplies

- A. Toolkit Briefcase
- B. USB Drive (contains all Toolkit contents)
- C. Printed Documents (as listed above, color coded by category)
- D. Sign-In Sheets for Community Meetings
- E. 10 Volunteer Nametags (for Street Team members and other volunteers)
- F. Children’s Activity Worksheets
- G. 24 Blank Nametags (for attendees of community meetings)
- H. 8 Ballpoint Pens
- I. 10 Regular Markers and 10 Fine-Tip Markers (for mapping activities)
- J. 6 Small Post-it Pads (for Vision Wall Activity)
- K. 3 Large Post-it Pads (for Vision Wall Activity)
- L. 2 Clipboards (for canvassing)
- M. 10 Sheets of Multicolored Sticky Dots for Project Prioritization Activity
- N. 1 Box of Crayons for Children’s Activity



APPENDIX C: ROSTER OF STREET CAPTAINS

STREET SEGMENT	TEAM LEAD(S)
Community Leadership	Bill Myers Shirley Peters George Murphy
1. Waterman Road from Arthur C Butler Elementary to Pleasant Grove High	Shirley Peters
2. Sheldon Road from Elk Grove Florin to Bradshaw	Leo Fassler Eileen Conwell Frank Roubos
3. Bradshaw Road from Calvine to Bond	Tom Shine
4. Calvine Road from Bradshaw to Grant Line	June Coats
5. Bader Road from Calvine to Bond	Bill Myers
6. Sheldon Road from Bradshaw to Grant Line	Chris Beebe Rachel Beebe John Benvenuti Pam Benvenuti
7. Excelsior Road from Calvine to Sheldon	Pam Erbe
8. Mackey Road from Sheldon to Pleasant Grove School Road.	Sharon Lynes Grant Lynes
9. Pleasant Grove School Road from Bader to Grant Line	Bill Myers
10. Bond Road. from Bader to Grant Line	Bill Myers

APPENDIX D: PROPERTY OWNER/RENTER QUESTIONNAIRE

Phase II (Property Specifics)

City Contact Information:

Property Owner/Renter Questionnaire

Abby Woods: (510) 213-7904

Record of Visit	
Date Visited	At home? (y/n)

Physical Address	
-------------------------	--

Optional Participant Information	
Fill this out ONLY if the property owner would like to be contacted to participate in future meetings about Rural Roads Mobility.	
Name	
Renter or Owner?	
Mailing Address	
Telephone	
E-mail	

Questionnaire	
Question	Property Owner/Renter Response
Do you ever walk, bicycle, or ride a horse in your neighborhood? Why or why not?	
Are there places that you would like to be able to access by foot, bicycle, or horse that are not currently accessible? If yes, why aren't these places accessible now (e.g., safety, infrastructure)?	

Are you supportive of some mobility improvements (e.g., making it easier and safer to get around without a car) in this neighborhood (specifically on this street segment)?	
Do you have specific ideas for how this neighborhood (street segment) could contribute to pedestrian, cyclist, and equestrian access to community destinations? Where should improvements be located (e.g., specific intersections)?	
Do you have any concerns about mobility improvements in this neighborhood and on this street segment (e.g., personal interest/disinterest in mobility improvements, property location or special features)?	
If you have specific concerns, what could be done to address those concerns?	
Do you have concerns about the potential impacts of mobility improvements on any property features (e.g., trees, fences, utilities)? Please identify on the property features worksheet.	
Is there anything else you would like to add?	

Take digital photos of this property and/or the property features of concern, if you have permission to do so.

APPENDIX E: REPORTING BACK FORMS

Rural Roads Mobility Outreach

Reporting Back Forms



Your responses to these questions should reflect the opinions of your neighborhood, not your Street Team alone. Before responding to these questions, conduct neighborhood outreach. When filling in your responses, refer to discussion notes from community meetings and any activity worksheets that you used. **Summarize the opinions of all community participants.**

Street Segment & Street Team Information	
Street Segment	
Street Team Leaders	
Total Number of Meetings Held	
Total Number of Canvassing Trips	
Total Number of Community Members Engaged	

Phase I – Reporting Back Form	
General Questions – Phase I Community Meeting	
How many community meetings did your Street Team host during Phase I? (This does not include Street Team meetings.)	
How many participants attended each meeting?	
What is the community’s vision for the future of mobility in the Rural Residential Area?	
Summarize the conversation you had with your community about the future of mobility in	

the Rural Residential Area.	
Who might benefit from improved pedestrian, bicycle, or equestrian infrastructure?	
Which use groups would benefit from pedestrian improvements?	
Which use groups would benefit from bicycle improvements?	
Which use groups would benefit from equestrian improvements?	
What might the benefits of improved pedestrian, bicycle, or equestrian infrastructure be to the Rural Residential Area as a whole?	
How might the community benefit in terms of recreation?	

How might the community benefit in terms of access to amenities?	
What other types of benefits (e.g., health and wellness, community connectedness) were identified?	
How could your street segment contribute to bicycle, equestrian, and pedestrian access to community destinations in the broader rural area? Where might people travel by foot, bicycle, or horse?	
What community amenities or locations are important to the people in your neighborhood?	
Where would people in your neighborhood like to travel without a car?	
How can your street segment contribute to improving connectivity (e.g., getting places without a car) in the	

Rural Residential Area and beyond?

Is there anything else your Street Team would like to share with the City?

Phase II – Reporting Back Form

Phase II: General Questions

How many total property owners or renters were on your Neighbor Contact List?

How many addresses did your Street Team visit?

How many neighbors were you able to speak with while canvassing?

In your street segment, which property owners/renters would potentially be affected? Of those property owners/renters, who is supportive of a potential mobility improvement? Who is not?

Refer to Property Owner/Renter Questionnaires

How many said that they walk, bicycle, or ride a horse in the neighborhood? Why or why not?

What locations or community amenities did property owners/ renters say that they would like to be able to access without a car?

How many property owners/ renters were supportive of

mobility improvements in the neighborhood (specifically on your street segment)?

Why or why not?

How many property owners/renters were concerned that they might be negatively affected by mobility improvements?

Why or why not?

What ideas, if any, did property owners/renters have for how (and where) your street segment could contribute to cyclist, equestrian, and pedestrian access to community destinations?

What are the primary concerns of property owners/renters about mobility improvements on the street segment?

What were some ways that these concerns could be addressed?

<p>Are there any trees or other property features (fences, utilities, etc.) to consider?</p> <p>Refer to Property Features Identification worksheet</p>	
<p>Where are the trees of concern and what types of trees are they?</p>	
<p>Where are the fences of concern and what types of fences are they?</p>	
<p>Where are the utilities of concern and what types of utilities are they?</p>	

--	--

What and where are the other property features that were flagged as potential concerns by property owners/renters?

--	--

Is there anything else your Street Team would like to share with the City?

--	--

Phase III – Reporting Back Form

General Questions – Phase III Community Meeting

How many community meetings did your Street Team host during Phase III? (This does not include Street Team meetings.)

How many participants attended each meeting?

What level of support did your neighborhood have for mobility improvements of any kind?

Based on community feedback, does your Street Team have recommendations for where mobility improvements would be appropriate along your street segment?

What, if any, were the primary locations along your street segment where participants thought it was most important to have some mobility improvements?

Why were these locations identified as important (safety,

recreation, access to community locations, etc.)?

Based on community feedback, does your Street Team have recommendations for what kind of improvements might be appropriate for specific locations along your street segment?

What, if any, were the specific mobility improvements that were suggested for your street segment?

<p>Why were these types of improvements chosen?</p>	
<p>How should the City prioritize the mobility improvement projects you support?</p>	
<p>What mobility improvement projects would your neighborhood like to see for your street segment? Include a detailed description of each project.</p>	

<p>Which projects are a top priority for your neighborhood?</p>	
<p>Which projects are a secondary priority for your neighborhood?</p>	

--	--

Is there anything else your Street Team would like to share with the City?

--