

I-80 / SR-65 Interchange Improvements

Stakeholder Focus Group Meeting #2

January 11, 2012

Cattlemen's, 2000 Taylor Road, Roseville

PRESENT

PROJECT TEAM REPRESENTATIVES

Name	Organization
Celia McAdam	Placer County Transportation Planning Agency
Leo Heuston	CH2M Hill
Judy Matsui-Drury	CH2M Hill
Gladys Cornell	AIM Consulting
Ciara Zanze	AIM Consulting
Sam Jordan	Caltrans

STAKEHOLDER FOCUS GROUP PARTICIPANTS

Organizations Represented
Lund Construction
Rocklin Chamber of Commerce
Cattlemen's Restaurant
Pillar Hotels
Bodycraft Collision
Sacramento Area Bicycle Advocates
Placer Independent Resources Services (PIRS)
William Jessup University
Evergreen Company
Golfland Sunsplash
Caltrans
Stonehouse Property

MEETING PURPOSE:

Of the more than 100 Stakeholders who have expressed an interest in the proposed I-80/SR 65 Interchange Improvement project, approximately 60 representatives were identified as key stakeholders and invited to the second stakeholder representative group meeting. This key stakeholder group consists of a cross section of project-vicinity property and business owners/tenants, residents, and other interested organizations/individuals that may be directly affected by the future I-80 / SR 65 Interchange Improvements project. The purpose of the meeting was to receive feedback from key stakeholders regarding preliminary design concepts.

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MEETING OBJECTIVES:

- To review the overall project including the study area, existing constraints and considerations and current project phase.
- To introduce the preliminary design concepts.
- To receive stakeholder input on the preliminary design concepts.

Presentation Information (see www.8065interchange.org)

- January 11, 2012 PowerPoint Presentation

STAKEHOLDER INPUT:

Discussion on preliminary design concepts overview:

Question: When will Concept 6 be more fully explored? (Reference to the Transportation System Management (TSM) concept) It is disappointing to see that Concept 6 is not more fully explored early on in the project; TSM should be considered a viable option and would like to see it explored along with the other concepts instead of considering it like a no build option.

Project Team Response: *Yes, Concept 6 will be studied in more detail. Concept 6 requires more traffic data and analysis in order to evaluate TSM features at that level of detail. The results of the traffic analysis are not yet complete. The Project Team is in the process of collecting traffic count data and performing the traffic analysis for the project. TSM features will likely be components of some of the other build concepts.*

Comment: Show the class I bike lanes on the maps, bike lanes can be seen as an asset to the project and Identify opportunities to link trails and improve transportation system.

Project Team Response: *Additional benefits (i.e. bike connectors) will be included in the concept as they are discovered.*

Concept 1 – Taylor Road Shifted:

Question: What does this concept do to east bound traffic?

Project Team Response: *It removes a conflict point and places it outside of the heaving weaving section of I-80 within the interchange area.*

Question: Is there a signal at the connection point?

Project Team Response: *Yes, it is likely 4 lanes with a traffic signal at the Taylor Road intersection. Details of the intersection would be determined by the traffic analysis.*

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Question: What is the current level of service (LOS) on Taylor Road? Are LOS scores of surface streets considered?

Project Team Response: *The LOS (or the appropriate industry standard performance level system of measurement for traffic operations) will be documented in the traffic analysis for the local street system and freeways.*

Question: Is there still access to Taylor Road if you take Eureka and go over?

Project Team Response: *Yes, the concepts include consideration for drivers' shifting traffic patterns through the project area. More access to a point removes traffic congestion from other areas.*

Question: It seems like this concept (widening the road) will improve conditions for a while, but will end up with the same problem at Eureka down the road.

Project Team Response: *The traffic congestion would likely decrease on adjacent streets when you remove conflict points and increase capacity on the freeway mainline. It would relieve traffic congestion on the local streets.*

Concept 2 – Taylor Road Full Access (Diamond Shape Interchange (I/C))

Question: Does the local north/south road shown on the map currently exist? Are there any known issues associated with adding this road?

Project Team Response: *No, this is a new road which would require property access.*

Question: How does this interchange function for drivers?

Project Team Response: *Leo walked the group through the map of the interchange and the traffic circulation [link maps]*

Concept 3 – Taylor Road Full Access (Trumpet Shape I/C)

Question: Why is it considered a full access ramp and not on Concept 2?

Project Team Response: *A full access interchange means that the interchange provides four movements in all directions (i.e., eastbound on- and off-ramps; westbound on- and off-ramps). Concept 2 only maintained the current access (eastbound off-ramp and westbound on-ramp) but shifted the interchange to the west.*

Question: Is the IC combined ramps (similar to Concept 2?)

Project Team Response: *No, System ramps (i.e., freeway-to-freeway connectors) are separate from local ramps (freeway-to/from-local arterial ramps).*

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Question: Does the HOV lane shown in the center operate in both directions?

Project Team Response: Yes, it would function as it does today but also with an HOV direct connector ramp that goes directly to/from the I-80 HOV lanes (eastbound and westbound) to/from the SR-65 HOV lanes (northbound and southbound).

Comment: Add “no combined ramps” as a benefit to Concept 3 (shown as a concern in Concept 2.)

Project Team Response: Based on some recent preliminary feedback from Caltrans, the concept of shifting the Taylor Road ramps within the I-80/SR-65 Interchange footprint may not be preferred. This applies to both, Concept 2 and Concept 3. However, PCTPA and the project design team are still in the process of studying and analyzing all aspects of each concept, which are still being developed.

Comment: It would be helpful to show orientation landmarks on the map (i.e. to be able to visualize where the Taylor Road ramp has been moved to.)

Concept 4 – Antelope Creek Connection

Question: What jurisdiction is Antelope Creek located in?

Project Team Response: City of Roseville.

Question: Where does the small stub road off of Antelope Creek Drive end/go to?

Project Team Response: It goes into the Apartment Complex.

Question: How would drivers heading south on Highway 65 access Taylor Road?

Project Team Response: The access would be the same as it is today.

Question: Would it be possible to add a direct access to Taylor Road from Highway 65?

Project Team Response: This has not been considered due to the close spacing between the I-80/SR 65 interchange and the SR-65/Galleria Blvd interchange.

Question: If users were trying to get to Taylor Road, would a Taylor Road/Highway 65 connection relieve some of the congestion on I-80?

Project Team Response: A new connection would eventually add a conflict point. It would also be a problem because of interchange spacing criteria [1-mile minimum].

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Question: Have you considered the impact to a planned at grade over crossing for a current class I bike lane along Antelope Creek Drive?

Project Team Response: *Comment noted and recorded for future consideration.*

Question: Antelope Creek Drive at Creekside Drive is already congested (near the Galleria) especially around the holidays.

Project Team Response: *Evaluation of this concept would have to consider added local street traffic / capacity.*

Concept 5 – Taylor Road Interchange Eliminated

Question: Would it be possible to include a fly over from Eureka Road for people who want to go straight through (i.e. to Rocklin?)

Project Team Response: *Cost would be an issue because direct connector flyovers are expensive. Operational details of Eureka Road will be determined by the traffic analysis and improvements needed to Eureka will be identified.*

Comment: Drivers who use Taylor Road will not want to go through Eureka Road.

Comment: This also eliminates the east/west on ramp for Taylor Road which does not help businesses.

Discussion of preferred concepts; thoughts on proposed concepts:

Question: Can you provide more information on what Concept 6 would include?

Project Team Response: *Concept 6 is Transportation System Management (TSM) which would include: possible ramp metering to control the flow of traffic; providing more HOV lanes; exploring alternative modes of travel like bus, light rail and pedestrian; considering different ways to move traffic around. Generally, the benefits of TSM end up in the final design, for example more HOV lanes or ramp metering.*

Question: It would be helpful to see existing property or property lines on maps. There is concern for the requirement of property acquisition. Taylor Road is not a problem. It is the slow down at the curves on Highway 65. Taylor Road doesn't seem to be a detriment to Highway 65 traffic so how is it a problem?

Project Team Response: *The team is starting to get more detailed maps of property lines as traffic data is developed so we can look at where concepts might sit on current property lines.*

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The congestion is not from Taylor, it is from everywhere else. Points of conflict are not at the Taylor ramp, they are around it. However they add to the overall problem in the area. The team has to look at the overall corridor and the Caltrans interchange spacing requirements are a major problem with the Taylor Road ramps.

Comment: Some of the concepts look like “spaghetti” and that many ramps and interchanges together can create a merging jumble

Project Team Response: *The team is collecting more traffic information to look at how the concepts operate. A goal for each concept is to ensure that access and the sign directions are clearly understandable to the person driving. Right now the team is looking at how to phase the project to address the best solution now. Based on how the various elements of the interchange improvements are constructed, the existing Taylor ramps are anticipated to remain for a period of time.*

Comment: The concepts that add new local streets are a plus for cyclists so there is no need to cross on/off ramps.

Comment: There is some feeling of resentment from Taylor Road business/property owners when Taylor is referred to as a partial interchange because the feeling is that lanes were given up for Highway 65 and now the whole interchange is being lost.

NEXT STEPS:

- Stake holders will be sent maps of the proposed concepts via email
- Community meeting January 26th at the Placer County Board of Supervisors Board Meeting