



RANCHO MURIETA COMMUNITY SERVICES DISTRICT

15160 Jackson Road, Rancho Murieta, CA 95683

Office - 916-354-3700 Fax – 916-354-2082

COMMUNICATION & TECHNOLOGY COMMITTEE

(Director Linda Butler)

Regular Meeting

August 6, 2026, at 10:00 a.m.

All persons present at District meetings will place their cellular devices in silent and/or vibrate mode (no ringing of any kind). During meetings, these devices will be used only for emergency purposes and, if used, the party called/calling will exit the meeting room for conversation. Other electronic and internet enabled devices are to be used in the "silent" mode. Under no circumstances will recording devices or problems associated with them be permitted to interrupt or delay District meetings.

AGENDA

1. Call to Order

2. Comments from the Public

If you wish to speak during Comments from the Public or would like to comment regarding an item appearing on the meeting agenda, please complete a public comment card and submit to the Board Secretary.

3. Discussion Item Update on Website and Social Media

4. Discussion Item Pipeline -

a. Good News

5. Discussion Item Community Letter

a. Magnet with phone numbers – RMCSD, RMA, S Gate, Sheriff, Hwy Patrol

b. Instructions and Definitions

c. Security – Gate and Patrol

d. New Programs

e. Other Items

6. Discussion Item Rancho Murieta Resilience Plan

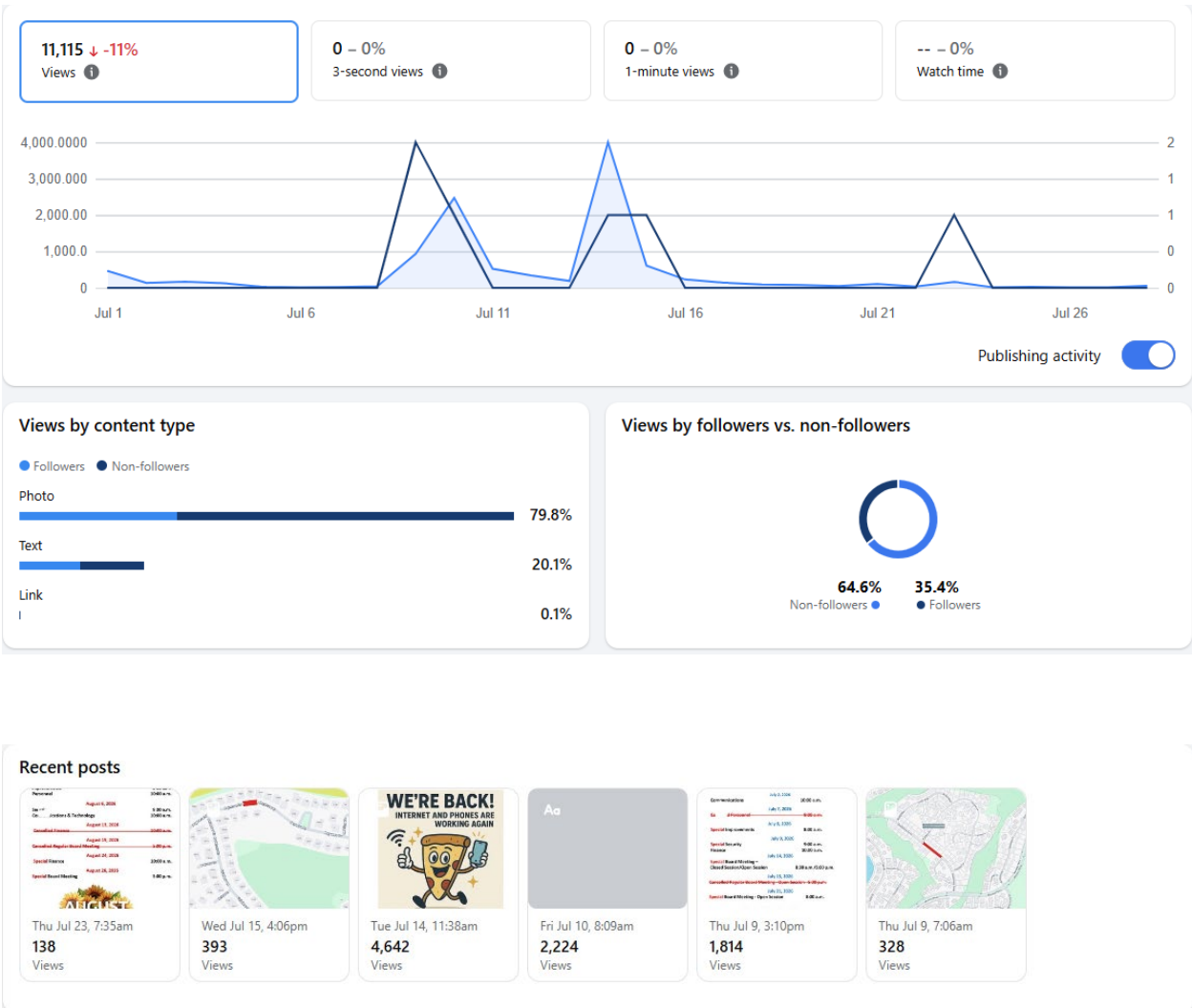
7. Directors & Staff Comments/Suggestions

8. Adjournment

"In accordance with California Government Code Section 54957.5, any writing or document that is a public record, relates to an open session agenda item and is distributed less than 24 hours prior to a special meeting, will be made available for public inspection in the District offices during normal business hours. If, however, the document is not distributed until the regular meeting to which it relates, then the document or writing will be made available to the public at the location of the meeting."

In compliance with the Americans with Disabilities Act if you are an individual with a disability and you need a disability-related modification or accommodation to participate in this meeting or need assistance to participate in this teleconference meeting, please contact the District Office at 916-354-3700 or dfleet@rmcsd.com. Requests must be made as soon as possible.

Note: This agenda is posted pursuant to the provisions of the Government Code commencing at Section 54950. This Agenda was posted on August 4, 2026, at the District Office at 9:00 a.m.



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Active users ?

3.9K

New users ?

3.7K

Average engagement time per active user ?

30s

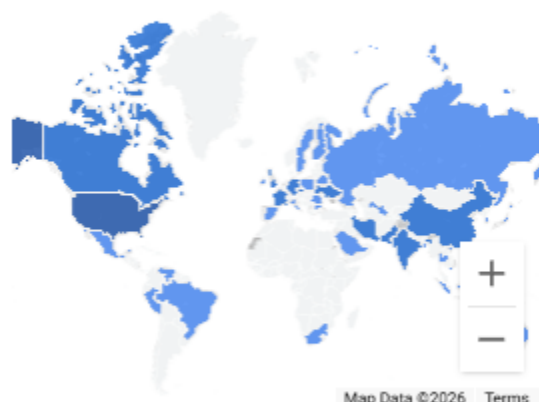
Total

\$0

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Active users ▾ by Country



COUNTRY	ACTIVE USERS
United States	3.3K
Singapore	365
China	64
India	48
Canada	25
Netherlands	17
Germany	13

Map Data ©2026 Terms

[View countries](#) →

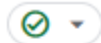
Views by Page title and screen class



PAGE TITLE AND SCREEN ...	VIEWS
Homepage Rancho Murieta ...	1.9K
Pay A Utility Bill - Rancho M...	472
Board of Directors Meetings ...	468
Employment Opportunities - ...	404
Board of Directors Meeting -...	231
ACCESS YOUR ACCOUNT - R...	219
2026 Committee Meetings - ...	209

[View pages and screens: page path and scree...](#) →

Active users▼ by City



CITY	ACTIVE USERS
Boardman	1.7K
Singapore	305
San Jose	273
Rancho Murieta	175
Sacramento	159
Ashburn	84
Los Angeles	70

[View cities](#) →

COMMUNITY LETTER – OUTLINE AND PROPOSED CONTENT – August 6, 2025

The Communications Committee has proposed and discussed the concept of a mailed letter to the community. This has been done very infrequently with the exception of the 218 notice for budgets. Initially, the primary purpose of the letter was to inform our residents of CC&Rs, Security matters and Security financial issues.

While these points will still be covered, there have been numerous changes over the past two + years that the community should be aware of and understand.

By sending a community wide letter we hope to get the attention of most residents. We will also put the contents on our Web Site, probably the Pipeline, and our Facebook page etc.

First let's address Security issues. Since January of 2025 I have been the Chairperson of the Security Committee. Previously The Security Committee had not met in at least 2 years. Topics we have discussed and researched were the following:

- CC&Rs enforcement in the community, including knowledge of rules and consequences, as well as the roles of Security Gate Guards and Security Patrol.
- Security/District Responsibilities for gate equipment and repair, flow of visitor traffic, repair and replacement of Security Equipment, etc.
- In the process we were also alerted to the question of Security Impact Fees and what the status is of these fees.
- A workshop was created to research Security Cameras

What will the letter contain as it applies to the original purpose?

- A refrigerator magnet- approximately 2x3 & 1/2 in. containing the following **Contact numbers**: RMCSD Office, South Gate, RMA, Sheriff, Hwy Patrol, and Fire.
- **An explanation of when to use each number.**

- A list of 10 to 12 CC&Rs that are commonly enforced by the Security Gate and Patrol.
- A Reminder that while this is a Gated community there are Rules that will be enforced and residents will be fined for not observing these rules.
- There are also rules from the DMV that apply to driving within the community. Such as driving without a license including carts etc.

Additionally, the letter will update the community on the structure and functioning of the District including: the Budget, the Audits, hiring a GM, hiring a Director of Operations, New Organizational Chart, Board changes, the Grand Jury Report, the Country Club and recycled water.

OTHERS?

Discussion

PRELIMINARY WORK,
SUBJECT TO CHANGE

In-Person

Community Work Session #2

Rancho Murieta Resilience Plan (RMRP)

June 2026



Wildland
Resource
Management

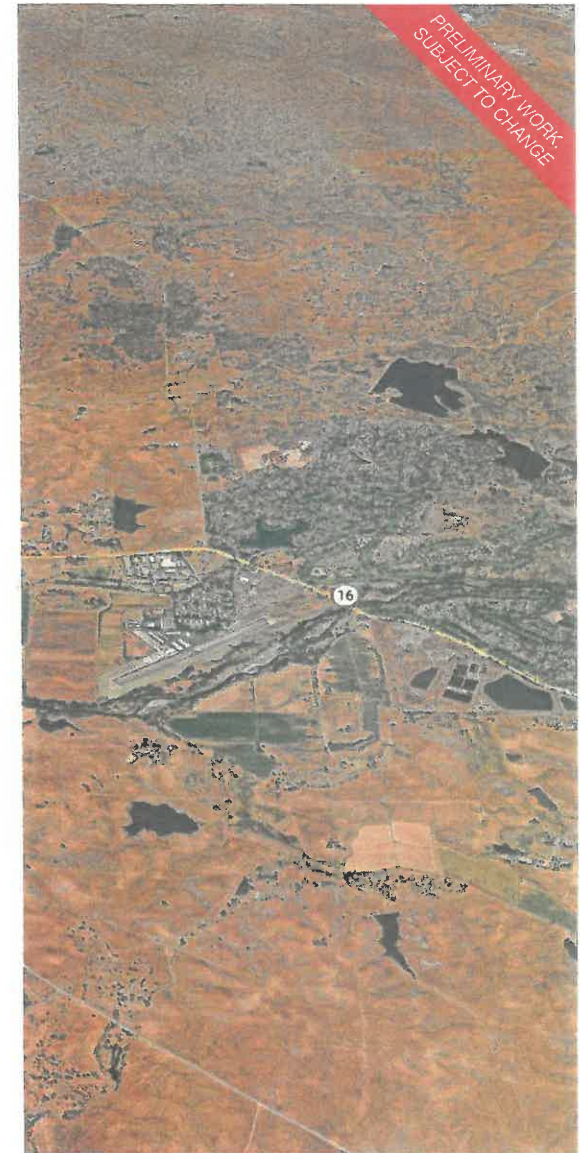


Today's Agenda

Community Work Session #2

*24 June 2026, 6:30-8:00pm at Rancho Murieta Community Church
and 25 June 2026, 9:00-10:30am at Villas at Rancho Murieta*

Introductions	0:00 - 0:05
Project Presentation	0:05 - 1:05
Q&A / Open House	1:05 - 1:30
Closing Statement	



With You Today

Community Work Session #2

Resilience Plan Team:

**Sacramento County
Department of
Transportation
(SacDOT) - Lead**

**Sherwood Design
Engineers - Prime
Consultant - Flooding, Fire**

**DKS Associates -
Transportation / Evacuation**

**Wildland Resource
Management - Fire**

**Resilient Communities -
Community Engagement**



**Gary
Gasperi**
Sacramento County
Department of Transportation



**Ashley
Ramirez**
Sacramento County
Department of Transportation



**Joseph
Albani**
Sherwood Design Engineers

PRELIMINARY WORK.
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With You Today

Community Work Session #2



**Randy
Johnson**

DKS Associates



Carol Rice

Wildland Resource
Management



**Margaret
Raimann**

Resilient Communities



**Travis
Shappell**

Resilient Communities

PRELIMINARY WORK.
SUBJECT TO CHANGE

What We Covered Previously (November 2025)

Community Work Session #2

PRELIMINARY WORK
SUBJECT TO CHANGE

In-Person Work Session #1:

- **Overview of the Resilience Plan**
- **Summary of existing conditions**
- **Review of community survey (existing resilience)**
- **Introduction of disaster assessment & modeling**

[LINK TO SESSION #1 PRESENTATION](#)

What we heard from you:

- **Improve community engagement**
- **Community concerns**

What We've Been Up To:

- **Existing Conditions Analysis**
- **Natural Disaster Conditions Assessment**
- **Modeling & Simulations (on-going)**
- **Infrastructure Needs Assessment (on-going)**



Information Sharing



Breakout Groups

Why We're Here Today

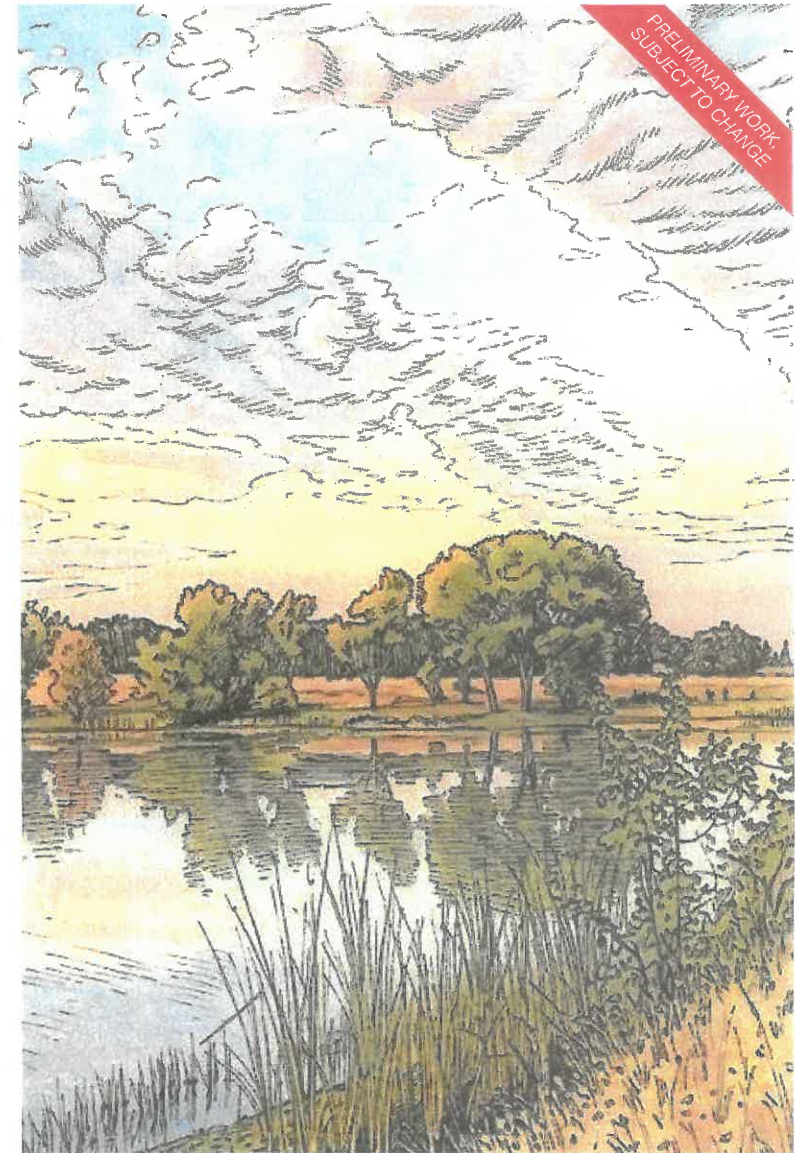
Community Work Session #2

This session(s) will:

- Provide a project update
- Summarize flood and wildfire risks
- Introduce potential flood and wildfire mitigation strategies
- Outline emergency response actions and where improvements might be made

What we're asking of you:

- Review potential mitigations
- Identify community considerations, concerns, and questions
- Share information





Project Overview & Update

Community Work Session #2

Rancho Murieta Resilience Plan (RMRP)

June 2026



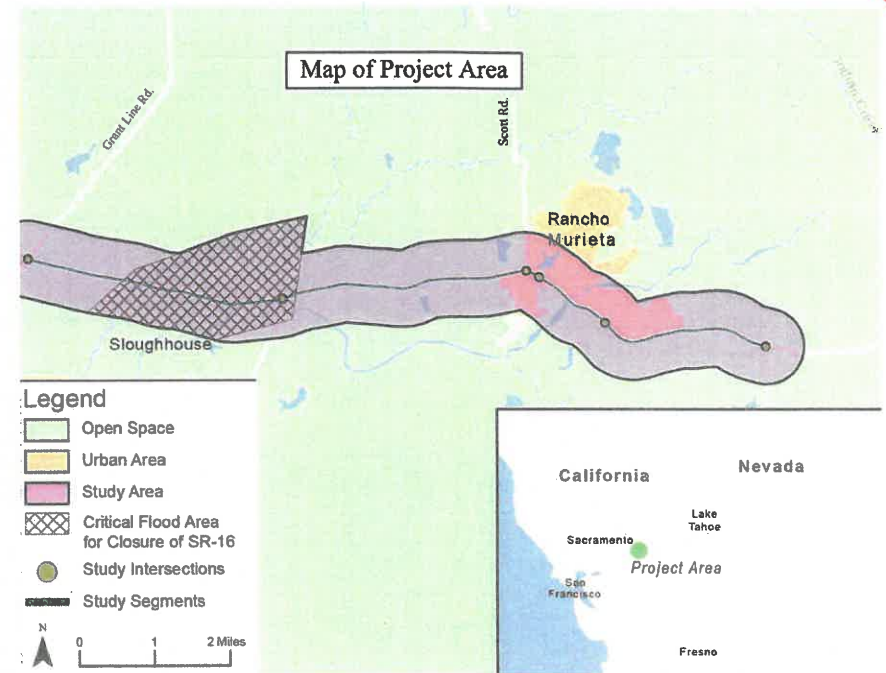
Project Overview

Rancho Murieta Resilience Plan (RMRP)

The **Rancho Murieta Resilience Plan (RMRP)** addresses a **segment of Jackson Road** (State Route 16) and six of its intersections between Grant Line and Lone Rds (including Stonehouse Rd and Scott Rd), as well as flooding in the Sloughhouse area. **This area is critical as it connects the Rancho Murieta community to the rest of Sacramento County.**

The community is considered high-risk for wildfire and flooding and has a greater than average population over the age of 60.

Utilizing data-driven climate, traffic, and disaster models, the plan will explore various mitigation strategies and compile findings into a Resilience Plan. The Plan will serve as a Project Initiation Document (PID) to advance identified infrastructure improvements.

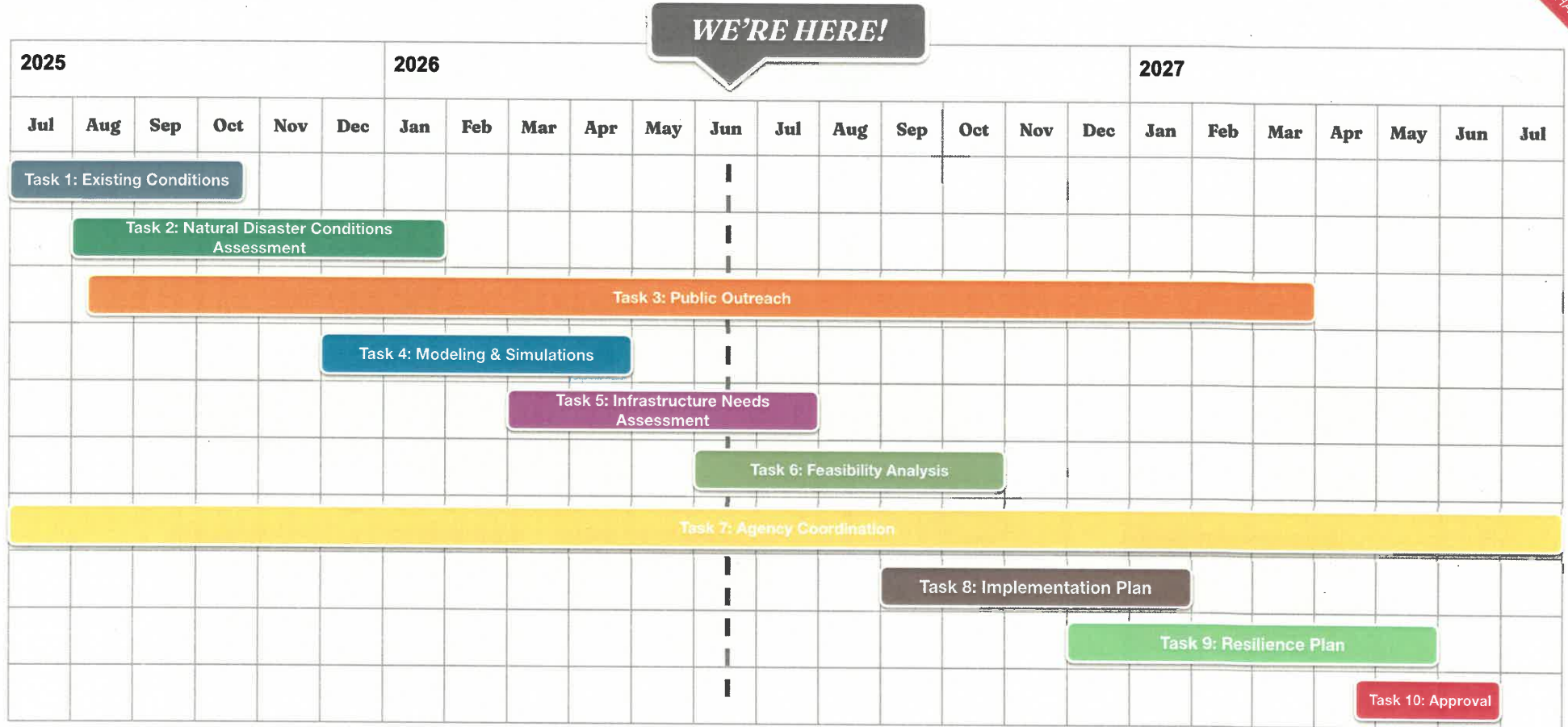


PRELIMINARY WORK
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Project Schedule (as of June 2026)

Rancho Murieta Resilience Plan (RMRP)

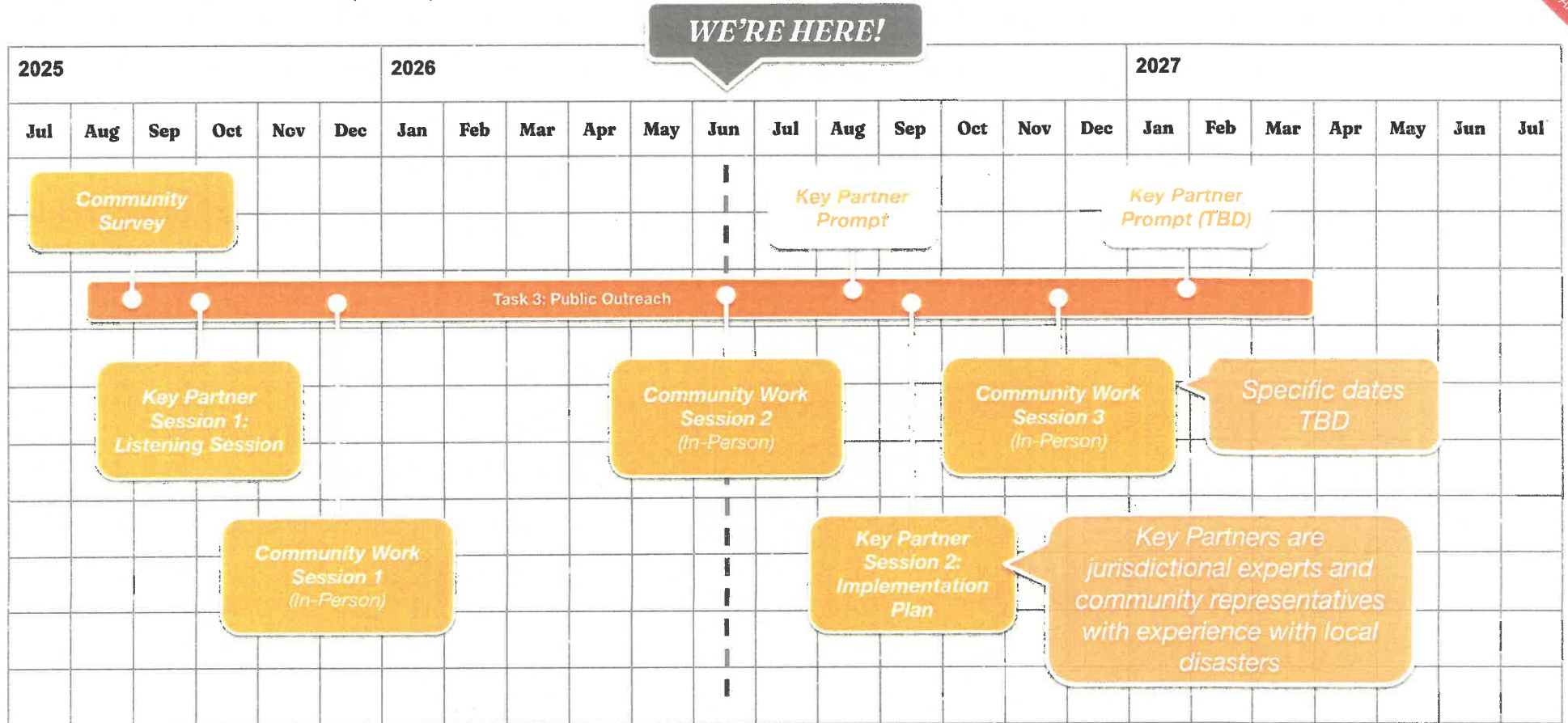
PRELIMINARY WORK
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Public Outreach (as of June 2026)

Rancho Murieta Resilience Plan (RMRP)

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Risk & Mitigation Strategies:
Flood

Community Work Session #2

Rancho Murieta Resilience Plan (RMRP)

June 2026



PRELIMINARY WORK
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Flood: Vulnerabilities & Risk Summary

Risk Assessment

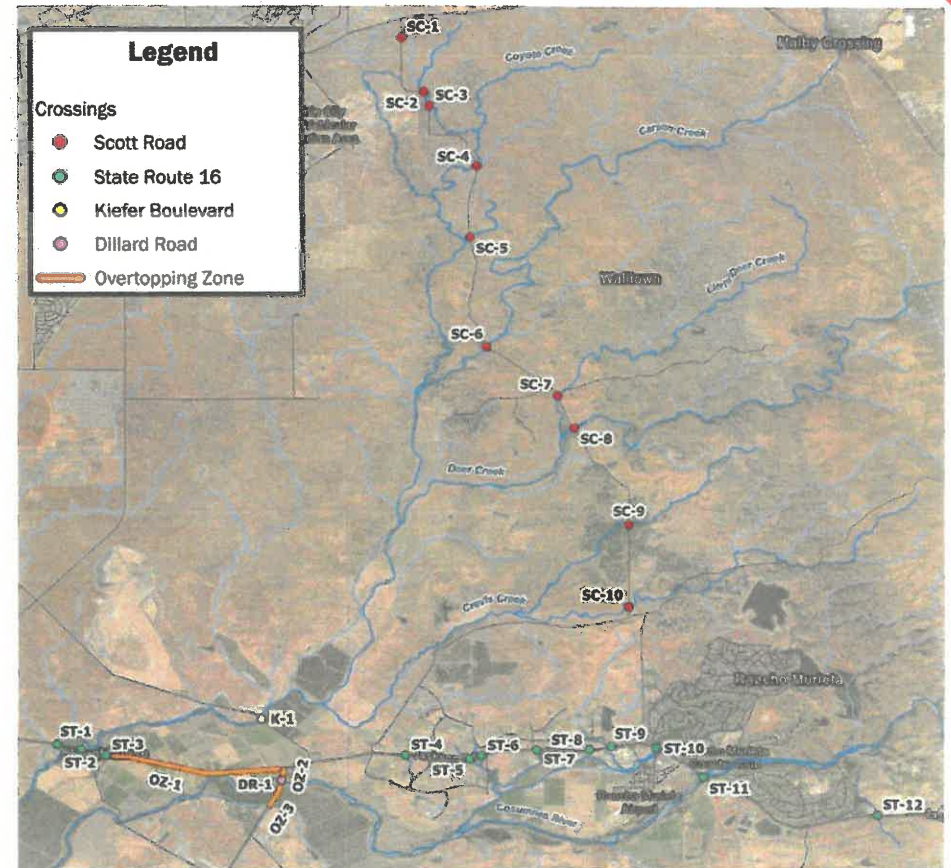
Findings reinforce SR-16's role as the primary and most reliable evacuation route serving Rancho Murieta.

Jackson Road (SR-16): Floods during 10-year storm event at the Equestrian Center (ST-9) and during the 100-year flood event at Sloughhouse and Dillard Road (OZ-1& ST-9).

Scott Road: Floods at multiple culvert crossing in the 2-year and 50-year storm events (SC-2, SC-3, SC-4, SC-7, SC-8).

Dillard Road: Floods during the 50-year storm south of the Cosumnes River Bridge and during 100-year storm north of the Bridge (OZ-2 & OZ-3).

Kiefer Boulevard: Frequent flooding at the 2-year event (K-1).

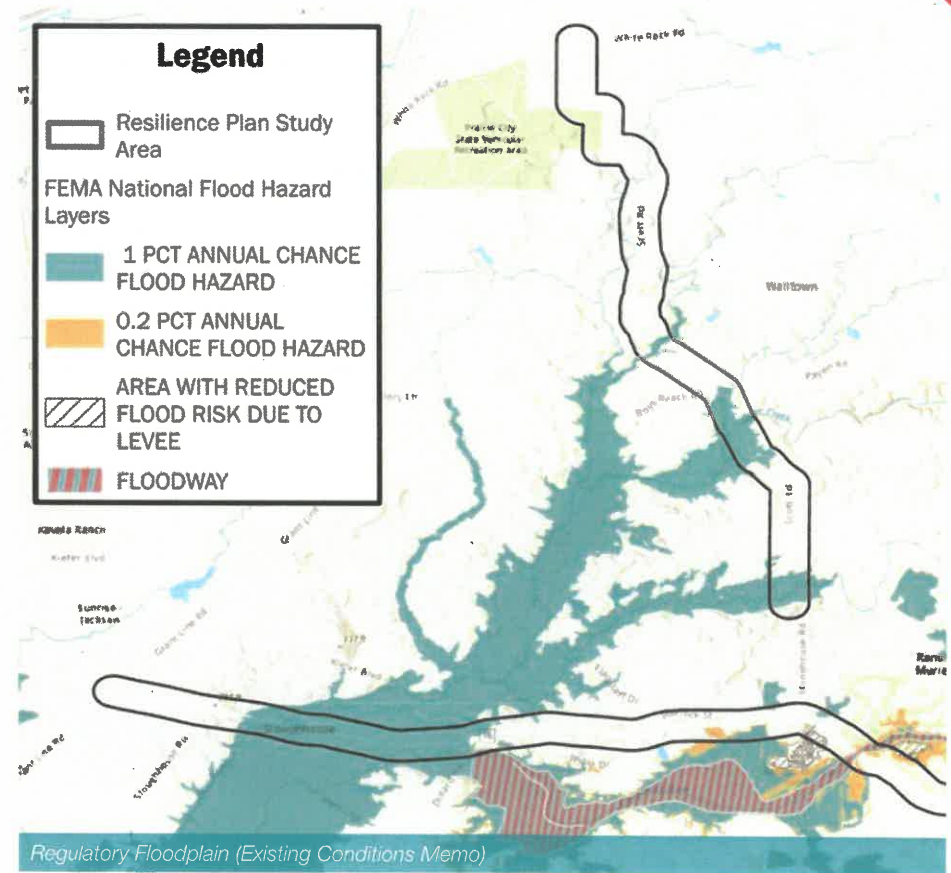


Flood: Future Risk

Risk Assessment

Projected future climate environmental conditions indicate that ***flood severity will drastically increase.***

Roadway inundation depths are expected to rise by approximately 30% at ST-9 and 94% at OZ-1, while severe 200- and 500-year events will introduce entirely new overtopping risks at crossings ST-1, ST-2, and ST-3.

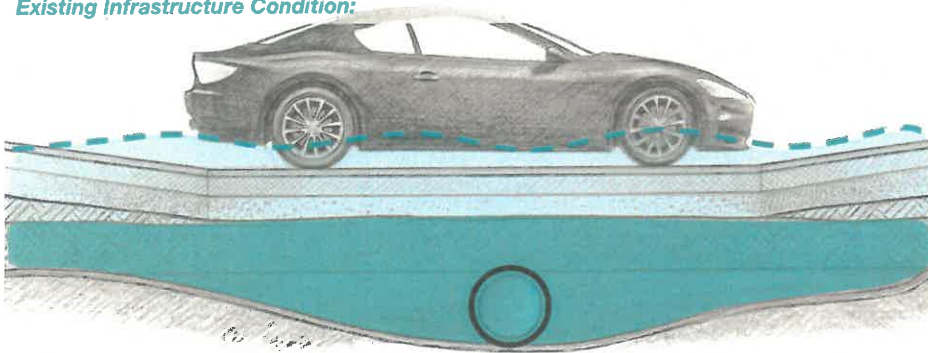


Potential Flood Mitigation Strategies

Infrastructure Needs Assessment

Potential mitigation measures is to address hydraulic deficiencies and maintain transportation resilience (roadway access) by either reducing the frequency and severity of roadway flooding or by improving stability to reduce the likelihood of roadway failure during flood events.

Existing Infrastructure Condition:



Potential Flood Mitigation Strategies

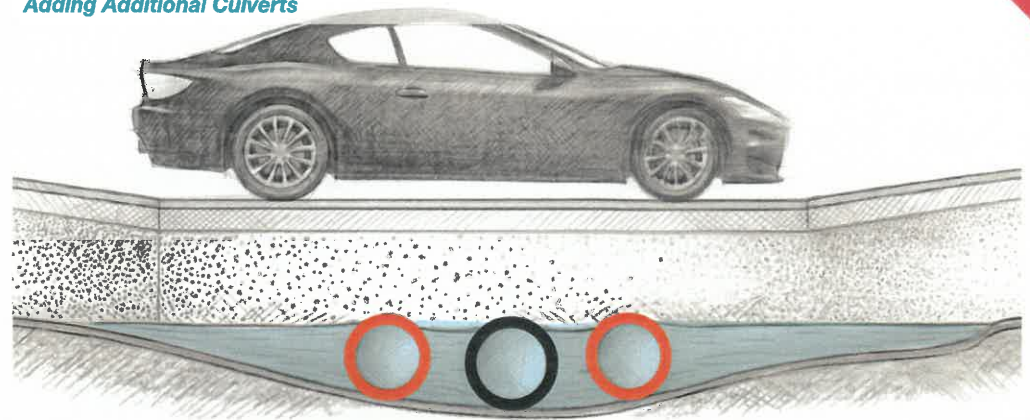
- **Replace Culvert**
- **Raise Roadway Elevation**
- **Bridge Replacement (w/ Higher Elevation)**
- **Grading Improvement**
- **Embankment Stabilization**

Replace Culvert

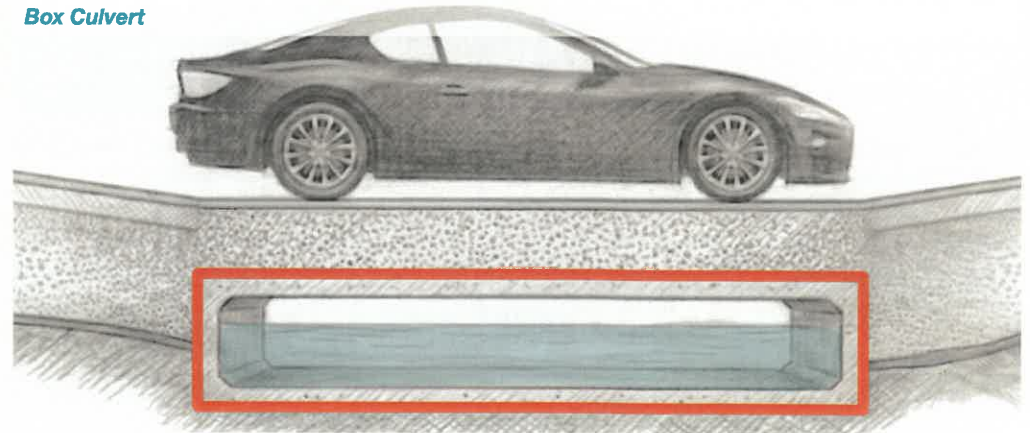
Potential Flood Mitigation Strategies

Replace undersized culverts that currently fail to convey stormwater under existing roads. Adding additional culvert or providing box culverts significantly increases hydraulic conveyance capacity. This reduces water surface elevations and minimize risk of roadway inundation to ensure continuous safe transit for the Rancho Murieta community.

Adding Additional Culverts



Box Culvert



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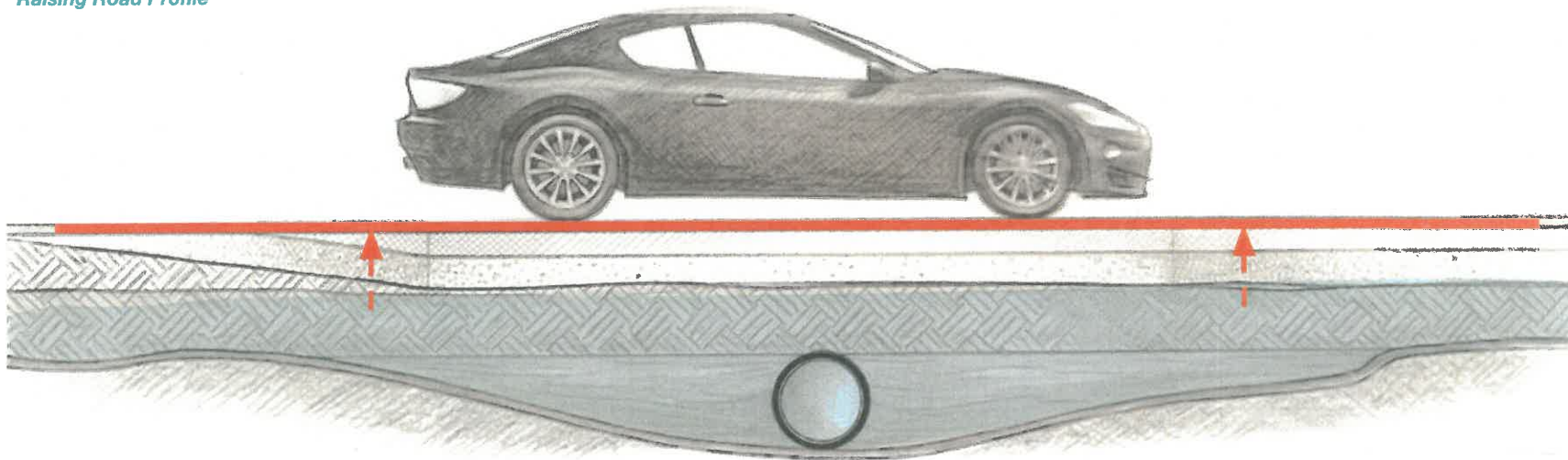
Raise Roadway Elevation

Potential Flood Mitigation Strategies

Mitigating hazards by raising the road profile where the Cosumnes River overtops SR-16 and Dillard Road. Roadway design will elevate the road surface at least one foot (1') above the 100-year flood event to prevent vehicle access disruptions. This strategy would incorporate erosion control measures and drainage improvements to ensure the road base is not eroded.

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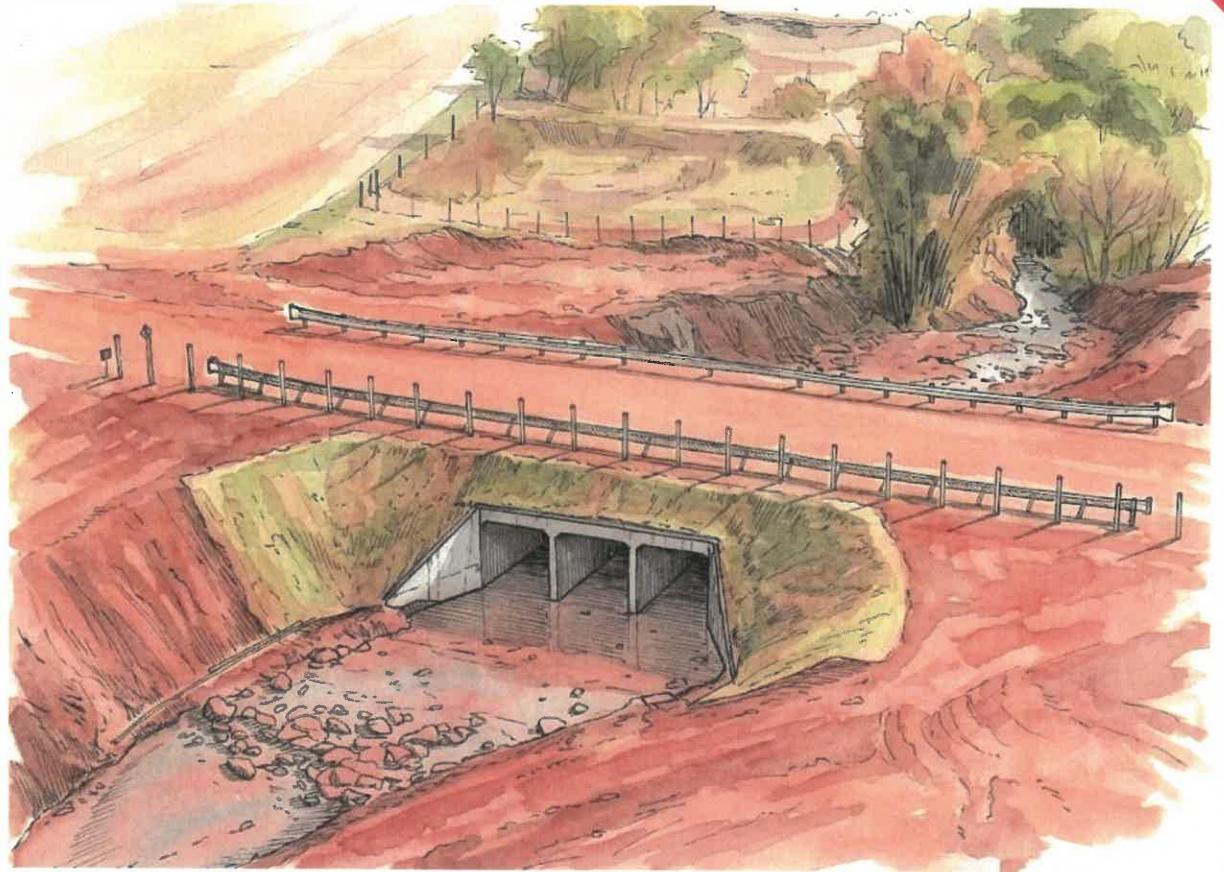
Raising Road Profile



Bridge Replacement (w/ Higher Elevation)

Potential Flood Mitigation Strategies

Replacing an existing bridge structure with a design that provides greater conveyance capacity or bridge spans. May include raising the roadway profile. This approach targets major arterial crossings to meet SacDOT's resilience standards.



PRELIMINARY WORK
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Grading Improvement & Embankment Stabilization

Potential Flood Mitigation Strategies

PRELIMINARY WORK
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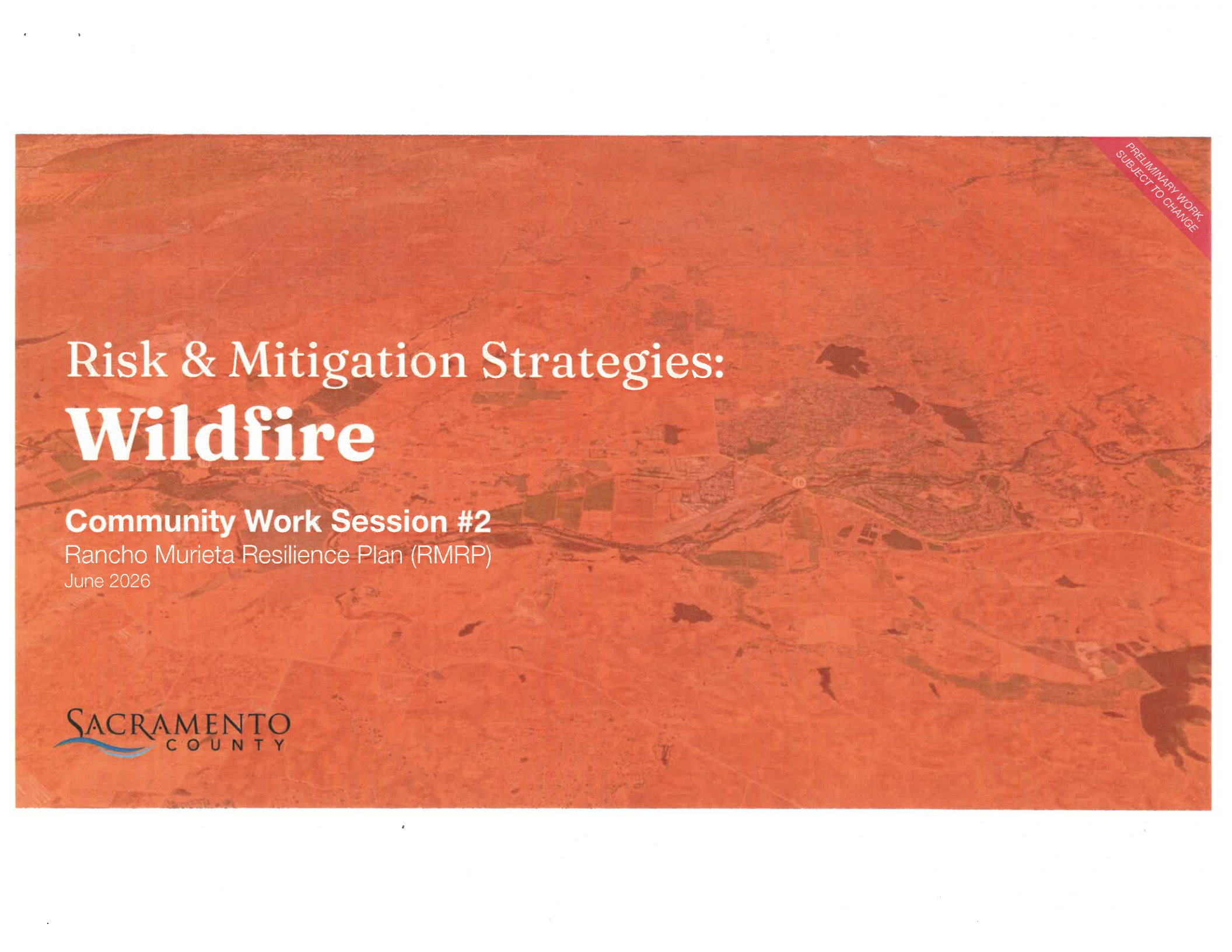
Grading Improvement

Modifying the local topography around a crossing, such as regrading upstream channels or widening sections, to improve flow efficiency. These adjustments help reduce sediment transport and lower water surface elevations near the crossing to prevent roadway inundation.



Embankment Stabilization

Reducing likelihood of failure during flood events when roadway upgrades cannot meet design criteria. This strategy includes techniques such as adding riprap, installing culvert aprons or wingwalls, and revegetating stream banks to protect the road from scour and collapse.

An aerial photograph of a rural landscape, likely in Rancho Murieta, California. The image is overlaid with a semi-transparent orange filter. A road, possibly Highway 99, runs diagonally through the center. There are some buildings and fields visible. In the top right corner, there is a purple diagonal banner with white text.

Risk & Mitigation Strategies: **Wildfire**

Community Work Session #2

Rancho Murieta Resilience Plan (RMRP)

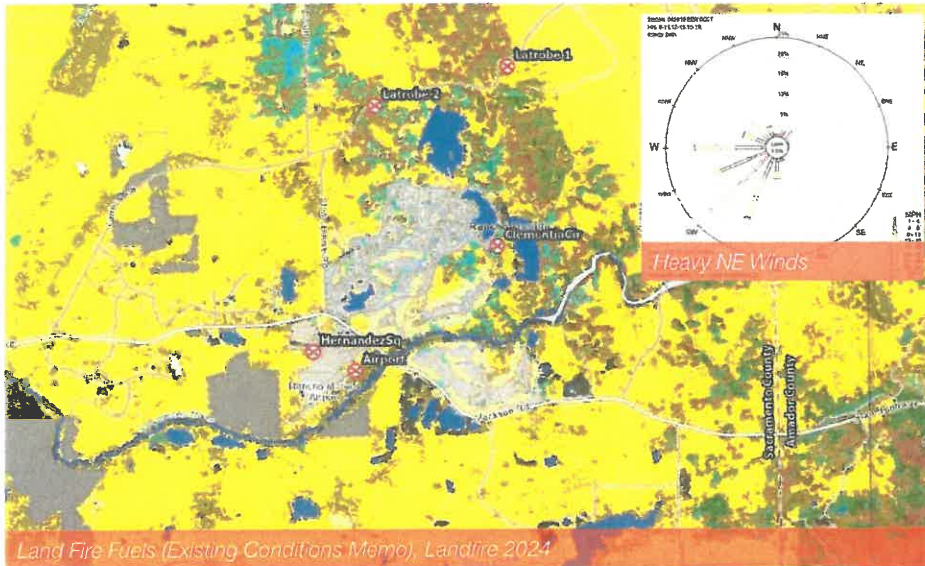
June 2026



PRELIMINARY WORK
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Wildfire: Existing Conditions

Natural Disaster Conditions Assessment Memorandum



Almost two-thirds (64.9%) of the area is covered by grass. North central area is a mix of grass and shrub (13.9%). Only an eight (11.8%) of the study area that is not vegetated such as roads, buildings, water, and other developed areas.

The Rancho Murieta community faces severe, interconnected natural hazard risks, where frequent flooding along alternative transit corridors and rapid wildfire growth driven by northeast winds heavily compromise regional evacuation safety.

The **Jackson Road (SR-16) corridor** serves as the **primary ingress and egress route** for the community which makes its reliability during wildfire events a critical life-safety priority.

Wildfire: Vulnerabilities & Risk Summary

Natural Disaster Conditions Assessment Memorandum

Critical Wildfire Weather Conditions: Wildfire hazards present the greatest risk during **severe northeast wind events**. Events may be characterized by low relative humidity (-9%) and average wind speeds exceeding 24 mph. Conditions can easily strain state and county firefighting resources.

Rapid Wildfire Behavior: Scenarios to the northeast of the community demonstrate highly aggressive fire growth.

Residential Environment/Fuel: While regional fuel reduction treatments effectively lower fire behavior, developed neighborhoods may feed the conflagration and accelerate a fast-moving, structure-to-structure fire within the community.



Wildfire Mitigation Measures

Infrastructure Needs Assessment

Mow Grasses

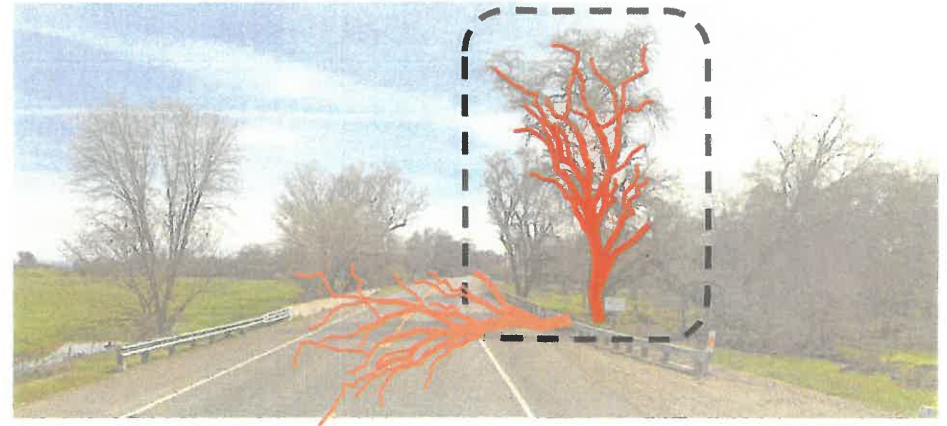
Annual roadside mowing that lowers the likelihood of vehicle-caused ignitions and limiting fire spread across evacuation routes by reducing immediately adjacent fuel. Roadside grasses should be mowed annually prior to wildfire season (typically May). A minimum 10-foot buffer from the pavement edge should be maintained where grasses begin to cure.



Rancho Murieta Resilience Plan (RMRP)
SacDOT | June 2026 | Community Work Session #2

Remove Hazard Trees

Assessment and proactive removal of hazardous trees, the primary cause of sudden road closures, that reduce the risk of roadway blockage during emergency events and improve corridor reliability. Trees with structural defects or instability pose a high likelihood of falling across the roadway under fire, wind, or saturated soil conditions.



PRELIMINARY WORK
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Wildfire Mitigation Measures

Infrastructure Needs Assessment

Shrub Removal & Tree Limbing

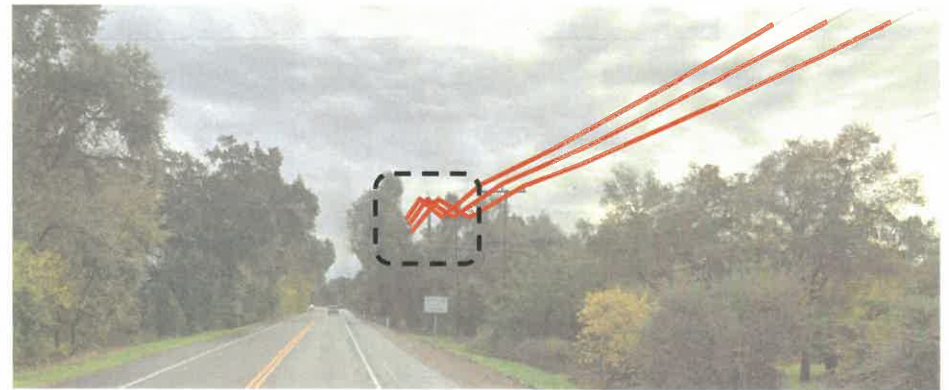
Reduces vertical fuel continuity and limits potential for surface fires to transition into the tree canopy by pruning lower branches and removing understory shrubs. Decreases flame height, reduces ember generation, and lowers the likelihood of fire crossing the roadway. Important for maintaining evacuation routes as canopy fires can produce sustained heat, falling debris, and reduce visibility.



Rancho Murieta Resilience Plan (RMRP)
SacDOT | June 2026 | Community Work Session #2

Powerline Clearance

Reduces ignition risk of electrical infrastructure and prevents outages that may obstruct evacuation routes by maintaining adequate separation between trees and overhead lines. Minimizes likelihood of arcing, line faults, or vegetation-driven ignition during high wind or fire conditions. Reduces potential for trees or limbs to fall onto energized lines creating ignition sources or roadway obstructions.



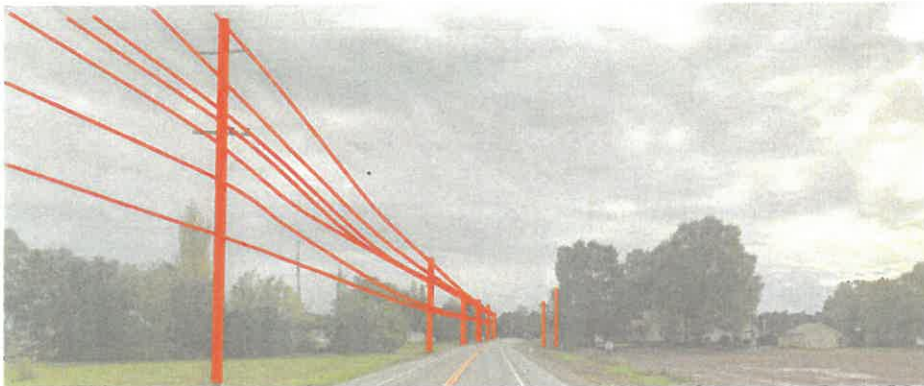
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Wildfire Mitigation Measures

Infrastructure Needs Assessment

Underground Electrical Utilities

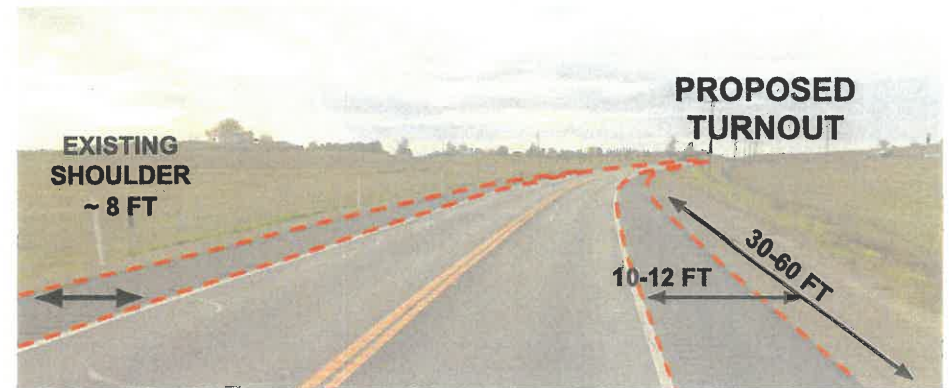
Eliminates ignition risks and roadway obstructions associated with overhead power infrastructure by removing poles and lines from exposure to wind, fire, and falling vegetation. Improves long-term corridor reliability by eliminating a recurring maintenance and hazard source while improving visual character. May be considered in targeted segments with clear and concentrated risk or where aligned with other capital improvements.



Rancho Murieta Resilience Plan (RMRP)
SacDOT | June 2026 | Community Work Session #2

Occasional Turnout (10ft)

Provide targeted operational improvements that enhance evacuation efficiency and emergency response along constrained rural corridors by reducing the likelihood that disabled vehicles or staged emergency equipment will block travel lanes. Improves traffic flow under emergency conditions, supports fire apparatus staging, and allows for bidirectional movement where congestion would otherwise occur.



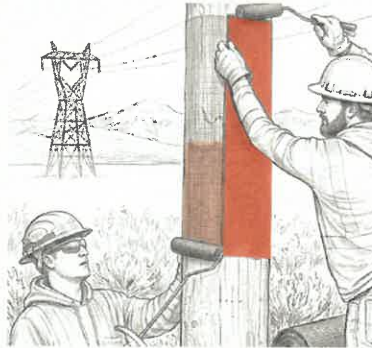
PRELIMINARY WORK
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Wildfire Mitigation Measures

Infrastructure Needs Assessment

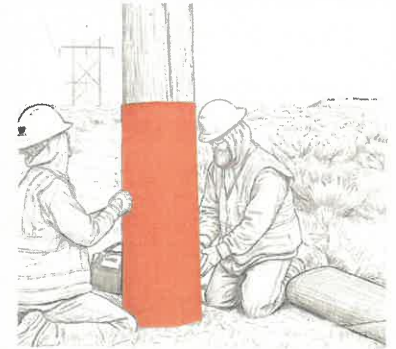
Hardening Power Pole: Coatings

Fire-resistant coatings are a low-cost, rapid strategy that reduce ignition risk and prevent pole failure. Requires periodic reapplication (ongoing maintenance), particularly in hotter and drier climate conditions.



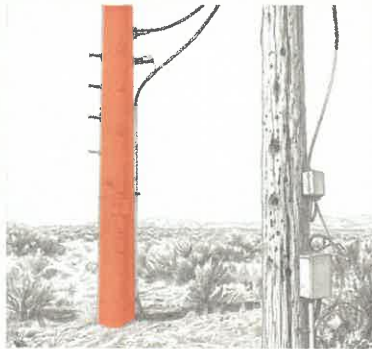
Hardening Power Pole: Wrap

Wrapping poles with fire-resistant materials provides a durable but cost-effective method of reducing ignition and failure risk. Enhanced protection compared to coatings, with resistance to sustained heat and improved wildfire durability.



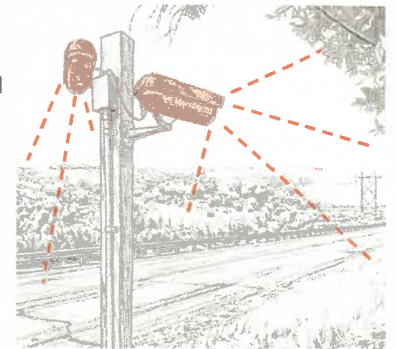
Hardening Power Pole: Replacement

Replacing existing wooden poles with non-combustible materials eliminates the risk of pole ignition and reduces likelihood of roadway blockage. Highest level of investment that provides a long-term solution with minimal maintenance needs.



Cameras/Sensor for Detection/Notification

Provide a critical layer of wildfire resilience by shifting response from reactive to proactive. Systems require power and communications infrastructure and must be strategically placed to maximize coverage and minimize response time.



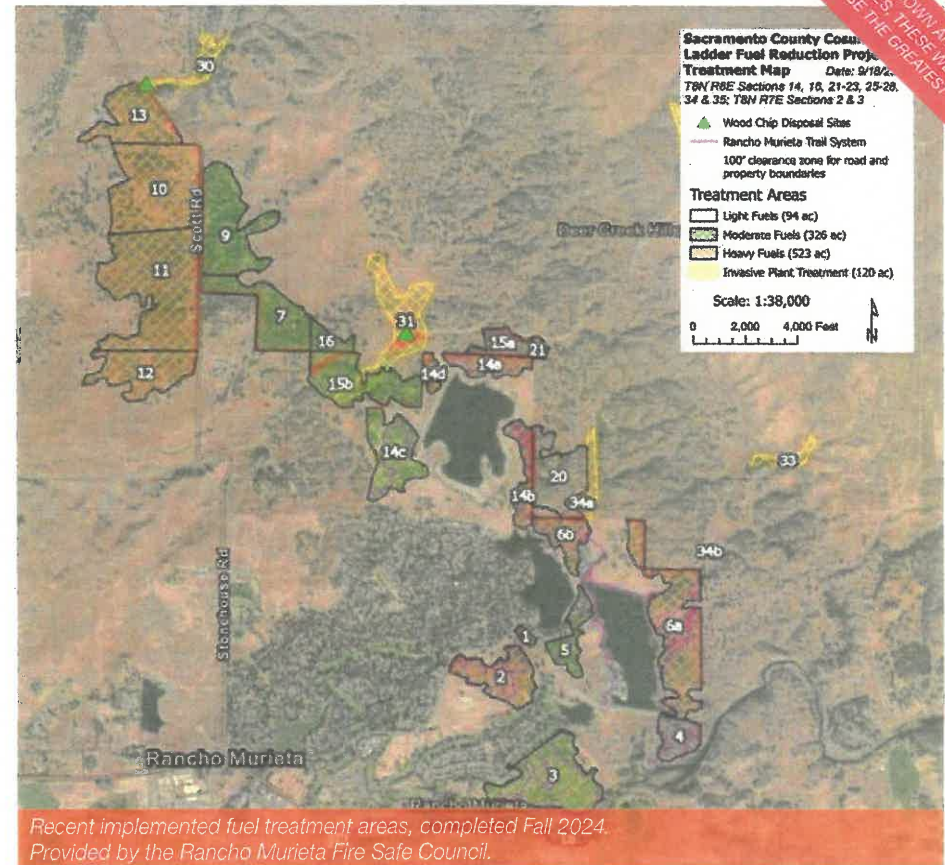
PRELIMINARY WORK
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Conclusion

Potential Wildfire Mitigation Strategies

No single strategy is sufficient on its own; rather, the **greatest benefit is achieved through coordinated implementation that reduces ignition potential, limits fire spread, hardens vulnerable infrastructure, and maintains roadway capacity under stress.**

A layered approach is necessary to ensure redundancy and resilience. Implementing multiple strategies in parallel will reduce the likelihood of simultaneous system failures and improve the probability that SR-16 remains passable during both small, fast-moving grass fires and larger, more complex wildfire incidents.



Next Steps

Potential Wildfire Mitigation Strategies

Prioritizing corridor segments **where risk to evacuation continuity is highest and aligning implementation with available funding, agency jurisdiction, and operational feasibility.**

Near-term actions may include low-cost, high-impact measures such as mowing, hazard tree removal, and targeted pole hardening, while medium- to long-term investments can advance detection systems, turnout construction, and selective infrastructure upgrades.

Coordination with Caltrans, Sacramento County, utilities, and fire agencies is essential to integrate these strategies into ongoing maintenance and capital improvement programs. Funding opportunities through state and federal resilience, wildfire, and transportation grants should be actively pursued to support phased implementation.



PRELIMINARY WORK
SUBJECT TO CHANGE

Evacuation Assessment

Community Work Session #2

Rancho Murieta Resilience Plan (RMRP)

June 2026



Emergency Response & Evacuation Analysis

Evacuation Assessment

Goal: Understand where evacuation traffic could back up and what improvements may help it clear faster.

Evacuation warnings and orders are issued by the Sacramento County Office of Emergency Services, in coordination with Sacramento County Sheriff, CAL FIRE, Sacramento Metro Fire, and CHP.

An evacuation may happen in phases: areas closest to the threat leave first, with other zones moving from "warning" to "order" as conditions change.

To keep traffic moving, evacuees may be directed by location: RMA North toward the west on SR-16, RMA South toward the east. This "cardinal direction separation" reduces merging conflicts at the SR-16 signals.

SIGN UP
to receive emergency alerts by email, phone or text
Text "SacAlert" to 67283

@SacramentoOES
@SacramentoOES
www.SacramentoReady.org
Smart911 Google Play App Store

Sacramento County Office of Emergency Services
www.Sacramento-Alert.org

KNOW THE DIFFERENCE

Evacuation Warning	Evacuation Order
Potential threat to life/property. Leave now if you need additional time to evacuate or have pets or livestock.	A lawful order to evacuate due to immediate threat to life/property.

Cal OES
CALIFORNIA OFFICE OF EMERGENCY SERVICES

PRELIMINARY WORK
SUBJECT TO CHANGE

How We Studied Evacuation

Evacuation Assessment

Scenario Development:

- Three wildfire evacuation scenarios developed with emergency responders through two Virtual Incident Command Center workshops.
- Sheriff's office collaborated with fire and emergency management to develop evacuation orders, similar to a real Incident Command Center event, for each scenario.

Key Inputs:

- How many vehicles leave, when they leave, and where are they evacuating to?
- Demand assumptions came from the 2025 community survey: 1.9 evacuating vehicles per household.
- Locations where law enforcement will control traffic and how quickly they can respond.



Virtual Incident Command Center Workshop w/ Local & Regional Emergency Responders



Scenario Parameters for Modeling

How We Studied Evacuation

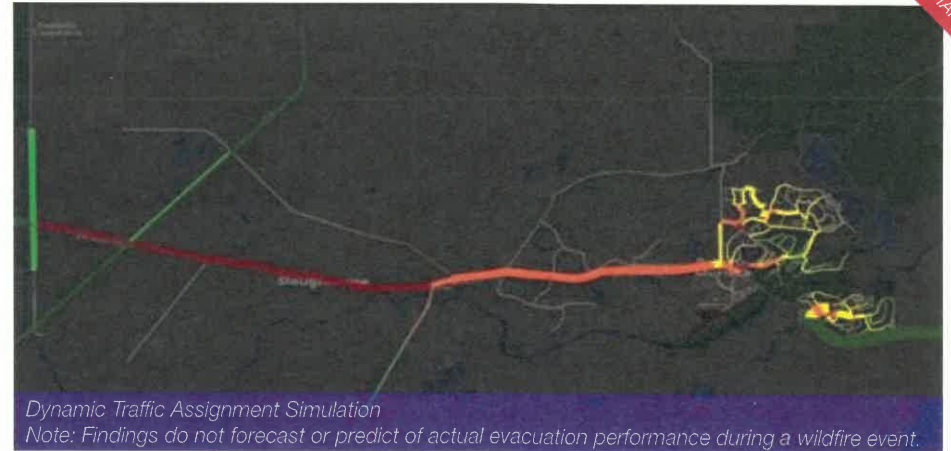
Evacuation Assessment

Simulation Analysis:

- Dynamic Traffic Assignment model that simulates individual vehicles to understand traffic operations and the behavioral response during an evacuation. Includes the complete roadway system from turn lanes, stops signs, traffic signal timing, and emergency traffic control. Accounts for background traffic.
- Who is evacuating and how they respond; household, employees, and visitors.

Insights:

- Time it takes to clear the Evacuation Zone.
- Time it takes to leave the greater study area (i.e., past Grant Line Road and downstream bottlenecks).
- Where resources are needed to control traffic.
- Infrastructure mitigation projects to better facilitate evacuations.



Evacuation Scenarios Tested

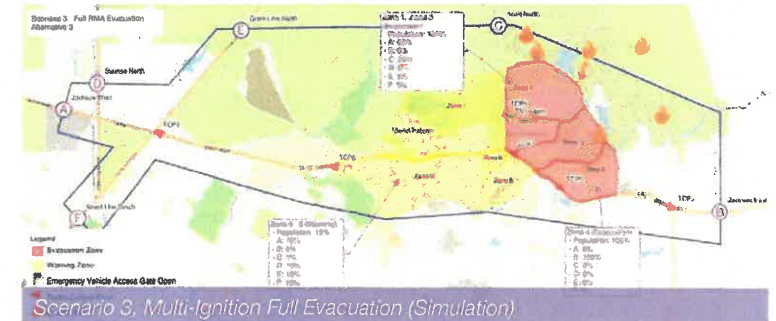
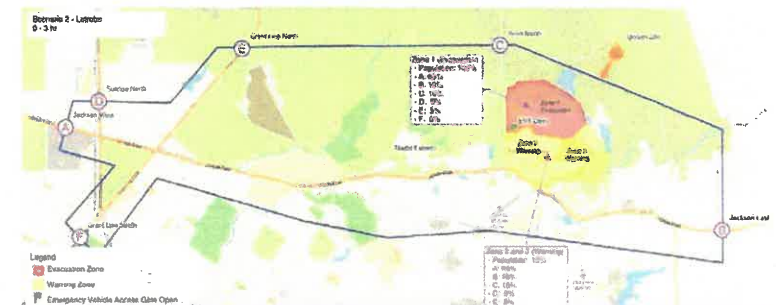
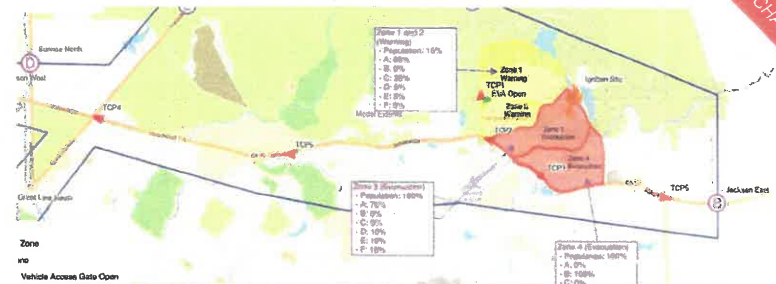
Evacuation Assessment

Three scenarios that address localized fires to full evacuations of the whole community:

- **Scenario 1, Interior Ignition (Clementia Circle):** A fire starting inside the community with phased evacuation. About 1,300 vehicles in the first phase.
- **Scenario 2, Latrobe Road North:** A fire approaching from the north with more warning time. About 2,000 vehicles.
- **Scenario 3, Multi-Ignition Full Evacuation:** A scenario with simultaneous ignitions around the community under strong northeast winds to model a full-community evacuation. About 5,200 vehicles.

In the modeled scenarios, southern neighborhoods are routed east on Jackson Road (SR-16) and northern neighborhoods west to reduce merging conflicts at the SR-16 signals while allowing the Scott Road route be available in some cases.

Note: Equestrian center event evacuation included with all scenarios. About 500 vehicles.



Scenario Analysis & Findings

Evacuation Assessment

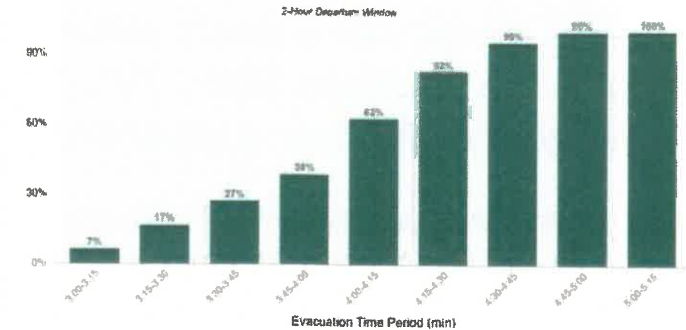
Partial & Phased Evacuation Scenarios:

- Partial and phased evacuation scenarios are able to clear the evacuation zones immediately after the departure window.

Full Community Evacuation Scenarios:

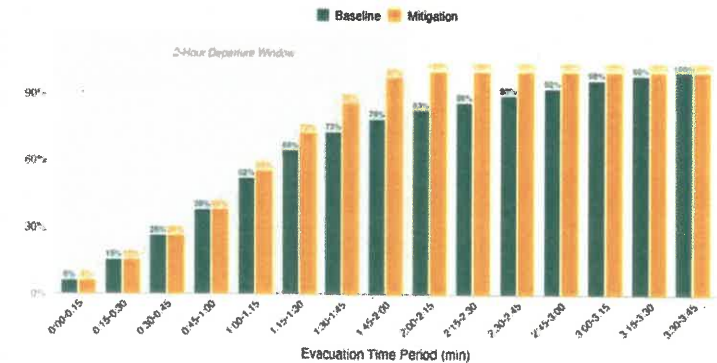
- Identifies Jackson Road (SR-16) west of the community as the main bottleneck.
- Eastbound Jackson Road (SR-16) carries South RMA traffic with no downstream bottlenecks.
- Identifies that Jackson Road (SR-16) signals between the community and Grant Line Road (Kiefer Boulevard and Sunrise Boulevard) as a constraint across all scenarios.
- Indicates that, in the highest volume scenario with no active traffic management, congestion on Jackson Road (SR-16) extends modeled clearance times by up to roughly three hours.

Accumulated Percentage of Evacuated Trips by Time Intervals



Clementia Phase 2 Accumulated Percentage of Evacuated Trips

Accumulated Percentage of Evacuated Trips by Time Intervals



Scenario 3, Two Evacuated Trips by Time Intervals

PRELIMINARY WORK
SUBJECT TO CHANGE

Improving Evacuation Performance

Evacuation Assessment

Modeling shows that **quickly prioritizing evacuation traffic through the Jackson Road (SR-16) signals may produce the biggest reduction in clearance (evacuation) times.**

Quickly giving evacuation traffic priority through the SR-16 signals (within roughly 40 minutes of an evacuation order) **reduced peak congestion (extreme scenario) by approximately 80 percent.** The faster this action happens, the better the evacuation performs.

- This can be achieved by deploying officers to direct the key intersections or by evacuation-priority signal timing. A **Connected Signal System** is one way to activate that timing remotely, immediately, and without staffing each intersection.

Keeping the Escuela Drive emergency gate and the Stonehouse-to-Scott Road route available provides a third outbound path and shortens modeled clearance (evacuation) times.

Note: Findings have identified the specific recommendations on the following slides.

PRELIMINARY WORK
SUBJECT TO CHANGE

Unmitigated Simulation Model

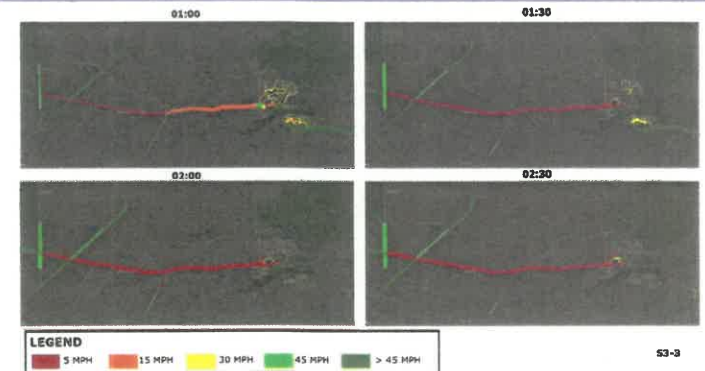


FIGURE 31: SCENARIO 3 ALTERNATIVE 3 MODELED TRAVEL SPEEDS BY 30-MINUTE INTERVAL (1 OF 2)

Mitigated Simulation Model

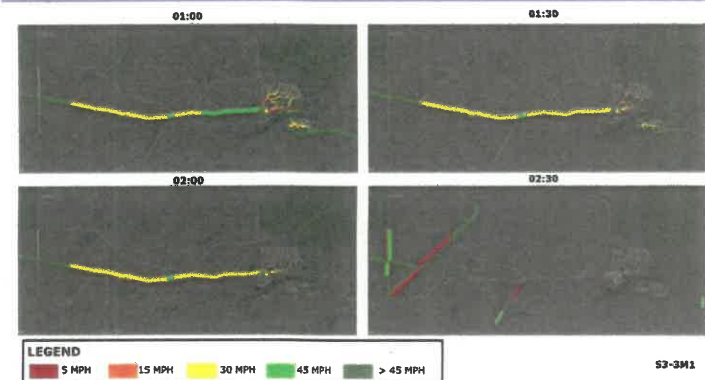


FIGURE 41: SCENARIO 3 ALTERNATIVE 3 MITIGATION 1 (40 MIN) MODELED TRAVEL SPEEDS BY 30-MINUTE INTERVAL

Infrastructure Recommendations

Infrastructure Needs Assessment

Connected Traffic Signal System

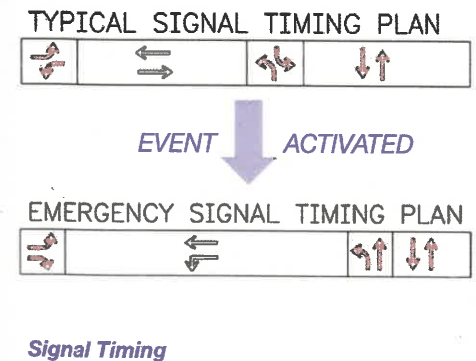
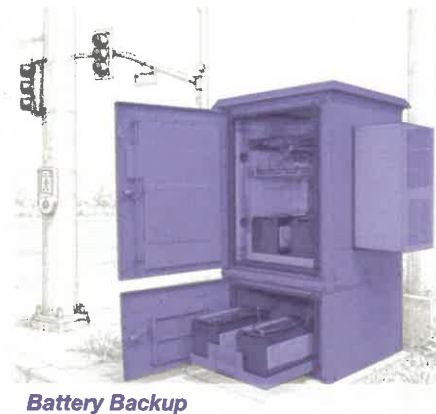
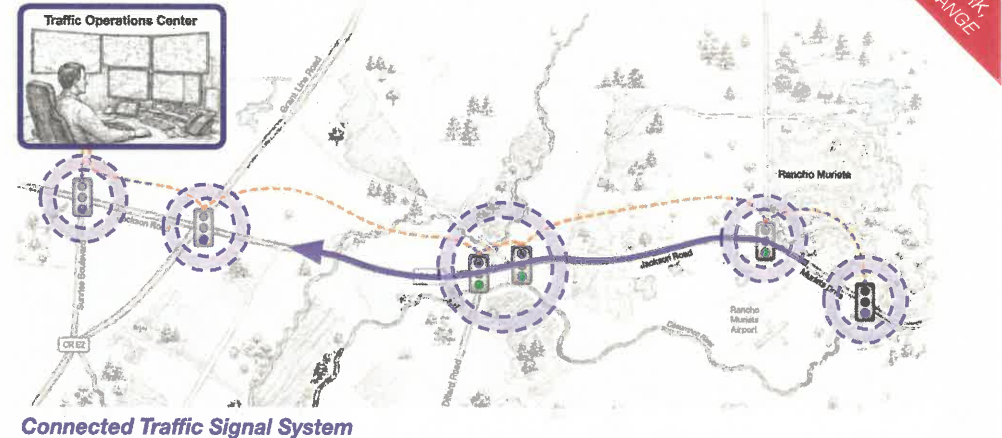
Communications along SR-16 that let evacuation signal timing be activated remotely and immediately, instead of staffing each intersection. This speeds response and frees up personnel for other needs.

Traffic Signal Battery Backup Systems

Multi-hour battery backup at key corridor signals so they keep running during power outages, including the Public Safety Power Shutoff events that can accompany wildfire.

Evacuation-Specific Signal Timing

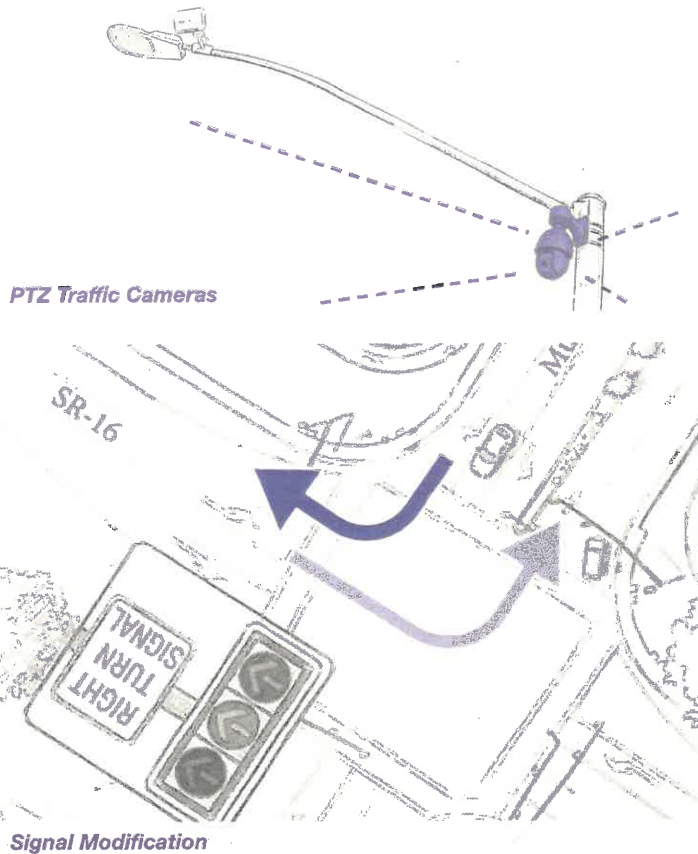
Pre-defined evacuation timing plans, tested and loaded into the SR-16 signal controllers ahead of time, that can be activated remotely the moment they are needed.



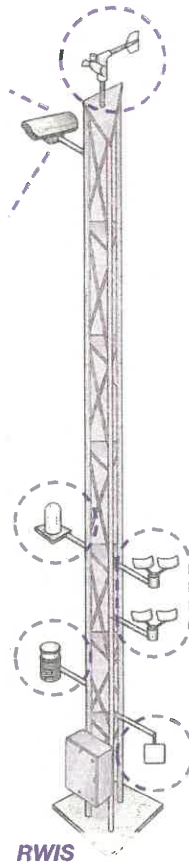
Infrastructure Recommendations

Infrastructure Needs Assessment

PRELIMINARY WORK
SUBJECT TO CHANGE



Signal Modification



RWIS

Pan-Tilt-Zoom (PTZ) Traffic Cameras

Cameras at key signals, viewable remotely by emergency managers, giving real-time eyes on the corridor and evacuation progress without sending staff to each location.

Road Weather Information System (RWIS) Stations

Stations along SR-16 reporting live conditions (wind, temperature, humidity, precipitation) to responders and the public.

SR-16/Murieta Parkway Signal Modification

A signal upgrade that lets the southbound right turn out of RMA North run at the same time as the westbound left, adding more outbound capacity before officers are in place.

Infrastructure Recommendations

Infrastructure Needs Assessment

Shoulder Improvements (Stonehouse Road South of Escuela Road)



Shouldering Improvements (Stonehouse Road along Stonehouse Park)



Rancho Murieta Resilience Plan (RMRP)
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Stonehouse Road South Shoulder Widening

Add shoulders between SR-16 and Escuela Road to make the emergency-gate connection more resilient and give room to navigate around a stalled vehicle.

Stonehouse Road North / Scott Road Improvements

Widening lanes, adding shoulders, easing curves, and managing roadside fuels would make this northern route more usable.



PRELIMINARY WORK
SUBJECT TO CHANGE

Infrastructure Recommendations

Infrastructure Needs Assessment

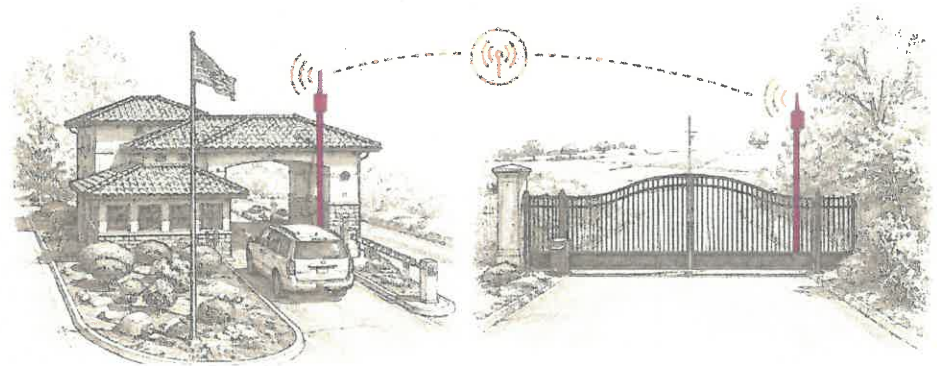
Escuela Drive Emergency Vehicle Access Gate Improvements

Implementing remote access capabilities for Rancho Murieta security personnel will minimize delays in operating the gate, ensuring faster response times during emergencies.

SR-16 Shoulder Improvements

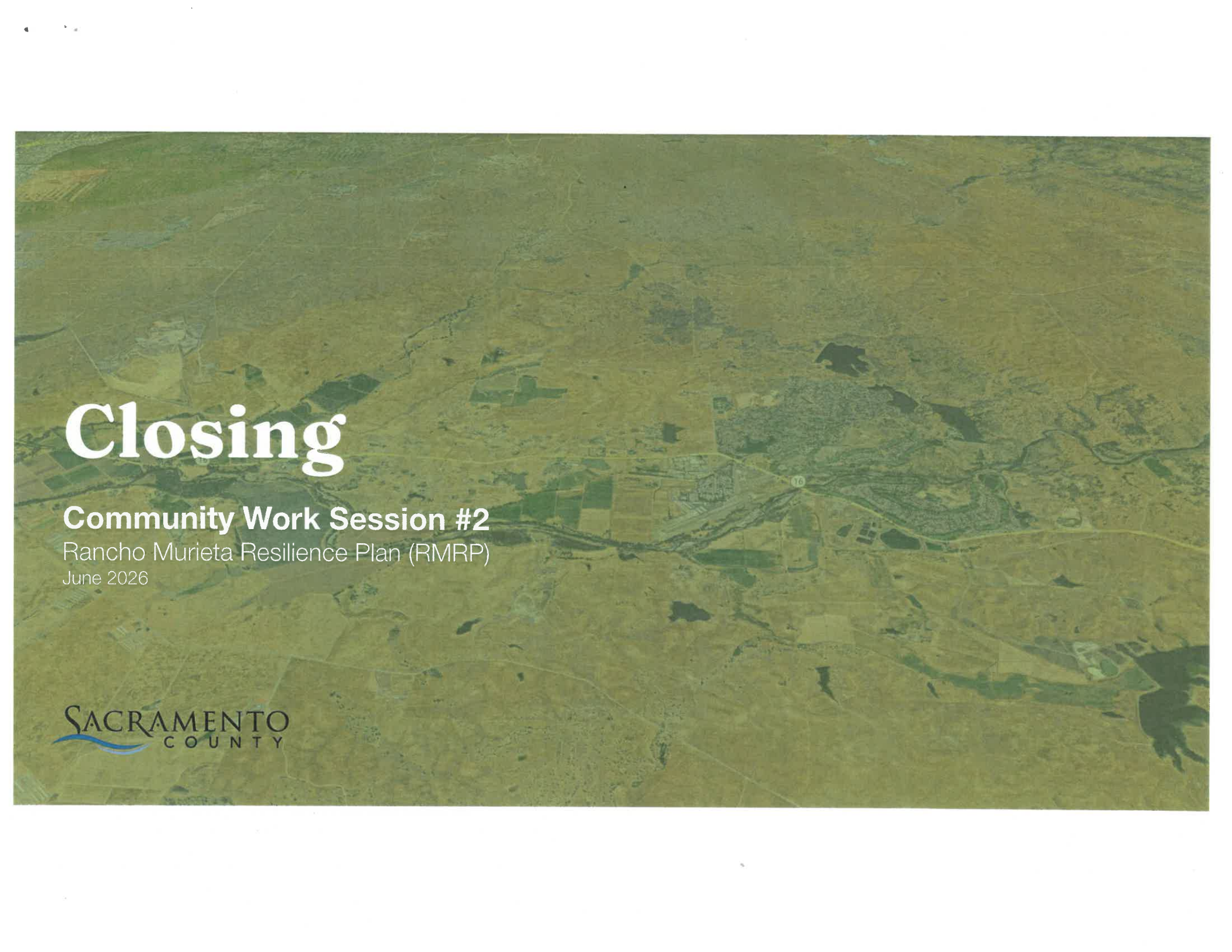
Wider shoulders between the community and Sunrise Boulevard give room to get around a breakdown and, if built wide enough, could serve as an emergency travel lane for added evacuation capacity.

EVA Gate Improvements



Emergency Shoulder Lane Improvements



An aerial photograph of a rural landscape, likely in Sacramento County, California. The image shows a mix of green fields, brownish-yellow dry land, and a small town or village with buildings and roads. A road with a yellow center line and a small yellow shield with the number '16' is visible. The overall tone is muted, with a greenish-brown tint.

Closing

Community Work Session #2

Rancho Murieta Resilience Plan (RMRP)

June 2026

 **SACRAMENTO**
COUNTY

Up Next

Rancho Murieta Resilience Plan (RMRP)

Project Team

- **Finish Infrastructure Needs Assessment**
- **Begin Feasibility Analysis & Implementation Plan**

Public Engagement

- **Community Work Session #2 Feedback**
- **Future Community Work Session #3 (Est. Fall 2026)**

