



CITY OF ELK GROVE TRAILS COMMITTEE

Mark Mendenhall, Chair
Sharon Anderson, Vice Chair
Mark Doty • Christopher Neumann • Sheri Noblett



Incorporated July 1, 2000

Web: www.elkgrove.gov

ELK GROVE TRAILS COMMITTEE REGULAR MEETING

Monday, July 21, 2025 at 6:00 p.m.

Elk Grove City Hall

8400 Laguna Palms Way, Elk Grove, CA 95758

City Council Chambers

AGENDA

1. CALL TO ORDER / ROLL CALL

2. APPROVAL OF AGENDA

3. PUBLIC COMMENT

Members of the public may comment on matters that are not included on the agenda that the Trails Committee has jurisdiction over. Each speaker will be limited to one (1) three (3) minute comment opportunity.

4. APPROVAL OF MINUTES

4.1 REGULAR MEETING MINUTES OF MARCH 17, 2025.

5. DEVELOPMENT PROJECT/CAPITAL IMPROVEMENT PROJECT REVIEW

None.

6. PROJECT UPDATES, INFORMATIONAL ITEMS AND PRESENTATIONS

6.1 DRAFT CLIMATE ACTION PLAN (CLIMATE COMPASS)

Staff will provide a focused update on the Draft Climate Action Plan related to transportation. The Plan is currently out for public review and can be viewed here: <https://elkgrove.gov/planning-resources-and-policies/climate-action-plan>.

6.2 2025-2030 CAPITAL IMPROVEMENT PROGRAM UPDATE

Staff will provide an update on the adopted 2025-2030 Capital Improvement Program. The Capital Improvement Program can be viewed on the City's website at: <https://elkgrove.gov/public-works/capital-improvement-program>.

6.3 ANNUAL TRAILS MAINTENANCE AND TRAILS COMMITTEE MINOR CAPITAL IMPROVEMENT PROJECTS UPDATE

Staff will provide an update on the Annual Trails Maintenance Program and on the Trails Committee's Minor Capital Improvement Project requests.

6.4 TRAILS WAYFINDING PROGRAM PHASE 2

Staff will provide an update on the Trails Wayfinding Program and seek input from the Trails Committee on the next phase of implementation.

7. FUTURE AGENDA ITEMS

The Trails Committee may provide direction to staff for future agenda items.

8. ADJOURNMENT

ADA COMPLIANCE STATEMENT

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Secretary at (916) 478-3620 / TTY 888-435-6092. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. **Information on the Elk Grove Trails Committee is available on the internet at <http://elkgrove.gov/trails-committee/index.asp>**

 REGULAR MEETING MINUTES
 MONDAY, MARCH 17, 2025

The meeting was called to order by the Chair at 6:00 p.m. with the following participants:

Trails Committee Members Present: Chair Mark Mendenhall, Vice Chair Sharon Anderson, Committee Member Sheri Noblett

Trails Committee Members Absent: Committee Members Mark Doty, Chris Neumann

City Staff/Consultants/Advisory Members: Kaley Lyons, Senior Transportation Planner
Kaylah Ball, CivicSpark Fellow

APPROVAL OF AGENDA

MOTION: M/S Anderson/Noblett to approve the agenda as presented. **The motion passed by the following vote: Ayes: 3 (Anderson, Mendenhall, Noblett); Noes: 0; Absent: 2 (Doty, Neumann).**

PUBLIC COMMENT

Vice Chair Anderson made public comment, saying there were few north-south connections citywide for bikes. She recounted her personal experience traveling southbound on Elk Grove Florin Rd, indicating that just south of Lamprey Rd, there were cars parked in the bike lane outside Carpenter Coffee. She said there was a sign just before this area indicating "bike lane ends," but on the City's General Plan, it is marked as a bike lane down Elk Grove Florin Rd. She said there were "no parking" signs just south of Carpenter Coffee. Vice Chair Anderson recommended removing the sign that says "bike lane ends" and adding a sign that says "no parking," and enforcing these rules going forward.

Chair Mendenhall suggested removing the "END" placard from the pole where the signs are posted, so that it instead said "BIKE LANE."

APPROVAL OF MINUTES

ITEM 4.1 – REGULAR MEETING MINUTES OF JANUARY 27, 2025

MOTION: M/S Mendenhall/Anderson to approve the Regular Meeting Minutes of January 27, 2025. **The motion passed by the following vote: Ayes: 3 (Anderson, Mendenhall, Noblett); Noes: 0; Absent: 2 (Doty, Neumann).**

One clarification was made to January 27 minutes: "...widen the sidewalk **on E Stockton** enough to make it a multi-use trail."

DEVELOPMENT/CAPITAL IMPROVEMENT PROJECT REVIEW

None.

PROJECT UPDATES, INFORMATIONAL ITEMS, AND PRESENTATIONS

ITEM 6.1 TRAIL BOLLARD DISCUSSION

Kaley Lyons presented the item. She said the City was evaluating the use of trail bollards as shown in the City's Improvement Standards and Bicycle, Pedestrian, and Trails Master Plan. She said the default for new construction was to install bollards at trail entrances.

Ms. Lyons said that bollards were meant to prevent unwanted vehicles from accessing the trails and that changes to the existing standards may reduce issues with the presence of bollards.

Member Noblett shared her professional experience, indicating that generally a rolled curb and a

pedestrian ramp necessitate a bollard to prevent vehicles from entering. She said that in years past, vertical curbs were used, which were difficult to cross in a vehicle. She recommended talking to the Elk Grove Police Department since trails may be used as cut-throughs by fleeing vehicles, especially if the trails are not well-lit.

Chair Mendenhall said the most dangerous bollards were unexpected bollards placed in the middle of a trail. He gave the example of Bartholomew Sports Park, where a bollard separates the park from the trail in the southwest entrance from Vilamoura Way. He said it had no reflectors and was always in the shade, making it difficult to see. Member Noblett pointed out that it was probably a park bollard managed by Cosumnes Community Services District, not a trail bollard installed by the City.

Member Noblett said unexpected bollards could be retrofitted with diamond striping and reflective tape.

Vice Chair Anderson pointed out another unexpected bollard off Bond Rd, at the trail entry between In-Shape Fitness and the Sacramento-Yolo Mosquito and Vector Control District.

Chair Mendenhall said that he had heard feedback from riders about bollards being an issue.

Member Noblett said there were details on stable and collapsible bollards at the county level. All staff had a keylock to knock it down for emergency services and construction. Vice Chair Anderson said that trails had collapsible bollards, but more education was needed as they were often left in the down position.

Ms. Lyons said there were other types of bollards that could be tested, including collapsible bollards that go into the ground, rather than lying flat on the trail when collapsed. Member Noblett noted these were expensive and may collect dirt and water. Ms. Lyons said she would talk to other cities that use these to see what issues they've had. Member Noblett said the usual hinging collapsible bollard might be better and simpler.

Chair Mendenhall said that the Iron Horse Trail in the Bay Area had "half-fences," which were very visible. He said it was a chain link fence, 3-4 ft. tall, with a half gate that could be locked in an open or closed position.

Vice Chair Anderson brought up the issue of narrow gates. She said connecting Donegal Bay Dr to Williamson Dr, the gate was very narrow and the same issue existed connecting Castle Park Dr and Westpark Dr, with a rounded curb on both sides that made it difficult to traverse.

The Committee concluded that bollards weren't needed for trail entrances protected by a vertical curb, but that also limited accessibility, so still may not be the best option.

Vice Chair Anderson said there should be a red curb at access points to prevent parked cars from blocking trail entrances. She has noticed this issue at Buscher Park entering from Shoech Court and Matina Drive.

Vice Chair Anderson said the bollards at Oasis Park were not visible enough, but they were necessary to prevent cars entering.

Vice Chair Anderson said the bollard behind Peet's at the Laguna Creek Trail was not necessary, but there was a rounded curb at the entrance from Laguna Blvd.

Chair Mendenhall pointed out the power line trail off Hambley Circle to Elk Grove Blvd had a several bollards, but they were positioned on the side of the entrance and did not actually block any access to the trail.

ITEM 6.2 MAY IS BIKE MONTH & BIKE RIDE WITH CITY STAFF

Chair Mendenhall showed the proposed route for the bike ride with City staff, focusing on the east side of the City. He said last year several staff members had e-bikes, so he proposed a longer distance this year, going southeast to the Grant Line connector.

Chair Mendenhall said all stops were not yet identified, but he planned to stop less frequently than last year. He said the purpose of the ride was to demonstrate how to bike using trails and back roads, and bring attention to existing obstacles.

Ms. Lyons said she would schedule the bike ride after checking City staff calendars.

ITEM 6.3 TRAILS COMMITTEE ANNUAL REPORT TO CITY COUNCIL

Chair Mendenhall presented the item, seeking feedback on the draft presentation for City Council. He asked for a status update on the CIP Project Minor Recommendations. Ms. Lyons said she would check with CIP staff regarding any project updates to share with Council.

Vice Chair Anderson said the bimonthly City newsletter was a good way to remind people of speed limits and the prohibition of gas-powered vehicles on trails.

Vice Chair Anderson recommended showing a map of the projects being presented so it would be easier for listeners to follow along.

TRAILS COMMITTEE MATTERS/FUTURE AGENDA ITEMS

N/A

ADJOURNMENT

The Elk Grove Trails Committee Regular Meeting of March 17, 2025, was adjourned at 6:46 p.m.

Prepared by Kaley Lyons

APPROVED:



TRAILS COMMITTEE STAFF REPORT
July 21, 2025



PROJECT: DRAFT CLIMATE ACTION PLAN (CLIMATE COMPASS)
FILE: N/A
LOCATION: Citywide
STAFF: Carrie Whitlock, AICP, Long Range Planning Program Manager

INTRODUCTION / BACKGROUND:

In February 2019, the City Council approved an update to the Elk Grove Climate Action Plan (CAP). The 2019 CAP serves as a plan for the reduction of greenhouse gas (GHG) emissions consistent with state-recommended targets. Since the 2019 CAP was adopted, significant changes have occurred at the federal and state levels to address climate change. This includes moves at the state level to adopt more aggressive climate goals. The Climate Crisis Act (AB 1279) was passed in 2022, requiring the state to achieve net zero GHG emissions by 2045. The California Air Resources Board's updated Scoping Plan also accelerates the GHG emission reduction requirements for 2030 to 48% below 1990 levels (increased from 40%) and raises the 2045 target to 85% below 1990 levels (increased from 80% by 2050). The 2019 adopted CAP included measures sufficient to achieve the previous 2030 target but would require additional reduction measures to achieve the previous 2050 target and the new state targets.

In March 2023, staff initiated an update to the 2019 CAP. The update, titled the *Climate Compass: A Plan for Implementing Elk Grove's Climate, Sustainability, and Resilience Goals*, is intended to ensure the City remains consistent with new State policies and regulations, in addition to identifying new programs, technologies, and emissions reduction strategies that can be leveraged to meet the City's GHG reduction goals. This draft of the [Climate Compass](#) is currently available for public comment, along with the [Draft Supplemental Environmental Impact Report](#).

The on-road transportation sector is the largest emission-generating sector for Elk Grove, accounting for 57 percent of the community-wide greenhouse gas emissions (GHGs). Reducing emissions in this sector is key to reducing the city's GHG footprint and meeting the state targets. Strategies and actions in the draft Climate Compass in the Transportation sector include:

1. Decreasing vehicle miles traveled
 - a. Implement the infrastructure, programmatic, and policy recommendations included in the Bicycle, Pedestrian, and Trails Master Plan.
 - b. Coordinate with SacRT to improve the city's public transit system by increasing reliability and accessibility as well as by adding amenities such as seating, lighting, tree cover, and real-time arrival information displays. Extend service hours and routes to better serve residential areas, employment

- centers, and popular destinations, with a focus on “Transportation-Based Priority Populations” as identified by Caltrans’ Transportation Equity Index.
- c. Develop a local Transportation Management Agency, which works with residences and businesses to provide education on transit and alternative transportation services and programs, and provides other supportive programs that work to reduce VMT.
 - d. Expand an electric bike (e-bike) incentive program to encourage residents to purchase and use e-bikes for commuting and local trips instead of driving. Incentives will be provided as subsidies or discounts on e-bike purchases.
 - e. Partner with Elk Grove Unified School District (EGUSD) to establish and better monitor Safe Routes to School programs aimed at promoting safe walking, biking, and other active transportation modes for students and families.
 - f. Work with existing multi-unit building owners and require new multi-unit developments to install e-bike charging and secure bicycle parking in multifamily residential developments.
 - g. Develop public awareness campaigns promoting the benefits of active transportation, public transit, and ridesharing.
 - h. Identify opportunities to create new ingress and egress pathways for bicycles and pedestrians within existing residential subdivisions. Require new developments to double the number of pathways compared to current standards.
2. Increase zero emission vehicle (ZEV) adoption
 - a. Adopt a reach code for EV charging to meet CALGreen Tier 1 or 2 requirements to require new commercial development to equip parking spaces with EV charging receptacles.
 - b. Conduct a citywide study to identify optimal locations for public and multifamily residential EV charging stations based on traffic patterns, proximity to major destinations, equity, and existing electrical infrastructure.
 - c. Formalize a partnership with SMUD to collaborate on EV infrastructure planning, defining shared goals, responsibilities, and a framework for coordinating EV infrastructure planning, rate structures, incentive programs, and educational initiatives.
 - d. Require new publicly accessible (non-card-lock) fueling stations to install one DC fast charger for each two fuel dispenser positions. This requirement may also satisfy the EV charger requirements for any on-site convenience store.
 - e. Partner with SMUD to promote ZEVs and provide information on available incentives.

Staff Recommendation:

The Climate Compass strategies and actions related to the Transportation sector will be presented at the Trails Committee meeting. City Staff are seeking input from the Trails Committee on the Transportation related strategies and actions.

Attachments:

1. None