

**Rocklin Road Sierra College Corridor Multimodal Enhancements
 Virtual Community Meeting – April 28th, 2022
Meeting Summary**

Introduction:

On Thursday, April 28th from 5:00 – 6:00 p.m., the City of Rocklin held its second Virtual Community Meeting for the Rocklin Road Sierra College Corridor Multimodal Enhancements. Below is a list of project team members that were in attendance:

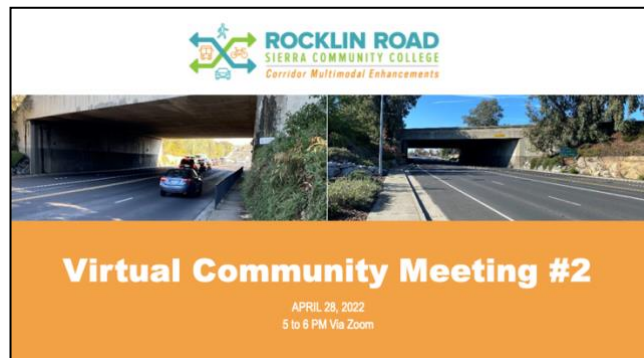
City of Rocklin	Jacobs	AIM Consulting
Matt McClure	Luke McNeel-Caird	Gladys Cornell
Justin Nartker	Michael Robinson	Esme Santana

A total of 34 community members attended the Virtual Open House via Zoom.

The objective of the second virtual Community Meeting was to provide updates on the project, present five pedestrian and bicycle design options, answer any questions, and note any comments by the participants and have the participants rank in order of their preference the five pedestrian and bicycle design options.

About the Project:

The City of Rocklin is making long-term operational and circulation improvements within the area of the Rocklin Road/Interstate 80 Interchange. The improvements will address existing traffic congestion and improve walking and biking connections between downtown Rocklin and Sierra College.



Meeting Format and Overview

The meeting was held online through Zoom. In addition to presentations, informational videos and two Question and Answers sessions, the meeting included online polling.

The Community Meeting started with the facilitator Gladys Cornell, AIM Consulting welcoming attendees, providing a brief meeting orientation and introduced the project team and agenda. She then discussed the previous public outreach which included the first Virtual Community Meeting, two Stakeholder Meetings and site visits with four property owners. In addition, the collaborative video, *Weekend Get Away in Placer County*, that was made by Capitol Corridor Joint

Power Authority (CCJPA) in partnership with Placer County Transportation Planning Agency (PCTPA), was shown to participants.

Matt McClure, Public Services Manager and Project Manager with the City of Rocklin provided welcoming remarks and a background of the project. He explained the current configuration requires those walking or riding bicycles must ride and walk very closely alongside motorists which is a safety concern for many of the traveling public. The intent of this project is to improve the traveling experience for all pedestrians and cyclists of all ages and abilities.

McClure also cited a 2017 survey conducted by Placer County Transportation Planning Agency, indicated that people wanted better access to Sierra College and downtown Rocklin in addition to overall better alternatives to crossing I-80, safely.

Daily and Peak Hour Traffic Volumes




Table 21: Two-way Peak Hour and Annual ADT Volume

Location	Type	Existing (2017)	Opening Year (2028)	Design Year (2048)
I-80 West of Rocklin Rd	Peak Hour	8,498	11,340	14,690
	Annual ADT	125,300	167,200	216,600
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Eastbound Off-ramp to Rocklin Rd	Peak Hour	1,414	1,500	2,380
	Annual ADT	12,735	14,900	21,900

Source: Fehr & Peers (2022)

Luke McNeel-Caird, Senior Project Manager with Jacobs, presented an overview of the Rocklin Road traffic circulation. He presented data from 2017 showing that the total number of cars that travel on Rocklin Road are 22,790 and is predicted to grow during the next six years.

Table showing Daily and Peak Hour Traffic Volumes

McNeel-Caird walked attendees through a real-time traffic modeling video illustrating the

data and the current traffic conditions within the area. McNeel-Caird also provided participants with a video illustrating how the proposed Diverging Diamond Interchange (DDI) works, along with the proposed bicycle and pedestrian improvements. He highlighted that the DDI will remain the same for all the design concepts but that the alternatives have different approaches for improving the bicycle and pedestrian experience.

McNeel-Caird presented five pedestrian and bicycle options at this meeting. Since the last community meeting, the project team narrowed down the design concepts to Alternative 1 and Alternative 2. Alternative 1 offers 3 options and Alternative 2 has two options for pedestrian and bicycle travel along Rocklin Road. The project team then paused to answer any clarifying questions related to the options. Once the questions were answered, the project team reviewed the evaluation criteria for the five options. The criteria included topics such as total cost, construction schedule, project approval and public acceptance.

After the criteria was presented, participants were offered an online poll to rank their preference for each of the design options.

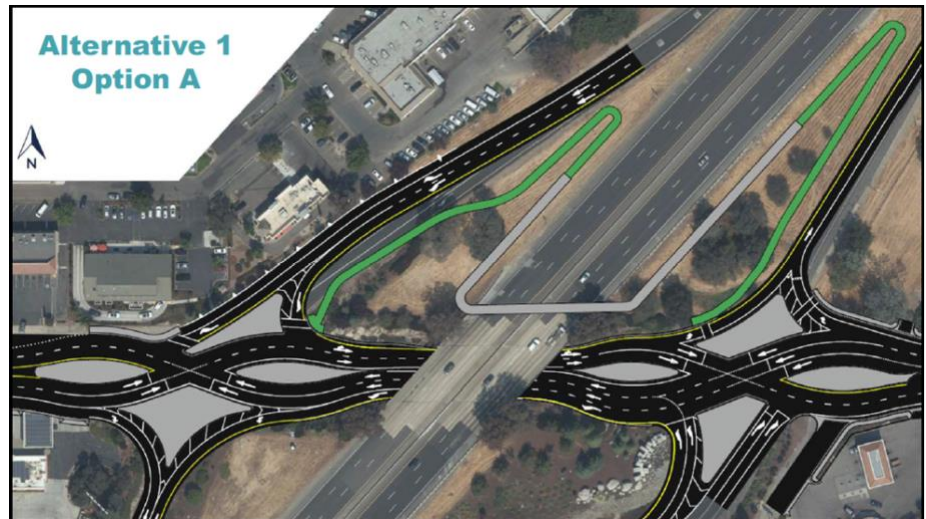
Design Concepts Discussion:

The presentation began with an overview of the five different bicycle and pedestrian option proposals.

The five options are displayed below.

Alternative 1: Option A

The pedestrian and bike overcrossing will be out of direction travel and over I-80. Option A has the shortest structure with stairs available to those who can and choose to use them.



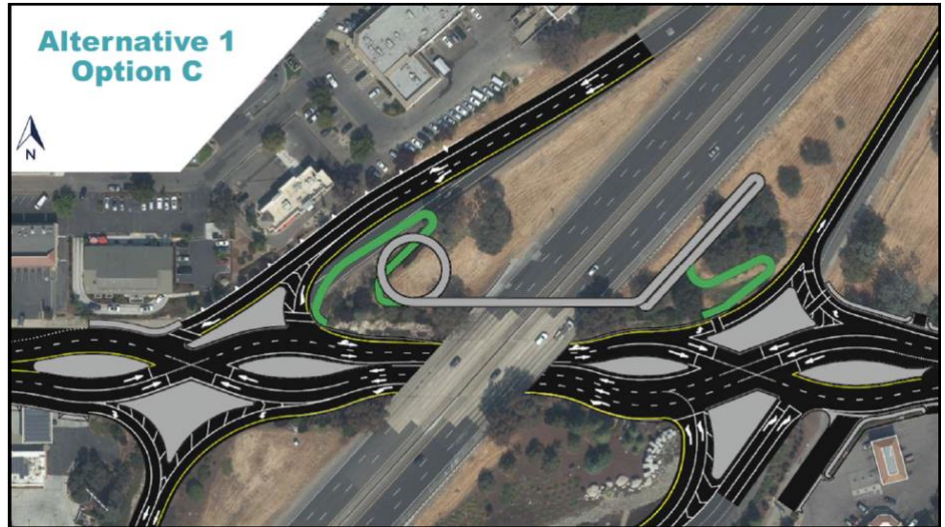
Alternative 1: Option B

The pedestrian and bike overcrossing will be out of direction travel and over I-80. Option B has the longest structure, and the path will be placed on the inside, which is what sets it apart from Option A. Stairs will also be available to those who can and choose to use them.



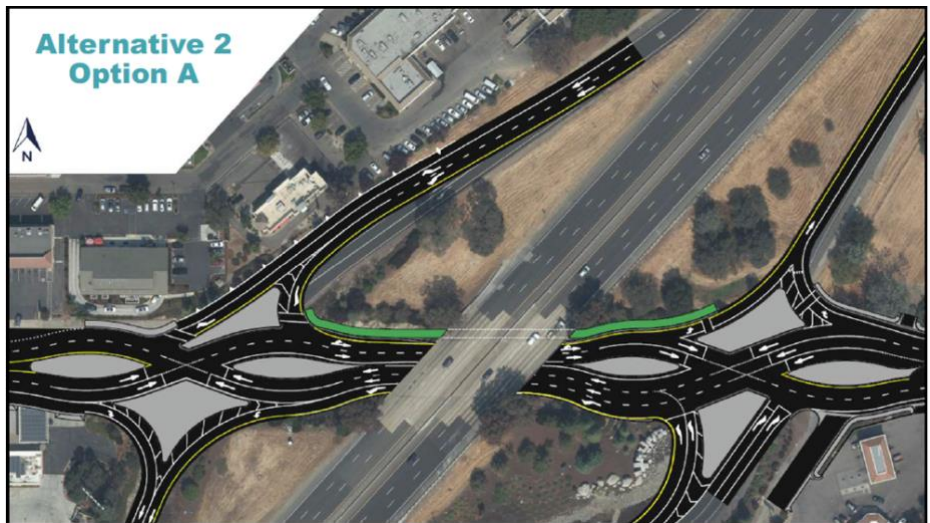
Alternative 1: Option C

The pedestrian and bike overcrossing will be out of direction travel and over I-80. Option C has the most complex structure. The path would be what's called a switchback, which means you would come along the path, and you would go back and forth until you reach your destination. The other side would be spiral to your destination. Stairs will also be available to those who can and choose to use them.



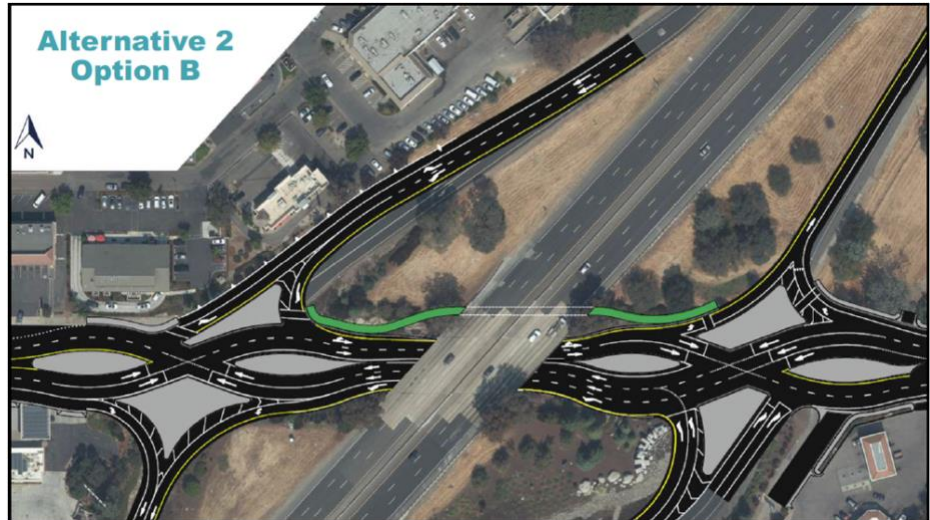
Alternative 2: Option A

Direct pedestrian and bike path that goes under I-80. Will go alongside Rocklin Road and will be able to see inside the undercrossing. Will have to extend the existing I-80 bridge.



Alternative 2: Option B

Direct pedestrian and bike path that goes under I-80. Will be offset from the bridge and will not be able to see inside the undercrossing. Will not have to extend the existing I-80 bridge but a separate cut and cover structure would be constructed.



Polling

To get an understanding of the public’s acceptance of these options, a preference poll was conducted during the presentation. Attendees were given instructions on how to access the poll and had the opportunity to rank the options from 1 to 5, with 1 being their preferred option and 5 being their least favorite option.

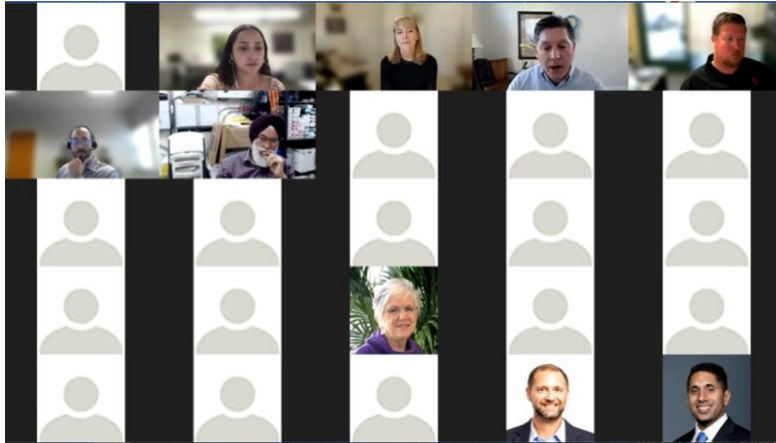
The survey was taken by 19 people and the results are shown below. The highest rank for Alternative 1 is Option A and the highest rank for Alternative 2 is Option A.



Results from the live preference poll

Questions & Answers Sessions

Two Q&A sessions were provided to participants to allow for community members to understand the project need and design options prior to their opportunity to provide their preference. The second Q&A session allowed participants to ask any additional questions about the project and provide any final comments for the project team to consider as they move through the project development process.



Project team and attendees during the Q&A portion

Cornell, who was monitoring the chat box, presented community member’s questions. Below are the questions with a general summary.

First Q&A Session:

Q: “Are there any negative impacts to the business in the area? Are any of the businesses going to be removed?”

A: Right now, there are five businesses that are potentially impacted by this project. We have

met with all of them to discuss the project. The ARCO and 76 gas stations are special cases. At the Arco, we met them on-site and we may need to reconfigure their driveways. At 76 gas station, the gas pumps are on the side of the Rocklin Road may need to be relocated. We will continue working with these business owners as we refine the design. Starbucks, Rocklin Road Dry Cleaners, Stop & Go Liquor, and KFC are not being impacted. The Arby’s will have a sliver of right of way but the drive thru will be maintained. The vacant property in the northeast quadrant of the interchange will also have a sliver of right of way and existing unpaved driveway will need to be reconstructed.

Q: “Are staircases in all of the options?”

A: There are stairs only in options A, B, and C for Alternative 1. Alternative 2 does not need staircases.

Q: “Has a bus lane been considered?”

A: There are two transit stops just East of Rocklin Road Interchange, near Sierra College, both Eastbound and Westbound on Rocklin Road. Along Rocklin Road, there is so much traffic in the morning and evening, and with the DDI, not only will it improve traffic, but it will also help the several transit lines that travel through.

Q: “Does the project team have data on the number of vehicles entering the freeway that yield to pedestrians? It’s pretty rare to see in my experience.”

A: We know that motorists do not yield to pedestrians and right now our goal is to separate the motorists, the bicyclists, and the pedestrians. Our main concern is with the Eastbound on-ramp. With the Eastbound on-ramp, it's an uncontrolled movement and we are looking into that. We're looking into angles to see how drivers coming into that area can look for pedestrians and bicyclist. The Westbound off ramp will be less of a concern due to it being signalized.

Q: "So looking at the plans, it looks like 2 open driveways for us [ARCO Gas Station], correct?"

A: We are still working through the design and waiting to hear back from the City of Rocklin and Caltrans. Our goal will be to try to find a way to provide you with 2 access points.

Q: "Does option 2B have lights and security cameras?"

A: It will have lights, and we will have to evaluate the installation of security cameras. If there is significant community support, then we would have to take that into consideration.

Q: "Option 2A and 2B sound better for pedestrians and bicyclists. Option 2B being closed off sounds more dangerous for children. Can you explain more 'closed -off'?"

A: Since Option B is offset that means that you won't be able to see in the undercrossing, but provisions will be considered for ventilation and safety.

Q: "Any data on the safety of diverging diamond interchanges versus more traditional interstate designs for cyclists that ride in the same lanes as motorists?"

A: The diverging diamond interchanges are designed to slow down the general traffic to 15-20 mph. Bicyclists will use the separate trail that will be design to allow pedestrians and bicyclists to travel in both directions. However, since Rocklin Road will be designed for a much slower speed, cyclists that decide to stay in the lanes instead of going with the multi-use path, will be dealing with a much slower speed of traffic.

Second Q&A Session:

Q: "The decision matrix does not seem to account for long term viability. Car traffic is bound to get worse and making a bike path that people actually use will be the correct way to keep the traffic at bay. If you select the more direct bicycle and pedestrian design, will this really encourage more people to walk and bike and ultimately, reduce the number of cars long term?"

A: We understand the more direct path for bicycles and pedestrians is desired and that some people will not want to walk up and down the staircases and down the long path to get to their destinations. It's not time efficient for those

that are in a rush to get to school, work, or other places. However, the more direct path has a higher cost and does not have the opportunity for a City gateway, which should be taken into consideration. Alternative 1 paths would include trees for shade for those that are using the travel as recreation.

Q: “Why is undercrossing more expensive than Alternative 1?”

A: That has to do with either extending or constructing a separate I-80 bridge structure.

Q: “I know you mentioned that these changes are aiming to lean towards being more recreational, but I thought that this project was based on the [Sierra] college and to reduce traffic during school hours. So, if we’re catering to be more recreational rather than to the Sierra Community College students, that’s a concern for me.”

A: I want to clarify the options are for everybody, Alternative 1 provides for recreational opportunities, but it does include a staircase for the person that needs to get to their destinations more quickly.

Draft Comparison Table and Schedule:

After the discussion of the options and general comments, the project team presented a table with a comparison of all five options and the projected project schedule.

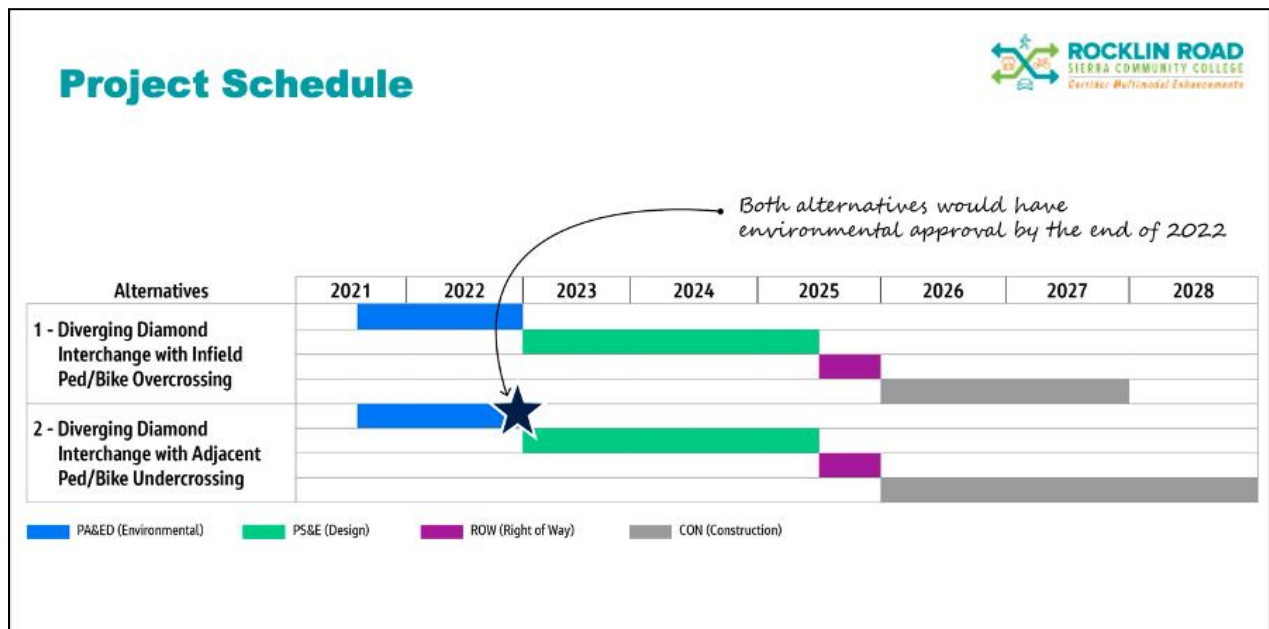
Ped/Bike Options Comparison Table

Will be determined based on stakeholders and public input

Criteria	Alternative 1			Alternative 2	
	Option A	Option B	Option C	Option A	Option B
Total Cost	\$33.65 Million	\$34.45 Million	\$34.70 Million	\$39.60 Million	\$35.80 Million
Construction Schedule	24 months			36 months	
Project Approval	Infield Structure			Extension of Existing Bridge	Cut and Cover
Public Acceptance	?	?	?	?	?
Structures	Shortest Structure	Longest Structure	Most Complex Structures	Highest Cost Structure	Middle of the Road
Constructability	Structure over I-80			I-80 and Rocklin Road Traffic Shifts and Detours	I-80 and Rocklin Road Traffic Shifts and Detours
Ped/Bike Opportunity	Separate Overcrossing, Out of Direction Travel			Adjacent Undercrossing	
City Gateway Opportunity	Yes			No	
Funding	Most Competitive Due to Lowest Cost	Competitive Due to Lower Cost		Least Competitive Due to Highest Cost	Competitive Due to Direct Travel

Potential Issues: ■ Low ■ Medium ■ High

Comparison Table that shows the criteria for the different concepts



Timeline that displays the proposed Project Schedule

Next Steps

The meeting came to conclusion with the project team encouraging the public to reach out to them with any questions or concerns, and highlighting the next steps as follows:

- Approval of Engineering and Environmental Technical Studies – *In progress*
- Public Input Survey (<https://www.surveymonkey.com/r/rocklinroadquestionnaire>) – *April to May 2022*
- Stakeholder Meeting #3 – *Summer 2022*
- Community Meeting #3 – *Fall 2022*
- Draft environmental document – *Fall 2022*

Appendix:

- Awareness Flyer and Social Media Image
- Meeting Presentation



ROCKLIN ROAD

SIERRA COMMUNITY COLLEGE

Corridor Multimodal Enhancements

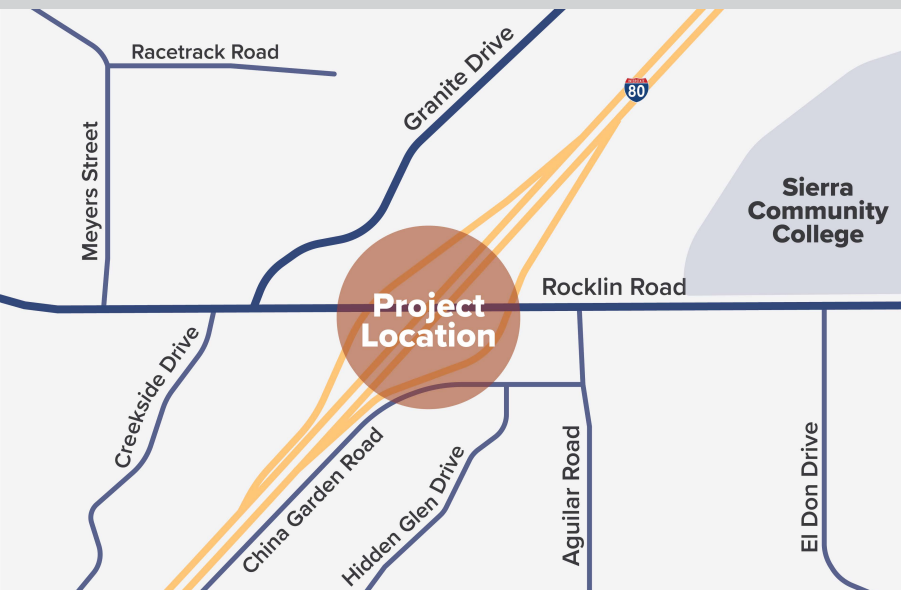
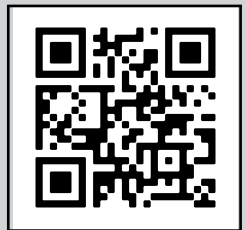
JOIN US FOR A

Virtual Community Meeting



APRIL 28
5:00–6:00 PM

Register for the meeting:
bit.ly/Rocklin-Interchange1



ABOUT THE PROJECT

The City of Rocklin is improving pedestrian and bicycle access, increasing movement of people and goods, and enhancing safety through the existing interchange.



[Rocklin.ca.us/
RocklinInterchange](https://Rocklin.ca.us/RocklinInterchange)

Sign up for email updates and stay in the loop!

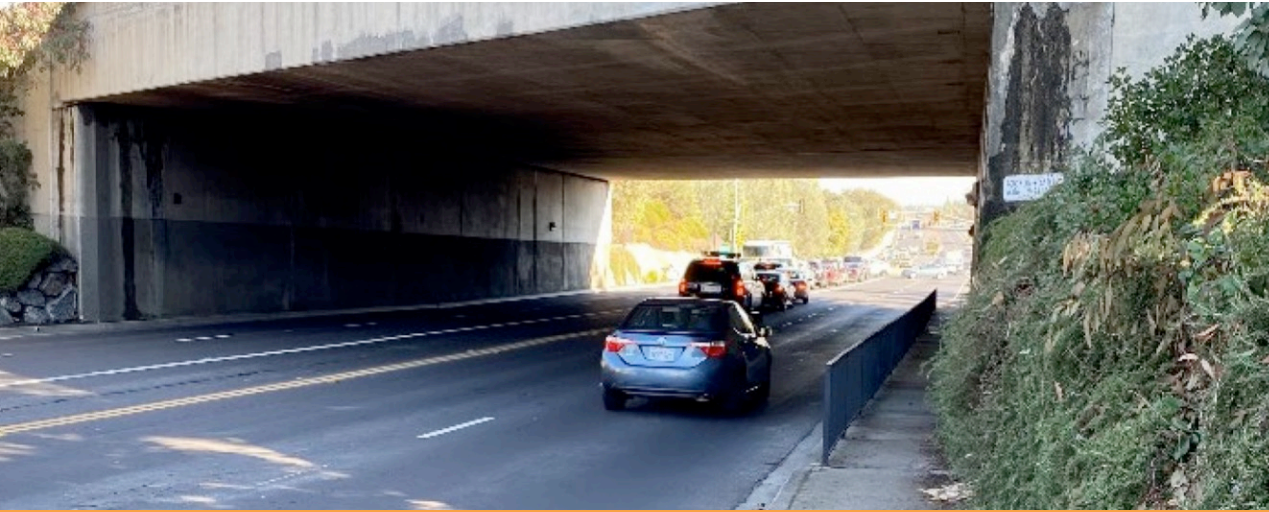


Questions about the Community Meeting?

Contact Katie DeMaio
kdemaio@aimconsultingco.com or at (916) 442-1168



ROCKLIN ROAD
SIERRA COMMUNITY COLLEGE
Corridor Multimodal Enhancements

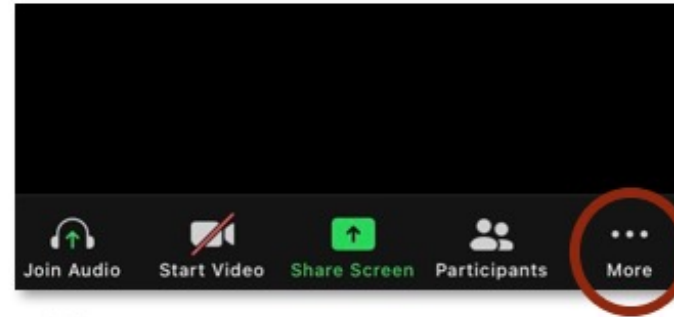


Virtual Community Meeting #2

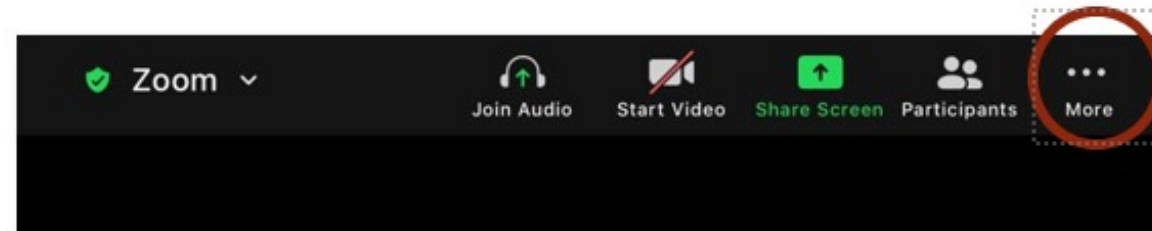
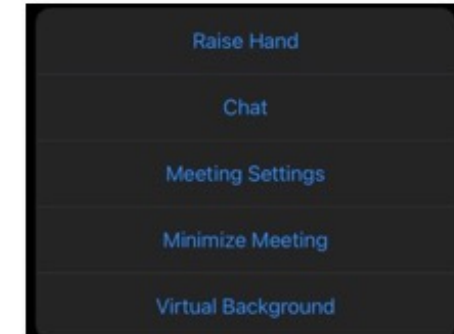
APRIL 28, 2022
5 to 6 PM Via Zoom

Virtual Meeting Orientation

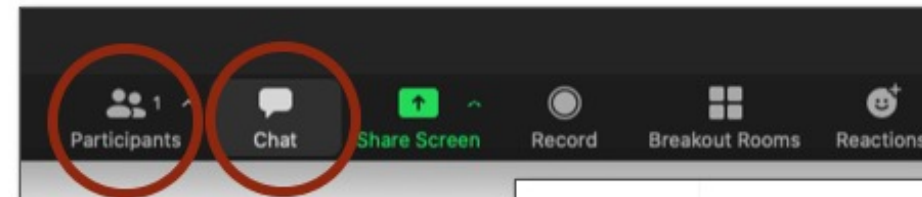
Add any questions or comments to the chat box or use the “Raise Hand” function to be unmuted. Press *9 if calling into the meeting and *6 to unmute yourself



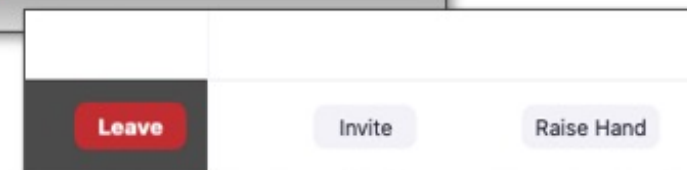
Phone



Tablet



Computer



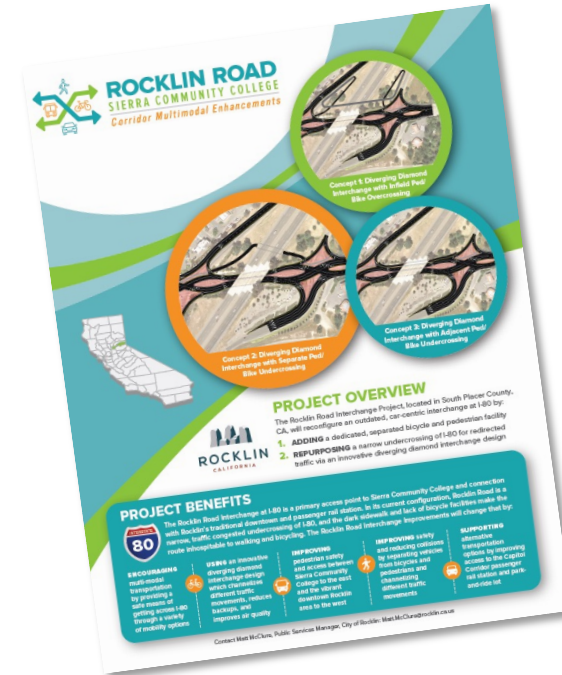
Virtual Meeting Overview

- Welcome and Meeting Orientation
- Project Team Introductions
- Welcoming Remarks
- Presentation on the Project
- Group Discussion/ Q&A
- Wrap Up

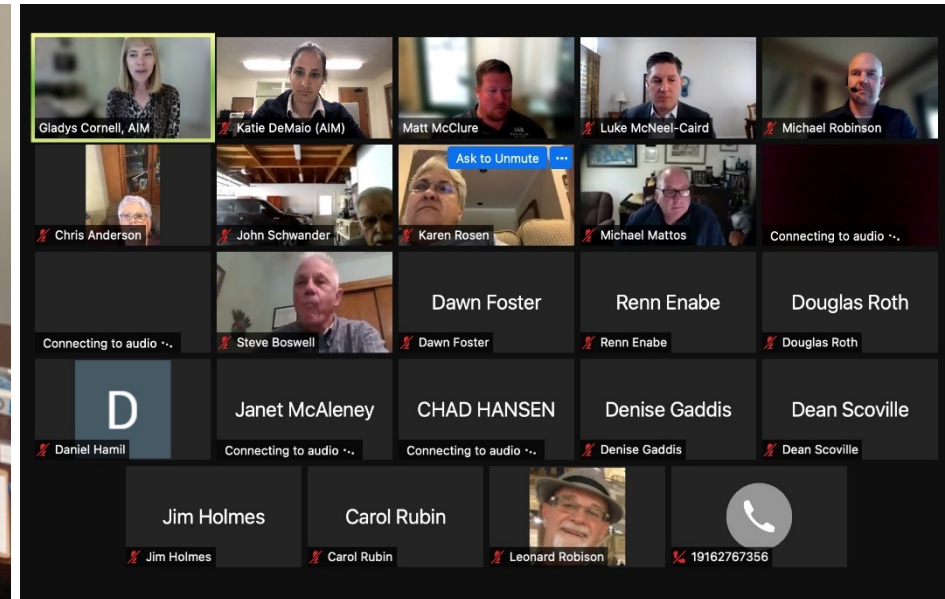


Public Outreach

- September 28, 2021 Stakeholder Meeting #1
- October 19, 2021 Community Workshop #1
 - 46 attendees at virtual workshop
- February 15, 2022 Stakeholder Meeting #2
- February/March Site Visits with 4 Property Owners
- April 28, 2022 Community Workshop #2



Project Website:
www.rocklin.ca.us/rocklin-interchange



Benefits to Disadvantaged Communities (DAC)

April 19 to May 15 –
Public Survey:
<https://bit.ly/RocklinRoadSurvey>





Project Goals

- Improve Pedestrian and Bicycle Access through the Interchange
- Increase Movement of People and Goods
- Enhance Safety



2017 Public Survey



We need a safer way to cross I-80.

I can't even bring myself to make this overcrossing of I-80.

I find crossing over I-80 on Sierra College to be one of the scariest and most dangerous things to do

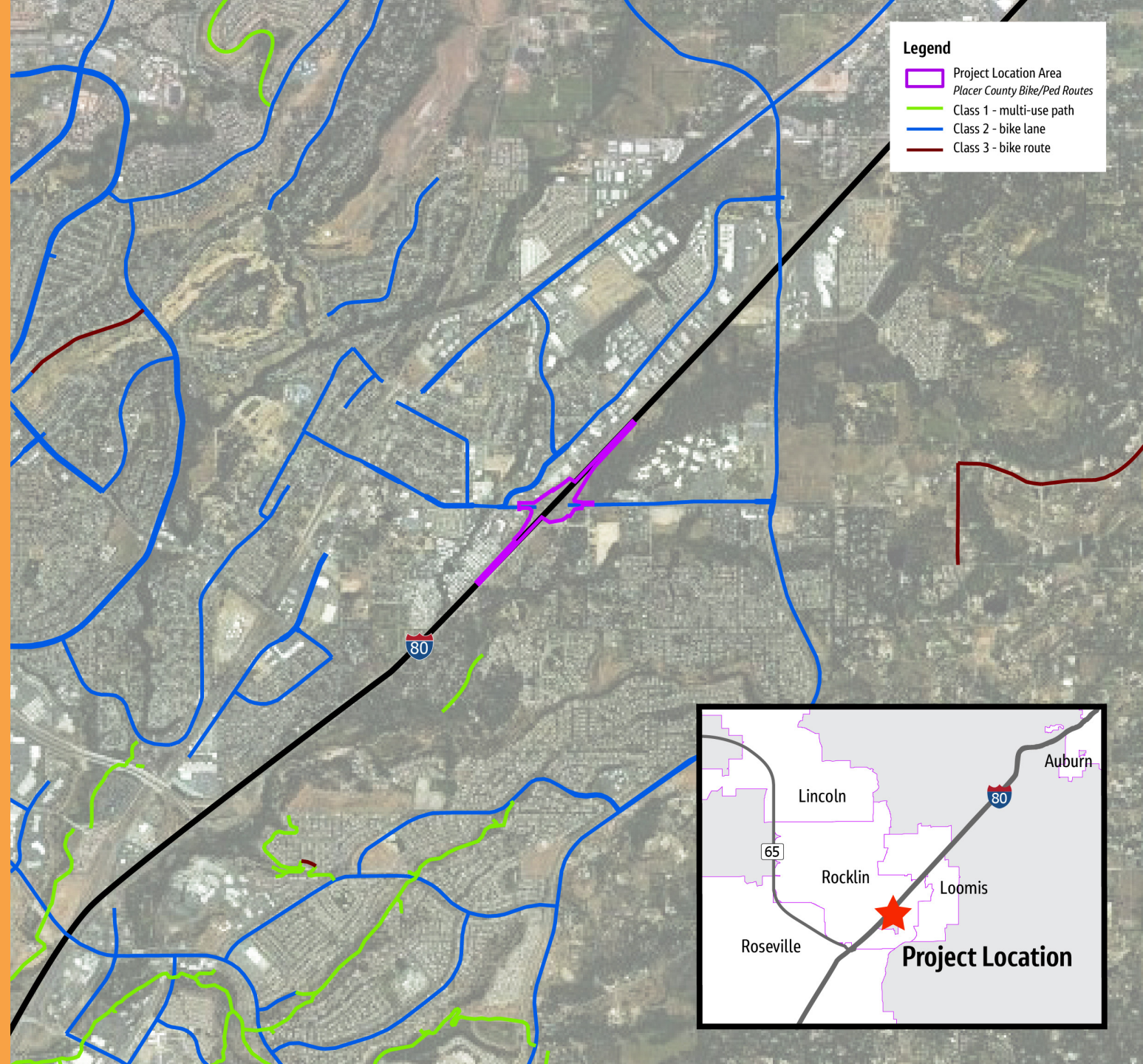
I've ridden this section of road under I-80 many times and it's very dangerous... it would be nice to make improvements here.

Better crossing under I-80 to get to Sierra College

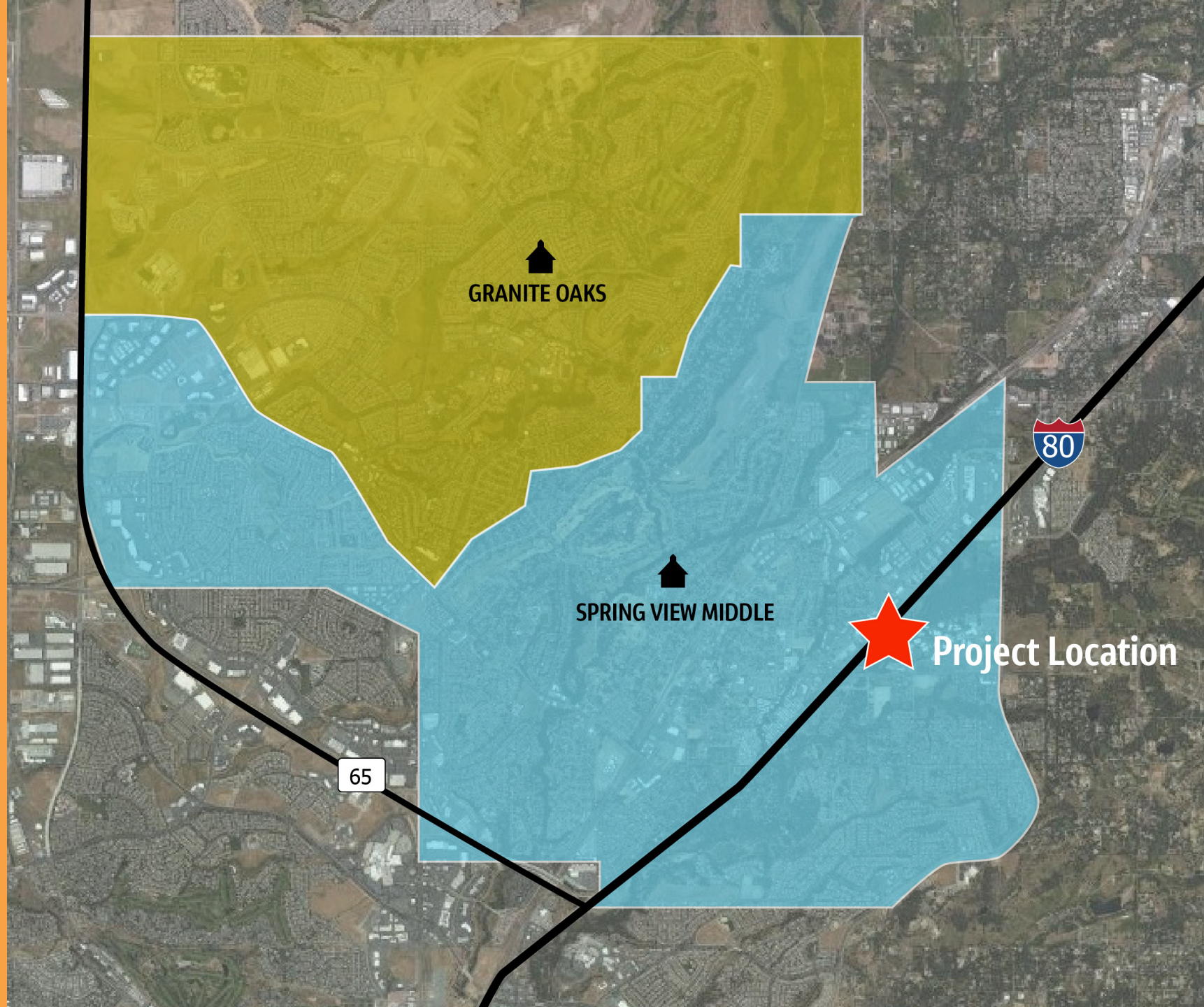
Bike path from college campus to Granite.

Bike lane disappears under freeway overpass, cycling through here is dangerous due to high speed/volume of cars.

Gap Closure - Enhancement of Regional Connectivity



Middle School Map



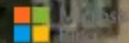
Daily and Peak Hour Traffic Volumes

Table 21: Two-way Peak Hour and Annual ADT Volume

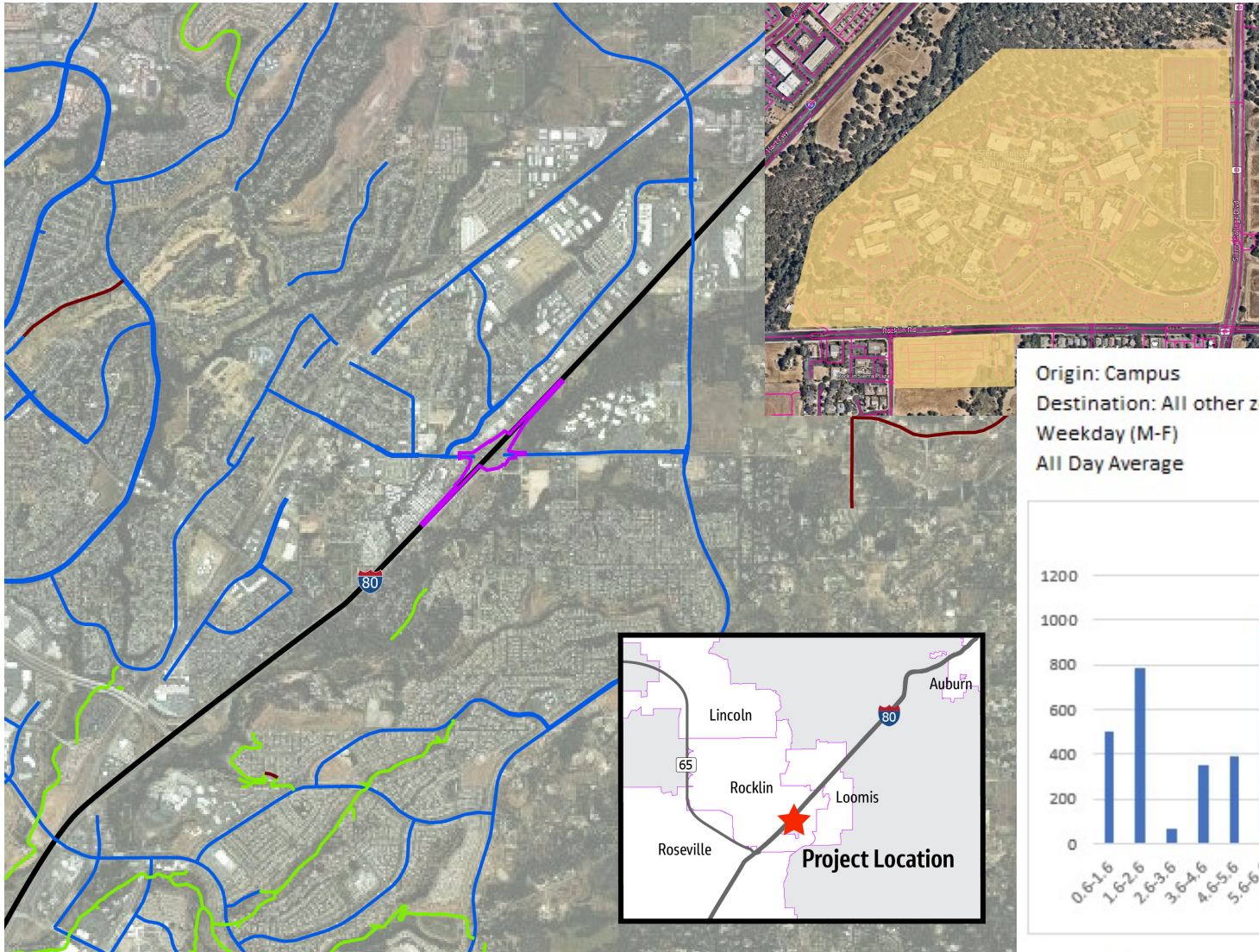
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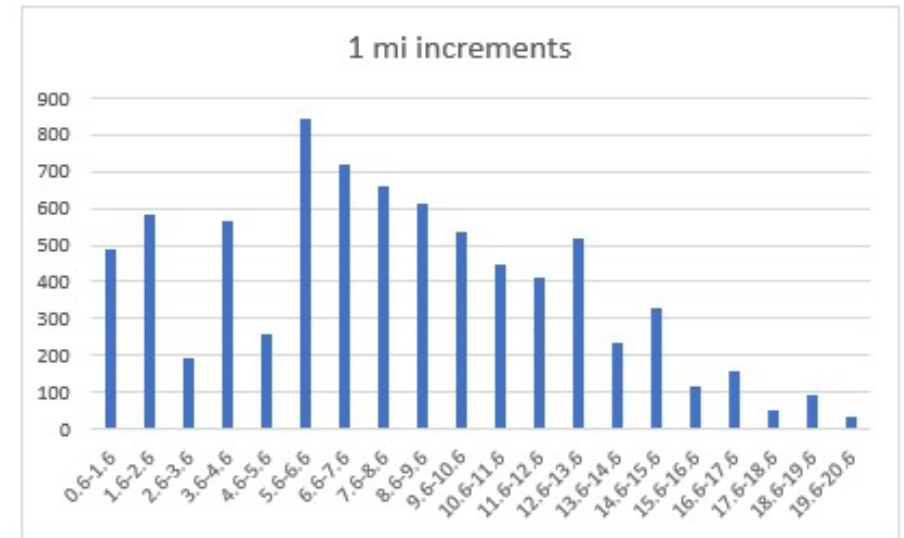
Existing Conditions



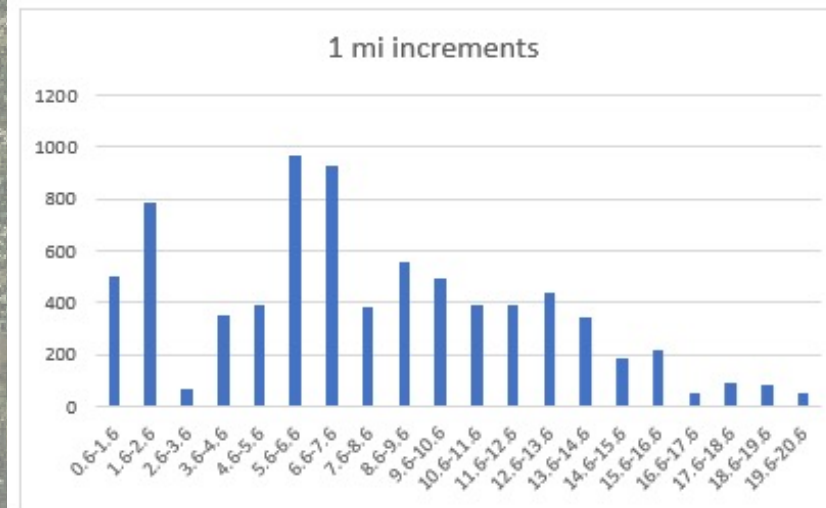
Existing StreetLight Data – Sierra College



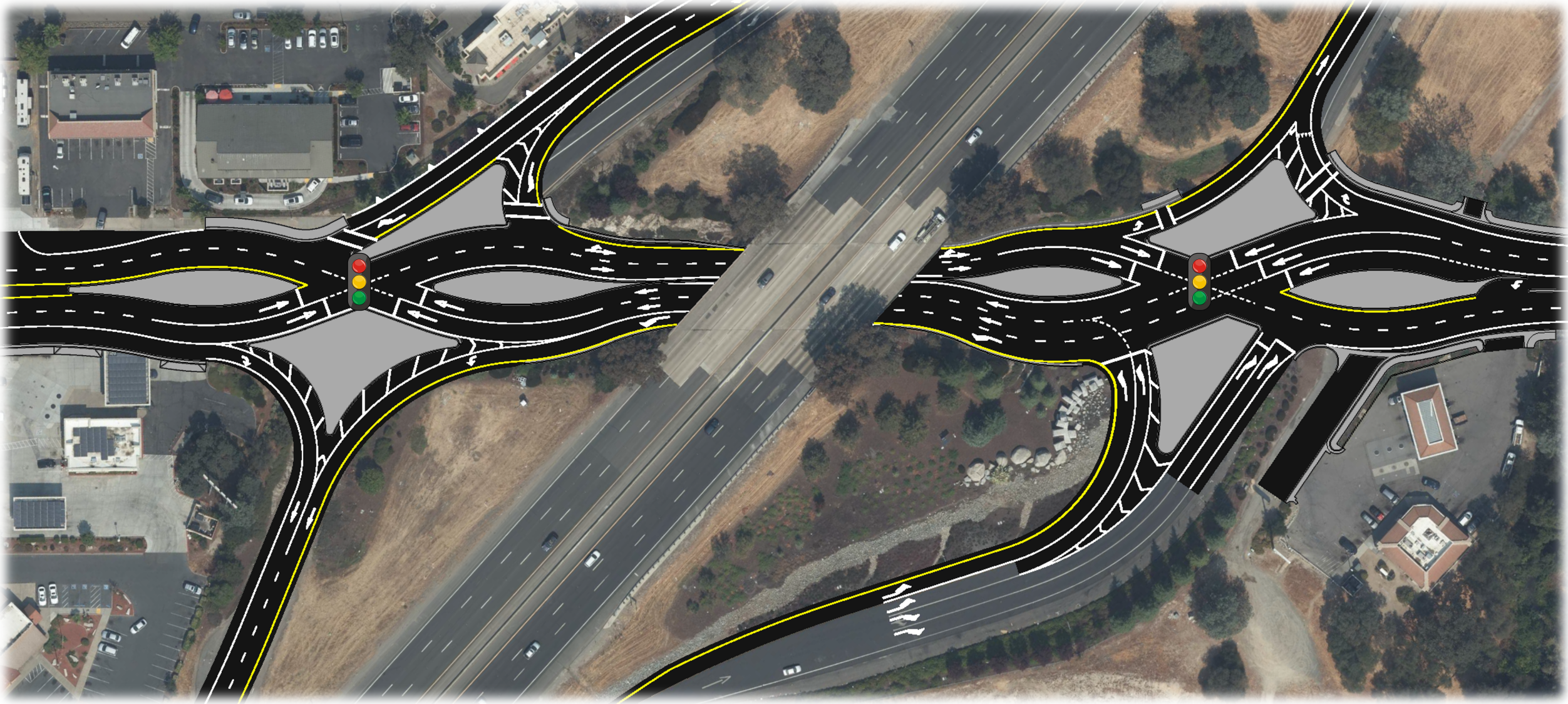
Origin: All other zones
 Destination: Campus
 Weekday (M-F)
 All Day Average



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 Destination: All other zones
 Weekday (M-F)
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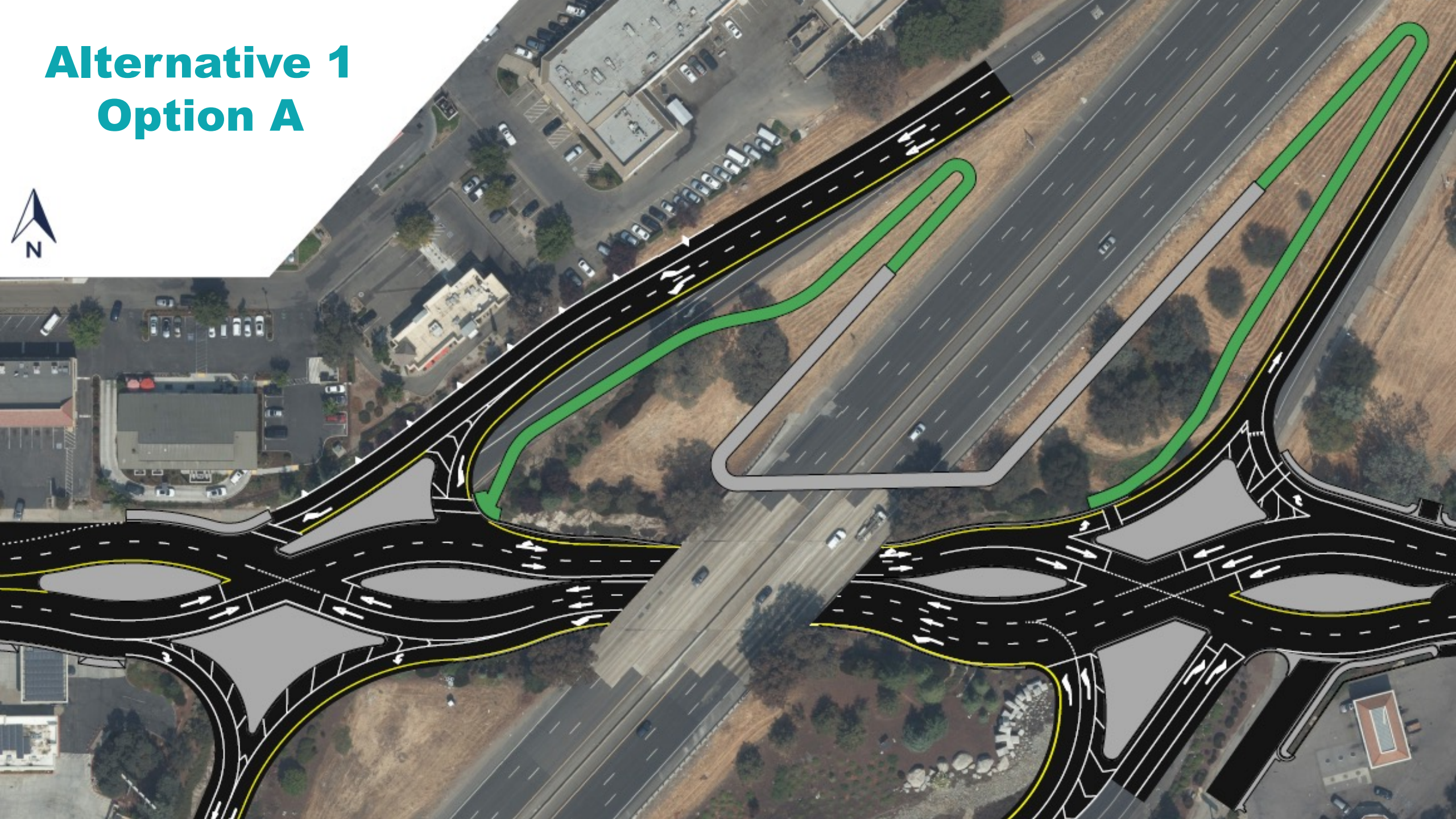


Preliminary Roadway Design

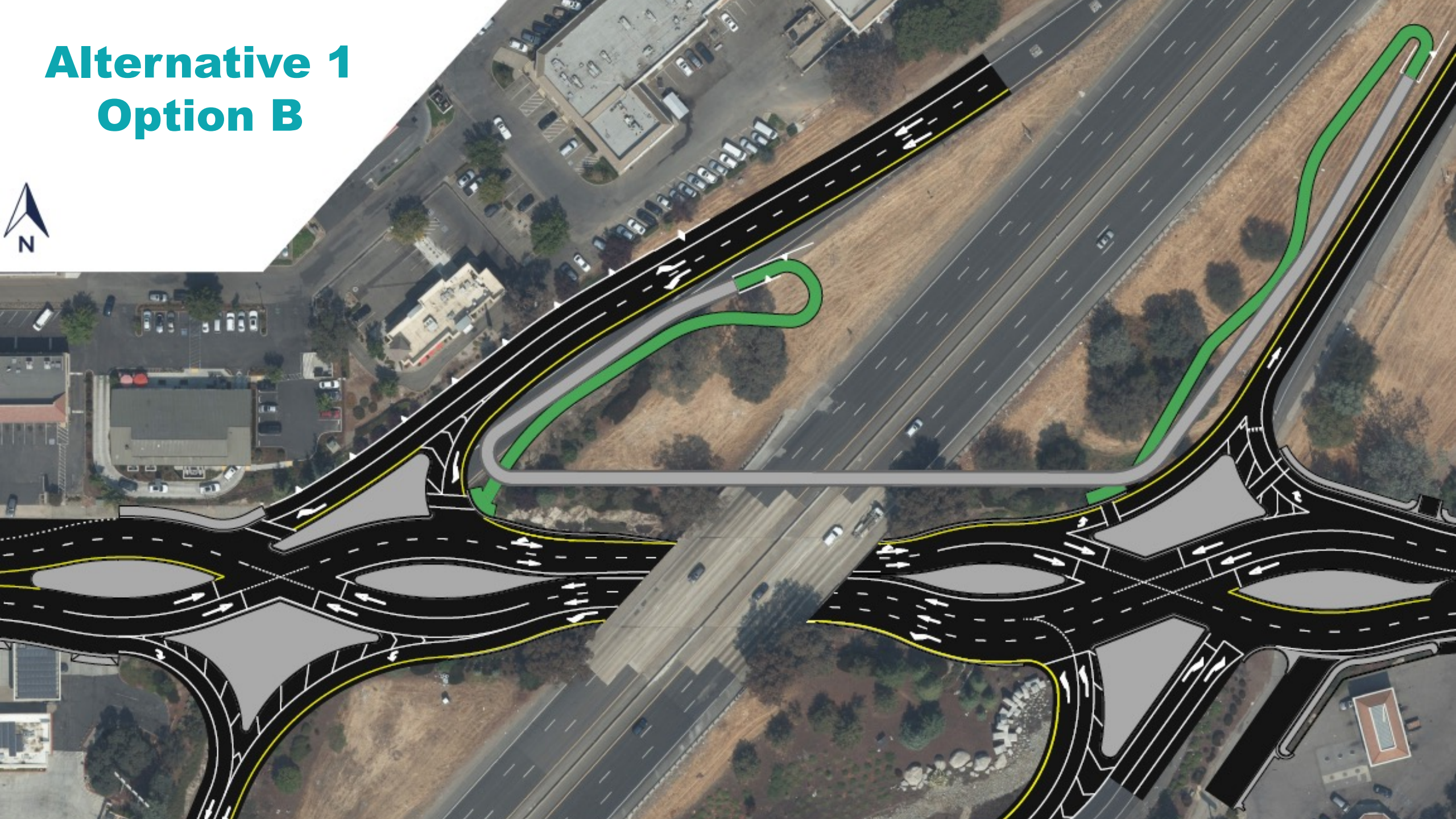




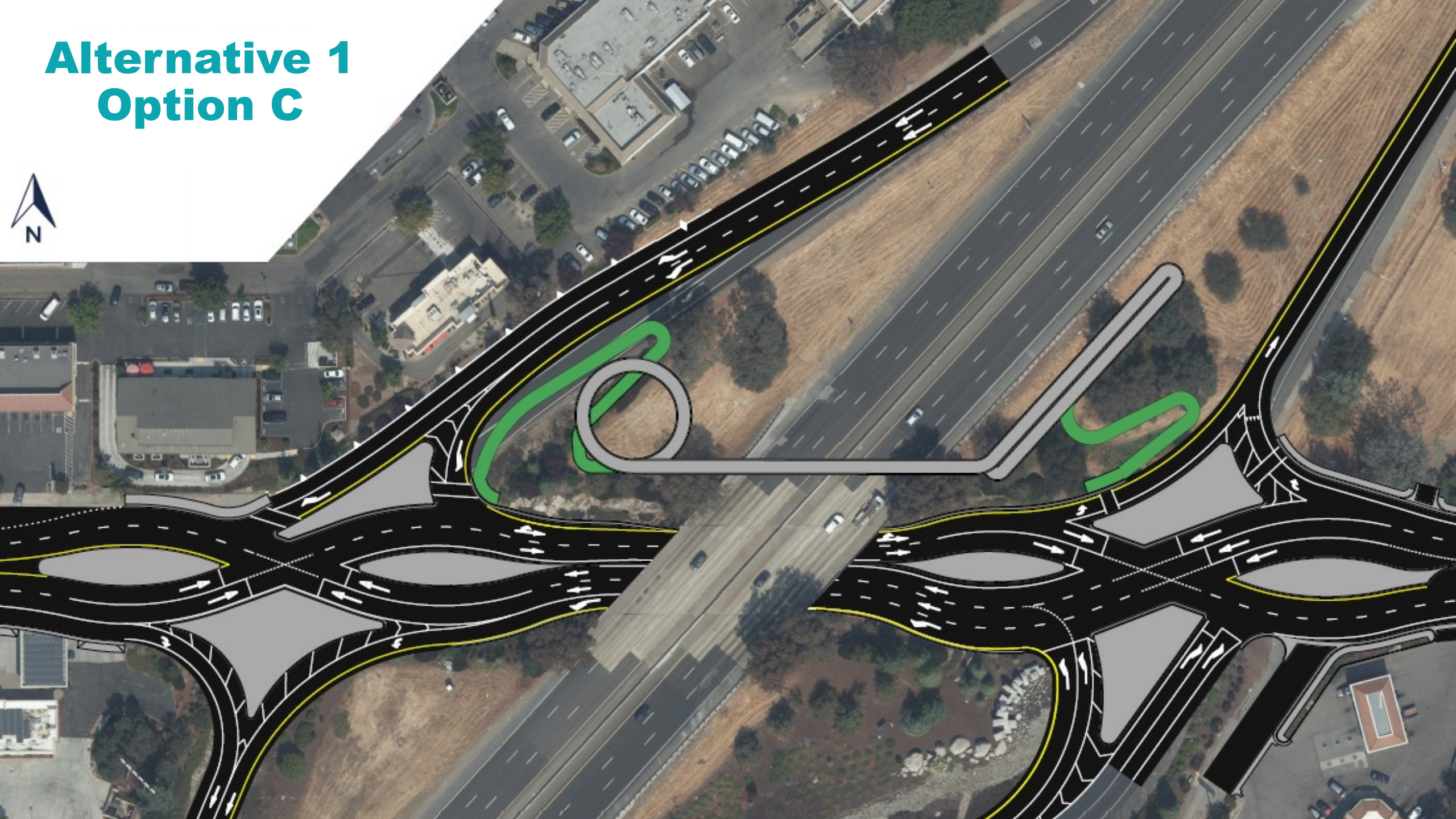
Alternative 1 Option A



Alternative 1 Option B



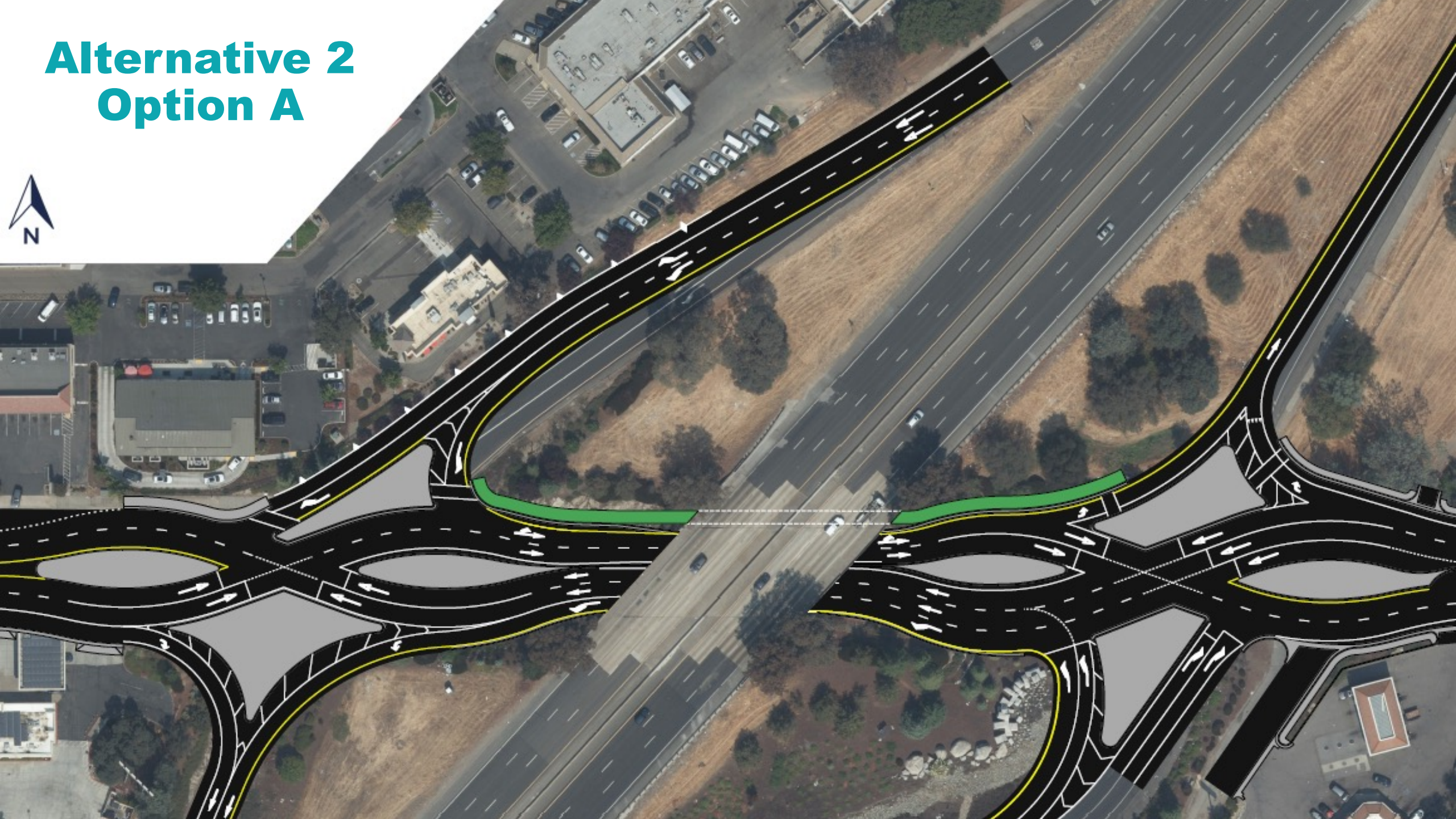
Alternative 1 Option C



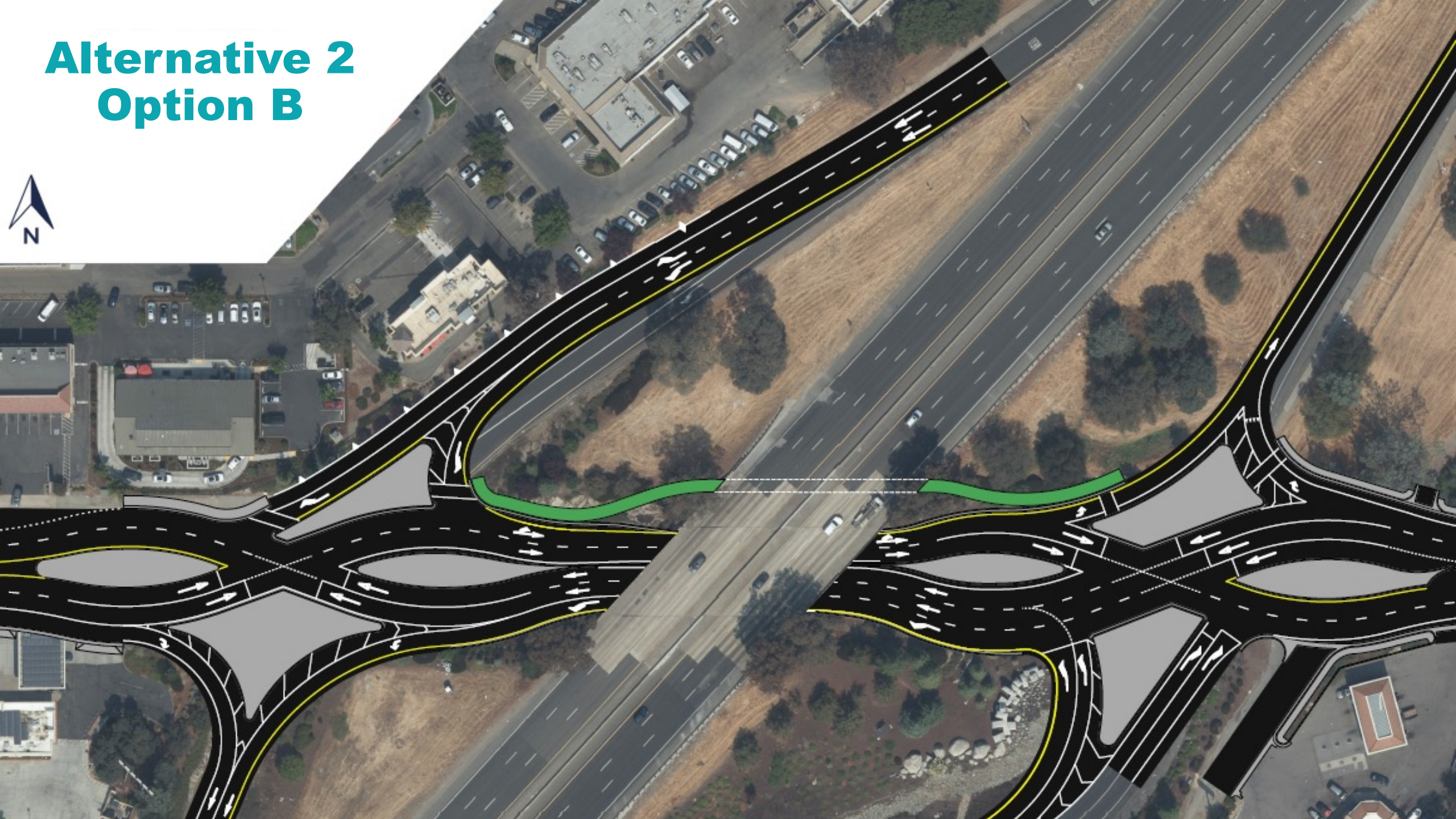
Alternative 1 – Option C



Alternative 2 Option A



Alternative 2 Option B



Questions & Answers



Ped/Bike Options Comparison Table

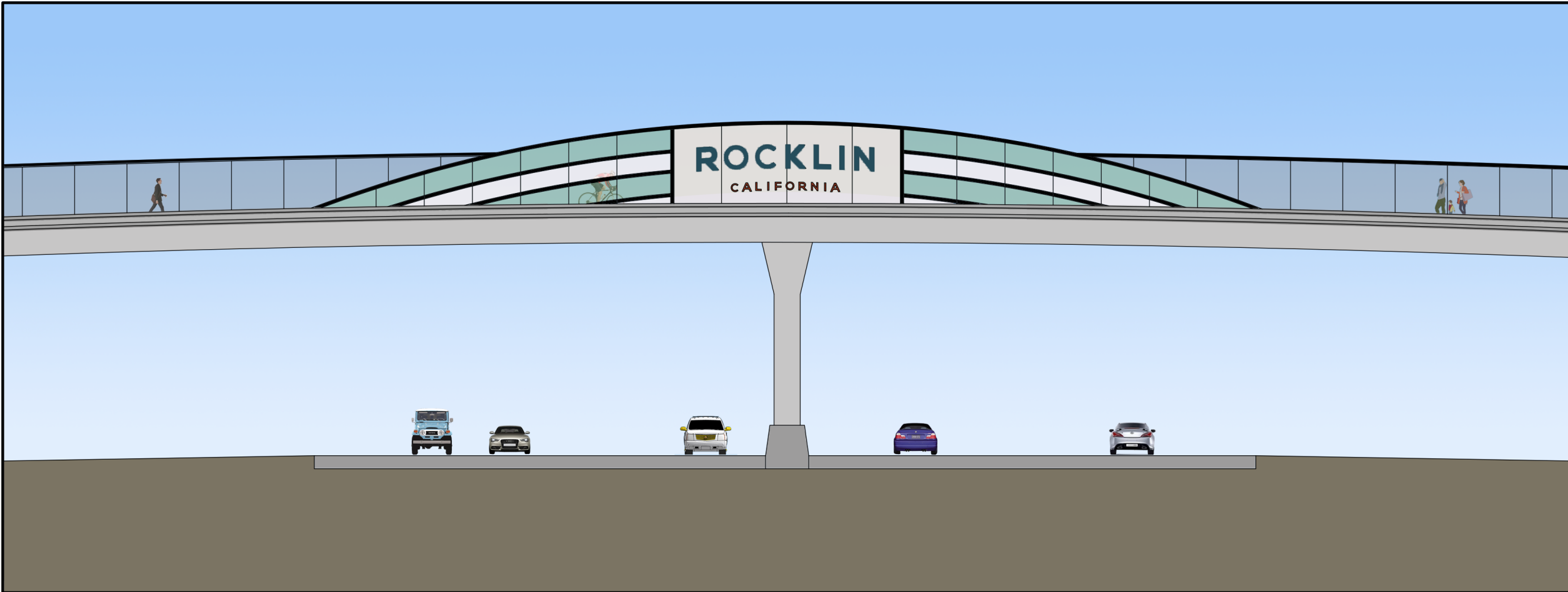
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City Gateway Opportunity	Yes			No	
Funding	Most Competitive Due to Lowest Cost	Competitive Due to Lower Cost		Least Competitive Due to Highest Cost	Competitive Due to Direct Travel

Potential Issues: ■ Low ■ Medium ■ High

Zoom Poll on Options

Alternative 1 – City Gateway Overcrossing Option 1



Alternative 1 – City Gateway Overcrossing Option 2



Alternative 1 – City Gateway Overcrossing Option 3



Project Funding - California Transportation Commission (CTC)

- Active Transportation Program (ATP)
 - Ask between \$3.5 to \$11.3 Million
 - Virtual Site Visit with CTC staff on March 4, 2022
 - Application Due June 15, 2022

Alternatives	Estimate	Estimate Accuracy Range	
		-20%	+50%
Pedestrian Overcrossing Alternative 1A	\$4,412,000	\$3,530,000	\$6,618,000
Pedestrian Overcrossing Alternative 1B	\$4,148,000	\$3,318,000	\$6,222,000
Pedestrian Overcrossing Alternative 1C	\$4,276,000	\$3,420,000	\$6,414,000
Pedestrian Undercrossing Alternative 2A	\$7,531,000	\$6,025,000	\$11,296,000
Pedestrian Undercrossing Alternative 2B	\$5,613,000	\$4,490,000	\$8,420,000



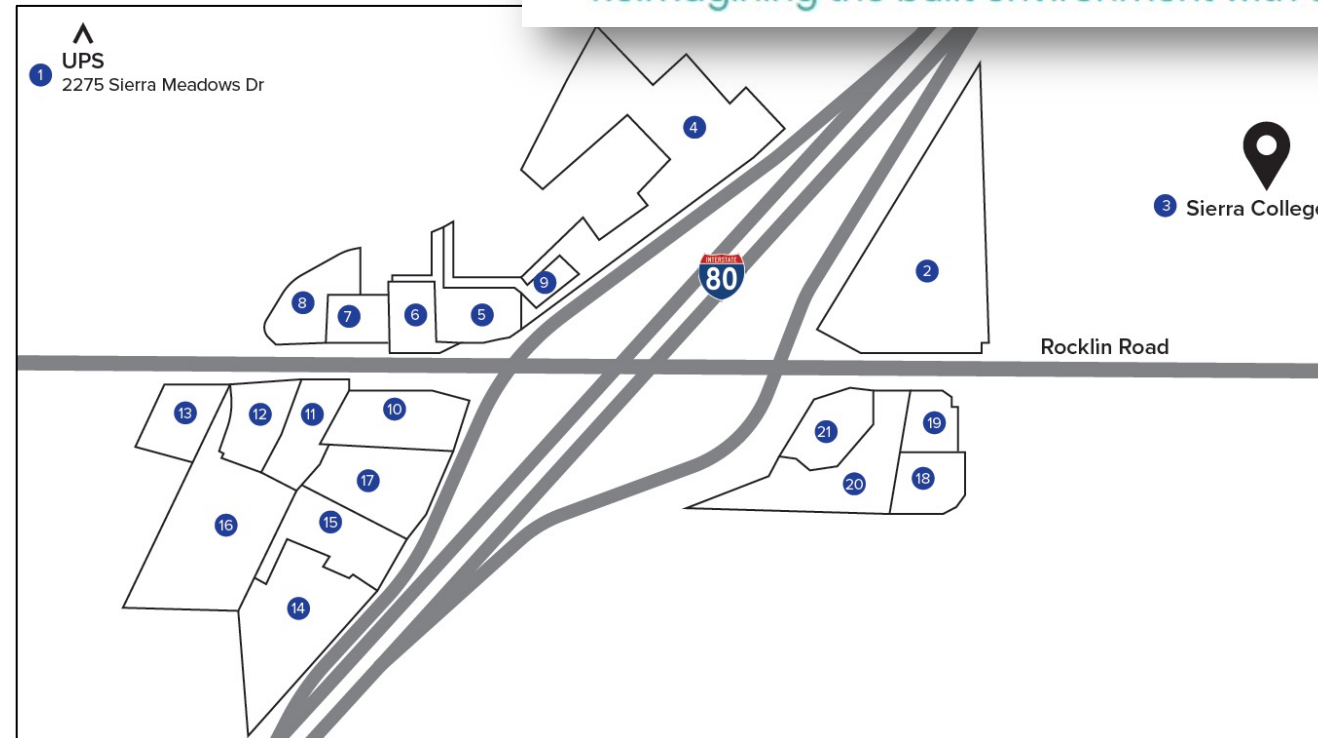
- Local Partnership Program
 - Ask based on preferred alternative and ATP grant
 - Virtual Site Visit with CTC staff on April 25, 2022
 - Application Due November 17, 2022
- CTC Meetings
 - Breakfast hosted by City of Rocklin on April 7, 2022
 - Commissioner Jay Bradshaw on April 7, 2022
 - Commissioner Rocco Davis on April 26, 2022

Support Letters

- Sierra Community College
- Sierra Foothills Cycling Club
- Civic Thread
- Rocklin Unified School District
- Placer County Library
- CCJPA/Amtrak
- PCTPA
- SACOG
- Caltrans District 3
- Other suggestions?

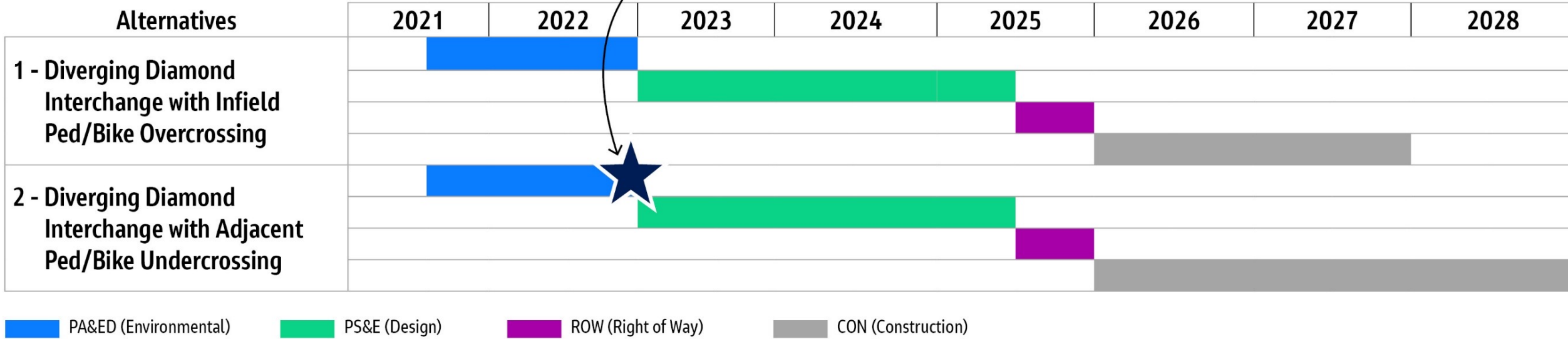


Reimagining the built environment with equity at its core



Project Schedule

Both alternatives would have environmental approval by the end of 2022



Questions & Answers



Next Steps



Approval of Engineering and Environmental Technical Studies – In Progress



Community Meeting #2 – April 2022



Public Input Survey – May 2022



Stakeholder Meeting #3 – Summer 2022



Community Meeting #3
Draft Environmental Document – Fall 2022

