



## APPENDIX A - MEETING NOTES

|               |  |                   |                     |
|---------------|--|-------------------|---------------------|
| Subject:      | Rancho Cordova Transit Master Plan Kick-Off Meeting  |                   |                     |
| Client:       | City of Rancho Cordova   |                   |                     |
| Project:      | Transit Master Plan  | Project No:       | 201201 - 36421      |
| Meeting Date: | 1/11/06  | Meeting Location: | HDR Conference Room |
| Attendees:    | <p><i>City of Rancho Cordova:</i> Cyrus Abhar, Elizabeth Sparkman, Paul Junker, Jeffrey Beiswenger, Curt Haven, Bob Rockett</p> <p><i>HDR &amp; HDR/S.R. Beard &amp; Assoc.:</i> Mike Hochschild, David Taylor, Lisa Carpenter</p> <p><i>The Hoyt Co.:</i> Wendy Hoyt, Kim Pallari</p> <p><i>PMC:</i> Christopher Jordan</p> <p><i>AQMD:</i> Jeane Borkenhagen</p> |                   |                     |
| Notes by:     | Lisa Carpenter   |                   |                     |

## Topics Discussed

### I. Project Background

The City of Rancho Cordova (City) is completing its circulation plan for the City at full build out (2050). They had hoped that the pedestrian and bicycle plan would go hand in hand with the roadway network.

### II. Fee Projections

Above and beyond SACRT's transit fees and plans, the City has a transportation fee of \$17.5 (based on \$ 1.3 billion in improvements). The City has CSA10 funding which is designed to provide traffic relief. In the past, CSA10 dollars have been available for air quality mitigation. CSA10 dollars are not yet detached from LAFCO. This process will take several more months.

When the development fee is updated, the City will receive about \$1 million/year for transportation related to the Sunridge Specific Plan. The City also has an interim transit plan that includes \$150 million in transit improvements.

### III. Sacramento Regional Transit (SACRT)

The City does not presently receive good transit service operation from SACRT. When Elk Grove implemented their own transit service, ridership increased 70% within the first six months.

City staff has spoken to Dr. Scott (SACRT) about remaining part of SACRT's jurisdiction. However, the City could remove itself from SACRT's jurisdiction, as Elk Grove has done, if SACRT doesn't increase more localized service to the Rancho Cordova community.

#### **IV. City Goals/Priorities**

The City wants the Transit Master Plan to be tangible, something that can be implemented and not simply put on a shelf and unused.

Transit is an element of the Rancho Cordova General Plan which is scheduled to be adopted by June 2006. Because of timing, the City would like to see some policy and framework for future transit plans included in the General Plan. This will allow some time to continue the Master Plan study and flush out the specifics after the adoption of the General Plan. A General Plan Advisory Committee has been formed.

The City currently has 34,000 new homes under application and does not want to lose them due to not having a current transit master plan. If the process of developing a transit master plan takes longer than eight weeks, then the City stands to lose some opportunities for development south of Douglas (e.g., Sun Ridge). The area south of Douglas is the first area of focus for the transit master plan to accommodate the urgent need and pressure by the developers. The team should look at facilities, ROW, technology, park-n-ride or kiss-n-ride opportunities south of Douglas. The number one priority is to define what needs to be accomplished for the General Plan. Connectivity and development of a good plan is key.

#### **V. City Data**

Christopher Jordan provided an overview of the City's available maps/data.

RC adopted the Sacramento County Mobility Study results.

The current Transit System Map identifies Rancho Cordova Parkway to Jeager as one of several corridors with enhanced technology opportunities such as BRT.

At full build out, Rancho Cordova will have 1.5 to 1.75 jobs per household.

Fehr & Peers is presently preparing a revised roadway sizing diagram.

#### **VI. Charrettes**

The team should bring the stakeholders some specific recommendations to the charrette as stakeholders are presently experiencing some study overload. The transit ideas and systems should be in place before gathering the public or stakeholders for comments. The City would like to see some initial numbers and cost for different transit alternatives before the charrette. An effort should be made to help educate stakeholders as to the cost of various transit types. Potential dates for the charrette include February 15<sup>th</sup> and 16<sup>th</sup>.

#### **VII. Action Items**

- √ Wendy to talk with Dr. Scott and SACOG about the project and the quick turn around.
- √ Kim to set up the meeting with RT (Taiwo Jaiyeoba and Mike Wiley) to gather information.
- √ Elizabeth to provide growth/fee projections for the City
- √ Jeane to send point system information to HDR
- √ Chris will provide more updated City maps

**Rancho Cordova Transit Master Plan  
Meeting with Regional Transit  
January 30, 2006**

*Attendees:*

Mike Wiley, RT  
Taiwo Jaiyeoba, RT  
Don Smith, RT  
Mike Hochschild, HDR  
Kim Pallari, The Hoyt Company

The purpose of the meeting was to kick-off information sharing between RT and Rancho Cordova regarding transportation planning in the regional, and specifically within Rancho Cordova. In order to begin development of Rancho Cordova's Transit Master Plan, M. Hochschild needs to gather information from RT on their long range regional and localized planning for transit.

M. Wiley provided some general comments regarding where RT is in their Transit Master Plan update process. The Master Plan adopted by RT in 1993 is in the process of being updated. Some of the old concepts have been initiated but others have not due to funding and a regional change in visioning, focusing more on land use such as: in-fill, re-use, mixed use etc. The updated Master Plan will look at the regional visions and coincide with SACOG's Metropolitan Transportation Plan (MTP) through the Blueprint process. The plan will look at the major corridors in the region and identify what improvements need to take place.

M. Wiley further explained that because the various cities such as Rancho Cordova have not fully adopted the Blueprint MTP plans, RT cannot at this time have a solid vision for the localized areas. RT currently has some ideas of what they would like to see, but are waiting to hear from the local jurisdictions on the Blueprint plans as well as waiting for some other projects to move further along including the planning project currently under way by SACOG called the Elk Grove-Rancho Cordova-El Dorado Connector Project.

The Strategic Plan that the RT Board of Directors approved clearly shows the focus of RT on enhancing mobility within the region. This does not necessarily mean that RT will operate all transit within the region but will focus on a seamless system with one fare structure, where the public can go to one source for access information on how to use the system. RT does have the capability of operating and providing all modes of transit to the region. RT would like to know how the Rancho Cordova land use plan fits into the Blueprint Plan so that RT can assist Rancho Cordova in enhancing their transit.

M. Wiley also stressed that the Transit Master Plan for Rancho Cordova be directly connected to pedestrian mobility. The process that Rancho Cordova is currently involved in will help RT in that they will basically take the Transit Master Plan that Rancho Cordova adopts and place it into the RT Master Plan. The problem will be coming up with the funding elements for the plan.

T. Jaiyeoba explained that RT is very interested in working with Rancho Cordova to come up with a feasible plan that will be included in the Rancho Cordova General Plan and ultimately implemented in the City.

RT would like to see the current land use and circulation maps that show the planned developments and major corridors so that they can understand how to best include the transit. What is planned and what is approved. Once they have more information, they will then be able to assist Rancho Cordova in the creation of a Transit Master Plan.

**Action Items:**

1. **M. Hochschild** to email T. Jaiyeoba a detailed list of the operational information that he needs on RT's current routes within their system.
2. **M. Hochschild** to provide RT with the current RC circulation map and land use maps by Monday, February 6<sup>th</sup>.
3. **M. Hochschild** to provide RT with information or studies that demonstrate density thresholds that support different bus services and streetcar services.
4. **M. Hochschild** to contact D. Taylor and C. Abhar regarding the Charrette approach (recommendations with some concepts for RT).
5. **RT** to review RC information in preparation for the Charrette scheduled for late February.
6. **K. Pallari** to work with RT staff to schedule the two-day Charrette to ensure maximum attendance.
7. **K. Pallari** to work with HDR to finalize the invite list, letter and format for the Charrette.
8. **K. Pallari** to talk with Cyrus Abhar regarding Charrette dates (targeted for 22-28<sup>th</sup>)

|               |   |                   |                        |
|---------------|---|-------------------|------------------------|
| Subject:      | Rancho Cordova Transit Master Plan Planning Team Meeting  |                   |                        |
| Client:       | City of Rancho Cordova  |                   |                        |
| Project:      | Transit Master Plan   | Project No:       | 201201 - 36421         |
| Meeting Date: | 2/23/06   | Meeting Location: | City Hall Meeting Room |
| Attendees:    | <i>City of Rancho Cordova:</i> Cyrus Abhar, Mark Thomas, Elizabeth Sparkman, Jeffrey Beiswenger<br><i>HDR &amp; HDR/S.R. Beard &amp; Assoc.:</i> Mike Hochschild, David Taylor, Lisa Carpenter<br><i>The Hoyt Co.:</i> Kim Pallari<br><i>PMC:</i> Christopher Jordan<br><i>SACOG:</i> Anne Novotny<br><i>SACRT:</i> Taiwo Jaiyeoba, Don Smith |                   |                        |
| Notes by:     | Lisa Carpenter, w/ input from Kim Pallari   |                   |                        |

## Topics Discussed

### I. Introduction

Cyrus provided a brief introduction as to the importance of the existing opportunity to conduct short and long-term planning for the City of Rancho Cordova with regard to the Transit Master Plan.

Meeting attendees introduced themselves as there were attendees from SACRT and SACOG who had not previously attending the Transit Planning discussions.

### II. Update of Transit Planning Process

Mike provided a brief updated on the progress of the transit planning process noting that he was examining the existing conditions and related issues while David Taylor was working to address policy, goals and general plan related issues.

Mike outlined key purposes of the March 20<sup>th</sup> and 21<sup>st</sup> meeting including 1) presenting the City's signature service; 2) present and seek input on planning activities related to the City's bus service; 3) presentation of transit modes and routes; and 4) possible transit connection points with RT stations.

Chris expressed some concern regarding obtaining sufficient transit information in time to include it in the General Plan update. Chris, Mike and David agreed to dates for submittal of transit information for inclusion in the General Plan Update.

### **III. Candidate Transit Technologies**

David presented an overview of three transit technologies for the City's consideration including bus rapid transit, street cars, and light rail. Costs, maintenance and service factors of all three technologies were presented.

### **IV. Signature Service Map**

David and Mike presented a signature service map showing suggested core services/routes for discussion purposes with meeting attendees. Issues for consideration included: connection to RT stations/services, bi-directional track, connection to north of Sunrise, ridership sustainability, land use development, potential development of a convention area, and options for operational responsibilities.

### **V. March 20<sup>th</sup> and 21<sup>st</sup> Planning Workshop Format**

The March 20<sup>th</sup> and 21<sup>st</sup> Planning Workshop will be held at City Hall.

Attendees will include the Planning Team:

Cyrus Abhar  
Mark Thomas  
Elizabeth Sparkman  
Christopher Jordan  
Jeff Beiswenger  
Anne Novotny  
Jeane Borkenhagen  
Taiwo Jaiyeoba  
Don Smith  
Mike Hochschild  
David Taylor  
Lisa Carpenter  
Wendy Hoyt  
Kim Pallari

A new agenda for the 2-day workshop will be circulated next week. The agenda will detail what the workshop will include so that the Rancho Cordova City Council members that wish to attend can choose when best to sit in.

On March 21st in the afternoon, key property owners will be invited to attend to provide input on the progress that has been made by the Planning Team. The agenda will reflect the time that is designated for the property owner participation.

Property Owners Include:

Mind Shaft - Brian Cooley  
Aerojet - David Hatch  
Rio Del Oro - Russ Davis  
Judy Waegell

Representatives from the BIA, Sunridge Development and others to be identified by Cyrus after his meeting on Friday with local developers.

The Property Owners will be invited to the workshop (Day 2 afternoon) via an invitation letter

that will be mailed out no later than March 3rd. The Hoyt Company will be responsible for approval of text and mailing of the letter.

## **VI. April 3<sup>rd</sup> City Council Workshop**

On April 3rd, the City will host a City Council Workshop that will be open to the public and project stakeholders (meeting time TBD). This workshop will provide an opportunity for the city to introduce the Transit Master Plan to a greater audience of City Council members, key stakeholders and the community. Attendees will be able to provide valued input at this time on the progress that the City has made on the Transit Master Plan.

Promotion of the April 3rd Workshop is yet to be determined. The Hoyt Company will work with City General Plan staff to identify the best course of promoting the event, whether through web site, email distribution, media or mailings.

Notification to the public regarding the open City Council Workshop should occur no later than March 13th to provide three weeks notice.

## **VII. Action Items**

### RANCHO CORDOVA

1. Christopher Jordan to send David Taylor the latest General Plan information by Friday February 24.
2. Cyrus Abhar to email Kim Pallari the list of Property Owners that wish to attend on March 21st by Tuesday, February 28th.
3. Cyrus Abhar to provide HDR with the DKS Origin/Destination Study that shows residents that live and work in RC by Wednesday March 1st.
4. Cyrus Abhar to review TMP information received on March 3rd and determine if more is needed as a place holder in the General Plan by March 8th.
5. Mark Thomas to work with Kim Pallari on workshop logistics and overall management of the project (continuous).

### REGIONAL TRANSIT

1. Taiwo Jaiyeoba and RT to provide Mike Hochschild with RT data by March 3rd.

### HDR

1. Mike Hochschild and Team to send Rancho Cordova Transit Master Plan information to be placed in the General Plan by Friday March 3rd.
2. Mike Hochschild and Team to provide any additional information if feasible to Rancho Cordova by March 10th for insertion into the General Plan before releasing it to the Public on March 15th.
3. Mike Hochschild and Team to look at the signature corridor and include area north of Sunrise (Citrus Road) before the March Workshop.

The Hoyt Company

1. Kim Pallari to work with Mark Thomas and HDR Team to coordinate the March and April Workshops, promotion, invitation letter, stakeholder list and overall facilitation of the outreach approach.
2. Kim Pallari to email Agenda for the 2-Day Workshop to the Planning Team by Wednesday March 1st.
3. Kim Pallari to facilitate the mailing of the invitation letter the property owners by March 3rd.

|               |   |                   |                                 |
|---------------|---|-------------------|---------------------------------|
| Subject:      | Transit Master Plan - Planning Team Planning Workshop   |                   |                                 |
| Client:       | City of Rancho Cordova  |                   |                                 |
| Project:      | Rancho Cordova Transit Master Plan  | Project No:       | 201201- 36421                   |
| Meeting Date: | March 20, 2006  | Meeting Location: | City Hall - American River Room |
| Attendees:    | <p>City of Rancho Cordova: Mark Thomas, Cyrus Abhar</p> <p>SACRT: Taiwo Jaiyeoba, Don Smith</p> <p>SACOG: Jim Brown</p> <p>PMC/City of Rancho Cordova - Christopher Jordan, Jeffery Beiswenger</p> <p>HDR: Mike Hochschild, David Taylor, Lisa Carpenter</p> <p>The Hoyt Co.: Wendy Hoyt, Kim Pallari</p> |                   |                                 |
| Notes by:     | Lisa Carpenter  |                   |                                 |

## Topics Discussed

### I. Welcome

Kim Pallari welcomed the Planning Team to the 2-day workshop. Other persons invited, but unable to attend included: Jeane Borkenhagen, from the Sacramento Metropolitan Air Quality Management District, and Jim Brown, of the Sacramento Area Council of Governments.

### II. Progress Update

Mike provided a summary of the HDR Team progress on the General Plan language and the Transit Master Plan. A brief progress summary follows.

#### *General Plan Progress*

The HDR Team submitted transit-related narratives for inclusion the General Plan.

#### *Transit Master Plan Progress*

The Team has been working to identify ways to:

- Join north and south areas of the city
- Connect existing and new development in the city
- Ways to tie the city to the larger regional system
- Ways to simplify routes (1 seat rides)
- Opportunities to create visible, identifiable service (e.g., fun, free, frequent)

The Team identified the following informational needs:

- Identification of existing roadway congestion
- Impact on sizing diagram (How wide are the 2-, 4-, 6-, 8 lanes?)
- Information on Sac RTs station approach parameters

### III. Goal of Planning Team Workshop

The Planning Team established the following goals to be accomplished by the end of the first day of the workshop.

- Draw up cross sections
- Identifying producers and attractors (on build out)

### IV. RT Expectations / Introductory Comments

Taiwo provided some brief introductory remarks regarding RTs partnership with the City, applauding the City's effort to specifically call out transit in its master plan. This effort for the City is well-timed with other RT activities. Taiwo noted that RT is working with SACOG to develop a regional transportation master plan (TMP). The TMP will be plugged into the Blueprint. RT will ultimately have a master plan. Other key points made by Taiwo included:

- Current RT System in the City  
New housing (34,000 housing units) anticipated in the City will have major impact on modifications to existing services and introduction of new services. RT anticipates a strong concentration to link BRT to the regional system.
- Understanding the impact of developer fees and potential financing is important.
- Eventually, the RT system will go to the Amtrak station downtown which will allow people to go to San Francisco without driving. The concept of transit oriented design (TOD) is critical. It will be important to identify the major nodes. Having high and medium density around the transit stations is important.
- RT is aware that contributions to the system may also affect air quality.
- Consideration should be given to the necessary maintenance facilities for future transit-related equipment.

### V. Presentation of the City's Vision

David gave a presentation to the Planning Team summarizing the City's vision, goals and policies related to transit. Planning Team members were asked to provide comments on the draft vision. Other concepts presented by David included:

- Multi-level development to support BRT in the future
- Sensitivity to number of units per acre
- Maximizing the City's investment, while increasing ridership
- Levels of service
- Levels of Service
- Use of consistent transit terminology
- Signature Transit Route
- Station locations (can function to tie together major intersections, town centers, residential and commercial areas)

### VI. Map Comments

The Planning Team worked together throughout the afternoon to revise the draft transit planning maps. Discussion topics included:

*Regional Service Connections*  
Sunrise to Roseville

Elk Grove Connector  
Bradshaw connecting Jackson to Folsom

*Stations*

Regional, BRT, Signature Route

*Local Service Discussion - City-Wide Connections*

*City's Road Sizing Diagram*

*District Boundaries*

|               |  |                   |                        |
|---------------|--|-------------------|------------------------|
| Subject:      | Rancho Cordova Transit Master Plan Planning Team Workshop<br>Day 2 - Morning Session<br>Meeting with Council Members Linda Budge and Dave Sander   |                   |                        |
| Client:       | City of Rancho Cordova   |                   |                        |
| Project:      | Transit Master Plan  | Project No:       | 201201 - 36421         |
| Meeting Date: | March 21, 2006 (8:30 a.m.)   | Meeting Location: | City Hall Meeting Room |
| Attendees:    | City of Rancho Cordova:<br><i>Council Members:</i> Linda Budge and Dave Sander<br><i>City Staff:</i> Cyrus Abhar, Mark Thomas, Elizabeth Sparkman<br><br>SACRT: Taiwo Jaiyeoba<br><br>PMC/City of Rancho Cordova - Christopher Jordan, Jeffery Beiswenger<br><br>HDR: Mike Hochschild, David Taylor, Lisa Carpenter<br><br>The Hoyt Co.: Wendy Hoyt, Kim Pallari |                   |                        |
| Notes by:     | Lisa Carpenter   |                   |                        |

## Topics Discussed

### I. Introductions

Wendy Hoyt introduced the group to Council Members Linda Budge and Dave Sander.

### II. Vision

The City's vision for transit was presented and discussed with the Council Members.

Council Member Budge noted that the vision did not transit access for the growing population of older residents.

### III. Defining Success & Comments on Transit Opportunities

Wendy led a discussion on defining transit success for the city, posing the question: What would success look like to the council members?

Council Member Budge's comments included:

- Desire for a trolley line that starts in the Villages, extends to Sunrise-Douglas and provides service up and down Sunrise.
- Would like to avoid removing landscaping along Sunrise
- Likes in-street, mixed-flow operation, despite potential slow downs
- Need to provide and East-West transit opportunity for workers

- If transit is provided north of Folsom Blvd, it could be used to transfer people to stations and stores.
- Extend service on Coloma and potentially select a couple of major cross town corridors
- Envisions trolleys and shuttles north of Hwy. 50
- Expressed some concern over potential future traffic congestion created due to limited grocery stores in the Preserve area.
- Need to be open to the possibility that transit subsidiaries (such as Folsom Stage Line and E-Transit) may be a future reality.
- City has been contacted repeatedly by Elk Grove re: commuter bus route between two cities.
- Give consideration to obtaining transit statistics of emerging community such as North Natomas
- One of City's greatest issues is cut through traffic

Council Member Sander's comments included:

- Encourages realism with regard to operational costs of system
- Suggests identifying how many miles can be built based on fees and operational costs and give consideration to replacement cost of vehicles
- May be sufficient densities for transit service on Coloma near apartment complexes and schools. (Bus service to Coloma has been reduced.)
- Suggests giving consideration to whether or not there will be sufficient ridership to support a particular route or system
- Some concern regarding establishing sufficient ridership (avoid serving only a small percentage of the community)
- The business park would be second targeted area. There is no way to use transit at this time.
- It is critical to connect local service to Light Rail.
- Prefers street cars over buses if street cars can be built efficiently.
- Frequency is critical.
- Important to give public a clear idea of what can affordably be accomplished

#### **IV. Planning Team Process and Efforts to Date**

Following comments from the Council Members regarding transit opportunities for the City, the Mike Hochschild summarized the process used by the Planning Team to develop a preliminary transit map for the City.

The preliminary transit map was prepared by HDR giving consideration to issues such as the following:

- Limiting transfers
- Connecting the Northern and Southern, and Eastern and Western areas of the City
- Clarifying and simplifying the system
- Simplifying the existing RT service
- Transit connections to new and existing developments
- Regional through traffic
- Better serve the reverse commute

The transit map was presented to the Planning Team for discussion the previous day (Day One of the Planning Team Workshop). The Planning Team worked together to refine the transit map based on the collective knowledge of the team. The map was updated to reflect the various

comments and will undergo further refinement based on comments received from the Council Members and numerous property owners and developers.

The map presents transit opportunities at the following service levels:

- Regional (some form of BRT, potentially an express bus)
- Signature Service - Promenade -- Up Ranch Cordova Parkway, to International, north on the Promenade/Olsen Overpass to south of Folsom Blvd. and then north to complete the loop.
- Local service (street car, or other mode)
- District service was not shown on the preliminary transit map, but is in development and is anticipated to provide intra-district service

Council Member Budge had the following comments on the preliminary transit map:

- Likely resistance to connector alternatives off Jackson Highway
- Be cognizant of the social divider that an overly large boulevard can become

Responding to an inquiry by Taiwo, Council Member Sander stated that he was agreeable to locating a transit maintenance facility in the City, noting that the City has more industrial land than most of the county.

## **V. Sales Tax and Other Possible Revenue Generating Opportunities**

The Planning Team and Council Members briefly discussed a range of revenue generating opportunities including the current half cent sales tax for regional transportation projects. The team also discussed their perception of the region's receptivity to future transit sales tax or Measure A funding. In the past, the City's allocation of the sales tax revenues was approximately \$85 million for a 30-year period. About 5 % of the region's population resides in Rancho Cordova.

|               |   |   |
|---------------|---|---|
| Subject:      | Rancho Cordova Transit Master Plan Planning Team Workshop<br>Day 2 - Afternoon Session with Property Owners   |   |
| Client:       | City of Rancho Cordova  |   |
| Project:      | Transit Master Plan   | Project No: 201201-36421  |
| Meeting Date: | March 21, 2006 (1:00 p.m.)  | Meeting Location: City Hall Meeting Room  |
| Attendees:    | <p>City of Rancho Cordova<br/>Cyrus Abhar<br/>Mark Thomas<br/>Elizabeth Sparkman</p> <p>PMC/City of Rancho Cordova<br/>Christopher Jordan<br/>Jeffery Beiswenger</p> <p>HDR<br/>Mike Hochschild<br/>Lisa Carpenter</p> <p>The Hoyt Co.<br/>Wendy Hoyt<br/>Kim Pallari</p> | <p>Property Owners/Representatives:<br/>Brian Holloway, Sun Creek &amp; Pardee Homes<br/>Brady Taddol, The Hodgson Co., Sun Creek<br/>Patrick Willis, Mine Shaft Property<br/>Jim Galovan, Woodside Homes<br/>Judy Waegell, Waegell Property<br/>Doug Mull, Lewis Company<br/>Ron Metzker, Mine Shaft Property<br/>Gary Schnell, River West Investments<br/>Brian Cooley, Mine Shaft Property</p> |
| Notes by:     | Lisa Carpenter and Kim Pallari  |   |

## Topics Discussed

### I. INTRODUCTIONS/WELCOME

Wendy welcomed the attendees and shared with the group that the planning team was interested in the property owners' perspective, their vision for transit--identifying what would be reasonable and excitable from their perspective, as well as issues or concerns that they have regarding the Transit Master Plan conceptual Map. Meeting attendees then introduced themselves to the group and identified what property they represent.

### II. GENERAL PLAN PROCESS AND NEXT STEPS

Cyrus thanked the property owners for attending and described the General Plan process that the City is undertaking and how transit opportunities are incorporated into the General Plan. Cyrus also noted that the City Council was intentional about providing choices for transit in Rancho Cordova. Transit-related activities underway include development of the circulation element of the General Plan which includes a pedestrian/bicycle component.

Cyrus provided a cursory review of the next step, noting that information would be presented to the City Council Members at an April 3, 2006 workshop. The purpose of this workshop is for the Council to hear and respond to the transit vision for the City as well of some of the specific concepts of the vision. After the April 3<sup>rd</sup> workshop, the next step would be to develop a transit plan based on council feed back.

Cyrus reiterated the importance of receiving feedback from property owners and invited them to attend the City Council workshop on April 3<sup>rd</sup>. He encouraged attendees to provide candid comments on the work to date, identifying transit elements they consider most beneficial and least useful.

### **III. PROGRESS TO DATE**

Mike provided background on the work accomplished to date, providing an overview of the preliminary planning effort to identify the following:

- regional network
- local routes and stations
- signature transit route - Rancho Cordova Parkway
- District service (intra-city service)

### **IV. FACILITATED DISCUSSION**

Wendy facilitated a discussion with the property owners to receive input on the preliminary transit map presented by Mike, beginning first with general questions and then asking specific questions. The questions posed and the comments received are presented below.

*What is your overall response to the preliminary transit planning map?*

- Is it intended for the shuttle route to include some of the light rail stations?
- What is planned for the Mine Shaft property?
- There needs to be a connection from Rancho Cordova Parkway to Folsom Boulevard.
- Sun Creek station locations will need to be close to where village centers are proposed. It is difficult to serve high school and middle school populations and a 40-acre community park that is between stations locations. Wetlands in the area create challenges for transit users to gain access to area station. How will you get users onto the system? Perhaps a shuttle could be use.
- Will there be parking at each station? What is the difference between the stations?
- Does Sunrise Boulevard require two separate designated right of way alignments having BRT or Streetcars?
- What does the cross section look like for BRT with a designated guideway?

- Has the City decided that there will not be a connection off of Rancho Cordova Parkway to Folsom Boulevard or north of Highway 50?
- How many lanes are planned south of Kiefer Road on Rancho Cordova Parkway?

*As the City begins to implement service beyond Highway 50, are there geographic areas that make more sense than others for higher priority transit implementation?*

- Yeager Road and Rancho Cordova Parkway is a high priority and critical corridor. As traffic on Sunrise Boulevard is alleviated, this area rises as a critical corridor.
- There seems to be a focus on transit lines that connect with Sunrise Boulevard and the next station (the Mine Shaft area). You may want to connect to Hazel Avenue as a reliever for Grant Line Road, or Americano Road.
- There are areas where property owners are building facilities now. Suggest focusing on those areas.
- More definition on modes, right-of-way needs, and any expectations on site plans is needed. We are making a lot of assumptions now of what Rancho Cordova Parkway will look like. We are making assumptions regarding how much right-of-way is needed, where stops would be located etc. What about center lanes? We are currently redesigning for a 6-lane facility with 15-foot dedicated lane. This design effort cannot stop at this point. We have a 30-day window to incorporate new information. Beyond that timeframe, we will have to go back and redesign again. Kiefer Road and Douglas Road is the most important segment. A preliminary station design would also be helpful.
- Douglas Road is a priority. The area will need a substantial White Rock Road corridor sooner, rather than later. White Rock Road is a priority.
- BRT on sunrise is important. Traffic studies show traffic issues on Sunrise Boulevard cannot be fixed, but the proposed plan provides an option.
- What are the concepts for getting across the river? How are we going to obtain the north-south connection over the river via Sunrise Boulevard? Traffic studies show that when travelers get to Fair Oaks Boulevard, the traffic issues subside. Getting past the bluffs is the challenge.
- RT has a park-n-ride lot on Coloma Road that was never build and is slated for high density housing.
- Will Citrus Road be a designated BRT route?
- There is a distinction between Jackson Highway and Grant Line Road. There are growth pressures on Grant Line Road. Is there a right-of-way distinction or lane configuration between the two? Has the study team identified a different level of service that would be provided between Jackson Highway and Grant Line Road?

- In the southern area of the City, near the Waegell properties, the number of transit stops generally appears to correspond with the number of intersections/commercial areas. There are more town centers in the south. The map should show the minor stops vs. the major stops as it becomes more defined.

*With limited funds, what are the highest priorities?*

- Will large amounts of parking be available? Does each station contain a park-n-ride lot? What have been the discussions regarding a major connection across the canal near the Mine Shaft property? A large parking area would inhibit the density of housing being discussed. There is a concern that there is not a high density of parking in one location. PUC has indicated that they are not going to grant any additional crossings of the rail line. There is a narrow sliver of land for crossing, making access difficult. Might consider a shuttle or vehicle access if it was just a straight thoroughfare.
- Would welcome the concept of placing the station south of the Folsom South Canal.

*What kind of issues do you see in balancing land use and site planning with their needs?*

- How does this process integrate with RT's processes?
- What has the City learned about urban interchanges in suburban areas? Where will they be? Other examples where they have been used successfully?
- Has the City decided that there will not be a connection off of Rancho Cordova Parkway to Folsom Boulevard or north of Highway 50?
- How many lanes are planned south of Kiefer Road on Rancho Cordova Parkway?
- If the Elk Grove/Rancho Cordova/El Dorado Connector road is built, then it needs to be considered as a limited access road. We have to be thinking about some form of grade separation.
- Do you envision any models where you would have a Folsom Boulevard or Gold River interchange/connection with the EG/RC/ED Connector?
- Rancho Cordova Parkway does not lend itself to a town center.

**Rancho Cordova Transit Master Plan  
City Council Workshop  
April 3, 2006  
American River North Room  
4:00 p.m. – 5:00 p.m.**

**Meeting Summary**

|  |                                  |
|--|----------------------------------|
| <b>City of Rancho Cordova Attendees:</b> | Anna Moger, Assistant City Clerk |
| Mayor Robert McGarvey                    |                                  |
| Vice Mayor David Sander                  | <b>Planning Team Attendees:</b>  |
| Council Member Linda Budge               | Taiwo Jaiyeoba, RT               |
| Council Member Ken Cooley                | Don Smith, RT                    |
| Council Member Dan Skoglund              | Jeanne Borckenhagen, SACQMD      |
| Members of the Planning<br>Commission    | Carl Haack, HDR                  |
| Cyrus Abhar, Public Works                | Mike Hochschild, HDR             |
| Mark Thomas, Public Works                | Wendy Hoyt, The Hoyt Company     |
| Christopher Jordan, Planning             | Kim Pallari, The Hoyt Company    |

On Monday, April 3<sup>rd</sup>, 2006 the City of Rancho Cordova City Council held a Study Session/Workshop for the Transit Master Plan Project. The session was open to the Public and promoted through email announcements sent to the City General Plan email list, as well as through information listed in the Grapevine and Sacramento Bee. There were approximately 16 community members in attendance as well as the Rancho Cordova City Council and Project Planning Team members.

The purpose of the Study Session was to present the concept Transit Master Plan to the Council and garner feedback and direction for moving forward. The session began with a power point presentation and concluded with open discussion regarding the Transit Master Plan. Cyrus Abhar began by introducing the Project Team and providing Project background. Wendy Hoyt, kicked off the presentation by providing information on the vision and goals of the Transit Master Plan as well as Phase I and II components of the Project. Following this report, Mike Hochschild walked the attendees through slides regarding different types of transit opportunities, modes and alignments.

*During the discussion period, the following questions and comments from the City Council members were addressed:*

**Mayor McGarvey:**

- Need to identify some sort of shuttle or streetcar alignment for north of Folsom Boulevard to get those living in the older part of town to current transit service such as the new light rail transit line.
- It looks like we want to develop big picture service to augment what Sacramento Regional Transit District (RT) currently has in place in our City.
- The schedule of these services will be very important so that people can utilize transit to travel to and from their destinations.

**Vice Mayor David Sander:** *(Also submitted a comment card)*

- Coloma Road needs to be a focused alignment as part of the Transit Master Plan. This area already has transit oriented development (TOD) elements. We cannot move forward without recognizing Coloma Road.
- Currently RT runs 60-minute headways along Coloma Road. This does not work for anyone in this room tonight; we need more frequency in our transit system.
- Also, we need to do a financial check or reality check to see what we can afford to do and what is not feasible. Please be visionary but realistic.
- The Transit Master Plan map should include the proposed light rail transit stations at Horn Road and the Mineshaft Property. It would be foolish not to consider placing a light rail station at the Mindshaft property.

**Councilwomen Budge:** *(Also submitted a comment card)*

- We definitely need shuttle service north of Highway 50 to accommodate those living in that area. They will utilize the "specialized service or localized service". Adding this type of service in that area will be a great benefit to the community.
- When looking at the Citywide Service, please think about what the current main arterials are within our City (La Loma Drive, Zinfandel Drive, Routier Road, and McGregor Drive). These streets are the ones that our community utilizes to get around the City and should be targeted for Citywide Service alignments rather than basing this service on what RT currently provides.
- When looking at the main travel routes, it seems that we have too many layers included. We need to focus on the Citywide Service specifically.

**Councilman Cooley:**

- Zinfandel Drive is our Downtown District, it seems that there should be at least one (of three shown on the map) high-end transit station with all the amenities located along this alignment.
- Can we connect the Lincoln Village neighborhood area with the Downtown area? They are currently isolated from our job centers and the light rail stations because of Highway 50.
- We need to improve this connection and simplify the commute route to the job centers and even possibly the Franchise Tax Board to the west of Rancho Cordova. The other connections to the east and south look fine.
- Please use Lincoln Village Drive as apposed to the Old Placerville Road. This is a more central route.

*During the discussion session, the following comments and questions from the community members were addresses:*

**Dennis Dunn:**

- Rancho Cordova has transit-oriented development along Coloma Road today and RT has cut their service along this alignment which does not make sense. We need to get people from the housing areas that do not have sidewalks, to a point where they can pick up transit service.

**Brian Cooley, Mindshaft Property:**

- There is currently a black box around our property on the map, what does this mean? We are currently working on a planning application for our property and would like to know how the City Council feels about connections to Folsom Boulevard and inclusion of a potential light rail station on our property?
- What type of right of way is needed for transit stations?
- Has anyone considered bus rapid transit or BRT along Folsom South Canal?

**Mike Barnbaum, RT Mobility Advisory Council**

- I want to ensure that this Transit Master Plan is a universal system that is fully accessible to those with special needs.
- Does Rancho Cordova want to form their own Transit Service or are they working in partnership with RT?

**Taiwo Jaiyoba, RT Director of Planning**

- RT has been a part of this process from the beginning and it has been a great project. Rancho Cordova is a unique City in that they are looking at transit as part of their General Plan.
- Transit oriented development is not going to be successful unless it includes multiple transit modes, not just BRT. It is important to identify key stations and think about tapping into developer funds when looking at funding this plan. There is a lot of opportunity to densify the area and create real TODs along the Signature Route to support the ridership that is needed for the transit system.
- Also, keep in mind that the Federal Transportation Administration is very concerned about land uses as they relate to funding transit projects.

*The following comments were collected via comment cards available at the session:*

Comment Card #1

Currently public transit is highly used by students – Does this system allow middle/high school students to get to proposed school site?

Does this system give our youth access to proposed recreation opportunities – movie theatres, bowling, water parks/swimming areas, libraries?

Additionally – no signature services is close to Mather Lake, Hagen Park, Goethe?

Please outreach to Independence at Mather, proposed signature route bisects a natural/preserve area.

Submitted by:

Joyce Martin

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Rancho Cordova, CA 95670

852-8626

[martinjk@covad.net](mailto:martinjk@covad.net)

Comment Card #2

Add the light rail stations at the Mineshaft Property and Horn Road.

Add to the Citywide Service the following:

- Folsom Boulevard in its entirety (Watt to Sunrise)
- Goethe Road (Mayhew to Bradshaw – and east?)
- Lincoln Village (Bradshaw to Routier)
- Routier Road
- West La Loma to La Loma semi-circle
- South White Rock
- Zinfandel Drive
- McGregor Road

These are all citywide main routes, not confined to a district.

Submitted by:

Councilwomen Linda Budge

Comment Card #3

1. Provide service to existing residents
2. Signature Route is the most important project
  - a. It must work, must be laid out to work

- b. Must be phased and affordable
  - c. Must feed our job base, make light rail workable for our 100,000 employees
3. Land uses along Rancho Cordova Parkway and other transit corridors need to be altered to promote and require TOD.

Submitted by:  
Vice Mayor David Sander

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At the conclusion of the discussion, Cyrus Abhar stated that this is a unique process that the City of Rancho Cordova is implementing. Mr. Abhar reported that currently, the City would like to work with RT to create a united service for the community of Rancho Cordova. He then recapped the key points heard during the discussion.

**Key points are as follows:**

- More service to neighborhoods
- Signature Route is ok as long as the plan includes the other alignments to augment the route
- Look into utilizing Folsom South Canal as an additional alignment
- Include LRT stations at Horn Road and the Mineshaft Property
- Provide connections to Lincoln Village
- Further develop Citrus Road pedestrian over crossing as an ideal alignment for a transit connection
- Include transit on the Sunrise Boulevard Bridge over the American River