COUNTY OF SACRAMENTO
BICYCLE ADVISORY COMMITTEE
Meeting Agenda
Department of Transportation | Videoconference

Online: https://zoom.us/j/98579907165

Phone: 1 (669) 900-6833, ID: 98579907165#

WEDNESDAY September 9, 2020 - 6:00 p.m.

Members of the public wishing to address the committee on any item not on the agenda may do so at the beginning of the meeting. We ask that members of the public request to speak and keep their remarks brief. Testimony will be limited to a total of ten (10) minutes.

1. **Roll Call / Welcome and Introductions**
   Members: Thomas Cassera, Robert Goss, Katherine Koumis, Sue Schooley, Erin Stumpf, Jack Wursten, Dave Comerchero

2. **Public Comment on Non-agenda Topics**

3. **Review and Approve Meeting Minutes of July 8, 2020** **Action Item**
   See attached July 8, 2020 draft meeting minutes.

4. **South Watt Avenue Improvement Project** **Informational**
   Heather Yee, SACDOT, (916) 874-9182, yeeh@saccounty.net
   See attached staff report, vicinity map, and striping plan.

5. **Slow Streets** **Review and Comment**
   Jack Wursten, Sacramento County Bicycle Advisory Committee Member, (916) 517-2722, jack.wursten@gmail.com
   See attached article.

6. **Active Transportation Plan Update** **Review and Comment**
   Mikki McDaniel, SACDOT, (916) 875-4769, mcdanielm@saccounty.net
   See attached for the Existing Conditions Report and Document Review.

7. **Letters of Support – ATP Cycle 5** **Action**
   Mikki McDaniel, SACDOT, (916) 875-4769, mcdanielm@saccounty.net
   See attached for letters of support for three projects: Watt Avenue Complete Streets Phase 1, Folsom Boulevard Complete Streets Phase 2, and South Sacramento County Safe Routes to School – Ethel Baker, Nicholas, and Pacific Elementary Schools

8. **Staff Updates and Reports Back**
   - Thomas Edison Non-Infrastructure Program Update

The meeting facilities are accessible to persons with disabilities. Requests for documents in accessible formats, interpreting services, assistive listening devices, or other accommodations should be made through the County Disability Compliance Office at (916) 874-7642 or (916) 874-7647 (TTY/TDD), no later than five working days prior to the meeting.

9. Future Agenda Items

- Elverta Road Widening: Dutch Haven to Watt
- Fern Bacon Safe Routes to School
- Active Transportation Plan Update
- Collision Report

10. Informational Items

- Final Meeting Minutes, May 13, 2020

11. Set Next Meeting Dates

a) Next SacBAC meeting: November 18; Location: Online: https://zoom.us/j/98333665123; Dial-in only: +16699006833,,98333665123# US (San Jose)

b) Adjourn SacBAC

COUNTY OF SACRAMENTO
BICYCLE ADVISORY COMMITTEE
DRAFT Meeting Minutes
Department of Transportation | Videoconference

Zoom Meeting: https://zoom.us/j/95540139982

Phone only: +16699006833,,95540139982#

WEDNESDAY July 8, 2020 - 6:00 p.m.

Members of the public wishing to address the committee on any item not on the agenda may do so at the beginning of the meeting. We ask that members of the public request to speak and keep their remarks brief. Testimony will be limited to a total of ten (10) minutes.

1. Roll Call / Welcome and Introductions

Members: Thomas Cassera, Robert Goss, Katherine Koumis, Sue Schooley, Erin Stumpf, Jack Wursten, Dave Comerchero

Start time: 6:00 p.m.

Present:	Thomas Cassera, Robert Goss, Katherine Koumis, Sue Schooley, Jack Wursten, Dave Comerchero
Absent Excused:	Erin Stumpf
Absent Unexcused:	None

2. Public Comment on Non-agenda Topics

- None

3. Review and Approve Meeting Minutes of May 13, 2020 **Action Item**

Action:	**Motion/Second:** Sue Schooley/Robert Goss
Ayes:	Thomas Cassera, Robert Goss, Sue Schooley, Jack Wursten, David Comerchero, Katherine Koumis
Noes:	None
Abstain:	None
Absent:	Erin Stumpf

4. City of Sacramento Bicycle Master Plan **Informational**

Jennifer Donlon-Wyant, City of Sacramento, (916) 808-5913, jdonlonwyant@cityofsacramento.org

6:06 p.m.

- Provided a summary of City of Sacramento's Bicycle Master Plan and process of plan development, including best practices.

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5. Howe Avenue Bicycle and Pedestrian Improvement Project **Review and Comment**

Melissa Wright, SACDOT, (916) 874-4243, wrightme@saccounty.net
Jenny Singh, SACDOT, (916) 874-6092, singhje@saccounty.net

6:40 p.m.

- Provided a summary of project, including bicycle and pedestrian infrastructure.

6. Active Transportation Plan Update **Review and Comment**

Otto Melara, Alta Planning, (510) 540-5008, ottomelara@altaplanning.com
Libby Nachman, Alta Planning, (510) 540-5008, libbynachman@altaplanning.com
Alicia Brown, WalkSacramento, (916) 446-9255, abrown@walksacramento.org

6:50 p.m.

- The Committee gave discussed goals, priorities, challenges, and opportunities for the Active Transportation Plan; gave input on the public engagement plan, project website, and survey.

7. Staff Updates and Reports Back

- Upper Westside Master Plan
- Sacramento Parks and Trails Strategic Development Plan

8. Future Agenda Items

- Thomas Edison Non-Infrastructure Program Update
- Fern Bacon Active Transportation Project
- South Watt Avenue Widening: Florin to Jackson
- Active Transportation Plan Update

9. Informational Items

- Final Meeting Minutes, March 25, 2020
- 2019 SacBAC Annual Report
- Upper Westside Master Plan Report

10. Set Next Meeting Dates

a) Next SacBAC meeting: September 9; Location: Zoom
b) Adjourn SacBAC at 8:33 p.m.

To: Members of the County Bicycle Advisory Committee

Subject: South Watt Avenue Improvement Project

Location/District: Florin Road to Jackson Road (State Route 16)

Recommendation: Review and Comment

Contact: Heather Yee, Senior Civil Engineer, Sacramento County Department of Transportation (SACDOT), (916) 874-9182, yeeh@SacCounty.NET

Summary: The proposed project is located on South Watt Avenue, between Jackson Road (State Route 16) and Florin Road, as shown in the attached Vicinity Map. The project will widen South Watt Avenue from two to four lanes and construct complete street improvements such as landscaped medians and turn lanes; install buffered Class II bike lanes; install enhanced pedestrian connections including curb ramps; modify existing intersections and traffic signals; rehabilitate and resurface pavement. The project will provide increased capacity, improved performance, increased multimodal travel options, long-term economic benefits, improved goods movement, improved safety, regional congestion reduction and maintain the corridor in a state of good repair. The entire project is approximately 3.2 miles in length.

Funding Source(s): Florin-Vineyard Community Plan Public Facilities Financing Plan, SACOG Regional Funding Program – Federal funds: State Transportation Improvement Program – Regional Improvement Program (STIP-RIP), County Measure A Sales Tax, Sacramento County Transportation Development Fee Program (SCTDF).

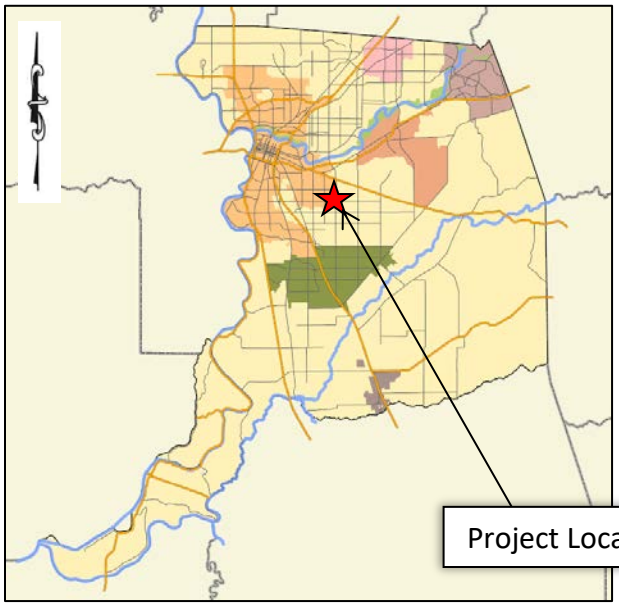
Total Project Cost: $35,035,000

Background Information: South Watt Avenue is a primary transportation corridor serving southern Sacramento County and the cities of Sacramento and Elk Grove. It is a major access route between these areas, State Route 50 (SR 50) and the balance of the Watt Avenue corridor to the north, which is one of the region's most heavily traveled routes. South Watt Avenue supports circulation within and between South Sacramento communities, serves as a major route for commuters, and provides access to key regional transit facilities including the Sacramento Regional Transit District (SacRT) Watt/Manlove Light Rail Station. South Watt Avenue also supports major industrial and commercial distribution centers in the Florin-Perkins area, including the Florin/Fruitridge Industrial Park adjacent to the corridor, and the Packard Bell and Depot Park facilities to the west. It provides a goods movement connections to the larger national and regional truck route network including US 50, SR 99, I-5 and I-80. The south Sacramento County region, including the Florin/Vineyard Communities and the City of Elk Grove, is experiencing substantial growth and will continue to rely heavily on the South Watt Avenue Corridor to sustain its economic viability.

South Watt Avenue between Florin Road and Jackson Road is currently an outdated rural-type roadway with one traffic lane in each direction and no accommodations for transit, bicycles and pedestrians. The roadway has an average daily traffic volume of 29,000 vehicles and a volume to capacity ratio of 1.6.

This results in heavy congestion and level of service (LOS) F conditions throughout the corridor and on intersecting and parallel arterial roadways for extended periods particularly during morning and evening peak hours. Current deficiencies in roadway capacity also increase travel time for commuters and impact the efficiency of commercial operations and goods movement within the corridor. The existing roadway configuration and congestion levels also impact safety for all modes of travel, due to higher incidences of unsafe passing and the lack of accommodations for safe turning movements into adjacent businesses and residential areas. The project segment of South Watt Avenue also lacks transit, pedestrian and bicycle facilities which discourages walking and cycling, and limits travel opportunities.

The preliminary engineering as well as the environmental review and clearance process is underway. Construction is scheduled for 2023, pending funding and right-of-way acquisition.



NOT TO SCALE

Vicinity Map

South Watt Avenue Improvement Project from Florin Road to Jackson Road (State Route 16)

NOT TO SCALE

CURVE DATA				
No.	R	Δ	T	L
1	2000'	7°04'35"	123.66'	247.01'
2	2000'	6°55'31"	121.02'	241.74'
3	2000'	26°17'03"	466.96'	917.49'
4	2000'	26°00'38"	461.93'	907.94'
5	2000'	11°04'28"	193.89'	386.57'
6	2002'	11°38'23"	204.04'	406.67'
7	3000'	4°58'46"	130.45'	260.73'
8	3000'	6°18'05"	165.14'	329.94'
9	1390'	27°38'49"	342.02'	670.72'

Dewberry | drake haglan

SOUTH WATT AVE WIDENING PROJECT
15% PRELIMINARY GAD

SCALE: 1"" = 90'

AUGUST 2020

In April, Berlin installed 14 miles of pop-up bike lanes in 10 days to provide safer options for citizens during the pandemic.

PHOTO_KRISZTIAN BOCSI/BLOOMBERG VIA GETTY IMAGES

Send in the Cones

Months into a global pandemic, cities around the world are racing to re-imagine their streets so that more of us can walk, bike, exercise and commute more safely. Unfortunately, when it comes to this critical public health issue, Sacramento finds itself backpedaling once again. **by Rob Turner**

Full disclosure: I am not a cyclist. I don't even own a bike. I own two cars—one of which is the very first car I bought 35 years ago from my dad for $2,200. It's very old, clearly cheap, and doesn't currently run, but I'm sentimental and can't bring myself to part with it. My wife pleads with me to sell it. But I can't. And only semi-recently—and reluctantly—did I part with my childhood Hot Wheels collection.

Such is my attachment to cars. I *love* them.

But here's what else I love. I love cities.

I love cities even more than I love cars. I get all the nerdy e-newsletters about urban planning and transportation. I go on "study missions" to other cities with the local chamber of commerce to learn more about how they work. When it comes to cities, I'm *such* a fan that 14 years ago, I—alongside my patient co-editor wife, Elyssa—started this very *city* magazine that you're reading right now.

I want Sacramento to be a great city. I want it more than you know.

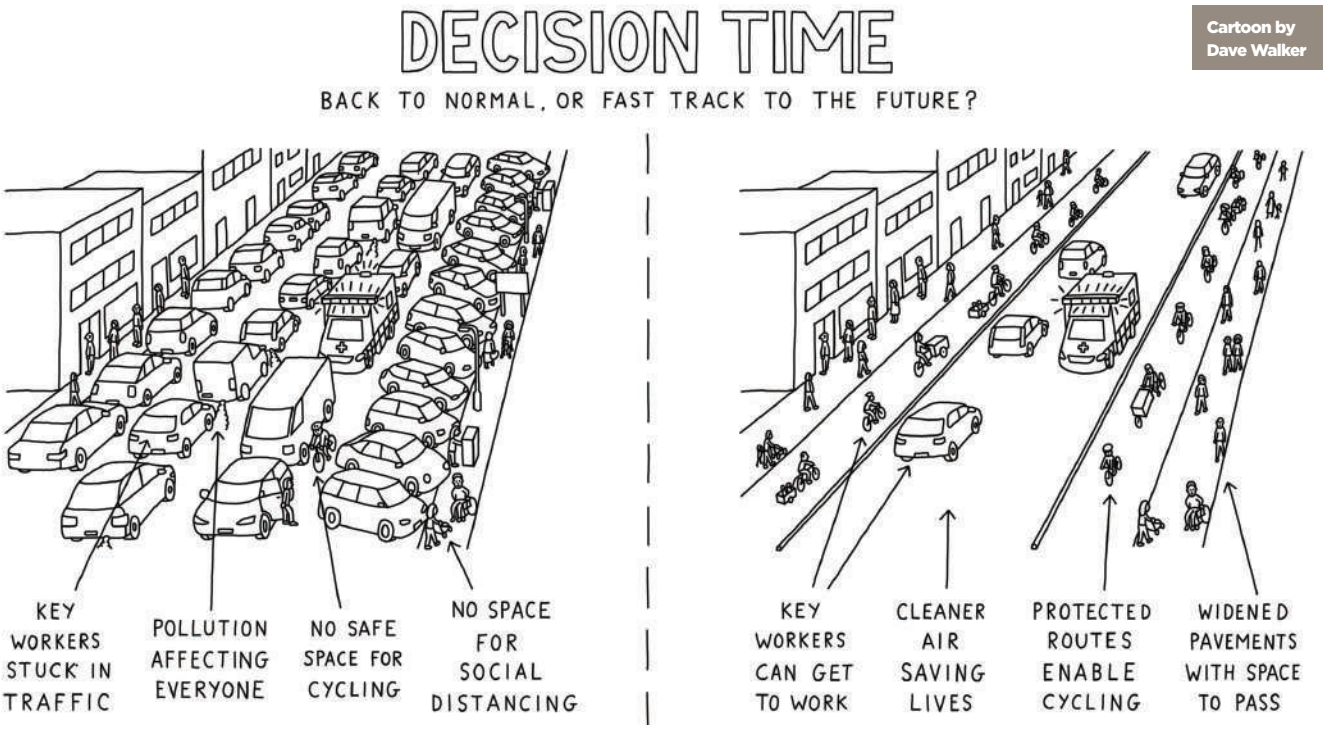
And here's why I'm telling you all this: When it comes to cities and cars, my hometown is in the slow lane to Progressville. When it comes to moving quickly with the times to adjust to the transportation needs of a global pandemic, Sacramento is not a great city. Frankly, it's not even a good city.

But it *can* be. And now is the time.

Never before in our country's history have I seen more mayors and city councils expediting plans to make their cities' streets more accessible, safer and healthier than in these past few months. As I write this in mid-June, it's happening almost everywhere in the world. Truly, the list of cities jumping all over this trend is extraordinary.

But not here. Not in Sacramento.

The urgency that civic leaders around the globe have isn't



Cartoon by Dave Walker

about building some starry-eyed utopian ideal; it's about making a better city quickly to protect its citizens from COVID-19 today (as cases are spiking in California) or if it comes back even stronger this fall or next year, as many expect it to. Quite simply, mayors and city councils are slashing bureaucratic red tape in the name of public safety.

The reason behind their urgency is that as the world reopens, there's little room in cities for social distancing. Try maintaining 6 feet of distance when you're walking with two other people on a 5-foot-wide sidewalk, or as a jogger huffs and puffs by you with no notice, 18 inches away.

To make matters worse, as the pandemic rages on, our transportation options are dwindling or, in some cases, vanishing altogether. Carpooling is down. Uber and Lyft rides are down. Jump bikes have disappeared from Sacramento streets.

Most significantly, people are staying away from public transportation like never before, with bus and rail ridership down 74% in New York and over 90% in San Francisco. Here in Sacramento, Regional Transit ridership, while slowly recovering now, fell by nearly 80%. People are understandably nervous about getting on a bus or in a train with dozens of strangers, sitting in recently occupied seats and breathing shared air for long commutes. Regional Transit is taking many proactive steps to make its vehicles cleaner and safer, but industry experts believe it could be *years* before ridership numbers get anywhere near back to normal.

The result: More people than ever are turning to bikes. And I'm talking record numbers. *The New York Times* says, "The United States is facing a severe bicycle shortage." In the *The Washington Post*, a cycling trend analyst recently likened the bike scarcity to the new toilet paper panic.

But even if you already have a bike, here's the problem: Sacramento may be a great cycling city if you want to ride along the scenic American River, but if you want to get to work or the grocery store or anywhere else in an urban environment, our bike system is frightfully, embarrassingly bad. Yes, there are bike lanes all around, but not the kind we need to become a better city.

In 2017, I wrote an essay showing that out of the 40 biggest cities in America, Sacramento ranked dead last (tied with Las Vegas) when it came to protected bike lanes—the kind of lanes where there's a physical barrier between the cyclists and the cars, usually vertical poles or planters or concrete partitions (or sometimes parked cars). When I wrote the piece three years ago, every major city was racing to construct them for their many benefits: less vehicular traffic, lower levels of pollution, and a healthier commute.

Again, almost every city but this one.

Just to be clear, cities don't build bike lanes to make their cyclists "comfortable" or "happy." They do it to save lives and because studies show conclusively that more protected bike lanes lead to far more bike commuters, primarily because they feel safer; they don't fear getting hit by a car in a protected lane. In France, whose capital has been adding pop-up protected bike lanes faster than almost any city on Earth, bike ridership has soared by 44%.

And even if you haven't been on a bike in years, I think we can all agree—there are a lot of really bad drivers around here. In the last three years, a national study ranked Sacramento drivers amongst the worst in America. In fact, in 2017, Sacramento drivers were ranked *the* worst in America, judged by the number of accidents, DUIs and other factors.

In my April 2017 essay, I challenged the city of Sacramento to build its first protected bike lane in front of the Capitol by the following spring, in time for the Amgen Tour of California race. Funding for bike infrastructure doesn't typically come from the city's general fund (here it's usually stitched together from various grants and portions of the gas tax), but in May of 2017, the city approved a one-time budget allocation specifically for bike infrastructure, and a new protected bike lane opened in front of

the Capitol a year later, along with a few other streets downtown.

That was a great, albeit a very late, start.

But now it's the summer of 2020 and not a single protected bike lane has been built since those in 2018, not downtown or anywhere else in the city. It's been two years. Yes, there are some in the works for later this year, but now the game has changed: Protected bike lanes are no longer a civic *amenity*; in the age of COVID, they're now a civic *necessity*.

And consider this: For the third year in a row, Sacramento has the fifth worst air quality of any major city in America, according to the American Lung Association. Guess what makes humans more susceptible to COVID-19 and other respiratory conditions? Yep, air pollution.

Another great byproduct of such lanes: In city after city that has installed protected bike lanes, the retailers and restaurants adjacent to those lanes have seen economic boosts. In 2007, when New York City opened its first protected bike lane along a six-block stretch on 9th Avenue, cycling accidents decreased by 47% and sales for the adjacent retailers and restaurants increased by 49%.

A recent, very informal poll of small businesses—conducted by me—along the protected bike lane on J Street that was installed in 2018 yielded positive reviews as well. Joel Quiggin, manager of Mike's Cameras, says his business "has been positively affected by the bike lane." Tyler Williams, co-owner of The Jungle Bird bar and restaurant, said he has "noticed an increase in patrons traveling to and from on bikes."

And it's not just cool tiki bars that these lanes help. In 2016, then Chicago Mayor Rahm Emanuel committed to 50 new miles of protected bike lanes in his city as an economic development tool. "As we add more and more bike lanes, we continue to recruit more companies and more and more workers who work in the new digital economy," he has said. "These types of investments actually lead to economic growth."

Add up all the benefits—better air quality, a healthier populace, fewer accidents, less traffic, increased sales for small businesses, and better social distancing during a global pandemic—and the case for creating more ways for people to safely get around the city has reached a critical stage.

That's why cities are reacting in two specific ways: first, they're expediting protected bike lanes and second, they're creating what are known as "slow streets"—meaning they're reconfiguring mostly residential streets to slow them down (by reducing the speed limit to make them safer for pedestrians and cyclists); partially closing them by taking two-lane roads down to one; or shutting down some streets to through traffic altogether.

Cities around the world are tackling these street programs as fast as humanly possible.

And when I say fast, I mean *really* fast.

In April, Berlin, Germany, installed 14 miles of temporary "pop-up bike lanes" in 10 *days*. Officials told *The Guardian* that most of the lanes will likely become permanent. That's 14 miles more than we've put up in the last two years.

In May, Toronto announced a massive expansion of its bike infrastructure. "Instead of waiting years for new cycling infrastructure, council is directing staff to install it in a matter of weeks," said councilmember Kristyn Wong-Tam. "Right before the summer, there's going to be brand-new cycling infrastructure dropped into neighborhoods, into areas of the suburbs and right into downtown Toronto."

Weeks.

Add up all the benefits—better air quality, a healthier populace, fewer accidents, less traffic, increased sales for small businesses, and better social distancing during a global pandemic—and the case for creating more ways for people to safely get around the city has reached a critical stage.

That same month, Boston Mayor Marty Walsh announced that as a response to COVID-19, the city would expedite nearly three miles of new temporary protected bike lanes in the city that had been on the drawing board since 2013. "This is a bold package of street and sidewalk improvements to undertake on a short timeline," he told *The Boston Globe*.

The department of transportation estimated that each lane would be installed in "about a day."

The key, transportation experts say, is to move quickly and throw the old rule books out the window.

Allison Arieff, a frequent contributor to *The New York Times* on urban design issues and the editorial director for SPUR, the Bay Area civic planning organization that focuses on transportation, says that cities need to stop overthinking during a crisis like the one we're facing with this pandemic. "Instead of thinking about building some expensive, massive biking network, just frigging put some cones down," she says. "It takes *nothing*."

(To wit, you can buy a dozen traffic cones on Amazon for $95, or about $8 each.)

Arieff, a UC Davis alum, also says we should be considering our region's natural advantages. "In a city like Sacramento that's so flat and has such good weather, it's obviously an amazing place to think about bike infrastructure. I think that boosting any car alternative to getting around now is a priority." She cites San Francisco's recent efforts to make more room for pedestrians and cyclists. "They didn't have to do anything. They put down a few bollards and some little signs. Sacramento could absolutely be doing that."

Over in Europe, where cities like Rome, Paris, London and Milan are adding new COVID-induced "emergency" bike infrastructure at rates that dwarf most American cities, there's also an emphasis on both short-term benefits and long-term gains. "Don't waste this awful crisis," said Matthew Baldwin, deputy director general at the European Union for road safety and sustainable mobility, during a web conference in May. "Put down traffic bollards… get out the paint. If you get the [bike] lanes out there, people will use them. Perfection can follow."

In May, Seattle's mayor announced 20 miles of "slow streets" in residential neighborhoods to allow people to more safely walk, play and bike.

Yes, many of these lanes will be used for exercise and recreation, but the truly critical role they play is in helping people get to work and around their communities when the alternatives are either unappealing or impossible.

When I asked the noted urbanist Richard Florida, author of *The Rise of the Creative Class*, about the future of post-pandemic cities, he talked about a shift toward more people working at home and how cities need to focus on becoming more resilient to crises. But he also talked about the notion of better serving our essential workers, such as bus drivers, cashiers and janitors.

According to Census data, more than a third of essential workers who rely on public transportation don't own a car.

"The real opportunity," says Florida, "is to craft a long-term economic recovery strategy, which creates a better kind of community, one where front-line and essential workers are paid a living wage, and one where our communities are more inclusive of not only workers but neighborhoods, and one where our communities are made more resilient from a health and safety standpoint."

And that leads, in part, to having safe transportation alternatives for those who need it the most.

"I think one of the biggest and most enduring changes we will see are more bike lanes," he says of how the pandemic will alter our cities.

Think about that for a second.

One of the most celebrated living urbanists in the Western world is saying that the implementation of more *bike lanes* will be one of the single biggest tools that cities will use to fight the coronavirus and protect their citizens.

And while it might be tempting to think that densely built European or East Coast cities—where people rely more heavily on public transportation because it's more widely available—have different priorities than we do out West, think again.

Look at what nearly every big city here on the West Coast is doing.

On April 10—only weeks after COVID began its destructive reign in Northern California—Oakland Mayor Libby Schaaf announced that the city was closing 74 miles of streets to through traffic to allow more room for pedestrians and cyclists to physically distance themselves and provide more space for safe exercise. "We are giving Oaklanders more room to spread out safely," she said. "When we close streets to cars, we open them up for amazing possibilities." Some of the streets were closed within 24 hours.

On April 21, San Francisco Mayor London Breed (another UC Davis grad) announced that a dozen streets in the city would be partially closed. "As we gradually reopen our economy, biking will be an even more important and healthy way to move around our city for people young and old," she later tweeted.

On April 28, Portland announced that due to COVID-19, *100 miles* of streets would be reconfigured, including partially closing some streets and adding pop-up walking and cycling lanes throughout the city. The Portland Bureau of Transportation commissioner Chloe Eudaly announced the agency is "carefully considering how transportation behavior has changed and how it needs to change, not just as we recover from this crisis, but to support a sustainable future."

On April 29, San Diego Mayor Kevin Faulconer said that the city would also start blocking off certain streets. "COVID-19 has forced us to rethink everything we do and how we go about our daily lives, and what we need right now are more safe spaces for San Diegans," said the mayor. The city started with four streets, with plans for more.

On May 7, Seattle Mayor Jenny Durkan announced the permanent closure of 20 miles of residential streets and a pledge to "accelerate the installation of new bike facilities such as Neighborhood Greenways and protected bike lanes."

Acknowledging funding challenges, Mayor Durkan said, "As we're looking across our budget landscape, we're doing everything we can to fill that significant deficit we have, but we also know there are projects we've got to continue and accelerate to invest in the city we want to be when we come out of this."

PHOTO_DONGHO CHONG, COURTESY OF SEATTLE DEPARTMENT OF TRANSPORTATION

And while all of these actions were taken because of the pandemic, there is another reality we need to deal with urgently when it comes to this issue: Black Lives Matter on bikes, too.

The issue of racial disparities has reached a tipping point in America, and right now, we're all looking for ways to help.

Well, here's one way to help.

Spend any time in Sacramento's City Hall and you'll hear a *lot* of talk about "equity"—it's government-speak that basically means we need to level the playing field for people of all ethnicities, genders and economic circumstances.

But here's the thing that our City Hall hasn't yet fully embraced: "Transportation equity" when it comes to safer streets. Our city leaders have a responsibility to make sure people of all economic levels can safely get to work, the grocery store or anywhere else in the city, even if they don't own a car.

And one specific subset of this issue involves people of color.

In a remarkable Twitter thread on June 2—only days after the George Floyd protests broke out—the director of Charleston, North Carolina's Department of Traffic & Transportation, Keith Benjamin, who is Black, tweeted: "One of the dangers of this moment for white counterparts in placemaking is to be invigorated to 'do something' instead of just picking up the best practices… from the last 5+ years and put that work to work."

In other words, if you want to know what to do to make things better for people of color, we already have many of those answers—including building a more equitable city through transportation.

Benjamin then listed example after example of how a cycling infrastructure, or lack thereof, affects people of color. He cited a study that found that cyclists in predominantly Black or Latino neighborhoods were getting more citations for biking on sidewalks than in predominantly white neighborhoods (if you Google "biking while Black," you'll find plenty of examples of Black cyclists getting ticketed far more than their white counterparts). He also linked to a guide he co-developed showing that "the walkability and bikeability of underserved communities" can "discourage violence and increase street safety" for school-age kids of color.

The point, made convincingly over and over, is that racial disparities and cycling options are inextricably linked.

Another study called, "Building Equity: Race, ethnicity, class, and protected bike lanes," found that "people of color and low-income Americans are disproportionately at risk while on bikes" and that "normalizing bike transportation can help people who are part of demographics that disproportionately struggle with high blood pressure, diabetes, obesity and respiratory illness."

So now there are two national crises that we can address simultaneously.

But will we?

Which brings us back to Sacramento.

By the end of May, after every major West Coast city took bold action to secure their citizens, I asked Jennifer Donlon Wyant—Sacramento's bike czar (aka Active Transportation Program Specialist), who is widely admired in local cycling and transportation circles—if there had been any conversation in City Hall in recent months about accelerating Sacramento's bike infrastructure in light of COVID-19.

"No, not that I know of," she said.

Meanwhile, on May 23, Twitter user @Aztec4Life13 saw the newly placed street barriers that created more patio space for bars and restaurants in midtown, and commented, "Safe lane for bikers? NO. Safe lane for bars to expand in a pandemic? Of course, done immediately."

And she's right. Sacramento acted quickly to accommodate restaurants—an unquestionably good thing, of course—but it was a lack of action on behalf of cyclists that prompted Deb Banks, executive director of Sacramento Area Bicycle Advocates (SABA), to start making some noise.

After seeing what other cities around the country and the world were doing, Banks teamed up with the group Walk Sacramento and together they sent a letter to Mayor Darrell Steinberg and the City Council on April 29, along with a petition with nearly 1,000 signatures asking for some version of a "slow streets" program.

"Sidewalks are too narrow to support safe social distancing, and significant infrastructure gaps in sidewalk and bike networks further reduce the ability of residents to walk and bike safely," they wrote. "Sidewalks and bike lanes are more crowded than ever, often forcing residents to move into traffic lanes just to maintain a 6-foot distance."

That letter got them a meeting with Wyant, who was very receptive but limited by funding. She encouraged the groups to build grassroots support, which they did, conducting an online survey about which streets people would like to see "slowed" down. The survey was completed on May 27 and the results were presented to the city for review.

Meanwhile, Banks is afraid that Sacramento is missing its window of opportunity. "If we don't move fast," she says, "then shelter-in-place orders are going to get lifted, and then we'll be too late." Her fear, like many others, is that as the world temporarily normalizes, our politicians won't actively plan for the inevitable return of the deadly virus.

Banks' predecessor at SABA, Jim Brown, was equally concerned, and skeptical, tweeting back in April, "Emeryville and Oakland are schooling Sacramento today. Odds are strong that we won't enact any temporary changes to transportation

The city of Portland is spending less than $100,000 to create their 100 miles of slow streets. San Diego slowed four streets for $10,000. Oakland is paying $12,000 per mile. Seattle's "Stay Healthy Streets" run $2,500 to $10,000 per mile. Does Sacramento have the money to fund similar programs? Of course it does. It's simply a matter of priorities.

The City of Brampton in Ontario, Canada recently installed temporary bike lanes in response to COVID-19.

policy or procedures here, even when they support physical distancing and safety."

Brown's tweet turned out to be prophetic.

On June 9, Wyant—an avid cyclist and a zealous champion of bike-friendly streets released a statement that said, "After careful consideration, the City of Sacramento has decided to not move forward with its 'Slow and Active Streets' pilot program at this time."

You read that right.

No accelerated bike lanes. No slow streets for Sacramento.

In short, it's 2017 all over again, with Sacramento bringing up the rear on the issue of bike infrastructure. If the Tour of California still existed, we'd be that sad cyclist in last place—the *lanterne rouge*, as they're known.

Worse, no good reason was given by the city.

The answer, however, isn't hard to figure out. Part of it is money, sure, but *every* city is hurting right now. No, the issue comes down to leadership.

But don't blame the messenger.

"Jennifer is one of the smartest people out there," explains SABA's ex-director Jim Brown. "Jennifer could be doing everything that Oakland's doing; everything San Francisco is doing; everything Seattle is doing; she's *that* smart. But she has no money."

By "no money," of course, he means she has a very small budget, a fact she acknowledges. Sacramento, unlike cities like Seattle, Berkeley and Emeryville, doesn't allocate any dollars from its general fund to transportation, so Wyant spends a lot of her time applying for state and federal grants, scraping money together from wherever she can find it.

Our city leaders could, of course, allocate more funding for bike infrastructure, but they don't, with rare exceptions like the one in 2017. It's ironic because many on the council are known cyclists.

"It's important to know that Jennifer and the Public Works staff implement policy but the policy *direction* comes from the council," says Brown. "And we don't have any bold thinkers when it comes to transportation on the City Council."

Come on, City Hall, let's prove Jim wrong.

So what can we do about this?

The mayor and City Council need to get engaged on this issue right now. Just look at all the examples of fast-acting cities above; the initiatives are almost all driven by mayors and councils. And don't let our council tell you those cities are just so much bigger and richer than we are. Oakland is smaller; so is Berkeley, Emeryville, Redwood City, Alameda, Burlingame, Glendale, Petaluma, Pasadena, Ventura and La Jolla. They're *all* acting on these changes as we speak.

And as several experts noted above, slowing our streets or adding pop-up bike lanes doesn't need to be expensive.

The city of Portland is spending less than $100,000 to create its 100 miles of slow streets. San Diego slowed four streets for $10,000. Oakland is paying $12,000 per mile. Seattle's "Stay Healthy Streets" run $2,500 to $10,000 per mile.

Does Sacramento have the money to fund similar programs? Of course it does.

On May 19, 2020—weeks after SABA and Walk Sacramento sent the council a petition pleading for slower streets and safer conditions for cyclists and pedestrians in the midst of the worst pandemic of our lives, and shortly after Portland committed to its 100 miles of slow streets for less than $100,000—the Sacramento City Council approved "an amount not to exceed $126,000" in order "to provide additional water conservation outreach and education." The funding would include additional brochures, promoted posts on Twitter and Facebook, etc.

Look, water conservation outreach and education is a great thing. I'm all for water conservation. But the fact is, there is plenty of money available to make our streets safer immediately.

It's simply a matter of priorities.

PHOTO_MATTHEW ZUECH/SHUTTERSTOCK

Riverfront Essay

I get that our councilmembers can't be experts on everything. But they *do* have an expert on their team, and it's incumbent upon them and their staffs to not only engage Jennifer Donlon Wyant, but *fund her ideas*. They need to carve time out of their busy schedules to understand that these kinds of actions touch on every single priority the city professes to have.

This is an environmental issue.

This is an economic issue.

This is a quality-of-life issue.

This is an equity issue.

And last but not least, this is a public health issue.

Yes, most of the big cities above are led by what are commonly referred to as "strong mayors" who have more authority than our mayor has because of Sacramento's antiquated, provincial "weak mayor" system where the mayor has limited authority (for example, he or she basically gets the same vote as each councilmember, albeit with a little more influence). Sacramento remains one of America's few big cities with this deeply flawed system that impedes progress, especially during crises like this one.

Regardless, Mayor Steinberg has the clout, the soapbox and the political skills to push for important city projects.

Whether you agree with Mayor Steinberg most of the time or not, I can tell you that one of his greatest strengths is his empathy. The man has heart. It's abundantly clear to anyone who is paying attention that he genuinely cares for those who are most in need. He has displayed that over and over during the recent George Floyd protests (and the Stephon Clark protests of 2018), as well as the community's many conversations about homelessness and mental illness. And empathy is a damn good quality to have in trying times like these.

But now we need him to join most other big city mayors on this particular issue in order to keep our citizens healthy at a crucial time in our history. That means we need him to be every bit as vocal as other mayors, and he needs to use his bully pulpit to find the money, whether it's from the $89 million the city got via the CARES Act or the city's general fund or wherever else he can find it.

In less than a week, I'm sure his staff could produce a list of sources showing where every other city is getting its funding.

This isn't rocket science. But it takes vision and bold action.

While more protected bike lanes are *guaranteed* to help every citizen (yes, even us devoted drivers), now is the time to make sure our essential workers, our most vulnerable citizens—and everyone else—can safely get to where they're going. Because right now, we all can't.

And time is not on our side. We're already working from a major deficit. None of us know the future damage that COVID-19 will wreak, but we do know that the Spanish flu pandemic of 1918—which first struck hard in the spring, just like the coronavirus—came back with a vengeance from September to November. If COVID-19 resurges this fall, we'll have precious little time to prepare for the worst.

Because of this virus, the world has become a more dangerous place to live in and it may stay this way for a long time, or possibly get much worse.

And while I'm really rooting for City Hall to get this right, up to this point, they haven't.

If that continues much longer, then it's up to the rest of us.

If they don't act, then *we* must, whether that means joining or contributing to organizations like SABA or Walk Sacramento, or writing your representative, or speaking at council meetings or writing your own op-eds. After paying close attention to this for years, I think the cycling community, as wonderful as it is, has traditionally been too timid on the subject. With an issue like this, we simply can't take no for an answer.

In some cities, people have turned to guerrilla urbanism—essentially taking matters into their own hands when it comes to making us all safer. People have created their own protected bike lanes using toilet plungers that stand upright or potted plants or even smiling jack-o'-lanterns. And in some cases, those actions have led to actual city-funded changes. That shouldn't be our first option, of course, but those who understand the importance of this issue need to be relentless.

The fact is, this isn't a lifestyle issue. This is no longer something that would be "nice" to have. This isn't even really about cyclists. It's truly not. This is purely about prioritizing the health of our city in the face of a global pandemic, and if our leaders aren't getting it done, then we need to make a whole lot more noise to make sure they do.

Remember, the squeaky wheels get the grease.

It's time to take action—before it's too late.

SACRAMENTO COUNTY ACTIVE TRANSPORTATION PLAN

EXISTING CONDITIONS AND NEEDS ASSESSMENT

SEPTMEBER 2020

PREPARED FOR:

SACRAMENTO COUNTY DEPARTMENT OF TRANSPORTATION

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

INTRODUCTION

COMMUNITY CONTEXT

Sacramento County extends from delta at the northeast end of the San Francisco Bay and extends north along the Sacramento River and around the urban areas surrounding the American River east to the foothills of the Sierra Nevada Mountains. Encompassing a total of 994 square miles, the county surrounds Interstate 80 (I-80) and US Route 50 (US 50) east of Yolo County and Interstate 5 (I-5) and State Route 99 (SR 99) north of San Joaquin County and east of Solano County. Sacramento County shares borders with Sutter County and Placer County to the north and El Dorado County to the East. This Plan focuses on the unincorporated portion of the County as well as the majority of the American River Parkway which is a portion of the land surrounding the American River between Natoma Lake/Hazel Avenue to the east and the Sacramento River the west. The American River Parkway includes the Jedediah Smith Memorial Trail. The unincorporated area of the county is 742 square miles, or 77% of the total area.

Sacramento County includes seven incorporated cities, including Citrus Heights, Elk Grove, Folsom, Galt, Isleton, Rancho Cordova, and Sacramento, which is the County Seat. Sacramento is located at the junction of I-80, US 50, I-5, and SR 99 while the other cities are located along I-80 (Citrus Heights), US 50 and the American River (Rancho Cordova and Folsom), SR 99 (Elk Grove), and near the southern terminus of the Sacramento River (Isleton). Three of the cities were only recently incorporated, including Citrus Heights (1997), Elk Grove (2000), and Rancho Cordova (2003). The unincorporated County is well developed and densely populated along the I-80 and US 50 corridors and the northern portion of the SR 99 corridor while the remainder of the unincorporated county is more sparsely populated with land either devoted to farming or undeveloped.

The United Sates Census 2018 American Community Survey (ACS) estimates a population of 584,127 for unincorporated Sacramento County, approximately 40% of the total population of Sacramento County. The unincorporated population has grown 5.3% since the 2010 census population count and the median age for the entire county has increased from 34.8 to 36.6 over the last 10 years.

TRANSPORTATION OVERVIEW

Based on the 2018 ACS[1], there are approximately 270,000 workers 16 years or older in unincorporated Sacramento County. The majority of workers commute by car, either alone(240,000; 81.3%) or carpooling (220,000; 7.4%) while fewer than a percent each commute by transit (4,500; 1.7%), walking (2,545; 0.9%), or bicycle (1,125; 0.4%). These are significantly

[1] Based on the total workers in Sacramento County minus the workers in each incorporated City.

lower than the 2012 SACOG regional averages[2] of 2.1% commute mode share for walking and 1.8% commute mode share for biking. The average time to commute to work or unincorporated Sacramento County workers is 27.8 minutes.

The 2016 SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy document states that:

"Data on non-commute bike and walk trips is difficult to assemble for the region—estimates are dependent on relatively small sample surveys, model estimates, and anecdotal data. The table shows a significant increase in all-purpose bike and walk share, from about 7.3 to 9.1 percent. It is reasonable to assume that the recent trend in all-purpose biking and walking has been upward, given that commuting shares have increased."

It also provides estimates for all travel for the entire SACOG region of 1.9% of trips are people bicycling and 7.2% of trips are people walking. Given that the commuting mode split for unincorporated Sacramento County is two to four times lower than the regional averages, it is reasonable to assume that the mode split is similarly lower across all trips.

There are currently 280 miles of existing bicycle infrastructure in the Unincorporated Region consisting of 61 miles of Class I, 209 miles of Class II and 11 miles of Class III bike lanes. An additional 23 miles of Class I trails are located within the American River Parkway which lies within incorporated city boundaries, but that are owned and operated by the County. The total existing sidewalks add up to 1,950 miles. A total of 1,077 miles of bikeways were proposed in the previous plan, of which six miles of Class II bike lanes have been built: four miles along Garfield Avenue from Fair Oaks Boulevard to Greenback Lane, and two miles along California Avenue from Oak Avenue to Jan Drive. Existing and proposed[3] bicycle infrastructure is shown in **Figure 1** and **Figure 2**.

MULTIMODAL CONNECTIONS TO TRANSIT

Currently Sacramento Regional Transit (SacRT) buses and light rail run through the communities, with a total annual ridership of about 21 million passengers in FY 2019. Amador Transit Route 1 also provides connection between Amador County and Rancho Murieta and South County Transit (SCT Link) which has three lines connecting Galt to Isleton, Sacramento, and Elk Grove; and one Dial-a-Ride route serving Galt and Herald. The light rail saw a weekday average ridership of 40,000, while average weekday bus ridership was 37,000 passengers per day. The majority of light rail routes run within the City of Sacramento; however, the Gold Line runs along Folsom Boulevard between Sacramento and Folsom. Three of the stations, listed below, within unincorporated Sacramento County have Park & Ride lots that connect that act as a connection between the light rail, bus routes, and surrounding communities.

[2] 2016 SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy

[3] Proposed as of the 2012 Adopted Bicycle Master Plan

- **Watt/Manlove Station** has stops for SacRT Bus Routes 72, 84. It also connects to a Class I multiuse trail that provides protected crossing for US 50 and the American River, eventually connecting to regional trails that parallel the river. The station however has no secure bike parking and minimal racks.
- **Butterfield Station** has stops for SacRT Bus Routes 19, 78. It also connects to Class II facilities on Mayhew Road which provides crossing for US 50 and connection to residential communities to the South. There is also an existing paved maintenance road to the northwest along a canal connecting to the American River which is blocked by locked gates. The station however has no secure bike parking and minimal racks.
- **Hazel Station**, located between Rancho Cordova and Folsom, is a Park and Ride that also acts as a bus terminal but does not serve any bus routes. The station is not connected to any nearby communities or bicycle facilities.

There are also five Caltrans park & ride locations in Sacramento County, one of which is located in unincorporated Orangevale at the US 50 interchange with Hazel Avenue. The **Hazel Avenue Park and Ride** has no transit access and is located adjacent to the Jedediah Smith Memorial Trail.

VEHICLE AND MICROMOBILITY SHARE PROGRAMS

The bike share company JUMP launched an all-electric assist bike share system in the city of Sacramento as well the Yolo County cities of Davis and West Sacramento, with an initial offering of 300 bikes and a planned expansion of 900 bikes during summer 2018, however none of the hubs are located in unincorporated Sacramento County or Sacramento County cities east of Sacramento. Uber, having since acquired JUMP, has however halted bike- and scooter-share programs in March 2020 due to the COVID-19 pandemic with no stated date to resume operations. There are also recreational bike share programs run by Tower Bridge Bike Share and Practical Cycle, however they are both contained within the Cities of Sacramento and Folsom in Sacramento County. There was a short-lived State Employee BikeShare program available to the 230,000 workers employed by the State running in the Sacramento region, however there is no longer any information available about the program and it is assumed defunct.

The tech firm Gotcha was planning to provide bike- and scooter-share programs and equipment for Elk Grove, Folsom, and Rancho Cordova in Fall 2019, however the program was delayed due to increasing tariffs. While originally planned for a delayed rollout during Spring 2020 these programs may have been further delayed by the COVID-19 pandemic[4].

There are no bike- or scooter- share programs in unincorporated county locations, however as of May 2017, the Sacramento Air Quality Management District (AQMD) has administered the Our Community CarShare Sacramento Program[5], which is available to low-income Sacramento County residents and operates in currently operates in seven lower-income neighborhoods.

[4] https://www.sacbee.com/news/local/article233636962.html (referenced July 2020)

[5] https://sacbreathe.org/what-we-do/air-quality/electric-vehicle-car-share/ (referenced July 2020)

Active transportation is enjoyed by people of all ages and abilities. However, the perception of safety, lack of facilities or effective routes, or natural constraints such as heat and the presence of hilled terrain can contribute to a person's unwillingness to walk or ride a bike. As such, users of all capabilities need to be considered when developing or expanding the active transportation network. Outside of improving the network, support through education and encouragement programs can be utilized to improve confidence in the system and increase facility use.

ACTIVE TRANSPORTATION SUPPORTING POLICIES

Current active transportation documentation, plans, and policies that the future Sacramento County Active Transportation Plan will influence and be influenced by have been reviewed. Each document differs in overarching focus and approach related to the most relevant active transportation needs in the area, however general commonalities are present. Polices, goals, and actions most commonly identified in these documents generally relate to the following:

- Invest in bicycle and pedestrian infrastructure as healthy transportation options
- Improve safety for cyclists and pedestrians
- Increase and improve access to employment, economic centers, and environmental justice communities
- Establish and expand education, encouragement, enforcement, and evaluation programs
- Collaboration with nearby jurisdictions to support a regional bicycle network
- Prioritize projects that improve access to environmental justice communities, improve safety, close gaps in the network, or are low cost or privately funded improvements

Some of the specific sources of policies and programs that will shape active transportation in Sacramento County include:

- Federal Highway Administrative (FHWA)
- American Association of State Highway and Transportation Officials (AASHTO)
- Americans with Disabilities Act (ADA)
- Federal and California State Manual on Uniform Traffic Control Devices (MUTCD)
- The State of California (Caltrans, DMV)
- Sacramento Area Council of Governments (SACOG)

A full review of influential policies and programs can be found in Attachment A.

Sacramento County has many desirable characteristics to support active transportation. While temperatures rise above what might be desirable at times during the summer, the warm and dry climate of the region encourages people to walk and ride bicycles throughout the year. Most of the land in the County is generally flat, which provides an environment for those who are less confident and less able to more easily travel longer distances without tiring. The larger cities in the County are often divided by stretches with little development. This is both a constraint and an opportunity in that while regional trails longer than a few miles may be more daunting for pedestrians and less skilled or able bicycle riders, longer trails may provide sought after routes for avid cyclists and users seeking exercise.

The following grant funding opportunities have been identified as potential sources for the active transportation plan[6]:

- Caltrans Sustainable Communities Planning Grants
- Trails and Greenways
- Blue Sky Grant Program
- Cap and Trade – Affordable Housing Sustainable Communities
- Office of Traffic Safety – Bicycle and Pedestrian Safety Grants
- Federal Lands Access Program – CA
- SACOG Regional Funding Programs
- State Active Transportation Program
- Regional Active Transportation Program

[6] https://www.sacog.org/sites/main/files/file-attachments/b-p_funding_opps_att_8.pdf?1566419865

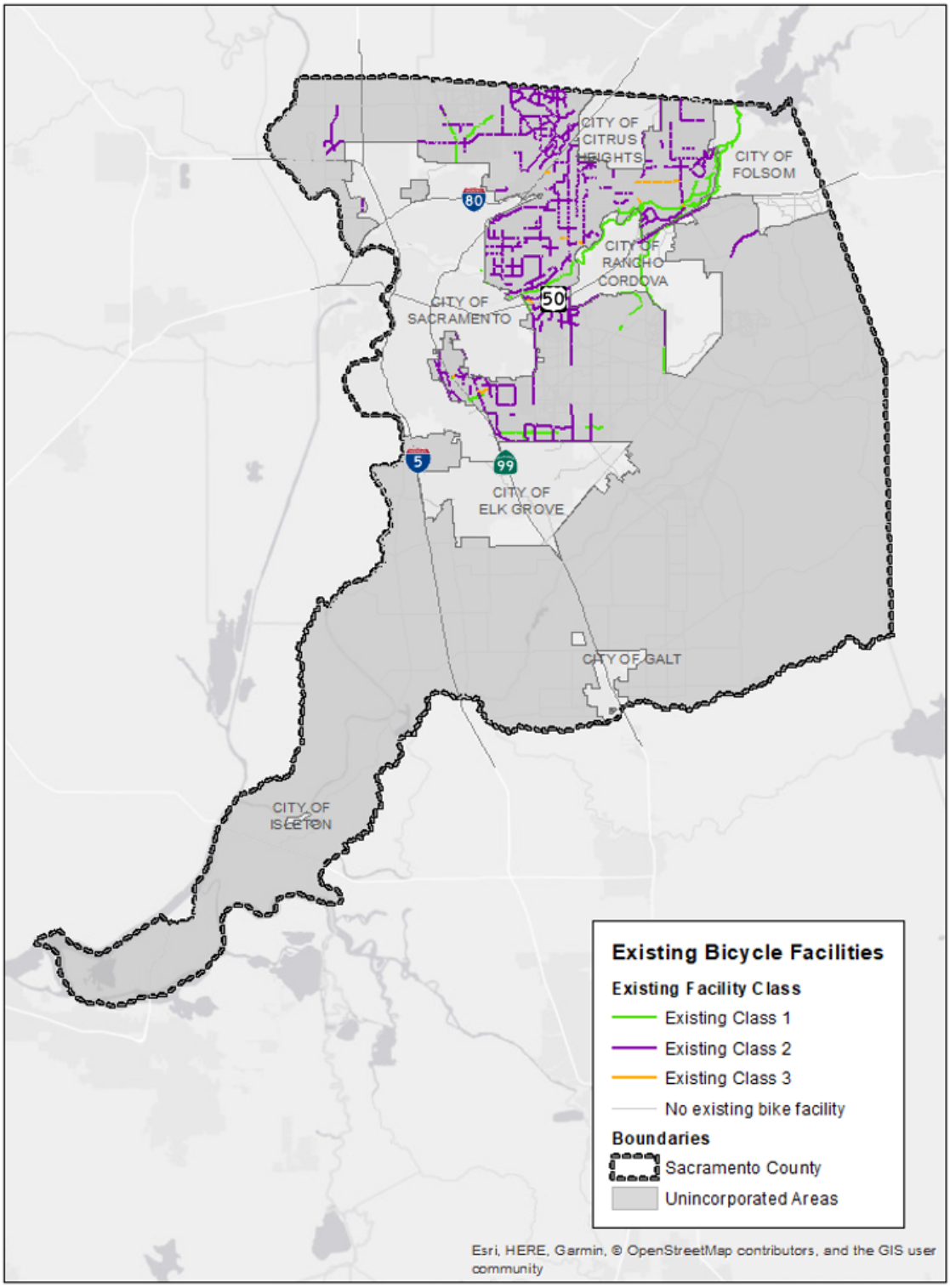


FIGURE 1 - EXISTING BICYCLE FACILITIES

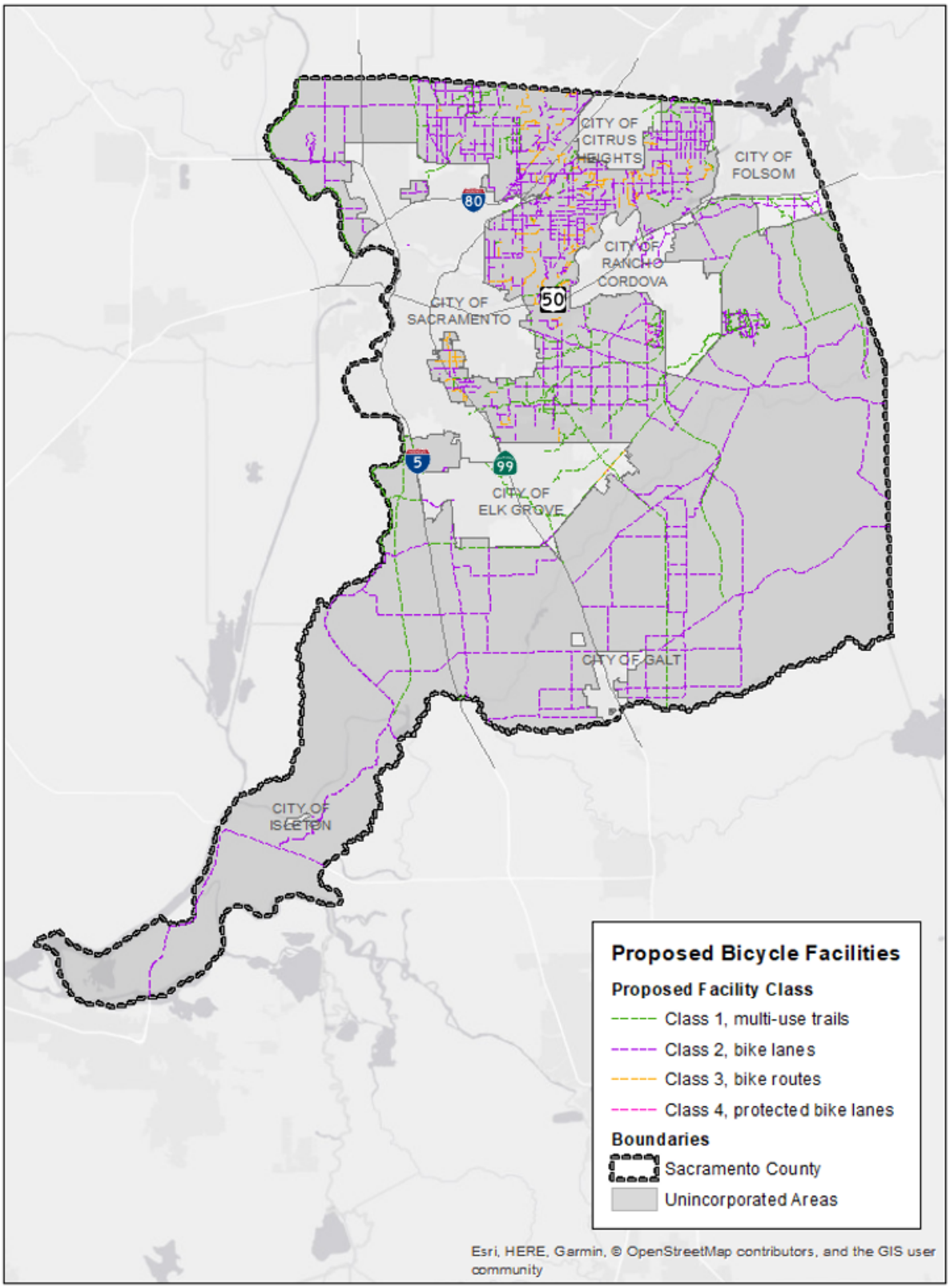


FIGURE 2 - PROPOSED BICYCLE FACILITIES

SUMMARY

Active transportation in rural settings is also an area of weakness in active transportation plans in the region. The low density in the southern portion of the county creates a network void of connected facilities and requires long distances to travel to reach destinations. As a result, the pedestrian mode share is far lower than suburban areas. The bicycle mode share also suffers as most facilities that do exist are located on high speed, narrow roadways..

There are ample opportunities in suburban areas of the County to improve connectivity. Both pedestrian and bicycle networks can be expanded to ensure gapless connections to transit routes and to create desirable routes to key destinations within walking distances. Active transportation in the County would be made further desirable by offering support facilities such as water fountains for pedestrians and dedicated bicycle parking facilities for bicyclists at key destinations.

DEMAND: WHERE DO PEOPLE WANT TO GO?

SACRAMENTO COUNTY COMMUNITIES

The Sacramento County Planning department has defined community boundaries throughout the County[7] as shown in **Figure 3**. The highest density communities include Arden Arcade, Carmichael, Fair Oaks, Orangevale, Rio Linda/Elverta, South Sacramento, and Vineyard. The Sacramento County Environmental Justice Element also identifies communities that are considered disadvantaged compared to other parts of unincorporated County based on California Communities Environmental Health Screening Tool (CalEnviroScreen), which identified communities based on socioeconomic and environmental characteristics, and the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The four Environmental Justice communities identified include North Highlands/Foothill Farms, West Arden-Arcade, South Sacramento, and North Vineyard and are shown in **Figure 4.**

Most people that walk or bike to work in Sacramento County are concentrated within the incorporated cities. The American River/US 50 corridor provides multiple ways to travel with trails, and transit providing alternatives to the Freeway and a dense grid of pedestrian and bicycle facilities for travel within communities. This is apparent with the highest commute mode split for walking occurring in Folsom (3.0%), City of Sacramento (2.9%), and Rancho Cordova (1.7%) while the other cities and unincorporated county show less than a percent of commute mode share for walking. Bicycle use for commuting is even more concentrated in the City of Sacramento (2.0%) while all other cities and unincorporated county show less than a percent of commute mode share for biking. This comes from a lower density of facilities and more gaps in the network.

[7] https://planning.saccounty.net/Pages/PlanningandCommunityMaps.aspx

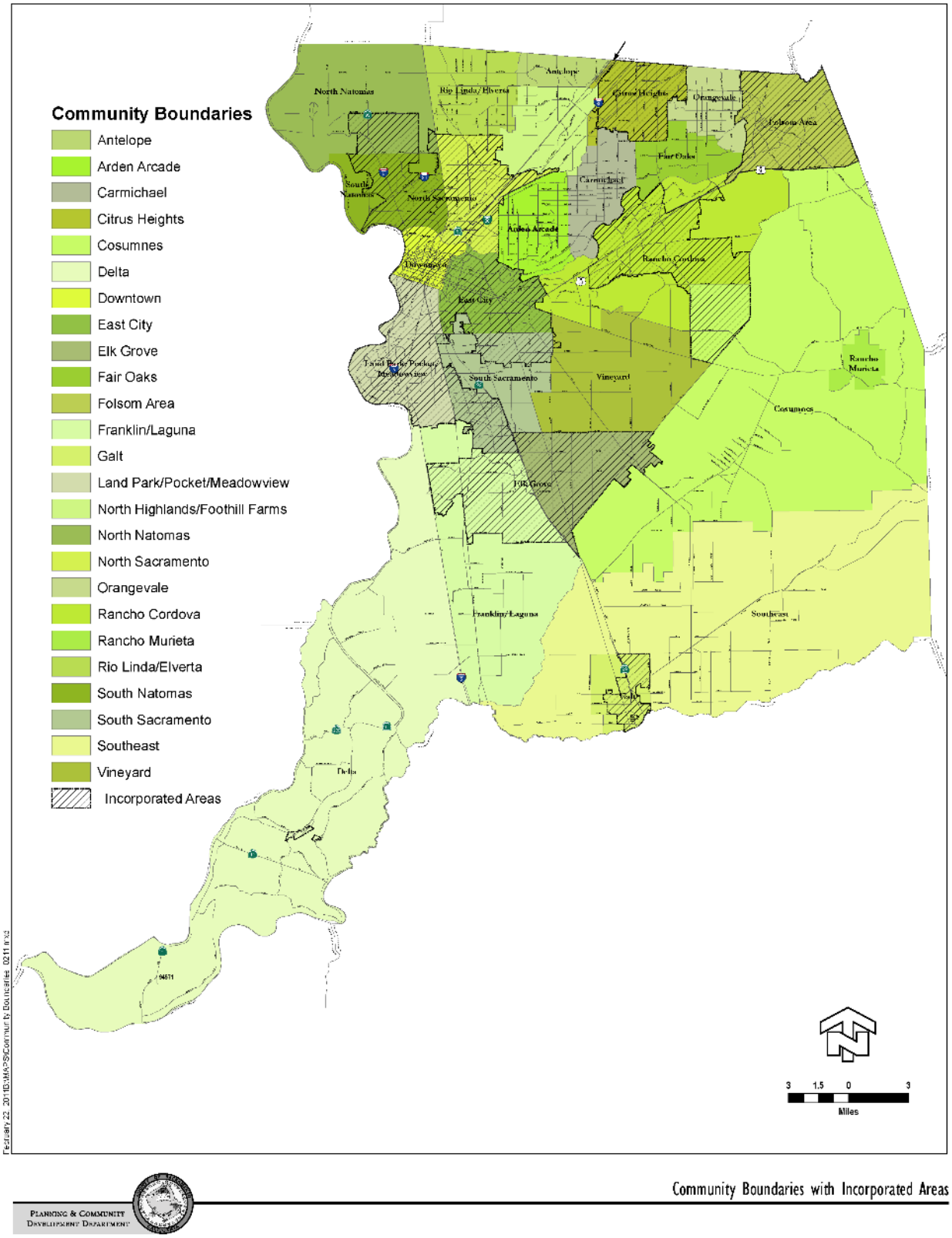


FIGURE 3 - SACRAMENTO COUNTY COMMUNITIES

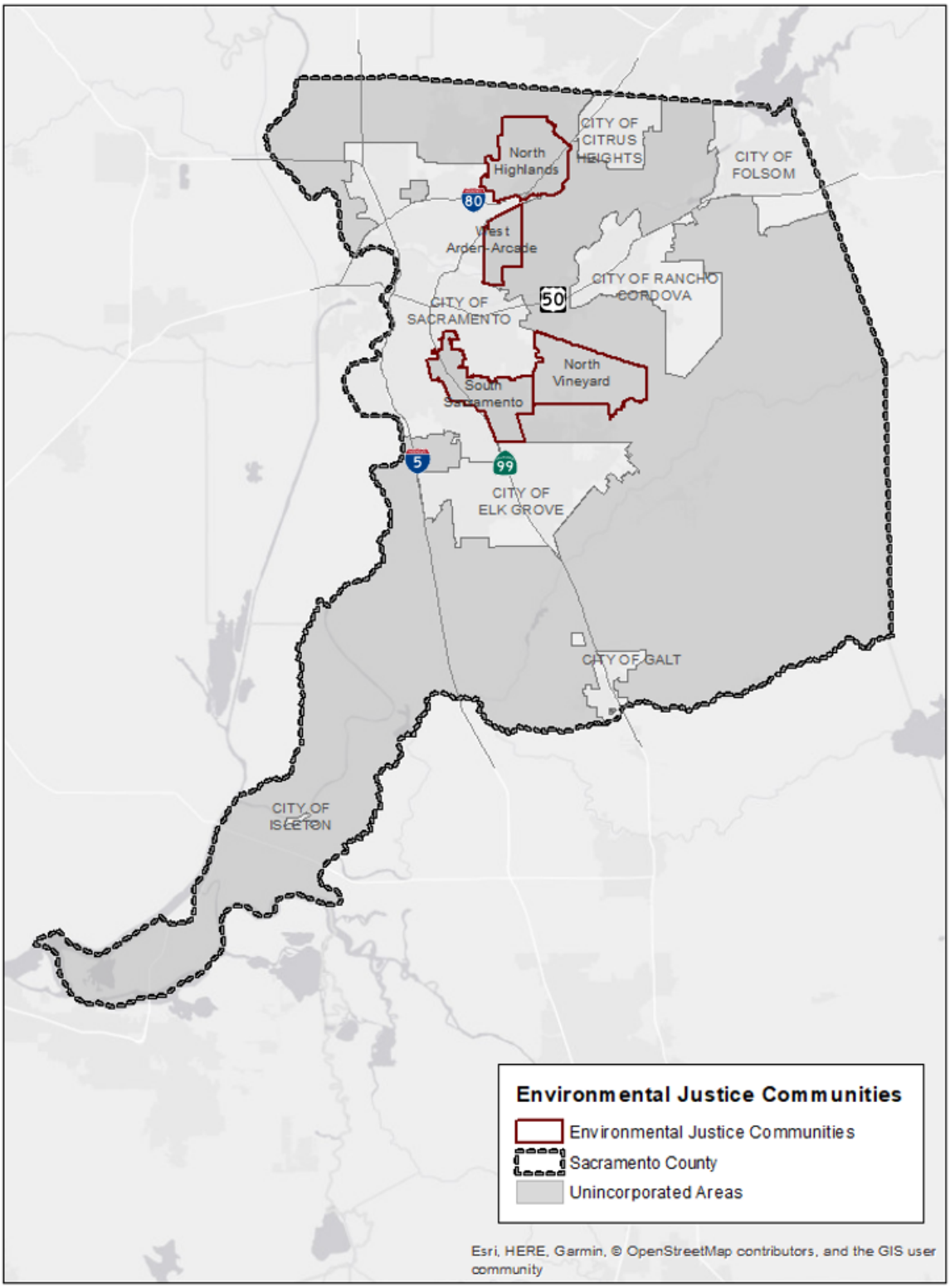


FIGURE 4 - ENVIRONMENTAL JUSTICE COMMUNITIES

EMPLOYMENT

The eight largest employers of Sacramento County residents are a mix of public and private sector and are mainly located within incorporated cities, showing the importance of regional bicycle and pedestrian facilities for commute access. The number of local employees by employer is included in **Table 1**. This shows the sectors responsible for the majority of employment in Sacramento County are Government and Health Care. This is confirmed to be true for unincorporated County residents as well, as shown in **Table 2**, which shows the sectors that employ the highest proportion of residents[8] from unincorporated Sacramento County. A map of job density within Environmental Justice communities is shown in **Figure 5**. The lowest job density for those communities occurs throughout North Vineyard and the west portion of North Highlands. Government and health services are the main sources of employment in the County and the majority of employment locations are located in cities along the US 50 corridor.

TABLE 1 - TOP SACRAMENTO COUNTY EMPLOYERS

EMPLOYER	SACRAMENTO COUNTY EMPLOYEES[A, B]	ADDRESS	TYPE OF BUSINESS/SERVICE
STATE OF CALIFORNIA	77,172	Various	Government
KAISER PERMANENTE	15,585	Various	Health Care System
UC DAVIS HEALTH	14,510	2315 Stockton Blvd Sacramento	Health Care System
SACRAMENTO COUNTY	12,360	700 H Street; Bradshaw Road; Goethe Road, Sacramento	County Government
SUTTER HEALTH	10,764	2200 River Plaza Drive Sacramento	Health Care System
DIGNITY HEALTH	9,033	3400 Data Drive Rancho Cordova	Health Care System
INTEL CORP	6,200	1900 Prairie City Road Folsom	Research and Development
RALEY'S	5,915	Various	Grocery Store

[A] https://www.bizjournals.com/sacramento/subscriber-only/2020/07/03/employers-private-sector.html (July 3, 2020)

[B] https://www.bizjournals.com/sacramento/subscriber-only/2020/05/29/employers-sacramento-county.html (May 29, 2020)

[8] https://onthemap.ces.census.gov/

TABLE 2 - TOP INDUSTRIES THAT EMPLOY UNINCORPORATED RESIDENTS

RANK	NAICS INDUSTRY SECTOR	SHARE OF UNINCORPORATED EMPLOYED RESIDENTS
1	Health Care and Social Assistance	16.40%
2	Retail Trade	10.70%
3	Public Administration	10.30%
4	Accommodation and Food Services	9.10%
5	Educational Services	8.20%
6	Administration & Support, Waste Management and Remediation	6.90%
7	Construction	6.10%
8	Professional, Scientific, and Technical Services	6.10%
9	Manufacturing	4.40%
10	Finance and Insurance	3.90%

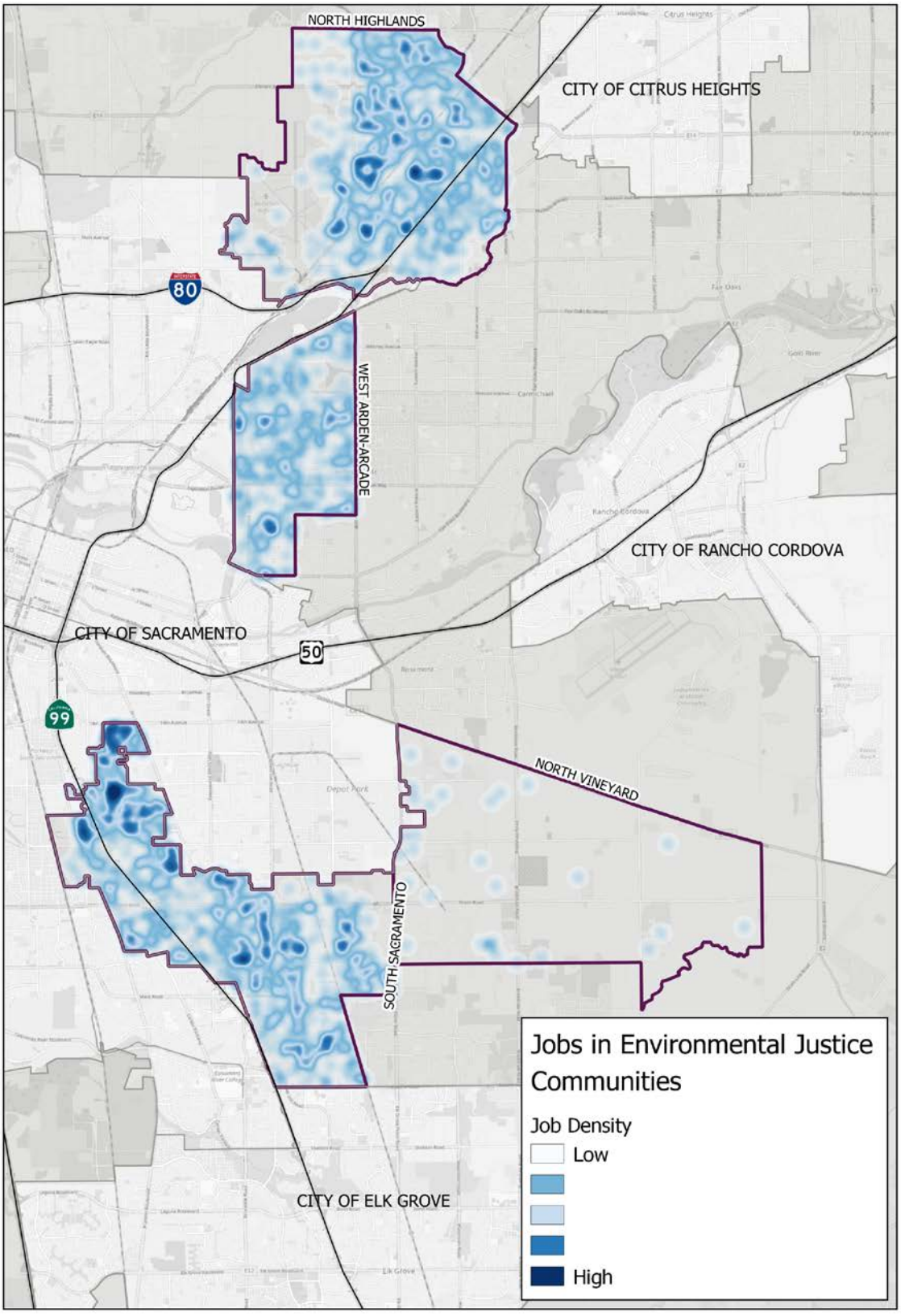


FIGURE 5 - TOP SACRAMENTO COUNTY EMPLOYERS

HIGH INTENSITY LAND USE (EXISTING AND PLANNED)

Currently, the most intense land uses, including dense residential and commercial development, in the Unincorporated region are spread across the north and east of the county. Commercial uses are mainly lined along major streets such as Watt Avenue, Auburn Boulevard, Howe Avenue and Stockton Boulevard.

Undeveloped land that has been zoned for high density residential and commercial units will generate transportation needs in the future. The following areas have had recent specific plans completed:

- New Bridge
- Mather South
- Jackson Township
- West Jackson
- Upper Westside
- Metro Airpark

These is also the potential for additional planned development at the following locations:

- Shopping center south of Winding Way and east of Manzanita Ave
- Business and professional offices along Madison Ave and Harrison St
- Businesses along Walerga Road at Antelope Road
- Multifamily residential, shopping centers and businesses along Elverta Road and 16th Street
- Multifamily residential along U Street and Elverta Rail Way
- Multifamily residential along Antelope Rd at Monument Drive and along Don Julio Boulevard
- Multifamily residential along Antelope North Road
- Multifamily residential east of Sunrise Blvd at Gold Express Drive

KEY DESTINATIONS

Major travel generators and neighborhood destinations include schools, libraries, parks, commercial corridors, downtown and civic buildings. As shown in **Figure 6**, these are generally located across the north and northeast parts of the county, as well as in South Sacramento. The Arden-Arcade area is a major shopping hub, with several other shopping centers along Fair Oaks Boulevard and Sunrise Boulevard.

There are a total of 158 schools in the Unincorporated region, with 17 in Carmichael, 17 in South Sacramento, 13 in North Highlands, 11 in Antelope, 10 in Orangevale, 9 in Fair Oaks, 8 in Rio Linda, and the rest spread across other parts of the county. School traffic is typically generated around 7 am to 9 am and from 2 pm to 4 pm on weekdays.

Major medical facilities include Kaiser Healthcare in Arden-Arcade and South Sacramento, VA Hospital in North Highlands, and several other specialty care services in Carmichael, Fair Oaks and Orangevale.

Popular public libraries are the Arcade Community library, Arden-Dimick library, Carmichael Regional library, North Highlands/Antelope library, Fair Oaks and Orangeville library.

As mentioned earlier, commercial corridors line the arterial streets in eastern North Highlands, Carmichael, throughout Arden-Arcade, Orangevale along Greenback Lane, and South Sacramento along Stockton Boulevard and Franklin Boulevard. These usually generate trips in the evening on weekdays, and mostly over the weekends. American River Parkway, Dry Creek Parkway, Folsom Lake state Recreational Area, Del Paso Regional Park and Cosumnes River Preserve are among the big parks of the region. Several small parks like the Arcade Creek park, Antelope Community park, Gibbons Community park and Mission North park, among others are spread across the county. Parks form important hubs of internal active transportation, especially those parks that support bicycling and walking via trails.

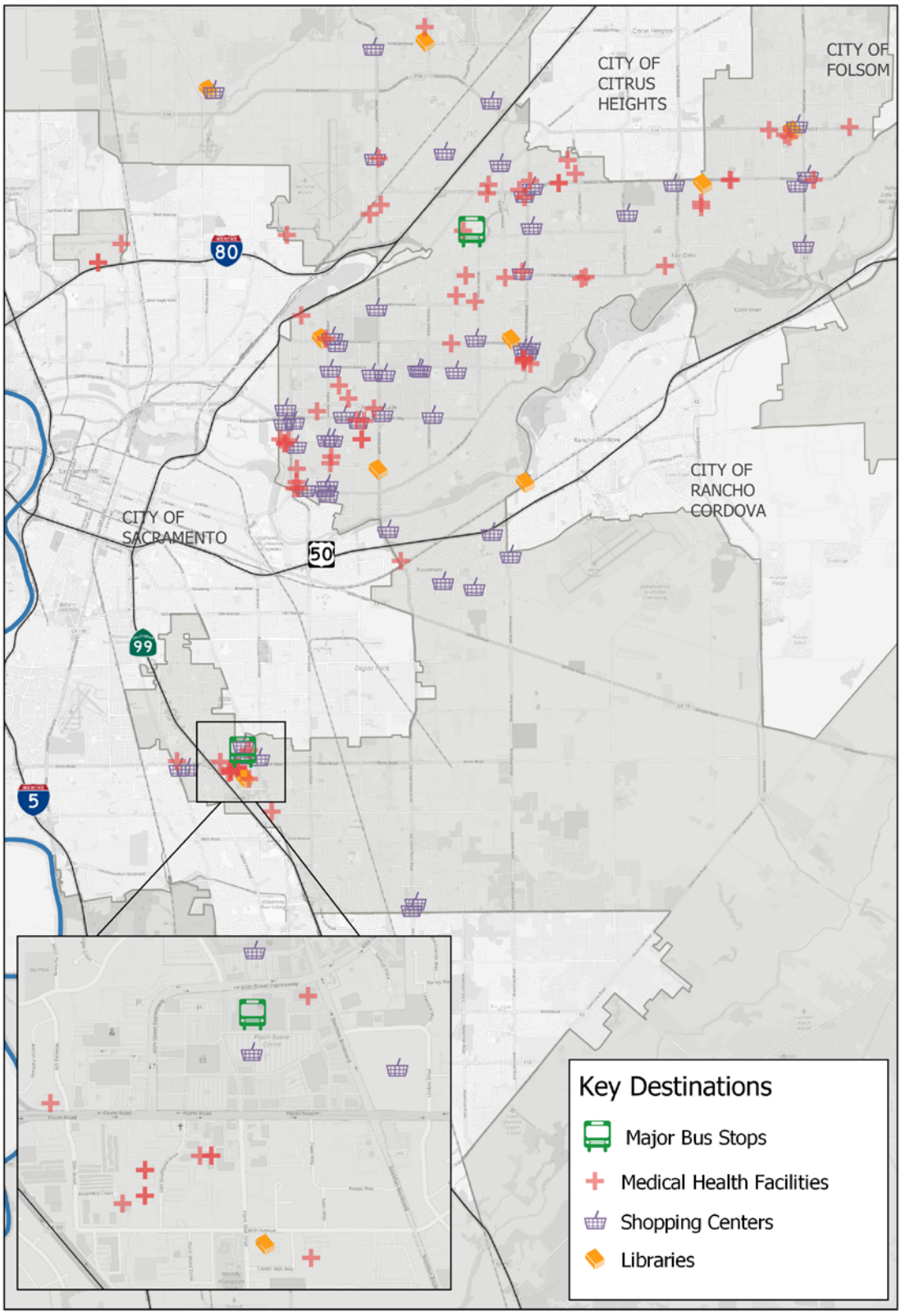


FIGURE 6 - KEY DESTINATIONS IN UNINCORPORATED SACRAMENTO COUNTY

CONNECTIVITY: CAN RESIDENTS AND VISITORS GET TO WHERE THEY WANT TO GO BY WALKING OR BICYCLING?

EXISTING INFRASTRUCTURE

The Unincorporated region of the County has a mix of Class I, Class II and Class III bicycle infrastructure; however, the network is discontinuous in most areas. While the majority of the roads in North Highlands and South Sacramento communities have connected sidewalks, significant gaps can be noticed in Environmental Justice communities outlined in purple of West Arden-Arcade on **Figure 7** and North Vineyard on **Figure 8**. Additionally, the lower density residential areas of Rio Linda and Southern Arden Arcade lack consistent sidewalks for the majority of development.

Adequate direct connectivity is not provided by the bicycle infrastructure. In the north, bike lanes are absent on Madison Avenue, and discontinuous on Palm Avenue, resulting in poor east-west connectivity from and to North Highlands. The connectivity along Watt Avenue is also broken due to missing stretches of bike lanes between Elkhorn Boulevard and Don Julio Boulevard in North Highlands, and between Madison Avenue and Arden Way in West Arden-Arcade. Alternative direct bike routes or lanes are not available.

In the south Sacramento communities, bike lanes exist along major roads on Franklin Boulevard and Stockton Boulevard, providing north-south connections. However, Florin Road lacks adequate length of bicycle infrastructure, and only one discontinuous alternative bike lane along 53rd Avenue in the east-west direction. Stockton Boulevard has missing lengths of bike lanes between 21st Avenue and Fruitridge Road, and between Lemon Hill Avenue and Riza Avenue.

The western edge of North Vineyard has bike lanes along South Watt Avenue and Elk Grove-Florin Road, and a short stretch can be found along Bradshaw Road. No bike lanes can be found in the City of Isleton and Galt. Sidewalks and bikeways are present adjacent to major bus stations at American College on College Oak Drive, and at Florin Towne Center on Stockton Boulevard.

CONNECTIVITY OF KEY DESTINATIONS

Key destinations such as schools and medical facilities are surrounded by sidewalks or bikeways but lack continuous links to most residential areas. Nine schools within the unincorporated region were identified that lack any sidewalks and bicycle infrastructure within 750 feet of the site. These are listed below:

School Sites Lacking Adequate Active Transportation Infrastructure:

- Heritage Peak Charter
- Pathways Community Day
- C. W. Dillard Elementary
- Franklin Elementary
- Cosumnes River Elementary
- Sierra-Enterprise Elementary
- Alpha Charter
- Alpha Technology Middle
- Arcohe Elementary

Out of 76 medical facilities, 30 do not have access to a bus stop for an eighth of a mile, and 10 of these do not have access to bus stops for at least a quarter mile. These include:

- Cornerstone
- Walnut Whitney Convalescent Hospital
- Greater Sacramento Surgery Center
- Altua
- Eskaton Village Care Center
- Eskaton Home Care
- New Dawn Recovery Center
- Sunbridge Brittany Care Center
- Koinonia Group Homes
- Sacramento Area Emergency Housing Center

Parks in North Vineyard do not have any access to either bikeways, or bus stops. Parks in other parts are fairly well connected by bus services but lack bikeway connectivity. Bike trails exist within the American River Parkway and the Dry Creek Parkway.

The Courtland Community library and the Walnut Grove branch library are not connected by either bicycle infrastructure or bus stops.

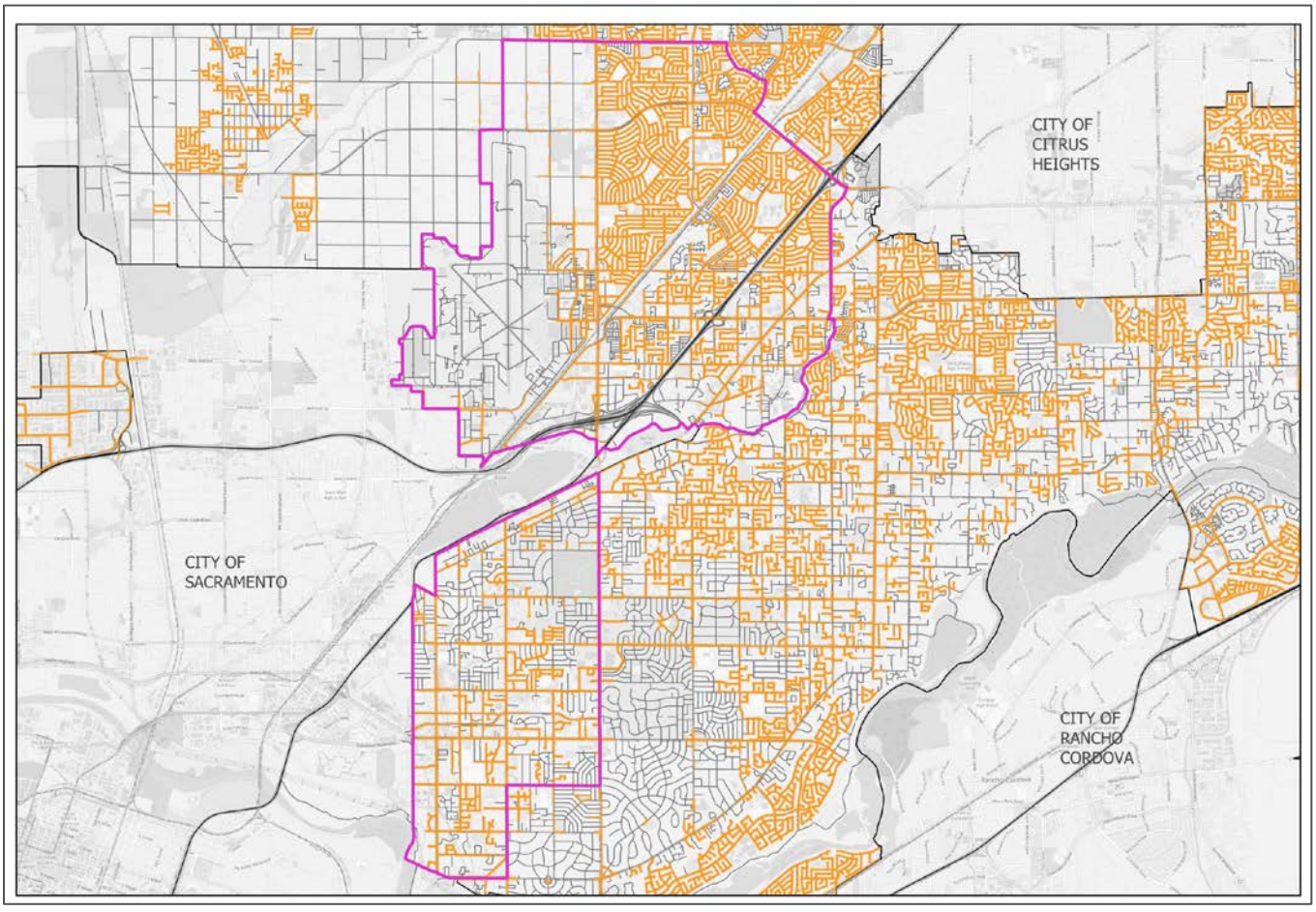


FIGURE 7 - SIDEWALKS IN NORTH HIGHLANDS AND WEST ARDEN-ARCADE

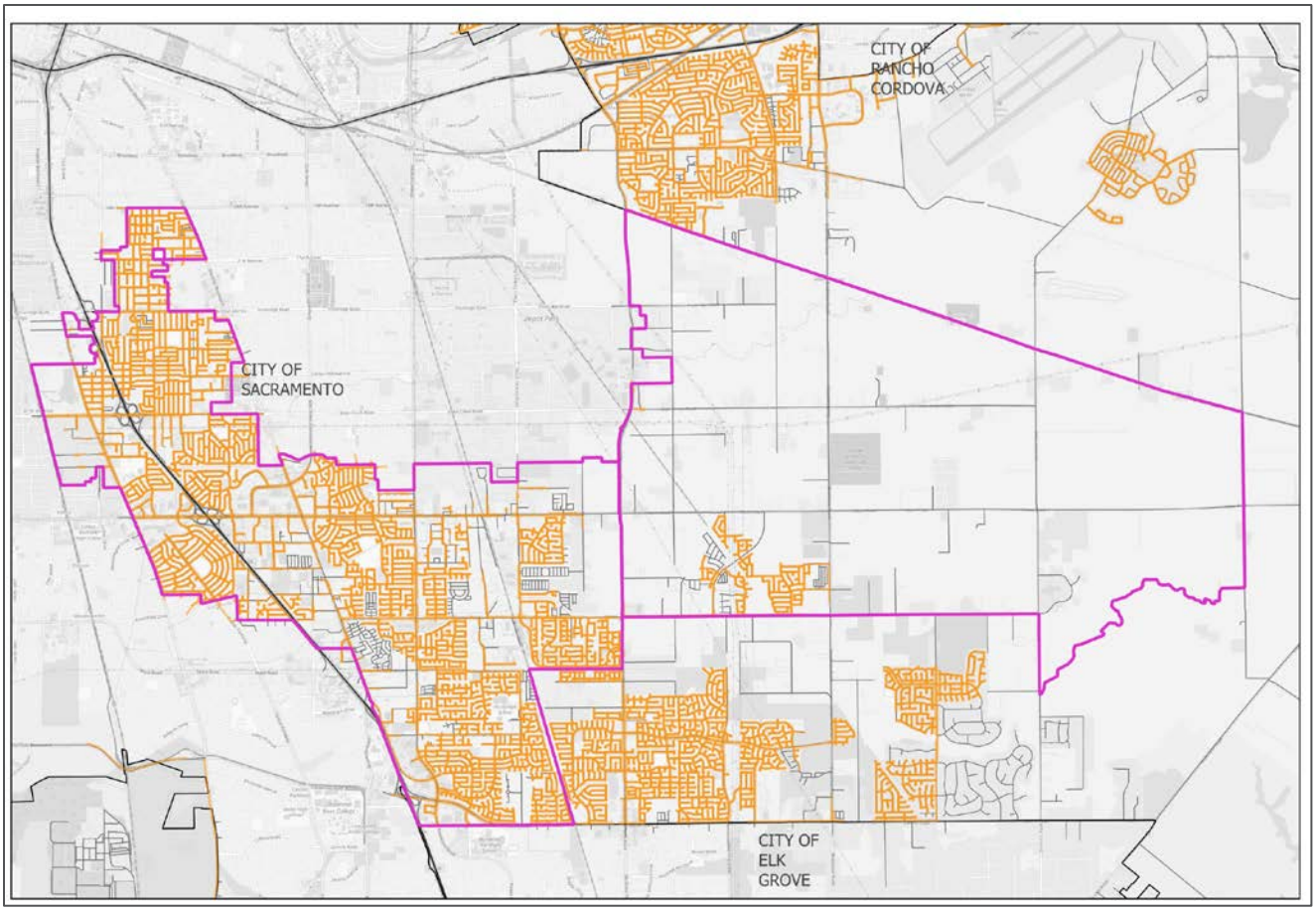


FIGURE 8 - SIDEWALKS IN SOUTH SACRAMENTO AND NORTH VINEYARD

REGIONAL AND COMMUNITY CONNECTIONS

The Sacramento Regional Transit Light Rail connects parts of the county to Sacramento City downtown. The blue line extends north from the city center to Watt Avenue/I-80 interchange in the southern part of North Highlands. In the south, it extends to Consumnes River College. The Gold Line stretches east all the way to Folsom via Rancho Cordova. None of the rail lines provide direct connectivity to or between the identified environmental justice communities but are serviced by bus transit. SacRT, SCT Link and Amador Transit provide bus lines that serve unincorporated Sacramento County, though Amador Transit only provides a link to Rancho Murieta. SCT Link has service in Herald through Dial a Ride and the Delta through the Delta route. The Delta Breeze serves Delta cities, but also travels through unincorporated County. There are also several transit services that run-through, but do not stop in unincorporated Sacramento County, including commuter bus lines from Yuba Sutter, El Dorado, and Placer Transit. Amador Transit serves the Rancho Murieta stop only.

Communities along US 50 have access to the Gold Line light rail, bus lines, Folsom Boulevard bike lanes, as well as Jedediah Smith Memorial Trail. Likewise, communities living along I-80 in northern West Arden-Arcade have access to the blue line and the Edison Avenue bike lanes. In the north-south direction along Watt Avenue, bus routes 26, 82 and 84 operate along with intermittent

bike lanes, connecting the northern county to Arden-Arcade. The American River College bus terminal as well as the Watt/I-80 RT station in the north facilitate these connections. The Florin Towne Center in South Sacramento provide connections to bus routes 51, 61, 68 and 81 that expand connections to Sacramento downtown in the north, Consumnes River College in the south, and loops along multiple communities.

While multiple Class I trails line the American River, there are very few bike facilities that connect the City of Sacramento to the northern part of the county, north of the river. Some of these include the American River Bike Trail near California State University, and Class II bike lanes on Watt Avenue and Howe Avenue. There is a significant gap in the Class II bike facility along Franklin Boulevard from South Sacramento to the City of Sacramento, north of 21st Avenue.

The American River Bike Trail also lines the City of Rancho Cordova and provides connection to Arden Arcade to the west and Fair Oaks to the north. The existing Class II bike along Madison Avenue extends a westward connection from the City of Folsom to Citrus Heights through Orangevale, with some gaps near Bella Vista High School. However, no bike facility exists on Madison Avenue between Fair Oaks Boulevard and I-80. The only alternative is Class II bike lane along Greenback Lane, one mile to the north through Citrus Heights.

Class II bike lanes exist from Citrus Heights to North Highlands along Auburn Boulevard. There are existing Class II bike lanes with some gaps along Elk Grove Florin Road that connect the City of Elk Grove to North Vineyard and beyond. In the northwestward direction, a number of Class I trails and Class II bike lanes link Elk Grove to South Sacramento.

Apart from the mentioned Class I trails, the major boulevards between cities and unincorporated regions consist of continuous sidewalks.

BICYCLE PARKING

Sacramento County Zoning Code Section 5.9.9B sets the minimum bicycle parking requirements by land use[9]. These are shown in **Table 3**. There are two types of bicycle parking – short term and long term. Short term bicycle parking in the form of bike racks are typically used for up to two hours, for example a trip to a store or a library. Long term parking is provided for several hours at employment centers, schools and transit hubs. These tend to provide high security through bike cages, lockers or bike rooms. Bicycle parking in the County is typically provided at parks, schools and commercial developments, and specific locations are provided in the County Bicycle Master Plan.

The Sacramento County General Plan, Transit Oriented Development Design Guidelines state that transit stops, commercial areas and other key destinations must provide adequate parking to

[9] https://planning.saccounty.net/LandUseRegulationDocuments/Documents/Zoning%20Code%20Final%20Adopted%20July%2022%202015/Updates%20to%202015%20Zoning%20Code/Effective%20May%2011%2C%202018/Chapter%205_Effective%20September%2025%2C%202015%20%5B05-11-2018%5D.pdf

support bicycle use. Secure and safe bicycle storage areas are recommended. None of the unincorporated communities have established bicycle parking programs however.

TABLE 3 – COUNTY BICYCLE PARKING FACILITY REQUIREMENTS (ZONING CODE)

Use	Bicycle Spaces		Bicycle Parking Facility Class	
	Long-Term	Short-Term	Long-Term	Short-Term
All commercial, mixed-use, and service uses not otherwise listed	One bicycle space for every 30 vehicle spaces required or two spaces, whichever is greater	One bicycle space for every 30 vehicle spaces required or two spaces, whichever is greater	Class I lockers, or Class II racks in an enclosed lockable area	Class II or Class III racks
Dinner restaurants, cocktail lounges	One bicycle space for every 50 vehicle spaces required or two spaces, whichever is greater	One bicycle space for every 30 vehicle spaces required or two spaces, whichever is greater	Class I lockers, or Class II racks in an enclosed lockable area	Class II or Class III racks
Industrial	One bicycle space for every 50 vehicle spaces required or two spaces	0	Class I lockers, or Class II racks in an enclosed lockable area	N/A
Office and institutional uses within commercial and industrial zoning districts	One bicycle space for every 30 vehicle spaces required or two spaces, whichever is greater	One bicycle space for every 60 vehicle spaces required or two spaces, whichever is greater	Class I lockers, or Class II racks in an enclosed lockable area	Class II or Class III racks
Institutional uses in other zoning districts	Bicycle parking shall be determined at the time of issuance of a Conditional Use Permit.			
Multiple Family	For multifamily housing, a minimum of one (1) bicycle parking space per unit shall be provided on-site, with guest bicycle parking spaces provided at one (1) space per 10 units on-site.		Class I lockers or Class II racks shall be located close to and with direct access to multifamily buildings entries. Bicycle parking for guests shall be clustered in common areas for easy convenience.	

NOTE: Where the application of the above table results in the requirement for a fraction of a bicycle parking space, such a space need not be provided unless the fraction exceeds fifty (50) percent.

EQUITY: DOES EVERYONE HAVE EQUITABLE ACCESS TO WALKING AND BICYCLE INFRASTRUCTURE?

ENVIRONMENTAL JUSTICE COMMUNITY DEMOGRAPHICS

The Sacramento County Environmental Justice Element identifies the North Highlands/Foothill Farms, West Arden-Arcade, South Sacramento, and North Vineyard communities as disadvantaged compared to other parts of unincorporated County based on socioeconomic and environmental characteristics. The goals of identifying these communities is to ensure that the built environment provides an equitable degree of protection from environmental and health hazards and to encourage participation from all members of the community in the decision making process by addressing inequities that can lead to less participation from EJ communities.

Each of the identified communities has a unique character that must be considered when planning public outreach events and prioritizing projects and community investment.

- While all of the EJ communities have a relatively similar land area, South Sacramento is a very dense community with 67,362 residents and North Vineyards is very low density with only 1,733 residents and is primarily rural agricultural.
- North Highlands and South Sacramento Communities have a higher percentage of persons under 20 while West Arden Arcade has a higher percentage of persons over 60.
- While unincorporated Sacramento County has a significantly higher population of White residents when compared to California and the City of Sacramento, South Sacramento has a higher proportion of persons of Asian or Hispanic/Latino origin.
- Spanish is the second most common primary language in EJ communities and occurs at a much higher rate than broader Sacramento County. Other common languages include Russian in North Highlands/Foothill Farms, Hmong and Chinese in South Sacramento, Vietnamese in North Vineyard, and Dari in West Arden Arcade.
- Median Household income is much lower in EJ communities ($34k-$43k) than in Sacramento County ($56k) and especially when compared to non-EJ communities ($67k).

RELIANCE ON ALTERNATIVE TRANSPORTATION AND CONNECTIVITY

The Environmental Justice Element focuses on access to healthy food (grocers with fresh produce, food banks, and Farmer's Markets) as a primary goal. It identifies West Arden Arcade and South Sacramento as the regions with the highest rates of food insecurity, representing limited or uncertain access to acquire acceptable food in socially acceptable ways. The policies relevant to this effort include urbanized communities having access to food sources within a quarter mile of transit.

Another focus area is opportunities for physical activity to combat obesity rates, which are highest in West Arden Arcade, North Highlands/Foothill Farms, and South Sacramento. Metrics include miles of Class I facilities per 1,000 residents, which are much lower in EJ communities than in non-EJ communities, and miles of Class II facilities per 1,000 residents, which are lowest in West Arden-Arcade. North Vineyard has significantly higher density of Class II lanes than anywhere else in the County, however it also has the lowest occurrence of residences within a quarter mile of a

park due to its agricultural context and low density. Metrics also includes rates of collisions involving people walking or riding bikes per 1,000 residents, which are higher in EJ communities than non-EJ communities. The relevant policies include requiring smart growth streets and encouraging safe, low stress environments for pedestrians and bicyclists in EJ communities.

SAFETY: CAN RESIDENTS AND VISITORS WALK OR BIKE SAFELY AND COMFORTABLY?

SAFETY

Pedestrian and bicyclists comprise the most vulnerable road users, meaning they are more prone to higher injury severities in case of a collision. This level of vulnerability is a significant factor that affects their decision to use a motorized transportation mode if they perceive their safety and comfort is compromised. Research has also shown that one's perception of safety and comfort contributes significantly to willingness to walk or bike. Specifically, walking and biking on busy roads and crossing busy urban intersections adjacent to high-speed vehicular traffic can easily deter people from walking and biking. Enhancing the safety and comfort perception of non-motorized road users can be attained by decreasing their interaction with vehicular traffic through improved infrastructure.

A systemic-safety approach was used to identify trends for collisions involving people walking or biking throughout Unincorporated Sacramento County. This analysis reports on both the total number of collisions and collisions that result in a fatality or severe injury (KSI) as well as making use of the Equivalent Property Damage Only (EPDO)[10] method which provides an average severity score across different categories, allowing for direct comparison of collision types without comprehensive traffic volume data. This method is based on a weighting factor, as shown in **Table 4**, to assign a severity score based on FHWA and Caltrans guidance. For more information on the methodology of the collision analysis, as well as a more detailed summary of the results, see **Attachment B: Safety Analysis Report**.

[10] 2010 Highway Safety Manual (HSM)

TABLE 4 – CRASH WEIGHTING FACTOR BY COLLISION SEVERITY

COLLISION SEVERITY		EPDO FACTOR
FATAL AND SEVERE INJURY	SIGNALIZED INTERSECTION	120
	NON-SIGNALIZED INTERSECTION	190
	ROADWAY	165
INJURY (OTHER VISIBLE)		11
INJURY (COMPLAINT OF PAIN)		6
PROPERTY DAMAGE ONLY (PDO)		1

BICYCLE AND PEDESTRIAN COLLISION SUMMARY

A review of collision data in Unincorporated Sacramento County for the years 2015-2019 identified 50,832 collisions out of which 2,038 collisions involved someone walking or biking. The key trends and deficiencies identified from the analysis summarized in this document provide a direction of programs and improvements to consider as part of this Plan. A summary of these trends and deficiencies for collisions involving people walking and biking are as follows:

- Pedestrians are shown to be the most vulnerable users, with similar frequency of crashes to those involving people bicycling, but with much higher crash severities
- The proportion of collisions involving people walking and biking happen ten times more frequently than the proportion of people commuting by walking or biking
- Many more collisions occur at intersections, however collisions occurring along segments are more severe both for people walking and biking
- Within school zones, collisions involving people walking and biking result in less severe injuries, even more so for collisions involving school-age children
- The highest severity collisions involving people biking on a bicycle facility is at Class I roadway crossings that lack protective improvements such as RRFB/HAWK signals

Table 5 provides a summary of the number and severity of collisions based on mode and location type as well as a comparison to crashes that do not include people walking or biking.

TABLE 5 - COLLISION FREQUENCY AND SEVERITY BY TYPE (2015-2019)

COLLISION TYPE	FREQUENCY	KSI	EPDO	EPDO/COLLISION
PEDESTRIAN COLLISIONS	1,000	348	60,852	60.9
BICYCLE COLLISIONS	1,038	139	29,809	28.7
VEHICLE ONLY COLLISIONS	16,190	1,150	309,126	19.1

Using the EPDO score (which considers both frequency and severity of collisions) several heatmaps, segregated by the involved victim, i.e., pedestrian or bicycle, were created to help with identifying the most pedestrian and bicycle collision prone locations. These heatmaps are presented in **Attachment B: Safety Analysis Report**. A visual inspection of the heatmaps was used to identify the corridors with the highest frequency and severity of collisions, both for collisions involving people walking and those involving people biking. These facilities were identified as high injury network (HIN) that warrant further investigation and improvements. The complete list of corridors and locations identified in the HIN are included in **Attachment B: Safety Analysis Report**, however **Table 6** lists the top 10 locations for each victim category. **Figure 9** and **Figure 10** show the pedestrian and bicycle collisions heatmaps, respectively, in unincorporated Sacramento County. The color bands also show the HINs.

TABLE 6 - HIGH INJURY NETWORK LOCATIONS

Location	EPDO/Collison
Pedestrian Collisions	
Roseville Road from Elkhorn Boulevard to Watt Avenue	121.5
Power Inn Road from Florin Road to Lenhart Road	103.8
El Camino Avenue from Ethan Way to Watt Avenue	80.1
Marconi Avenue from I-80 to Walnut Avenue	75.0
Greenback Lane from Fair Oaks Boulevard to Main Avenue	74.6
Intersection of Fair Oaks Boulevard and Watt Avenue	71.6
Fruitridge Road from Franklin Boulevard to Stockton Boulevard	67.0
Watt Ave from Q Street to Arden Way	66.4
Madison Avenue from Watt Avenue to Ruthland Drive	66.2
Arden Way from Ethan Way to Watt Avenue	63.9
Bicycle Collisions	
Intersection of Elkhorn Boulevard and Sacramento Northern Bike Trail	190.0
47th Avenue from 27th Street to Stockton Boulevard	38.5
Elkhorn Boulevard from Watt Avenue to I-80	36.3
Watt Avenue from Elverta Road to Fair Oaks Boulevard	30.9
Power Inn Road from Florin Road to Calvine Road	28.3
Florin Road from Franklin Boulevard to Florin Perkins Rd	26.4
Marconi Avenue from Bell Street to Fair Oaks Boulevard	25.8
Franklin Boulevard from 38th Avenue to Florin Road	23.8
Fair Oaks Boulevard from Kenneth Avenue to Auburn Boulevard	23.7
Dewey Drive from Coyle Avenue to Will Rogers Drive	21.7

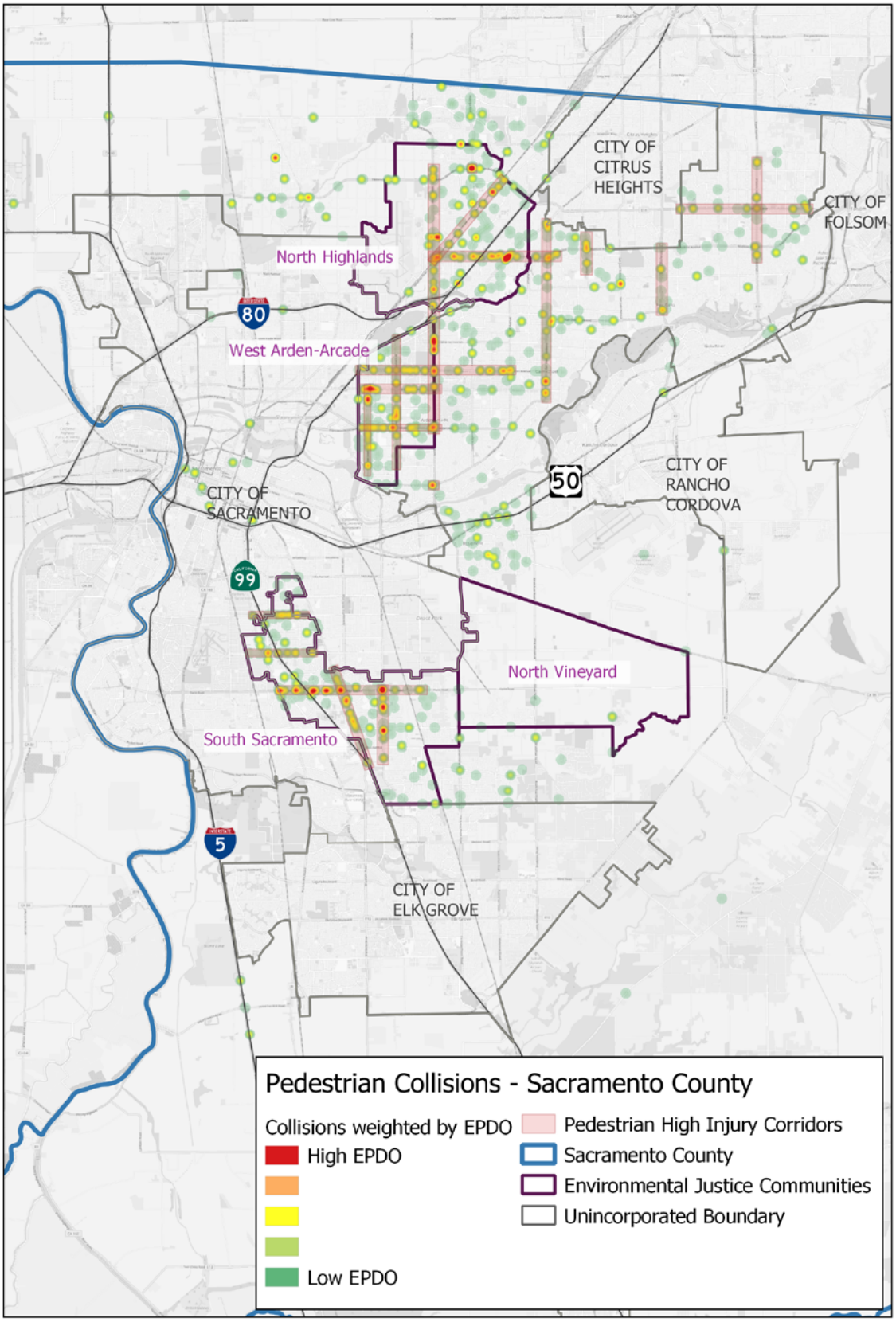


FIGURE 9 - PEDESTRIAN COLLISIONS HEATMAP

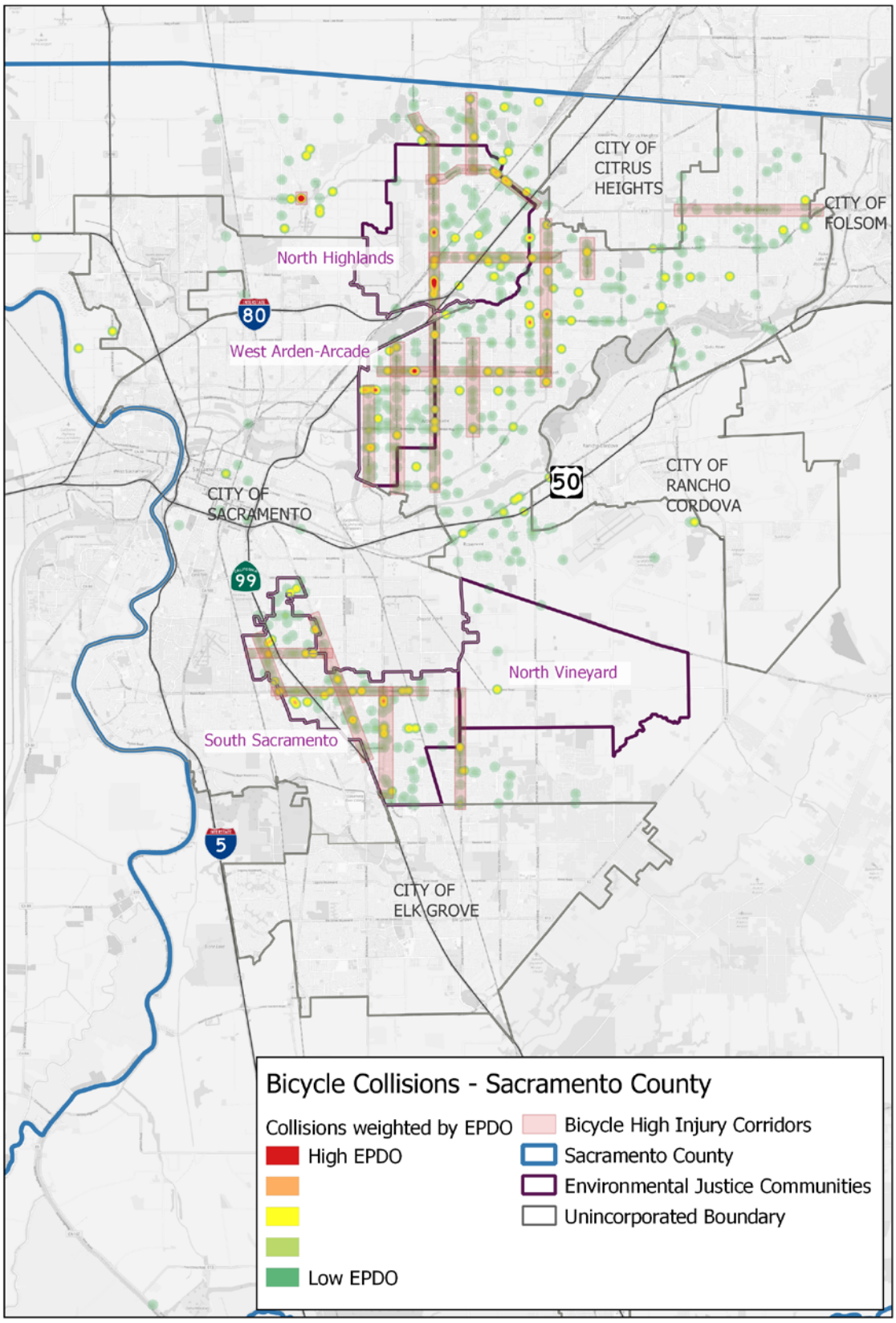


FIGURE 10 - BICYCLE COLLISIONS HEATMAP

FACTORS AFFECTING COLLISIONS

Further analysis of the collision data highlighted two trends that warrant further study at specific locations and inclusion in the prioritization process. These included primary collision factors that were consistent across the county, and severity of collisions involving people biking on bicycle facilities. Additional details related to these conclusions as well as other trends studied can be found in **Attachment B: Safety Analysis Report**.

CONTRIBUTING CRASH FACTORS

One of the primary tools in diagnosing crash records to determine some level of connection to the built environment, environmental conditions, and human behavior is primary collision factor(s). Pedestrian violations (people walking failing to yield right of way to other vehicles while outside of a legal crosswalk) and pedestrian right-of-way (driver failing to yield right of way to a pedestrian at a legal crosswalk) were the most frequent contributing factors for collisions involving someone walking in the study area. People failing to yield to vehicles outside of a legal crosswalk was by far the most frequent cause of collisions involving people walking regardless of the collision location, occurring more often than the next four primary causes combined in all scenarios and location types. In comparison, riding on the wrong side of the road (biking against the main direction of traffic) and improper turning (making an unsafe turning movement, or failure to signal) were found as the most frequent contributing factors to collisions involving someone biking. Riding on the wrong side of the road occurring more often than the next five primary causes combined at signalized intersections and the next three primary causes combined along segments. At unsignalized intersections, while riding on the wrong side of the road was still the most frequent primary cause, however improper turning and impinging on the automobile right of way also significantly contributed as primary collision factors.

It is also important to recognize that unsafe vehicle speed resulted in the highest average severity collisions involving people walking at intersections and the second highest average severity along segments. The same results were not replicated for collisions involving people riding bikes, with unsafe speed only having the highest average severity along segments and having lower occurrence at intersections.

COLLISIONS ON BICYCLE FACILITIES

When looking at the frequency and KSI of the collisions that occur on bicycle facilities (**Table 7**), 93% of those collisions and 87% of KSI occur on Class II bike lanes, but collisions occurring on Class I or Class III facilities have a much higher average severity. Class I bike paths, which are completely separated from vehicle traffic, show the highest average severity. The collision locations on these facilities showed that these collisions happened where the bike path crosses the roadway, highlighting improved trail crossings as a specific need. Given these collisions being right-angle collisions and at higher speeds, they would tend to be more severe. Moreover, the average EPDO for collisions involving people biking on Class II bike lane is almost half of the average EPDO for collisions involving people biking on bike routes. Studies have also shown that physically separated bikeways improve road safety for not only bicyclists, but all road users. This finding has been

attributed to the fact that roadways with separated bikeways have lower vehicles speeds, which means, in the case of a collision, the resulting severity would be lower.

TABLE 7 - BICYCLE COLLISIONS AND BICYCLE INFRASTRUCTURE

	FREQUENCY	KSI	EPDO	EPDO/COLLISION
TOTAL BICYCLE COLLISIONS	1,038	139	29,809	28.7
BICYCLE COLLISIONS ON ALL BICYCLE FACILITIES	476	62	13,504	28.4
CLASS I – BIKE PATH	3	2	386	128.7
CLASS II – BIKE LANE	447	54	11,818	26.4
CLASS III – BIKE ROUTE	26	6	1,300	50.0
BICYCLE COLLISIONS NOT ON A BICYCLE FACILITY	562	77	16,305	29.0

ATTACHMENTS

CONTENTS

ATTACHMENT A. BACKGROUND DOCUMENT REVIEW

ATTACHMENT B. SAFETY ANALYSIS MEMO

EXISTING DOCUMENTATION REVIEW

DATE: September 1, 2020

TO: Mikki McDaniel | Sacramento County DOT

FROM: Josh Pilachowski | DKS Associates

Benjamin Rady| DKS Associates

SUBJECT: Existing Documentation Review for the Sacramento County ActiveProject #20062-000 Transportation Plan

The purpose of this memorandum is to identify the current active transportation documentation, plans and policies that the future Sacramento County Active Transportation Plan will influence and be influenced by. Existing documentation that will be affected or replaced by the future Sacramento County Active Transportation Plan will be reviewed for recommendations and to determine what has been done since adoption. Policy will also be reviewed to ensure consistency throughout the region.

EXECUTIVE SUMMARY

Active transportation is supported by people of all ages and abilities. However, the perception of safety, lack of facilities or effective routes, or natural constraints such as heat and the presence of hilled terrain can contribute to a person's willingness to walk or ride a bike. As such, users of all capabilities need to be considered when developing or expanding the active transportation network. Outside of improving the network, support through education and encouragement programs can be utilized to improve confidence in the system and increase facility use.

Sacramento County has many desirable characteristics to support active transportation. While temperatures rise above what might be desirable at times during the summer, the warm and dry climate of the region encourages people to walk and ride bicycles throughout the year. Most of the land in the County is generally flat, which provides an environment for those who are less confident and less able to more easily travel longer distances without tiring. The larger cities in the County are often divided by stretches with little development. This is both a constraint and an opportunity in that regional trails longer than a few miles may be more daunting for pedestrians and less skilled or able bicycle riders, it may provide sought routes for avid cyclists and those seeking means of exercise.

Current active transportation documentation, plans, and policies that the future Sacramento County Active Transportation Plan will influence and be influenced by have been reviewed. Each document differs in overarching focus and approach related to the most relevant active transportation needs in the area, however general commonalities are present.

GOALS AND PERFORMANCE MEASURES

The following goals are consistent between many planning bicycle and pedestrian planning related documents throughout the region with Access/Mobility/Connectivity, Safety, and Education/Encouragement/Awareness being the most common goals.

- Provide a connected pedestrian and bicycle network throughout the jurisdiction.
- Improve and/or enhance safety.
- Reduce emissions.
- Education all residents, including drivers, cyclists, and pedestrians.
- Enhance enforcement programs.
- Acquire sufficient funding by identifying federal, state and local sources.

A summary of Focus and Goal Categories found across regional and local plans is shown in Table 1.

The various plans were relatively inconsistent in their identification of goals, focus areas, objectives, strategies, policies, and implementation actions, however there were often common topics that were often repeated across many of the plans. A full matrix of policies and actions found across the regional and local plans is included as an attachment to this document. The common topics generally relate back to the following:

- Invest in bicycle and pedestrian infrastructure as healthy transportation options;
- Improve safety for cyclists and pedestrians;
- Increase and improve access to employment, economic centers, and environmental justice communities;
- Establish and expand on education, encouragement, enforcement, and evaluation programs;
- Improve access to transit
- Collaborate with nearby jurisdictions to support a regional bicycle network;
- Prioritize projects that improve access to environmental justice communities, improve safety, close gaps in the network, and low cost or privately funded improvements.

Several active transportation documents adopted in the region have policies, goals or actions to implement active transportation related programs. These programs may include education, encouragement, enforcement, and/or evaluation. However, the actual implementation or expansion of these programs is difficult to determine, or not documented.

TABLE 1. REGIONAL AND LOCAL FOCUS CATEGORIES

Categories/Goals	SACOG	Regional Bike/Ped/Trail Plan	Sacramento (County) Bike Plan (2011)	Sacramento (County) Ped Plan (2007)	Sacramento (City) Bike Plan (2016)	Sacramento (City) Ped Plan (2006)	Citrus Heights Bike Plan (2015)	Citrus Heights Ped Plan (2016)	Rancho Cordova Bike Plan (2016)	Galt Bike Plan (2011)	Folsom Bike Plan (2007)	Folsom Ped Plan (2014)	Elk Grove Bike, Ped, and Trails Plan (2014)
Access/Mobility/Connectivity	X	X		X	X	X	X	X	X	X	X	X	X
Multimodal Transportation	X										X		
Quality and Operation		X											
Safety		X	X	X	X	X	X	X	X	X	X	X	
Increase Mode Share		X	X		X		X						X
Network Expansion		X	X							X		X	
Education, Encouragement and Awareness		X	X	X			X	X	X	X	X	X	X
Comprehensive Countywide		X											
Collaboration/Partnership		X				X				X	X		
Data Collection		X						X					
Funding/Finance/Cost Effectiveness			X	X			X		X	X	X		
ADA Accessibility				X									
Streetscaping, Context, and Land Use				X		X	X	X				X	
Equity					X								
Commuting							X						
Enforcement							X						X
Environmental/Development							X				X		
Routes to Schools										X			
Opportunities											X		
Phasing											X		
Support Facilities											X		
Implementation and Maintenance											X		
Consistency between Plans												X	
Roadway Design													X

Active transportation in a rural setting is also an area of weakness in active transportation plans in the region. Very low density creates a network void of connected facilities and requires long distances to travel to reach destinations. As a result, the pedestrian mode share is far lower than suburban areas. The bicycle mode share suffers as well as most facilities that do exist are located on high speed, narrow roadways. While improvements to the pedestrian network may not prove fruitful, this situation does provide opportunity to improve and expand the bicycle network. Active transportation in rural settings is a challenge, but also provides an opportunity for the County to address.

There are ample opportunities in suburban areas of the County to improve connectivity. Both pedestrian and bicycle networks can be expanded to ensure gapless connections to transit routes and will create desirable routes to destinations within walking distances of various destinations. Active transportation in the County would be made further desirable by offering support facilities such as water fountains for pedestrians and dedicated bicycle parking facilities for bicyclists at key destinations.

By reviewing the active transportation documents that the future Sacramento County Active Transportation Plan will influence and be influenced by, many of the shortcomings and opportunities have become clear. Learning from the differences between plans in the region and their shortcomings will ensure the success of the future plan.

BACKGROUND DOCUMENTATION

SACRAMENTO AREA REGION OF GOVERNMENTS (SACOG)

2020 SACRAMENTO AREA COUNCIL OF GOVERNMENTS' (SACOG) METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS)

Focus:

- SACOG's MTP/SCS presents a vision for the future of the Sacramento region. As it relates to pedestrian and bicycle mobility, the plan focuses on cost-effective investments and these modes as a method to relieve congestion.
- The plan also minimally touches on pedestrian and bicycle safety at intersections and along rural segments.

Relevant Policy:

- POLICY 5: Support innovative education and transportation demand management programs covering all parts of the region, to offer a variety of alternatives to driving alone. (Mobility, page 71)

- POLICY 8: Support more seamless travel through better traveler information for trip planning, reliable service and coordination between operators for transit, shared mobility and other first/last mile connections. (Mobility, page 71)
- POLICY 17: Reduce the growing system maintenance funding gap by prioritizing spending flexible revenues on state-of-good repair improvements before investing in system expansion. (Multimodal Transportation, page 76)
- POLICY 20: Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents. (Multimodal Transportation, page 76)
- POLICY 22: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors. (Multimodal Transportation, page 76)
- POLICY 23: Prioritize and incentivize transportation investments that benefit environmental justice communities. (Multimodal Transportation, page 76)
- POLICY 24: Invest in transportation improvements that improve access to major economic assets and job centers. (Multimodal Transportation, page 76)
- POLICY 25: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled. (Multimodal Transportation, page 76)

2013 REGIONAL BICYCLE, PEDESTRIAN, AND TRAILS MASTER PLAN

Focus:

- This was the first Regional Bicycle, Pedestrian, and Trails Master Plan to be adopted since the adoption of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).
- Updated regional project lists of bicycle and pedestrian networks.
- Identifies regional bicycle and pedestrian funding programs.
- Emphasizes coordinated efforts, performance measures, planning, impacts, education, transit connections and supporting infrastructure and programs.

Recommendation:

- Municipalities should enforce the following activities that help implementation strategies and actions:
  - Coordinate efforts between stakeholder groups.
  - Measure the performance of the bicycle and pedestrian system.
  - Assist with complete street planning.
  - Understand the impacts to safety, public health, and the economy.
  - Promote traveler safety through education.
  - Promote multi-modal trips through transit connections.
  - Support infrastructure and programs.

Relevant actions:

- Encourage development patterns that provide safe and efficient pedestrian and bicycle access to transit stops and trunk commuter transit lines. (Access and Mobility, page 17)

- Invest in safe bicycle and pedestrian routes that improve connectivity and access to com-mon destinations, such as connections between residential areas and schools, work sites, neighborhood shopping, and transit stops and stations. Also invest in safe routes to and around schools so trips can be made by bicycling or walking. (Access and Mobility, page 17)
- Seek to improve transit access, via safe and pleasant sidewalks and walkways around transit stops, designated bike routes and directional signage, accessibility for the disabled, on-board bike racks, better signs for transit access, shelters and improved transfer points, and secure bike storage facilities and park-and-ride locations. (Access and Mobility, page 17)
- Work with regional stakeholders to facilitate regional wayfinding system to encourage bicycle and pedestrian travel on the network of streets, bikeways, and walkways, if and when resources allow. (Access and Mobility, page 17)
- Support improved connectivity and increased safety and security through better maintenance of existing crossings (river, freeway, rail) and other structural barriers in Centers and Corridors Community Types. (Quality and Operation, page 18)
- Support corridor mobility investments that serve multiple modes of travel through combining road capacity improvements with operational improvements to support smart growth. Supportive investments include enhancements for high-quality transit, technology deployment, bicycle and pedestrian improvements, and safer intersections. (Quality and Operation, page 18)
- Provide technical guidance to local agencies and invest regional funds to build complete streets projects through designated and planned community activity centers, to ensure bicycles, pedestrians, and transit can share the road safely and compatibility with autos. (Quality and Operation, page 18)
- Support local agencies in developing multi-year maintenance and rehabilitation programs that enable early identification of cost-effective enhancements to improve pedestrian and bicycle access and safety. Ensure that regional funding is not directed to new development projects where local agencies should require developers to fund these types of improvements. (Quality and Operation, page 18)
- Take steps to improve safety and security at crosswalks, transit stops, and along main access routes to transit, including rural areas, with higher priority for low income, minority, and high crime areas. (Safety, page 19)
- Promote the use of safety information (e.g. SWITRS) to jurisdictions working to identify trouble areas in need of safety-enhancing improvements. (Safety, page 19)
- Pursue strategic road expansion that reduces congestion and supports effective transit services, walking and bicycling. (Increase Mode Share, page 20)
- Continue funding bikeway and walkway projects through the regional funding programs to provide safe, comfortable, and convenient travel options. (Increase Mode Share, page 20)
- Support implementation of support facilities through regional funding programs as feasible and appropriate. (Network Expansion, page 21)
- When planning high-quality transit along light rail, regional rail and high speed rail corridors, also plan for supportive features that include sidewalks and walkways, passenger shelters, or transfer stations, next-bus notification signs, signal preemption, park and-ride lots, and bicycle parking and storage. (Network Expansion, page 21)
- Encourage conversation and coordination between Safe Routes to School efforts throughout the region. (Education, Encouragement and Awareness, page 22)

- Expand transportation management associations and outreach partners to provide education and advocacy programs across the region's six county area, with broader focus on alternative travel choices for all trip types. (Education, Encouragement and Awareness, page 22)
- Continue to make available free-of-charge multilingual video and guidebook on transit, bicycling, walking, and carpooling in the region to individuals, community- and faith-based organizations, as well as on the SacRegion 511 website. (Education, Encouragement and Awareness, page 22)
- Continue and expand public outreach programs (e.g. May is Bike Month), that increase attention to and work with schools, as resources allow. (Education, Encouragement and Awareness, page 22)
- Encourage local agencies to develop an interconnected system of streets, bikeways, and walkways that support a more compact development form; encourage local agencies to place conditions on new developments to avoid building new circulation barriers; accommodate safe travel for all users; and provide connections across creeks, freeways and high-speed/high volume arterials and through existing gated communities, walls and cul-de-sacs to access schools, activity centers and transit stops. (Comprehensive Countywide, page 23)
- Continue to support improved bicycle and pedestrian connectivity through SACOG's regional funding programs and maintaining program criteria that regional road rehabilitation projects include complete streets or complete corridor features. (Comprehensive Countywide, page 23)
- Invest toward the creation of a regional bicycle and pedestrian network, connecting first those communities that already have good local circulation networks in place, but also supporting efforts throughout the region to improve connectivity and realize public health benefits from these investments. (Comprehensive Countywide, page 23)
- Work with local jurisdictions to develop and refine a regional bikeway network. (Comprehensive Countywide, page 23)
- Encourage cities and counties to collect development-based fees or funding sufficient for both local road improvements and regional-scale road, transit and/or bicycle pedestrian improvements so that regional-scale improvements can be built in a timely way, since SACOG's regional funding can meet only 25-30 percent of regional project costs in this MTP. (Comprehensive Countywide, page 23)
- Cooperate with federal and state initiatives designed to better integrate planning and actions across multiple disciplines. (Collaboration, page 24)
- Help facilitate improved coordination between transit agencies, public works departments and local land use authorities in planning new developments that are transit-, bi-cycle-, and pedestrian-supportive and timed so that new facilities and transit services are more likely to be available at the time the new growth occurs. (Collaboration, page 24)
- Continue to provide members with support—including letters of support, grant review, maps and data—for projects seeking funding outside SACOG sources. (Collaboration, page 24)
- Support local agencies that seek to collaborate on interjurisdictional funding options. (Collaboration, page 24)
- As resources and data allow, work with local agencies to develop methods for evaluating performance measures, continue to create and maintain bicycle and pedestrian facility in-formation, analyze existing and proposed regional network and identify gaps in network, and create and maintain safety information (i.e., collision, injuries, and death). (Data Collection, page 25)
- Continue to review Bicycle Transportation/Master Plans for compliance with Streets & Highways Code 891.2 and Pedestrian Master Plans, as well as provide support and assistance for master plans as needed. (Data Collection, page 25)

- Monitor and report on commute patterns for all modes, traffic levels, and transit use and bicycle and pedestrian mode share compared with the projections in the MTP/SCS. (Data Collection, page 25)

Follow up action:

- SACOG has published a GIS tool which shows recent bicycle and pedestrian projects funded and completed in the region. (https://www.arcgis.com/apps/webappviewer/index.html?id=a052113e4fe84339977dbaf017e31eac&extent=-13628548.5952%2C4621769.8679%2C-13438984.765%2C4726182.8486%2C102100)

Relevant Capital Improvements:

This Master Plan includes a comprehensive list of planned projects, submitted by local jurisdictions, typically from recently adopted Bicycle Transportation Plans or other planning documents. It is recommended to review Appendix B of this plan for a complete list of capital improvements for the following jurisdictions:

- City of Citrus Heights
- City of Elk Grove
- City of Folsom
- City of Galt
- City of Isleton
- City of Rancho Cordova
- City of Sacramento
- Sacramento County

SACRAMENTO COUNTY

2011 BICYCLE MASTER PLAN

Focus:

- Importance of facilities, including bike racks for short term bicycle parking and solutions for long term bicycle parking.
- Provide for more and safer bicycle trips.
- Expand established education and encouragement programs, and develop new education programs to encourage and support bicycling.

Recommendations:

- Needs assessment based on a review of existing plans and studies, a field survey of existing bikeways, and consideration of public input. Specific parameters included access to regional parks, public facilities, schools, employment centers, residential and non-residential land uses; population and employment densities; and roadway conditions, including number of lanes,

capacity, and speed. A composite suitability index was established to show where likely improvements were needed.

- Route selection criteria includes: needs assessment, anticipated utilization, system coverage, connectivity, connections to adjacent jurisdictions, and projects of regional significance.
- Recommends bike detection, destination signs, bike parking, monitoring and maintenance of bikeways, and bikeway security.
- Multifaceted approach to engagement: encouragement, education, enforcement, engineering, evaluation.

Relevant policies:

- Policy 1-1: Promote bicycling as a healthy transportation option that improves physical fitness and community well-being. Create and target programs to reach students at all educational levels, employers and employees, and resident groups. (Increase mode share, page 44)
- Policy 1-2: Integrate land use and transportation planning to provide for more and safer bicycle trips. (Increase mode share, page 44)
- Policy 1-3: Increase and improve bicycle access to employment, commercial, recreational, educational, social services, housing, and other transportation modes through planning and design. (Increase mode share, page 45)
- Policy 1-4: Expand established education and encouragement programs, and develop new education programs to encourage and support bicycling. (Increase mode share, page 45)
- Policy 2-1: Reduce the total number of bicycle collisions and injuries through education, encouragement, and enforcement programs. (Safety, page 46)
- Policy 2-2: Provide an appropriate bicycle network for all bicyclist types and skill levels by developing safe, comfortable, low-stress bikeways such as bicycle boulevards and trails that reduce conflicts between bicyclists and drivers. (Safety, page 46)
- Policy 3-1: Implement the Bicycle Master Plan, which identifies existing and future needs for all levels of cyclists. (Expand facilities, page 47)
- Policy 3-2: Collaborate with regional agencies to coordinate planning and development of County bikeways to support a regional bicycle network. (Expand facilities, page 47)
- Ensure funding proportionate to mode share for County bicycle facilities, transportation programs, and staff support. (Finance, page 48)

Follow up actions:

- SACOG has published a GIS tool which shows recent bicycle and pedestrian projects funded and completed in the region. (https://www.arcgis.com/apps/webappviewer/index.html?id=a052113e4fe84339977dbaf017e31eac&extent=-13628548.5952%2C4621769.8679%2C-13438984.765%2C4726182.8486%2C102100)

Relevant Capital Improvements:

Appendix G of this document includes the project priority lists for proposed bicycle path projects in Sacramento County. The information is presented in the following tables:

- Table G-1: Class I Crossings
- Table G-2: Class I Planned Facilities

- Table G-3: Class II Planned Facilities
- Table G-3: Class III Planned Facilities

2007 PEDESTRIAN MASTER PLAN

Focus:

- The prioritization criteria are as follows: Walking Conditions, Accessibility, Adjacent Land Uses, Public Input, Cost Effectiveness, Pedestrian Collisions, Geographic Equity.
- The recommended projects are grouped into the following categories: Sidewalks or Asphalt Walkways, Safe Routes to School, Safe Routes to Transit, Sidewalk Obstruction Removals, Midblock Crossings, Pedestrian Countdown Signal Installations, Signal Timings, Lighting, Trail Access, Pathways, Pedestrian Districts.
- Pedestrian roadway infrastructure components include: pedestrian crossings, walkways, and maintenance.

Recommendation:

- Place a priority on pedestrian safety, disabled access, pedestrian access, streetscaping and land use, cost effect construction and improvements, and education.

Relevant actions:

- 1.1: Consider the full range of design elements to improve pedestrian safety. (Safety, page 81)
- 1.2: Update the Roadway Improvement Standards based on the Pedestrian Design Guidelines recommendations. (Safety, page 81)
- 1.3: Construct sidewalks with appropriate widths near schools and on busy streets to accommodate pedestrians. (Safety, page 81)
- 1.4: Use state-of-the-art technologies such as pedestrian countdown signals and video detectors where appropriate. (Safety, page 81)
- 1.5: Construct bikeways to keep bicycles off sidewalks to minimize pedestrian/bicycle collisions. (Safety, page 81)
- 1.6: Analyze pedestrian-motor vehicle collisions to reduce the incidences of pedestrian/motor vehicle conflicts. (Safety, page 81)
- 1.7: Develop and implement a pedestrian hazard elimination program that is based on resident requests. (Safety, page 81)
- 1.8: Develop and enforce a sidewalk maintenance program to ensure that adjacent property owners properly maintain the sidewalks. (Safety, page 81)
- 1.9: Work with the Sheriff's Department to continue the Care about Neighborhoods (CAN) programs that focus on traffic safety in targeted community areas. (Safety, page 81)
- 1.10: Improve street lighting in neighborhoods. (Safety, page 81)
- 1.11: Work with the Planning Department to encourage architectural designs that create an "eyes on the streets" feel. (Safety, page 81)
- 1.12: Fund the Neighborhood Traffic Management Program to develop traffic calming measures. (Safety, page 81)
- 1.13: Work with the School Districts to identify safe routes to schools, and to prioritize pedestrian projects on the identified routes. (Safety, page 81)

- 2.1: Implement the Sacramento County ADA Transition Plan. Refer to the ADA Transition Plan for more details. (ADA Accessibility, page 82)
- 3.1: Include pedestrian (and bicycle) counts when conducting turning movements to ensure that all travel modes are considered when retrofitting intersections and roadways. (Pedestrian Access, page 82)
- 3.2: Develop procedures for analyzing the pedestrian (and bicycle) circulation systems in transportation impact studies. (Pedestrian Access, page 82)
- 3.3: Form a Sacramento County Pedestrian Advisory Committee as in the cities of Seattle and Cambridge. The goal of the committee is to raise awareness about pedestrian needs. Community members would be appointed to the committee, and a County staff liaison would help coordinate it. (Pedestrian Access, page 82)
- 3.4: Coordinate with the School Districts, the Park and Recreation Districts and the Sacramento Regional Transit District to ensure that continuous pedestrian facilities exist. (Pedestrian Access, page 82)
- 3.5: Work with WalkSacramento's Walkable Neighborhoods for Seniors program to ensure that older residents' needs are being met. (Pedestrian Access, page 82)
- 3.6: Track the Pedestrian Level of Service (LOS) as pedestrian improvement projects are completed to help show progress. (Pedestrian Access, page 82)
- 3.7: Report Pedestrian Master Plan implementation progress, including Pedestrian LOS improvements, in the annual update of the Seven Year Transportation Improvement Plan. (Pedestrian Access, page 82)
- 4.1: Work with the Planning Department to reduce building and driveway setbacks, and to locate parking on the side or in the rear of developments. (Streetscaping and Land Use, page 83)
- 4.3: Prioritize pedestrian amenities to areas near transit stops and key land uses such as schools, parks, high-density housing and commercial. Pedestrian Districts also should receive high priority status for future amenities. (Streetscaping and Land Use, page 83)
- 4.4: Incorporate public art, landscaping, resting benches and signage into the pedestrian route network. (Streetscaping and Land Use, page 83)
- 4.5: Continue graffiti abatement and trash reduction programs. (Streetscaping and Land Use, page 83)
- 4.6: Consider context sensitive designs at the early stage of all project developments. (Streetscaping and Land Use, page 83)
- 4.7: Widen sidewalks in neighborhood commercial Pedestrian Districts to encourage sidewalk activities. (Streetscaping and Land Use, page 83)
- 4.8: Coordinate with the Planning Department to create pedestrian improvements in the commercial corridor study areas. (Streetscaping and Land Use, page 83)
- 4.9: Develop a pedestrian design checklist that the Community Planning Advisory Councils would use when reviewing and approving site design projects to ensure that they address pedestrian needs. (Streetscaping and Land Use, page 83)
- 5.1: Create assessment districts to help finance sidewalk improvements. (Cost Effectiveness, page 84)
- 5.2: Construct sidewalk improvements using economy of scale to reduce mobilization costs. (Cost Effectiveness, page 84)

- 5.3: Incorporate pedestrian facilities and amenities as a component of larger corridor projects. (Cost Effectiveness, page 84)
- 5.4: Track the miles of sidewalks as is done for other SacDOT maintained infrastructure. (Cost Effectiveness, page 84)
- 6.1: Fund the SacDOT staff training program on the Pedestrian Design Guidelines and the ADA Standards and Codes. (Education, page 84)
- 6.2: Implement a Pedestrian Marketing Program. (Education, page 84)

Follow up actions:

- SACOG has published a GIS tool which shows recent bicycle and pedestrian projects funded and completed in the region. (https://www.arcgis.com/apps/webappviewer/index.html?id=a052113e4fe84339977dbaf017e31eac&extent=-13628548.5952%2C4621769.8679%2C-13438984.765%2C4726182.8486%2C102100)
- Can search the Sacramento County web page to find many of the current pedestrian projects being constructed.

Relevant Capital Improvements:

The Pedestrian Improvement Projects section of the Plan lists several types of improvement projects that are recommended to ensure that the County meets a wide range of pedestrian needs. Recommended projects are grouped into the following categories:

- Sidewalks or Asphalt Walkways
- Safe Routes to School
- Safe Routes to Transit
- Sidewalk Obstruction Removals
- Midblock Crossings
- Pedestrian Countdown Signal Installations
- Signal Timing
- Lighting
- Trail Access
- Walkways
- Pedestrian Districts

2008 AMERICAN RIVER PARKWAY PLAN

Focus:

- Provide a guide to land use decisions affecting the Parkway; specifically addressing its preservation, use, development and administration.
- The County of Sacramento has the principal responsibility for administration and management of the American River Parkway.

- Identify valuable resources in the Parkway and to set forth policies for their preservation or protection, provide technical background to better understand the types and functions of the resources that exist, and outline the components of an educational program that would interpret these resources.
- Explore recreational opportunities not normally provided by other County recreational facilities, while preserving naturalistic open space and habitat within an urban area.
- Describe the appropriate design, location, and purpose of public access types and trails, and the facilities that support the recreational activities
- Establish minimum standards for the provision of safety within the Parkway and for those areas immediately adjacent to it.

Goals:

- To provide appropriate access and facilities so that present and future generations can enjoy the amenities and resources of the Parkway which enhance the enjoyment of leisure activities.
- To preserve, protect, interpret and improve the natural, archaeological, historical and recreational resources of the Parkway, including an adequate flow of high quality water, anadromous and resident fishes, migratory and resident wildlife, and diverse natural vegetation.
- To mitigate adverse effects of activities and facilities adjacent to the Parkway.
- To provide public safety and protection within and adjacent to the Parkway.

Relevant Policy:

- Policy 5.12: Walking, hiking and running are permitted activities on the pedestrian trail, equestrian/hiking trail, firebreaks and maintenance roadways, and other trails as designated and signed throughout the Parkway.
- Policy 5.13: A separate designated pedestrian trail shall be provided along the entire length of the Parkway. New trail sections shall avoid heavily vegetated areas and low floodplain locations subject to frequent inundation. This trail shall not be paved; instead, it shall have a naturalistic design and surface that is stable, firm, and slip-resistant in order to support assistive devices for persons with disabilities.
- Policy 5.16: Bicycle use is permitted on designated paved bicycle trails, paved and authorized unpaved public access roads, in parking lots and on designated maintenance and emergency access roadways.
- Policy 5.17: Off-pavement bicycle use may be permitted on existing or reconfigured maintenance and emergency roadways in the Woodlake and Cal Expo areas, at the discretion of the Parkway Manager

2003 DRY CREEK PARKWAY RECREATION MASTER PLAN

Focus:

- Direct how future land use within the Parkway will occur consistent with the Rio Linda/Elverta Community Plan in order to protect, preserve, and enhance open space, wildlife habitat, opportunities for passive and active recreation, and flood control and conveyance capacity.
- Assessment of diverse types of vegetation, habitat for aquatic and terrestrial wildlife, and flood conveyance and retention capacity to better support the coordinated management of these resources with the recreational uses of the Parkway.

- Preservation of natural resources, flood conveyance capacity, and the rural character of the Rio Linda/Elverta community while providing access for public recreation.
- Objectives: Preserve, protect, enhance, and interpret the natural and cultural resources of the corridor;
- Provide a natural, continuous open space corridor from Placer County to the Sacramento city limits, and form part of the 70-mile regional greenway loop;
- Retain the rural character of the surrounding Rio Linda/Elverta community;
- Allow for the integration of active and passive recreational uses that will have minimal impacts on the natural resources; and
- Preserve flood conveyance and capacity within the Dry Creek floodway.

CITY OF SACRAMENTO

2016 BICYCLE MASTER PLAN

The Sacramento Bicycle Plan did not have a clear definition of objectives or policies, and instead defined the following goals and provided a discussion of ways to “Enhance the System”.

Goals:

- Increase ridership – 7% bicycle mode share for commuting by 2020
- Increase safety – Zero bicycle fatalities by 2020
- Increase connectivity – Double the percentage of residents that can conveniently reach a low-stress bikeway network by 2025
- Increase equity – Equitable investments in bicycle facilities and programs for all neighborhoods by 2020

Focus:

- Equity analysis to help prioritize planned bicycle facilities and improve bicycle accessibility in Sacramento.
- To increase safety and ridership, a cohesive network of bikeways should be created to accommodate riders of varying abilities.
- Direct commute routes need to be established to create efficient routes for riders that value ease of use and commute time.
- Routes designed around eliminating common conflicts should be established to accommodate less confident riders.
- Identified 5 focus areas which likely face significant implementation challenges:
  - Sacramento RT right of way along Gold Line from 34th Street to 64th Street.
  - Sacramento RT right of way along Blue Line from Freeport Boulevard to Floring Road.
  - Old Sacramento Gap Closure.
  - Coordination with Sacramento County along Garden Highway.
  - North/South trail near North Market Boulevard in the “pan handle” area of north Sacramento.

- The resulting projects were prioritized using criteria developed to measure how well each project meets the goals of this plan.

Recommendation:

- Recommends buffered and separated bikeways, bicycle parking standards, the consideration of bike lanes on residential streets at parks and schools, and bicycle wayfinding.

Follow up actions:

- Easy to use online tool to review current bicycle related projects. This tool identifies current projects underway, completed projects over the past few years, and additional information related to completed projects. (http://www.cityofsacramento.org/Public-Works/Transportation/Programs-and-Services/Bicycling-Program/Current-Projects)

Relevant Capital Improvements:

Appendix C of this Plan resents a list of all recommended infrastructure projects, organized alphabetically by project street or trail name. This list identifies projects in terms of priority and the proposed bikeway classification:

- Short-Term: Intended for implementation within approximately five years of plan adoption
- Mid-Term: Intended for implementation within approximately five to ten years of plan adoption
- Long-Term: Intended for implementation within approximately ten to twenty years of plan adoption.
- Bike Lane.
- Bike Route.
- Buffered Bike Lane.
- Separated Bikeway.
- Trail.

2006 PEDESTRIAN MASTER PLAN

Focus:

- Create a walkable pedestrian environment throughout the City developing and providing a cohesive, continues, convenient and comfortable pedestrian network.
- Improve awareness of the pedestrian made through education.
- Increase pedestrian safety by providing safe, well-marked pedestrian crossing.

Recommendations:

- Provides recommendations to revise several of the above documents with additional pedestrian related considerations.
- Pedestrian demand indicators include: demographics, proximities, pedestrian environment, and policy areas.
- Prioritization and improvement type are key components of addressing walkability deficiencies.

Applicable actions:

- Provide direct connections or shortcuts from residential areas to neighborhood commercial destinations, parks, gathering places, and trails, especially in new or infill development. Connect dead-end streets or cul-de-sacs to pedestrian trails or adjacent streets to encourage pedestrian connectivity. (Walkable environment, page 36)
- Follow the recommendations outlined in the Pedestrian Safety Guidelines related to frequent, secure crossing opportunities. (Walkable environment, page 36)
- Provide connections over barriers such as railroads, waterways, and freeways. (Walkable environment, page 36)
- Reduce, eliminate, or provide access around sidewalk obstructions, such as utility poles, that are barriers to pedestrian travel. (Walkable environment, page 36)
- Provide landscaped sidewalk buffers and urban design features, especially in areas of high pedestrian activity, in order to encourage walking. (Travelway Character, page 37)
- Follow the Pedestrian Friendly Street Standards: add wide sidewalks, medians, and wide buffers where appropriate. (Travelway Character, page 37)
- Consider flexibility in roadway cross-sections and classification in pedestrian zones and commercial districts. (Travelway Character, page 37)
- Improve the street-level experience for pedestrians, including addition of street trees to provide shade and enhance streetscape appearance. This includes amenities such as tree wells, seating, waste containers, pedestrian-scale wayfinding signage, and news racks in commercial corridors. (Travelway Character, page 37)
- Provide pedestrian-scale lighting standards for all street categories. (Travelway Character, page 37)
- Encourage wider sidewalks in areas with high levels of pedestrian activity. The width of a sidewalk should be proportional to the demand for pedestrian activity. High activity locations should have wider sidewalks to allow for additional amenities such as seating, window shopping, and conversing with passersby. (Travelway Character, page 37)
- Encourage walkable land use patterns, including Transit Oriented Development and Mixed Use Development, following the principles laid out in the Design Guidelines. (Context Character, page 39)
- Provide clear, direct, and attractive internal pedestrian networks that connect buildings, neighborhoods, and commercial centers to the adjacent sidewalk. (Context Character, page 39)
- Follow the new procedures for development review outlined in this Section. (Context Character, page 39)
- Avoid “blank walls” wherever possible and create multiple entry points from the sidewalk into new developments. (Context Character, page 39)
- Provide at least one event annually that promotes pedestrian safety and walkability, such as “Walk to School Day.” (Education, page 39)
- Establish formal communication with RT on improvements around transit and with Caltrans on improvements around interchanges. (Education, page 39)
- Develop partnerships with local organizations to develop educational materials and promote pedestrian awareness. (Education, page 39)
- Ensure use of and consistency with the Pedestrian Safety Guidelines. (Safety, page 40)

- Reconsider LOS C standard for Sacramento streets and change to LOS D for all facilities, with consideration of LOS E or F for freeways, main streets, and pedestrian zones. (Safety, page 40)
- Consider reducing corner radii. (Safety, page 41)
- Provide adequate pedestrian crossing times. (Safety, page 41)
- Minimize pedestrian crossing distances by reducing lane widths. (Safety, page 41)
- Explore opportunities to eliminate lanes and reduce roadway widths where appropriate. (Safety, page 41)
- Support opportunities to provide angled on-street parking. (Safety, page 41)

Follow up actions:

- To implement, the City has developed the Pedestrian Improvement Plan that prioritizes programs and projects; appears to be out of date. No further documentation has been found.

Relevant Capital Improvements:

- Figure 5.7 and Figure 5.8 in the Implementation Plan section identify City of Sacramento sidewalk project priority areas and commercial corridors with missing sidewalks respectively.

CITY OF CITRUS HEIGHTS

2015 BICYCLE MASTER PLAN

Focus:

- Originally prepared in 2009 and previously updated in 2011, consistent with City of 2000 Citrus Heights General Plan, the 2010 Sacramento City/County Bikeway Master Plan and the (draft at the time of adoption) 2016 Pedestrian Master Plan.
- Support facilities are limited in the City, are very important for proposed bikeway system.

Recommendations:

- Crossing protection improvements should be targeted for major intersections on the proposed bikeway networks, and at locations where school children cross a busy street to gain access to their school.
- Programs to teach existing and potential bicyclists about the fundamentals of bicycle riding are important in establishing good riding habits. Expand on Police Department education programs for elementary age children and establish an adult bicycle education program and the introduction of an instructor certification program.

Relevant policy:

- 1.1 Prepare and maintain a bicycle master plan that identifies existing and future needs, and provides specific recommendations for facilities and programs including adequate provisions for bicycle use and bikeways in all new developments. (Connectivity, page 7)
- 1.2 Create a bikeway system that is cost effective to construct and maintain; respects landowners, utilities, and special district' property rights; and minimizes the potential for conflicts with other types of vehicles, pedestrians; and users. (Connectivity, page 7)

- 1.3 Require all bikeways to conform to design standards contained in the latest version of the Highway Design Manual, Chapter 1000: Bikeway Planning and Design, Caltrans, unless otherwise established by the City of Citrus Heights. (Connectivity, page 7)
- 1.4 Update local roadway design standards to include sufficient pavement sections to accommodate bikeway facilities. (Connectivity, page 7)
- 1.5 Consider a proposed routes importance in providing access to regional bikeway facilities when recommending local routes for implementation. (Connectivity, page 7)
- 1.6 Coordinate with agencies such as Caltrans, County of Sacramento, City of Roseville, Placer County, San Juan Unified School District, and Sunrise Parks and Recreation District regarding the implementation of the proposed system. (Connectivity, page 7)
- 1.7 Emphasize the development and construction of off-street bikeways to promote safety and recreational opportunities. (Connectivity, page 7)
- 1.8 Integrate the Bicycle Master Plan into the City's General Plan. (Connectivity, page 7)
- 2.1 Require development projects to construct bikeways included in the proposed system as a condition of development. (Dedication of bicycle easements may be required by the City due to the timing of future connectivity.) (Land Development, page 8)
- 2.2 Encourage commercial development to provide bicycle access to surrounding residential areas. (Land Development, page 8)
- 2.3 Require commercial development to place bike racks near entrances for employees and customers. (Land Development, page 8)
- 2.4 Consider landowner concerns when planning and acquiring off-street bikeway easements. (Land Development, page 9)
- 2.5 Meet the requirements of the Americans with Disabilities Act when constructing facilities contained in the proposed system, where applicable. (Land Development, page 9)
- 2.6 Encourage development projects to consider schools as important destinations for bicyclists when designing circulation systems within new developments. (Land Development, page 9)
- 3.1 Support facilities that encourage bicycling should, to the extent feasible, be made a standard component of all private and public projects. (Commuting, page 9)
- 3.2 Provide short term bike parking (bike racks) conveniently located at business entrances and safe, secure and covered long term bike parking (bike lockers, bike rooms, bike cages) at employment sites. (Commuting, page 9)
- 3.3 Promote showers and changing facilities at major employment sites. (Commuting, page 9)
- 4.1 Incorporate standard signing and traffic controls as established by Caltrans to ensure a high level of safety for the bicyclist and motorist. (Safety, page10)
- 4.2 Use available collision data to monitor bicycle-related collision levels annually, and target a 50 percent reduction on a per capita basis over the next twenty years. (Safety, page10)
- 4.3 Encourage local law enforcement agencies and local school districts to cooperatively develop a comprehensive bicycle education program that is taught to all school children in the City of Citrus Heights. (Safety, page10)
- 4.4 Education programs targeted to adults and children should explain safe bike riding techniques and the importance of proper helmet use, and provide information on the bikeway system and support facilities. (Safety, page10)

- 5.1 Enforcement efforts directed at bicyclists should focus on child helmet law, failure to stop/yield, wrong way bike riding, and night riding without lights and/or reflectors. (Enforcement, page 12)
- 5.2 Enforcement efforts directed at motorists and related to bicycle safety should address motorist failure to yield or stop for cyclists, excessive motor vehicle speed, and driving under the influence. (Enforcement, page 12)
- 6.1 Conduct site-specific environmental review consistent with the California Environmental Quality Act for individual bicycle projects as they advance to the implementation stage of development. (Environmental, page 13)
- 6.2 Solicit and consider community input in the design and location of bikeway facilities. (Environmental, page 13)
- 6.3 Consider the effect on other transportation facilities such as travel lane widths, turn lanes, on-street parking, and on-site circulation when planning and designing on-street bikeways. (Environmental, page 13)
- 7.1 Maintain current information regarding regional, state, and federal funding programs for bikeway facilities along with specific funding requirements and deadlines. (Funding, page 13)
- 7.2 Prepare joint grant applications with other local agencies, such as the Sunrise Parks and Recreation District and San Juan School District, for state and federal funds. (Funding, page 13)
- 7.3 Under the Complete Streets Law and subsequent Caltrans Policy (State Law AB 1358 and Caltrans' Deputy Directive 64-R1) and Sacramento County Measure A funding ordinance, transportation projects must accommodate bicycles and pedestrians. (Funding, page 14)
- 8.1 Encourage public participation through local coordination with City staff. (Encouragement, page 14)
- 8.2 Build coalitions with local businesses, schools, clubs, bike shops and organizations. (Encouragement, page 14)
- 8.3 Explore alternatives to provide incentives to bicycle commuters. (Encouragement, page 14)
- 8.4. Support recreational bikeway facilities, programs and events as an important part of the effort to cultivate acceptance of bicycling among the general populace. (Encouragement, page 14)

Follow up actions:

- End of fiscal year reporting indicates that pedestrian and bicycle projects have some amount of funding.
- A review of aerials indicates bicycle facilities surrounding most schools

Relevant Capital Improvements:

- This Plan identifies specific capital improvements in Appendix A: Conceptual Cost Estimates. This Appendix documents proposed Class I, Class II, and Class III bicycle facilities.

2016 PEDESTRIAN MASTER PLAN

- Identified priority pedestrian corridor networks; focus improvements where people are most likely to walk or areas with greater safety issues.
- Utilized focus area plans to provide more in-depth recommendations along major, commercial corridors with high walking demand and pedestrian-related accidents.

Recommendation:

- Include the “4 E’s”: education, encouragement (to walk more), enforcement, and evaluation by pedestrian surveys.

Applicable objectives:

- Objective 1.A: Reduce the number of pedestrian related collisions, injuries and fatalities. (Safety, page 2-1)
- Objective 1.B: Reduce the severity of pedestrian related collisions. (Safety, page 2-1)
- Objective 1.C: Create an environment where people feel safe walking in Citrus Heights. (Safety, page 2-1)
- Objective 2.A: Plan, design, construct, and manage a Complete Streets transportation network that accommodates the needs of all mobility types, users and ability levels (GP Goal 29). (Access, page 2-1)
- Objective 2.B: Work to eliminate barriers to pedestrian travel. (GP Goal 29). (Access, page 2-1)
- Objective 2.C: Implement the City’s ADA Transition Plan. (Access, page 2-1)
- Objective 2.D: Require pedestrian improvements identified in this Plan to be installed throughout the City. Consider adopting an ordinance that establishes a financing mechanism and in-lieu options for new development where applicable. (Access, page 2-1)
- Objective 2.E: Complete 20 percent of the sidewalk and walkway mileage recommended in this Plan by 2020. (Access, page 2-1)
- Objective 3.A: Identify and support educational opportunities for those who drive, bicycle and walk, including their rights and responsibilities. (Encouragement, education, enforcement and evaluation, page 2-1)
- Objective 3.B: Identify and support encouragement opportunities to promote walking as an affordable and healthy mode of travel throughout the community. (Encouragement, education, enforcement and evaluation, page 2-1)
- Objective 3.C: Identify and support enforcement opportunities to support improved safety. (Encouragement, education, enforcement and evaluation, page 2-1)
- Objective 3.D: Identify and support evaluation programs that measure how well Citrus Heights is progressing towards meeting this Plan’s goals. (Encouragement, education, enforcement and evaluation, page 2-1)
- Objective 4.A: Create vibrant public spaces that encourage walking. (Vibrant Environment, page 2-1)
- Objective 4.B: Create vibrant pedestrian friendly street environments in commercial and retail areas. (Vibrant Environment, page 2-1)
- Objective 4.C: Create pedestrian priority corridors that serve as ‘walksheds’ to direct pedestrians to these safer, convenient paths between key destinations. (Vibrant Environment, page 2-1)

Applicable performance measures:

- Measure 1.A: Reduce the number of pedestrian related collisions, injuries and fatalities by 50 percent from 2015 levels by 2025. (Safety, page 2-2)

- Measure 1.B: Provide routine maintenance of pedestrian network facilities, as funding and priorities allow. (Safety, page 2-2)
- Measure 2. A: Increase the number of walking trips by 100% as measured by community survey by 2025. (Access, page 2-2)
- Measure 3.A: In partnership with partners, develop and implement a traffic safety education program by 2020. (Encouragement, education, enforcement and evaluation, page 2-2)
- Measure 3.B: In partnership with partners, develop and implement program(s) to encourage walking by 2020. (Encouragement, education, enforcement and evaluation, page 2-2)
- Measure 3.C: In partnership with the Police Department, develop and implement traffic safety enforcement with a focus on pedestrian violations program by 2020. (Encouragement, education, enforcement and evaluation, page 2-2)
- Measure 3.D: Develop and implement an evaluation program to survey the community at intervals no greater than five years on pedestrian facilities and programs by 2017. (Encouragement, education, enforcement and evaluation, page 2-2)
- Measure 4.A: Adopt changes to zoning code that identify improvements to the walking environment. (Vibrant Environment, page 2-2)

Follow up actions:

- No documentation of follow up actions are readily available. Pedestrian surveys do not appear to have been implemented, or results have not been published.

Relevant Capital Improvements:

- Chapter 7: Setting the Course Implementation includes lists of recommended infrastructure projects by roadway functional classification base on each project's score from the Project Evaluation Criteria methodology.

RANCHO CORDOVA

2016 BICYCLE MASTER PLAN

Focus:

- Project types include: wayfinding, bicycle parking, improvements to the network.
- Project prioritization was developed through input from the community and staff input to take advantage of related projects already underway.
- Identified future funding from federal, state and local sources.

Recommendation:

- Bicycle related programs that include the "Four E's:" education, encouragement, enforcement and evaluation.

Relevant goals:

- Develop a continuous, convenient, and family friendly bikeway network as described in the Bicycle Master Plan. (page 4-1)

- Ensure new development extends the bicycle network to all neighborhoods and attractors. (page 4-1)
- Ensure adequate support facilities throughout Rancho Cordova's bicycle network. (page 4-1)
- Increase awareness of bicycle safety and responsibility through education and enforcement of bicyclists and drivers. (page 4-1)
- Eliminate all traffic fatalities and reduce the number of bicycle related injuries by 50 percent by 2027. (page 4-1)
- Pursue innovative funding sources and partnership opportunities to enhance bicycle facilities, and provide education and encouragement opportunities. (page 4-1)
- Increase the percentage of all trips made by bicyclists from 1.1 percent to 2.2 percent in Rancho Cordova by 2021. (page 4-1)
- Establish Rancho Cordova as a destination for recreational bicycling through creation of a signature trail network and encouragement of bicycling and bicycling events. (page 4-1)

Follow up action:

- Bicycle related improvements are very easy to track using the City of Rancho Cordova Public Works Achievements online GIS tool. (https://ranchocordova.maps.arcgis.com/apps/webappviewer/index.html?id=ce12c4874bac47b7ac32b5159b4fa9fd)

Relevant Capital Improvements:

- Appendix D presents a list of recommended infrastructure projects, cost estimates, and a review of funding sources that may be available to implement the projects in this Plan.

2003 PEDESTRIAN MASTER PLAN

Focus:

- Public engagement was key to the development of this plan, a number of legacy 2003 Sacramento County, local school, and senior center outreach was conducted.
- Focus on sidewalk infill opportunities, signalized intersection improvements, sidewalk repair, midblock crossings, pedestrian pathway upgrades and street lighting.
- Identified future funding from federal, state and local sources.

Recommendation:

- Prioritize projects that are relatively small and inexpensive projects that are integrated into annual work plans.
- Identify large-scale projects that require collaboration with other municipalities, the private development community, and local advocacy groups to implement.

Follow up action:

- Like bicycle improvements, pedestrian facility improvements are easily tracked using the City of Rancho Cordova Public Works Achievements online GIS tool. (https://ranchocordova.maps.arcgis.com/apps/webappviewer/index.html?id=ce12c4874bac47b7ac32b5159b4fa9fd)

CITY OF GALT

2011 BICYCLE MASTER PLAN

Focus:

- Focus on safety, providing bike facilities at all major activity centers, education, and eliminate gaps in the network.
- Prioritization is calculated by applying a value between 0 and 3 to the following: safety, usage, connectivity, ease of improvement, alternate route, school or park served, employment center served, within city limits, and the extent to which developers are responsible for the improvement.
- Identified future funding from federal, state and local sources.

Recommendation:

- Implement the A, B, and C typologies of bicycle skill level where A is advanced, B is basic or less confident and C is children. The Plan recommends to put an emphasis on the Basic and Children skill levels.

Relevant actions:

- 1.1.1 Use a systematic approach to prioritize and allocate resources to identify and improve pathways in disrepair. (Improve network, page 3-2)
- 1.1.2 Review all new or redevelopment projects for consistency with the goals, policies, and actions of the Pedestrian Master Plan. (Improve network, page 3-2)
- 1.2.1 Identify opportunities to improve or add pedestrian crossings of Highway 50. (Improve network, page 3-2)
- 1.2.2 Work with Caltrans to implement projects identified in this Pedestrian Master Plan that enhance pedestrian safety and connectivity across the Highway 50 corridor. (Improve network, page 3-3)
- 1.3.1 Identify the top priority node and corridor improvements and consider greatest need and critical mass. (Improve network, page 3-3)
- 1.3.2 Tailor corridor improvements according to neighborhood character and public input. (Improve network, page 3-3)
- 1.4.1 Continue to develop and implement Neighborhood Circulation Plans. (Improve network, page 3-3)
- 1.4.2 Develop flexible and accessible walkway options for neighborhoods to reflect their character and physical conditions. (Improve network, page 3-3)
- 1.4.3 Protect, maintain, and expand residential connections including easements and historically used pedestrian shortcuts that reduce walking distances and encourage walking. (Improve network, page 3-3)
- 1.5 The City shall work with transit providers to develop high quality and pedestrian-accessible transit stops as well as connections to them. (Improve network, page 3-3)
- 1.6 Improve and expand the multi-use trail system to increase walking for transportation and recreation. (Improve network, page 3-3)
- 2.1.1 Continue to implement the ADA Transition Plan. (Safety and access, page 3-4)

- 2.1.2 Continue to retrofit street corners, crossings, and transit stops that do not meet current accessibility standards. (Safety and access, page 3-4)
- 2.1.3 Use regulation and incentives to require or encourage accessibility upgrades for private businesses. (Safety and access, page 3-4)
- 2.1.4 Encourage businesses to exceed the minimum standards set by the ADA “readily achievable barrier removal” requirement. (Safety and access, page 3-4)
- 2.2.1 Annually review pedestrian complaints and crashes to implement ongoing improvements at intersections. (Safety and access, page 3-4)
- 2.2.2 Adjust traffic signal operations as needs are identified. (Safety and access, page 3-4)
- 2.2.3 At high safety risk intersections, consider “smart” signals to improve intersection safety and convenience for pedestrians, and pedestrian/bicycle-activated signals that allow bikes and pedestrians to cross busy streets without inviting traffic onto cross streets. (Safety and access, page 3-4)
- 2.2.4 Identify locations where pedestrian signals need to be re-programmed to allow for longer pedestrian phases, accommodating slower walkers. (Safety and access, page 3-4)
- 2.2.5 Consider expanding locations for pedestrian crosswalk in-road warning lights (in-pavement flashing crosswalk lights) in the pavement at intersections with severe or higher than average pedestrian collision rates. (Safety and access, page 3-4)
- 2.2.6 Enforce jaywalking regulations on main arterials. (Safety and access, page 3-4)
- 2.2.7 Encourage the creation of accessible pedestrian medians or islands in wide streets where people have to cross more than two lanes. (Safety and access, page 3-4)
- 2.2.8 Enforce pedestrian right-of-way laws. (Safety and access, page 3-4)
- 3.1.1 Continue to design, seek funding for, and implement Safe Routes to School projects. (Routes to schools, page 3-5)
- 3.1.2 Provide coordination between local organizations, schools, the community, parents, neighborhoods, and City departments. (Routes to schools, page 3-5)
- 3.1.3 Implement citywide and school-specific education and encouragement programs. (Routes to schools, page 3-5)
- 3.1.4 Implement enforcement, operational, and engineering measures as feasible on identified routes. (Routes to schools, page 3-5)
- 3.2 Consider working with local schools or community groups to develop and maintain maps that identify the most appropriate routes for children to walk to school. (Routes to schools, page 3-5)
- 4.1.1 Develop a program that rewards households, block groups, or neighborhood organizations that can document their reduction in automobile use. (Encouragement and enforcement programs, page 3-5)
- 4.1.2 Encourage hotels, motels, and other visitor destinations to provide visitors with information on pedestrian circulation, public transportation, and bicycle services and facilities. (Encouragement and enforcement programs, page 3-5)
- 4.1.3 Encourage people to walk through education and awareness efforts. (Encouragement and enforcement programs, page 3-5)
- 4.1.4 Enforce laws that protect pedestrians. (Encouragement and enforcement programs, page 3-5)

- 5.1 Pursue a diverse array of funding sources for pedestrian improvements, including federal, state, and local sources, development agreements, and private funding. (Funding and partnership, page 3-6)
- 5.2 Coordinate with community members and local and regional groups to increase stewardship of pedestrian facilities in terms of regular maintenance. (Funding and partnership, page 3-6)
- 5.3 Pursue nontraditional funding sources for pedestrian improvement projects, such as climate change, air quality, and other emerging sources. (Funding and partnership, page 3-6)
- 5.4 Coordinate the installation and maintenance of pedestrian improvements with other major roadway improvement projects. (Funding and partnership, page 3-6)
- 5.5 When feasible, coordinate pedestrian infrastructure projects with other open space and conservation projects, such as streambank restoration, native habitat restoration, utility improvements, and flood control projects. (Funding and partnership, page 3-6)
- 5.6 Where the pedestrian network intersects jurisdictional boundaries, partner with neighboring jurisdictions to share the financial obligation of pedestrian infrastructure projects. (Funding and partnership, page 3-6)

Follow up action:

- No documentation was easily identified.

Relevant Capital Improvements:

Section 4, Prioritization Strategy, uses an improvements criterion to rank proposed bicycle infrastructure projects. The document includes the following:

- 8 proposed Class I bike path projects,
- 30 proposed Class II bike lane projects, and
- 25 proposed Class III bike route projects

CITY OF FOLSOM

UPCOMING ACTIVE TRANSPORTATION PLAN

The City of Folsom has set the goal to adopt a new Active Transportation Plan by April 2021.

2007 BICYCLE MASTER PLAN

Focus:

- Signal timing improvements at priority intersections.
- Upgrade older arterial and collector streets to provide more consistent Class II bike lane widths and remove gaps in the overall Class II network.
- Determine feasibility and pursue funding for a Bike Boulevard.
- Implement bike lane striping at intersections, following ASHTO standards.
- Implement a comprehensive “Share the Road” program.

- Coordinate efforts with Police Department and schools to develop a consistent bike education and Safe Routes to School program.
- Improve bike parking availability at high bike traffic public facilities.

Relevant actions:

- 1.1 Develop and adopt a Bikeway Master Plan which identifies existing and future needs, and provides specific recommendations for facilities and programs over the next 20 years (Development, page 7)
- 1.2 Update the Plan regularly (every two to five years, as needed). (Development, page 7)
- 1.3 Ensure that the Plan is consistent with all existing City, regional, state, and federal policy documents, and encourage consistency between the Plan and other General Plan elements. (Development, page 7)
- 1.4 Develop and maintain a Bikeways Master Plan that links residential developments with sources of employment, public open spaces, parks, schools, neighborhood shopping areas, the central commercial district, other major recreational destinations, and adjoining communities. (Development, page 7)
- 1.5 Minimize coordination between Folsom and neighboring jurisdictions using a Bicycle Coordinator as a means to review and comment on issues of mutual concern. (Development, page 7)
- 2.1 Identify a bicycle coordinator whose responsibility is to (a) provide support to the public, (b) act as a liaison to the City, (c) act as a liaison to local bicyclists, the media, and the community in general, (d) complete funding applications, and (e) provide inter-departmental coordination. (Participation and coordination, page 7)
- 2.2 Public involvement in the planning process should be maximized through workshops and other means, including the establishment of an on-going bicycle advisory committee. (Participation and coordination, page 7)
- 2.3 Build coalitions with businesses the bikeways system serves as well as local clubs and organizations. (Participation and coordination, page 7)
- 3.1 Identify existing and proposed bike paths, lanes, and routes, and develop a citywide system to maximize use to the extent feasible. (Opportunities, page 8)
- 3.2 Encourage the use of existing natural and manmade corridors such as creeks, powerline corridors, railroad corridors, and other corridors for future bike path alignments. (Opportunities, page 8)
- 3.3 Identify existing bicycle education programs with other City departments including Folsom Police and Fire departments and target future expansion as need warrants. (Opportunities, page 8)
- 3.4 Complete a multi-use pathway network along the Humbug-Willow Creek corridor, as identified by the Humbug-Willow Creek Recreational Trail System Development Impact Fee Study. (Opportunities, page 8)
- 3.5 Make every effort to connect the City's bikeways with State Parks, American River, and Lake Natoma trails. (Opportunities, page 8)
- 4.1 Develop a commuter system which provides direct routes between residential neighborhoods and regional employment centers, multi-modal terminals, and schools. (Opportunities, page 8)
- 4.2 Develop a recreational system which uses lower traffic volume streets, off-street bike paths, and serves regional historic and natural destinations. (Opportunities, page 9)

- 4.3 Develop a citywide system that is no further than one (1) mile from any residential neighborhood in Folsom, and provides opportunities for local connections to the citywide system. (Opportunities, page 9)
- 4.4 Develop a bicycle network which balances the need for directness with concerns for safety and user convenience. Where needed, develop a dual system which serves both the experienced and inexperienced bicyclist, and separates bicyclists, pedestrians, and other recreational users. (Opportunities, page 9)
- 4.5 Consider opportunities for including bicycle lanes on collectors where width of the street, traffic volumes, and service to major activity centers are appropriate. (Opportunities, page 9)
- 4.6 Use and supplement design guidelines to outline development standards for bike lanes and paths to encourage a safe and inviting environment. (Opportunities, page 9)
- 4.7 Create connections between bike lanes, pedestrian nodes, and other transportation modes. (Opportunities, page 9)
- 4.8 The City should develop criteria for installing traffic calming devices such as traffic roundabouts, channelization, pedestrian refuge islands, T-intersections, modified designs for travel lanes, and reduction in street widths where significant through traffic impacts on low density residential areas. These devices should only be installed where desired by residents and where a demonstrated need exists and where compatible with the access needs of emergency vehicles. Installation priority should consider equity between different neighborhoods. (Opportunities, page 9)
- 4.9 The City should develop standards for bike lane consistency at intersections and interchanges. (Opportunities, page 9)
- 4.10 The City should pursue the development of bicycle boulevards in appropriate locations such as Old Town Folsom, and along School Street and Natoma Station Drive. (Opportunities, page 9)
- 5.1 Ensure that the citywide system serves all multi-modal facilities in Folsom. (Multi-modal integration, page 10)
- 5.2 Work with local and Regional Transit agencies to install bike lockers where possible, and to maintain bike racks on buses. (Multi-modal integration, page 10)
- 5.3 Examine opportunity of implementing a bike station at one of the new light rail stations along Folsom Boulevard. (Multi-modal integration, page 10)
- 6.1 Monitor bicycle-related accident levels annually, and target a 40 - 50% reduction on a per capita basis over the next twenty (20) years. (Safety and education, page 10)
- 6.2 Develop a comprehensive bicycle education program that is available all school children in Folsom. (Safety and education, page 10)
- 6.3 Develop a system for identifying, evaluating, reporting, and responding to maintenance and safety problems on the existing bikeways system. (Safety and education, page 10)
- 6.4 Incorporate bicycle safety curriculum into existing motorist education and training and establish a comprehensive citywide Share the Road Program. (Safety and education, page 10)
- 6.5 Coordinate with the Folsom Police Department to determine strategies of education and enforcement. (Safety and education, page 10)
- 6.6 Priority shall be given to provide grade separations at intersections of Class I trails and major arterial streets. (Safety and education, page 10)
- 6.7 Established a plan with specific guidance to contractors and City inspectors to address the impact of roadway construction projects on bike lanes and how to safely and conveniently accommodate bike traffic through construction zones. (Safety and education, page 10)

- 7.1 Identify the top five (5) bicycle improvements to be completed in the short to mid term (Primary System) based on a variety of objective and subjective criteria, including number of activity centers served, closure of critical gaps, immediate safety hazards, existing bicycle use, and input from the public and staff. (Phasing, page 11)
- 7.2 Develop detailed implementation information on each recommended segment, including length, classification, adjacent traffic volumes and speeds, environmental impact, activity centers served, cost, and overall feasibility. (Phasing, page 11)
- 7.3 Develop prototype cross sections and plans for the design of bikeways that meet state and federal standards. (Phasing, page 11)
- 7.4 Develop education and maintenance programs which can be adopted by local jurisdictions. (Phasing, page 11)
- 8.1 Develop and update a bikeway map for public distribution that shows existing and recommended bicycle routes. (Support facilities and programs, page 11)
- 8.2 Sponsor annual bicycle, running, and hiking events such as Bike to Work Day and adult safety courses in conjunction with regional efforts. (Support facilities and programs, page 11)
- 8.3 Promote use of bicycles as a safe and convenient alternative mode of transportation. (Support facilities and programs, page 11)
- 8.4 Update the current bicycle parking ordinance to provide consistent type and appropriately located bicycle parking to meet demand. Establish a Class System by which bicycle parking types will be defined. (Support facilities and programs, page 11)
- 8.5 Promote bicycle commuting through zoning code requirements for support facilities including changing rooms with showers and lockers, and secure weather protected bike parking at major employers. (Support facilities and programs, page 11)
- 8.6 Develop a unique and distinctive logo for the Folsom Bikeways System and locate on citywide system along with appropriate directional and warning signs. (Support facilities and programs, page 11)
- 9.1 Identify current regional, state, and federal funding programs, along with specific funding requirements and deadlines. (Funding, page 12)
- 9.2 Encourage multi-jurisdictional funding applications. (Funding, page 12)
- 9.3 Develop a prioritized list of improvements along with detailed cost estimates, and identify appropriate funding sources for each proposal. (Funding, page 12)
- 9.4 Include bicycle improvements in the City's Capital Improvement Plans. (Funding, page 12)
- 9.5 Adjust implementation costs and identify additional funding for the proposed path along the Humbug-Willow Creeks and support the connections to the pathway from the surrounding neighborhoods. (Funding, page 12)
- 9.6 Recommend bike improvements or a donation into a transportation improvement fund for all major residential development projects with 100 new dwelling units or more. (Funding, page 12)
- 10.1 Examine the adopted land use element to determine areas of potential growth and development in the City. Be aware of development projects that are submitted for review and examine possible impacts these developments might have along existing and proposed bicycle corridors, and require dedication of land and reasonable participation in the development of the project when feasible. (Implementation and maintenance, page 12)
- 10.2 Develop policies for new developments which ensure that non-motorized users' needs are incorporated into new subdivisions, including providing access points to existing and proposed bicycle facilities, on--street bicycle facilities for bicyclists, and grade separations at roadway

crossings where new streets will cross existing and proposed bikeways. (Implementation and maintenance, page 13)

- 10.3 Work with Caltrans to provide safe effective bicycle facilities at freeway interchanges. In cases where new development would benefit from such facilities, the private development may be requested/required to participate in the cost of the facility. (Implementation and maintenance, page 13)
- 10.4 The City will create incentives for use of alternative modes of transportation during review of new development projects. (Implementation and maintenance, page 13)
- 10.5 Travel Demand Management (TDM) programs for employment sites with more than 20 employees may be used as a condition of project approval to mitigate traffic impacts. Voluntary TDM programs for all employers should be encouraged. (Implementation and maintenance, page 13)
- 10.6 Require all new developments to provide curb and sidewalks on both sides of the street, except where prohibited by topography or safety considerations. Attention to sidewalk and parkway improvements should be prioritized in the Capital Improvement Program. (Implementation and maintenance, page 13)
- 10.7 Enforce existing requirements for property owners to properly maintain sidewalks on their property. (Implementation and maintenance, page 13)
- 11.1 Provide connectivity between the American River Bikeway System, Lake Natoma, Folsom Lake, Old Town, and adjacent residential neighborhoods where feasible. (Connectivity, page 13)
- 11.2 Ensure essential north/south connections as a part of the planned improvements for the Historic Truss Bicycle Bridge. (Connectivity, page 13)
- 11.3 Provide connections from on and off-road bicycle facilities to the American River and Lake Natoma Bikeway Systems. (Connectivity, page 14)

Recommendation:

- Develop a bike hazard reporting program to respond to hazards reported on bikeways in a consistent and timely basis.
- Establish criteria for accommodating bicyclists through construction zones.

Follow up action:

- No documentation on follow up actions was found.

Relevant Capital Improvements:

- Section 8.0, Implementation Strategy, includes a list of capital improvements, available funding along with timing, criteria, and funding agency by short term (1-5 years) and mid- to long term (6-20 years) time frams.

2014 PEDESTRIAN MASTER PLAN

Focus:

- Primarily on allowing for people to conveniently walk to their destinations, improved safety, implementing facilities for all ages, and allow more mobility for people with disabilities

Recommendation:

- Development of a pedestrian system, the development of design guidelines that result in attractive, functional, and accessible improvements, the promotion of Safe Routes to School, and network closes gaps.

Relevant Actions:

- Maintain the existing pedestrian network. (Expansion, page 12)
- Expand the pedestrian network to increase walking opportunities for both transportation and recreation. (Expansion, page 12)
- Improve deficient pedestrian crossings at identified intersections. (Expansion, page 12)
- Enhance pedestrian circulation in residential areas. (Expansion, page 12)
- Enhance pedestrian access to transit facilities, including regional transit. (Expansion, page 12)
- Update this plan on a regular basis. (Expansion, page 12)
- Design pedestrian environments that are accessible to all people. (Attractive, functional, and accessible, page 12)
- Seek out opportunities to design and construct pedestrian facilities that exceed minimum requirements. (Attractive, functional, and accessible, page 12)
- Maintain pedestrian design guidelines that reflect Folsom's unique characteristics. (Attractive, functional, and accessible, page 12)
- Require new development to comply with pedestrian design guidelines. (Attractive, functional, and accessible, page 12)
- Encourage people to walk through education and awareness efforts. (Encourage, page 12)
- Actively enforce pedestrian laws. (Encourage, page 12)
- Support Safe Routes to School efforts that increase the number of students walking to school. (Encourage, page 12)
- Coordinate with regional and national organizations to support the implementation of Safe Routes to School programs. (Safety, page 13)
- Use the survey data collected as part of this plan to determine the focus of future Safe Route to School efforts. (Safety, page 13)
- Encourage students to walk through education and awareness efforts. (Safety, page 13)
- Prioritize improvements that promote Safe Routes to School efforts. (Safety, page 13)
- Use zoning to promote the implementation of this plan. (Expand linkages, page 13)
- Promote land use, site and building design guidance, requirements, and incentives that promote this plan. (Expand linkages, page 13)
- Promote circulation and parking guidance, requirements, and incentives for zoning ordinance changes. (Expand linkages, page 13)
- Coordinate pedestrian improvements with other City plans. (Expand linkages, page 13)
- Recognize plans for bicycle and trail improvements within this plan. (Consistency between plans, page 13)
- Coordinate with regional and adjacent jurisdictions on the implementation of this plan. (Consistency between plans, page 13)
- Participate in regional planning activities and awareness programs. (Consistency between plans, page 13)

- Coordinate updates to this plan with the Bikeway and Trails Master Plans. (Consistency between plans, page 13)

Follow up action:

- No documentation on follow up actions was identified.

Relevant Capital Improvements:

- Section 5, Recommended Projects, includes a list of capital improvement projects which are scored and include a cost estimate in Exhibit 9.

CITY OF ELK GROVE

2014 BICYCLE, PEDESTRIAN, AND TRAILS MASTER PLAN

Focus:

- In July 2014, the Elk Grove City Council adopted the Bicycle, Pedestrian, and Trails Master Plan. This document replaced the earlier Trails Master Plan (2007) and Bicycle and Pedestrian Master Plan (2004).
- Identified planned bikeways and trials and planned bike and trail facilities.
- Reviewed existing local, state, and federal education, encouragement and enforcement programs.
- Reviewed standards and guidelines: accessibility, bicycle design standards, multi-use trails and pedestrian design standards.

Recommendation:

- Identify past expenditures, maintenance responsibilities, implementation criteria and priorities, potential funding sources, implementation strategies and procedures, and proposed projects.

Relevant Milestones:

- Promote awareness of the opportunities and benefits of the bikeway and trail system through City education and outreach efforts. (Increase mode share, page 3-1)
- Support educational programs to teach experienced cyclists, new riders, and children safe bicycling techniques. (Increase mode share, page 3-1)
- Develop communication programs to encourage bicycling as a part of daily life and promote bicycling as a legitimate form of transportation. (Increase mode share, page 3-1)
- Provide literature and current bicycle route maps for public use. (Increase mode share, page 3-1)
- Increase cyclist and motorist awareness of the rights and responsibilities of cyclists in order to create a climate of acceptance for cycling, reduce cyclist violations, improve safe bicycling and driving practices, reduce collisions, and increase bicycle riding to work, school, and other destinations. (Enforcement, page 3-2)
- Continue the enforcement of bicycle rules and regulations by cyclists and motorists in order to reduce violations and crashes. Such violations include wrong way riding, riding at night without

lights or reflectors, disregarding traffic signals, and violating the right-of-way of cyclists by motorists. (Enforcement, page 3-2)

- Complete a network of bikeways and trails that serves users' needs, especially for travel to employment centers, commercial districts, transit stops, institutions, and recreational destinations. Support the creation of bikeways and trails. (Improve connectivity page 3-3)
- Give priority to bikeway components that link existing separated sections of the system or that are likely to serve the highest concentration of existing or potential cyclists and destination areas with the highest demand (schools, shopping areas, recreational trailheads, and employment centers). (Improve connectivity page 3-3)
- Develop a visually clear, simple, and consistent bicycle system with clearly defined areas, boundaries, and standard signs and markings as designated by the State of California Highway Design Manual. (Improve connectivity page 3-3)
- Provide or promote capital facilities that support alternative modes of transportation, such as shower and changing areas, bike parking and lockers. (Encouragement, page 3-4)
- Facilitate the linkages between bikeways and other modes of transportation. (Encouragement, page 3-4)
- Provide connection support facilities, such as transit stops, park-and-ride lots, and trail staging areas to allow users easy transfer between transportation modes. (Encouragement, page 3-4)
- Provide bikeways and trails that are attractive and maximize access to and views of scenic and natural areas. Provide ample landscaping and amenities, such as public art by local artists, signage, drinking fountains, street furniture, and restrooms to enhance the trail system experience. (Encouragement, page 3-4)
- Continue to provide bike racks or space for bicycles on buses and other transit vehicles. Encourage the implementation of bike racks that accommodate up to three bicycles or the ability to bring bicycles on the bus (if doorway access is designed to accommodate bicycles and the bus has available room). (Encouragement, page 3-4)
- Encourage biking and walking through public information, education, and awareness. (Encouragement, page 3-4)
- Ensure that bicycle routing is an integral part of street design so that lanes and pathways form an integrated network. (Roadway design, page 3-4)
- Compile information on preferred bicycle parking facilities to disseminate to developers and the public. (Roadway design, page 3-4)
- Ensure that bikeways and trails are easily navigable due to the provision of direct routes, smooth transitions between trail types, and effective signage and demarcation. (Roadway design, page 3-4)
- Use low maintenance landscaping and construction materials that emphasize environmentally friendly, recycled content. (Roadway design, page 3-5)
- Maintain roadways and bicycle/pedestrian-related facilities so they provide safe and comfortable conditions for users. (Roadway design, page 3-5)
- Incorporate bicycle and pedestrian safety features in the design of bikeways, trails, and pedestrian facilities. (Roadway design, page 3-5)
- Incorporate bicycle and pedestrian safety features in the design of new freeway interchange safety improvements. (Roadway design, page 3-5)
- Provide signage, alternative routes, etc., during construction activities that affect bikeways to ensure the safety of cyclists. (Roadway design, page 3-5)

- Establish an online system for reporting, evaluating, tracking, and responding to maintenance and safety concerns on bikeways. (Roadway design, page 3-5)

Follow up action

- Reviewed Annual budget reports; completed many of the projects outlined in the Plan and expanded list to include additional projects.
- The Bicycle, Pedestrian, and Trails Master Plan is currently in the process of being updated.

Relevant Capital Improvements:

- Chapter 8, Funding and Implementation, includes tables (8.3 and 8.4) which identifies bicycle and pedestrian capital improvement projects respectively for proposed projects identified in this Master Plan

CITY OF ROSEVILLE

2008 BICYCLE MASTER PLAN

Focus:

- The Plan seeks to increase the percentage of all trips made by bicyclists in Roseville.
- Establish and maintain safe, comprehensive and integrated bikeways.
- Establish education, encouragement and enforcement programs that increase bicyclist and motorist awareness.
- Identified potential federal, state, and local funding sources.
- Encouraged support facilities including lighting, designation signs, bike parking and parking lot trailheads.

Recommendation:

- Recommends bicycle route selection criteria to include:
  - Needs assessment,
  - Anticipated utilization,
  - System coverage,
  - Safety,
  - Connectivity,
  - Connections to adjacent jurisdictions, and
  - Projects of regional significance.
- Bikeway improvement selection criteria should consist of:
  - A needs assessment,
  - Anticipated utilization,
  - System coverage,
  - Safety, and
  - Connectivity.

Relevant policies:

- 1. To meet needs of the various bike rider types, each area of the City should include a range of bikeway types, including bike lanes on arterial streets, bike lanes on collector streets, bike routes on selected low volume/low speed streets and off -street bike paths. (Route development, page 28)
- 2. The bikeway system should provide convenient and comfortable connections between residential areas, schools, parks, public transit stops, shopping centers, employment centers and other uses. (Route development, page 28)
- 3. The City should cooperatively pursue connections to neighboring jurisdictions to ensure regional bicycle accessibility. (Route development, page 28)
- 4. Promote development patterns that enhance connectivity for transportation and recreation use and lessen distance of bicycle and pedestrian travel between uses. (Route development, page 28)
- 5. In newly developing areas, the interval between designated bikeways should be approximately every 1/3-mile. Where feasible and where funding allows, the City should make eff orts to approach a 1/3-mile bikeway interval in infill areas. (Route development, page 28)
- 6. Class I Off -Street bike paths are preferred when they result in bikeway continuity, safe and preferably separated crossings of major roads, and minimal traffic crossflow. (Route development, page 29)
- 7. New arterial streets should include Class II bike lanes and Class IA bikeways. Class IA bikeways are intended to supplement (not replace) on-street bike lanes, and they typically do not include signs designating them as bikeways. However, there may be locations where Class III or IA bikeways may be utilized in lieu of a Class II bike lane. (Route development, page 29)
- 8. Class II bike lanes should be provided on new collector streets, but there may be instances when a Class III route will be substituted. The bikeway designation along new collector roads should consider: Anticipated traffi c speeds and volumes; continuity of bike lane and destinations served; adjacent land uses; the availability of comparable alternative bike routes; and other applicable factors as determined by the Public Works Director. (Route development, page 29)
- 9. Class III on-street bike routes may be designated to provide connections between or to Class I and Class II bikeways, or as an alternative to bicycling on Class II bike lanes on arterial streets. (Route development, page 29)
- 10. Major roadway improvement projects proposed on existing arterial streets without bike lanes should include an investigation of the feasibility of installing Class II bike lanes. (Route development, page 29)
- 11. Proposed change(s) to the designation of an existing bikeway will typically be considered by the Transportation Commission and should evaluate: Continuity of bike route; destinations served; adjacent land uses; alternative routes; available right-of-way; traffic speeds and volumes; collision history; environmental impacts; and other applicable factors. The Public Works Director/City Engineer may approve changes to bikeway designation, including removal of a bike lane on an existing street, without Transportation Commission review and approval when the change resolves an identified safety concern or results in improvement to a signalized intersection turning movement(s) experiencing significant delay, and the resultant lane configuration permits shared use by autos and bicycles. Where a bikeway designation is changed from Class II bike lane to Class III bike route, signs shall be installed to inform motorists that bicycles will be sharing the road. (Route development, page 29)

- 12. To meet the needs of beginning bike riders, bicycles should continue to be permitted to ride on all sidewalks, except where prohibited by the Municipal Code. (Route development, page 29)
- 13. Bicycle crossings should be located at appropriate intervals along new roadways as determined by the Public Works Director/City Engineer. The City will consider opportunities for grade-separated crossings where feasible and warranted based upon demand to improve bikeway safety, comfort and continuity. The City should work with Caltrans to provide safe, convenient and comfortable crossings of State highways and freeways at regular intervals. (Route development, page 29)
- 14. Provide bicycle signal detectors per local and state standards at all new signalized intersections with bike lanes and, if feasible, when modifying existing signalized intersections with bike lanes. Where designated Class III bike routes meet a signalized intersection, if feasible provide alternative treatment that may include bicycle push buttons or placement of a bicycle symbol over the “hot spot” of the standard signal loop. (Route development, page 30)
- 15. Coordinate regular training for staff and commissions regarding best practices and principles to finance, plan, construct, operate, maintain, and patrol bikeways. (Route development, page 30)
- 16. Work with Public Works, Planning and Parks & Recreation Department staff to provide continuity in the design & construction of bikeway facilities. (Route development, page 30)
- 1. Support facilities that encourage bicycling should, to the extent feasible, be made a standard component of all private and public projects. (Support facilities, page 31)
- 2. Provide short term bike parking (bike racks) conveniently located at business entrances and safe, secure and covered long term bike parking (bike lockers, bike rooms, bike cages) at employment sites. (Support facilities, page 31)
- 3. Promote showers and changing facilities at major employment sites. (Support facilities, page 31)
- 4. Support facilities along bike paths may include trailhead parking lots, route map displays, rest areas/benches, drinking water, bike racks, restrooms, and, where deemed necessary for safety such as in under-crossings, lighting. The support facilities may be provided with parks and other public facilities or provided separately. (Support facilities, page 31)
- 1. All streets with Class II or III designation should be swept at regular intervals. (Maintenance, page 32)
- Develop guidelines for routine maintenance and long-term maintenance of off-street bike paths. (Maintenance, page 32)
- Where construction operations occur adjacent to Class II or III bikeways, the developer/contractor will be responsible for maintaining clear and clean paths of travel. (Maintenance, page 32)
- 4. Street maintenance overlay projects and other construction projects within the public right-of-way and along designated bikeways shall be reviewed for conformance with the Bicycle Master Plan. Where existing facilities are not in conformance with the Bicycle Master Plan and current City standards, the facilities may be brought up to standards where determined feasible by the Public Works Director/City Engineer. (Maintenance, page 32)
- Construction projects within public right-of-way should address bicycle safety & movement per Federal, State and Local standards. (Maintenance, page 32)
- 1. Enforcement eff orts directed at bicyclists should focus on child helmet law, failure to stop/yield, wrong way bike riding, and night riding without lights/reflectors. (Enforcement, page 33)

- 2. Enforcement eff orts directed at motorists and related to bicycle safety should address motorist failure to yield or stop for cyclists, excessive motor vehicle speed, and driving under the influence. (Enforcement, page 33)
- 1. Education programs targeted to adults and children should explain safe bike riding techniques and the importance of proper helmet use, and provide information on the Roseville bikeway system and support facilities. (Education, page 33)
- 2. Education programs targeted to school-age children should recognize the unique challenges associated with child and youth bike riders. (Education, page 33)
- 3. Raise motorist awareness of the rights of bicyclists to ride on the road, and provide motorists information on ways they can modify their driving behavior to more safely accommodate bicyclists. (Education, page 33)
- 1. Encourage public participation through local coordination with City staff. (Encouragement, page 34)
- 2. Build coalitions with local businesses, schools, clubs, bike shops and organizations. (Encouragement, page 34)
- 3. Explore alternatives to provide incentives to bicycle commuters. (Encouragement, page 34)
- 4. Support recreational bikeway facilities, programs and events as an important part of the eff ort to cultivate acceptance of bicycling among the general populace. (Encouragement, page 34)
- 1. Promote the beneficial aspects of bicycling through Bike Month, Roseville in Motion month, Spare the Air and other programs. (Environmental, page 35)
- 2. Work with other City Departments to identify opportunities for construction of bike paths in open space areas. (Environmental, page 35)
- 1. Create a bikeway system that is cost effective to construct and maintain. (Funding, page 36)
- 2. Maximize funding opportunities through a combination of federal, state and local sources, including development agreements, community facilities districts and grants. (Funding, page 36)
- 3. Utilize grant funds to leverage local bikeway funds. (Funding, page 36)
- 4. Where feasible and appropriate, include bike lane improvements consistent with the Design/Construction Standards as part of Capital Improvement Program projects. (Funding, page 36)
- 5. Where appropriate, partner bike path projects with flood control, redevelopment, utilities access, air quality improvement and open space/stream restoration projects. (Funding, page 36)
- 6. Where bikeway projects cross jurisdictional boundaries, partner with adjacent jurisdictions as feasible to reduce costs. (Funding, page 36)
- 1. Establish and implement a plan for regular measurement of the amount of cycling taking place in Roseville. (Evaluation, page 37)
- 2. Annually review bicycle collision data to identify commonalities/trends and target engineering, maintenance, enforcement, education and encouragement eff orts to reduce collisions and injuries/fatalities. (Evaluation, page 37)

Follow up action:

- There is limited information on the City of Roseville web page regarding facility improvements as they are being made. However, the web site does have a wealth of additional education and bicycle commuter related information

Relevant Capital Improvements:

- Appendix D of this Plan identifies capital improvement projects and project cost summaries identified in this Master Plan.

2011 PEDESTRIAN MASTER PLAN

Focus:

- Establish and maintain a safe and continuous sidewalk network that links residential, commercial, employment, and public land uses, addresses, to the extent feasible, the varying needs of different pedestrian types, and meets ADA requirements
- Establish education, encouragement and enforcement programs that increase pedestrian and motorist awareness of the rights and responsibilities of pedestrians.

Recommendation:

- Candidate projects are prioritized by:
  - Discontinuities in the network,
  - Improvements associated with curb and gutter improvements, and
  - Proximity to public facilities and sidewalks located in Pedestrian Districts.

Relevant policies:

- 1. Provide continuous and direct pedestrian connections between residential areas, schools, shopping areas, public services, employment centers, parks, and public transit stops. (Access and circulation, page 29)
- 2. Include sidewalks in the planning and design of all new, reconstructed or widened streets. Sidewalks should be installed on both sides of the street, unless circumstances call for an exception. (Access and circulation, page 29)
- 3. Improve pedestrian crossings in areas of high pedestrian activity, where pedestrian collision trends are identified, or where safety is otherwise identified by the City of Roseville as an issue. (Access and circulation, page 29)
- 4. Sidewalks and street crossings should provide access for all people, regardless of physical abilities, consistent with the Americans with Disabilities Act and ADA Transition Plan. (Access and circulation, page 30)
- 5. Sidewalks and street crossings should be maintained to minimize hazards through compliance with adopted standards. (Access and circulation, page 30)
- 6. Bus stop locations should be sensitive to pedestrian access and safety in addition to traffic flow. (Access and circulation, page 30)
- 1. Streetscape design should enhance the comfort and appeal of the pedestrian environment. The streetscape environment should be active and interesting. (Streetscape design, page 31)
- 1. Implement the policies and implementation measures of the Pedestrian Access & Circulation and Streetscape Design sections. (Overlay districts, page 31)
- 2. Implement the Best Practices Manual for Pedestrian Design as appropriate for each Pedestrian Overlay District, provided that the provisions of the Best Practices Manual are not intended to supersede adopted specific plan design guidelines. (Overlay districts, page 31)
- 3. During the review of land use and development plans for Pedestrian Overlay Districts, support plans that: (Overlay districts, page 31)

  - a. Provide enhanced access to key destinations and uses, including public buildings, transit stops, schools, parks, residential and commercial.
  - b. Reduce building setbacks so that entrances are convenient and attractive to pedestrians and transit stops.
  - c. Separate sidewalks from the street with planter strips.
  - d. Reduce block lengths to enhance pedestrian connections and activity.
  - e. Provide a mix and density of land uses that will support increased pedestrian activity.
- 1. Enforcement efforts directed at motorists or pedestrians should focus on areas where collision data indicates a trend in illegal or unsafe driving or pedestrian behavior. (Maintenance, page 33)
- 2. Raise motorist and pedestrian awareness of the rights and responsibilities of pedestrians and the ways motorists can more safely accommodate pedestrians. (Maintenance, page 33)
- 1. Maximize funding opportunities through a combination of federal, state and local sources, including development agreements, community facilities districts and grants. (Funding, page 33)
- 1. Establish and implement a plan for regular measurement of pedestrian activity in Roseville. (Evaluation, page 34)
- 2. Annually review pedestrian-involved collisions to identify causal factors and trends, and to target efforts to reduce collisions and injuries/fatalities. (Evaluation, page 34)

Follow up action:

- The City of Roseville web site has posted several articles regarding pedestrian curb ramp and accessibility improvements.

Relevant Capital Improvements:

- Table 17 in Chapter 6, Implementation Plan, presents priority sidewalk projects by ranking.

DISADVANTAGED COMMUNITIES ANALYSIS

SACRAMENTO COUNTY ENVIRONMENTAL JUSTICE ELEMENT

Focus:

- The document offers two sources to determine the extent and boundaries of environmental justice communities. One source is the California Communities Environmental Health Screening Tool (more commonly known as CalEnviroScreen). The other source staff used to identify Environmental Justice Communities is the Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

Recommendation:

- In disadvantaged communities, reduce crime, improve access to healthy food, provide opportunities for physical activities, promote the use of public facilities, reduce exposure to pollution, and reduce the percent of housing cost-burned households.

Relevant policy:

- EJ-1. Improvement and program support for each EJ Community shall address the Community's unique or compounded needs. (Improvement programs, page 17)
- EJ-2. The County supports an equitable and comprehensive approach to civic engagement and public outreach on all aspects of County governance and delivery of services. (Civil engagement, page 21)
- EJ-6. Support youth programs in Environmental Justice Communities to encourage the healthy development of youth and their transition to adulthood. (Supporting youth, page 27)
- EJ-16. Promote physical activity programs and education including but not limited to programs offered by the local park and recreation districts and encourage residents to regularly participate in physical activity and active lifestyles. (Promote and encourage physical activity, page 46)
- EJ-17. Promote walking, biking, and other modes of active transportation as safe, easy, healthy, and fun alternatives for all residents to complete local errands and short trips. (Promote and encourage physical activity, page 47)
- EJ-18. Encourage school district activities, programs, and master planning efforts that support physical activity and wellness. (Promote and encourage physical activity, page 47)
- EJ-20. The County will continue to support walking and bicycling by requiring smart growth streets (bike lanes, and sidewalks separated from the roadway with trees and planted landscaping) in transit priority areas, in Environmental Justice Communities and in new communities and developments wherever practicable. (Active transportation, page 50)
- EJ-21. Provide safe, low stress, interesting and convenient environments for pedestrians and bicyclists, including inviting and adequately lit streetscapes, networks of trails, paths, parks, and open spaces that connects residences with key destinations, and encourages regular exercise and the reduction of vehicular emissions. (Active transportation, page 50)
- EJ-22. Parks should easily be accessible to the surrounding neighborhood and beyond and be as barrier-free as possible, particularly for those with limited mobility. (Accessible Facilities, page 50)

Follow up action:

- The following will be implemented annually: annual stakeholder meeting, executive level working group, Long Range Planning (LRP) Section of the Office of Planning and Environmental Review (PER), and report card on Environmental Justice implementation.

CALENVIROSCREEN 3.0

Focus:

- The purpose of CalEnvironmentalScreen is to identify disadvantaged communities and schools in need of active transportation improvements to improve connectivity and accessibility through gap closure projects and non-infrastructure programs.
- CalEnviroScreen takes into account socioeconomic and environmental characteristics and underlying health status of these communities.

Recommendation:

- Use CalEnviroScreen's place-based model which uses pollution burden and population characteristics to calculate a CalEnviroScreen score. A higher pollution burden indicates higher levels of exposure to pollution (Ozone concentrations, PM2.5 concentrations, diesel PM emissions, drinking water contaminants, pesticide use, toxic releases from facilities, and traffic density) and proximity to hazardous environmental effects (cleanup sites, groundwater threats, hazardous waste, impaired water bodies, and solid waste sites and facilities). A higher population characteristic score indicates sensitive populations (Asthma, cardiovascular disease, and low birth-weight infant).

COUNTY EDUCATION AND ENFORCEMENT PROGRAMS

Sacramento County encourages the implementation of several education and enforcement programs in the 2013 Active Transportation Plan. These programs have been broken categorically into four focus groups: pedestrian education, bicyclist education, motorist education, and professional education.

No documentation was easily identified to easily track what has been done.

POLICY FRAMEWORK

2018 FEDERAL HIGHWAY ADMINISTRATION (FHWA) GUIDEBOOK FOR MEASURING MULTIMODAL NETWORK CONNECTIVITY

Focus:

- Network completeness: how much of the transportation network is available to bicyclists and pedestrians.
- Network density: how dense the available links and nodes of the bicycle and pedestrian network are.

- Route directness: how far out of their way users have to travel to find a facility they can or want to use.
- Access to destinations: what destinations can be reached using the transportation network.
- Network quality: how the network supports users of varying levels of experience, ages, abilities, and comfort with bicycling or walking.

Recommendation:

- Connectivity analysis process includes:
  - Identify the planning context,
  - Define the analysis method,
  - Assemble the data,
  - Compute metrics, and
  - Package results
- Use the following measures of connectivity:
  - Bicycle Level of Service (BLOS),
  - Bicycle Level of Traffic Stress (Bicycle LTS),
  - Bicycle Low Stress Connectivity,
  - Bicycle Route Quality Index (RQI),
  - Pedestrian Index of the Environment (PIE),
  - Pedestrian Level of Service (PLOS), and
  - Pedestrian Level of Traffic Stress (Pedestrian LTS).

FHWA ACCOMMODATING BICYCLE AND PEDESTRIAN TRAVEL: A RECOMMENDED APPROACH

Focus:

- This is a policy statement adopted by the United States Department of Transportation which incorporates three key principals:
  - Bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist,
  - An approach to achieve this policy that has already worked in State and local agencies, and
  - A series of action items that a public agency, professional association, or advocacy group can take to achieve the overriding goal of improving conditions for bicycling and walking.

Recommendations:

- Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless specific conditions are met.
- In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Rumble strips are not recommended where shoulders are used by bicyclists.

- Sidewalks, shared use paths, street crossings (including over- and under-crossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
- The design and development of the transportation infrastructure shall improve conditions for bicycling and walking.

2002 FHWA'S PEDESTRIAN FACILITIES USERS GUIDE – PROVIDING SAFETY AND MOBILITY

Focus:

- The purpose of this guide is to provide useful information on how to identify safety and mobility needs and improve conditions for pedestrians within the roadway right-of-way.
- The document examines basic pedestrian crash trends guidance on how to select pedestrian safety improvements to address specific crash problems.

Recommendations:

- Include pedestrian related improvements that address a variety of identified objectives: design, roadway design, intersection design, traffic calming, traffic management, and signals and signs.
- Identify development priorities, strategies for construction, and raising funds for pedestrian improvements.

2012 AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (ASSHTO)'S GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES FOURTH EDITION

Focus:

- Includes in depth discussion and guidance on: bicycle planning, bicycle operation and safety, design of on-road facilities, design of shared used paths, bicycle parking facilities and maintenance and operations.

2020 AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES

Currently being developed, a draft has been submitted to AASHTO for review.

2010 AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS FOR ACCESSIBLE DESIGN AND 2004 ADA ACCESSIBILITY GUIDELINES (ADAAG)

Focus:

- The document includes Title II (State and local government facilities) and Title III (public accommodations and commercial facilities) regulations.

Recommendations:

- All new construction and alterations shall be designed such that it is readily accessible to and useable by individuals with disabilities. ADAAG is the compilation of standards for Titles II and III facilities, providing regulations on the following, and more:
  - Accessible routes,
  - Accessible means of Egress,
  - Parking Spaces,
  - Drinking fountains,
  - Transportation facilities, and
  - Play areas.

2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) - CHAPTER 9: TRAFFIC CONTROLS FOR BICYCLE FACILITIES

Focus:

- Chapter 9 of the MUTCD covers signs, pavement markings, and highway traffic signals specifically related to bicycle operations on both roadways and shared-use paths.

Recommendation:

- All signs, signals, and markings, including those on bicycle facilities, should be properly maintained to command respect from both the motorist and the bicyclist. When installing signs and markings on bicycle facilities, an agency should be designated to maintain these devices.

2014 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) REVISION 5

Focus:

- Chapter 9 of the CA MUTCD covers the same content as the 2009 MUTCD with additional content. Many edits regard the inclusion of separated bikeways and maintenance.

Recommendations:

- Separated bikeways should be accessible to street maintenance equipment.
- Chapter 1000 of the Caltrans Highway Design Manual as put forth by the California Department of Transportation.

2020 SACRAMENTO COUNTY AMERICANS WITH DISABILITIES ACT TRANSITION PLAN

Focus:

- A public entity shall maintain in operable working condition those features of facilities and equipment that are required to be accessible to and usable by persons with disabilities.

- Priority is rated based on the relative importance of each barrier which is based on a combination of rating the activity occurring at the barrier's location, or "Activity Score", as well as rating the severity from which each feature deviates from current State and Federal standards, or "Barrier Score". The final score is called the "Priority Score" and is on a scale of 0 to 200, where 0 is the lowest priority and 200 is the highest priority.

Recommended:

- Identify Priority Pedestrian Routes.
- Identify curb ramps that are not compliant with current ADA standards.
- Identify damaged pathways and vegetation overgrowth.
- Allow the option to address service requests made by constituents for ADA improvements of curb ramps, pedestrian signals, bus stops and sidewalks.
- Identify other agency facilities that create barriers in the right of way (utility cabinets, fire hydrants, utility poles, etc.) and work with the respective agencies to relocate the facilities.

Relevant policy:

- 1) The County will dedicate funds solely for mitigation of barrier without obligating funds and a $1.25 million/year Fund for Public Rights-of-Way to be dedicated solely to the mitigation of barriers identified in this Transition Plan. Sacramento Regional Transit shares in the cost of improvements to bus stops and is assumed to support on-going ADA improvements at bus stops with an estimate of $0.25 million/year. (page 28)
- 2) The County will continue to seek out sources of funding beyond the accounts specified at present, including funds associated with the County's Capital Improvement Project funds, and other Tenant Improvement projects. (page 28)
- 3) The County maintains special request list of curb ramps, pedestrian signals and bus stops in the unincorporated County from constituents. The County will give these special requests higher priority when possible. (page 28)
- 4) Each time the County overlays or reconstructs a street, it will ensure that compliant curb ramps within the project limits are installed at each intersection as part of the overlay project, insofar as it may be required by law. (This requirement does not pertain to slurry seals, chip seals, skin patch or base failure repairs.) This work will be in addition to the work supported by the pedestrian rights-of-way account. (page 29)

  The County will include in any slurry sealing work or cape sealing work it performs a requirement to look for excessive build up which can create an inaccessible "lip" in the curb ramp area and grind down any such lips. (page 29)

  If the County obtains dedicated funding for any additional street overlays or reconstruction, it will ensure that compliant curb ramps are installed at each intersection within the project limits as part of the overlay or reconstruction project, insofar as it may be required by law. If the County obtains dedicated funding for redevelopment work that includes complete removal and reconstruction of a section of pedestrian rights-of-way, the County will endeavor to make the reconstructed sidewalk accessible. (page 29)
- 5) The County will monitor any private construction work in the public rights-of-way to ensure that it conforms to standards for accessibility. (page 29)

The County will also monitor permitted work for existing driveways to ensure that the driveway modification does not create an unreasonable cross-slope or worsen an existing cross-slope within the path of travel along pedestrian rights-of-way. (page 29)

- 6) The County's Department of Transportation will continue to perform work on an ongoing, routine basis related to maintaining the ramps, sidewalks, bridges, etc. so they are in good condition. Many of these maintenance tasks are beneficial to the disabled population, for example, by reducing trip hazards and keeping sufficient accessible space along sidewalks. (page 29)
- 1) The "County Street Improvement Standard" has designated a "Class B Street" as a residential street with curb and gutter but without sidewalks, and a "Class C Street" as a residential street that have no sidewalk, curb or gutter. (Existing, page 30)
- 2) Traffic/pedestrian light dictates the right of way for both pedestrians and vehicles at signalized intersections. When a signalized intersection has one or more corners without sidewalks, the County provides a pedestrian refuge area to wait for signal change indicating the crossing right of way. The safe refuge is a paved area outside of the vehicular way with raised asphalt concrete (AC) dykes to channel traffic away from the paved refuge area. Cut through level with the street at raised AC dykes are provided to allow for wheelchair passage to the crosswalk. (Existing, page 30)

Follow up action:

- This plan was implemented on April 21, 2020. The document should be maintained and updated for the duration of the Transition Planning period and a copy of the Transition Plan shall be made available for public inspection.

2017 TOWARDS ACTIVE CALIFORNIA

Focus:

- Toward an Active California provides statewide policy direction to support travel by bicyclists and pedestrians.
- There are four objectives:
  - Safety: reduce the number, rate, and severity of bicycle and pedestrian involved collisions.
  - Mobility: Increase walking and bicycling in California.
  - Preservation: Maintain a high quality active transportation system.
  - Social Equity: Invest resources in communities that are most dependent on active transportation and transit.
- Includes a series of measures for each objective to measure success.

Relevant strategies:

- S1: Safer Streets & Crossings: Address safety of vulnerable users in roadway design and operations. (Safety, page 23)
- S2: Education: Provide consistent, accessible, and universal education about the rights and responsibilities of all roadway users. (Safety, page 23)
- S3: Safety Data: Invest in the quality, completeness, timeliness, and availability of data on bicycle and pedestrian collisions. (Safety, page 23)

- S4: Enforcement: Focus state and local enforcement of safety laws on highest risk behaviors by all road users. (Safety, page 23)
- M1: Connected & Comfortable Networks: Develop local and regional networks of high-quality bicycle and pedestrian facilities for all ages and abilities. (Mobility, page 23)
- M2: Multimodal Access: Integrate bicycle and pedestrian needs in planning and design of multimodal transportation systems and services. (Mobility, page 23)
- M3: Efficient Land Use & Development: Support regional and state efforts to integrate land use and transportation planning to maximize the effectiveness of active transportation investments. (Mobility, page 23)
- M4: Network & Travel Data: Develop consistent, high-quality data on bicycle and pedestrian travel and facilities. (Mobility, page 23)
- M5: Statewide & Regional Trails: Support low-stress or physically separated pedestrian and bicycle trail routes of statewide or regional significance for tourism, recreation, and utilitarian transportation. (Mobility, page 23)
- M6: Encouragement: Promote bicycling and walking for everyday transportation, recreation, improved health, and active living. (Mobility, page 23)
- P1: Quality of Condition: Establish and meet an expected quality of condition for bicycle and pedestrian infrastructure. (Preservation, page 23)
- P2: Program Integration: Pursue internal and external partnerships to address bicycle and pedestrian needs in maintenance and preservation activities. (Preservation, page 23)
- E1: Community Support: Strengthen engagement with disadvantaged communities by proactively seeking input on needs and providing technical guidance. (Social equity, page 23)
- E2: Equity Lens: Address social equity when implementing all strategies from this Plan. (Social equity, page 23)
- E3: Access to Funding: Provide disadvantaged communities with the opportunity to participate in active transportation funding programs. (Social equity, page 23)

The 2017 Towards Active California document provides serval performance measures to measure the success of improvements to safety, mobility, preservation, and social equity.

NEARBY ACTIVE TRANSPORTATION RELATED PLANS

The City of Davis is world rebound for the bicycle infrastructure throughout the City. The 2014 Bicycle Action Plan seeks to take one of the top bicycling cities in the country even further by setting the following goals:

- Develop and maintain a community of safe, confident, and comfortable cyclists.
- Offer a complete, seamless, and integrated bikeway network on and off street that is accessible to and comfortable for people of all ages and abilities.
- Integrate cycling with transit options both locally and regionally.
- Obtain Diamond Level Bicycle Friendly Community designation from the League of American Bicyclists.

In February 2020, El Dorado County adopted an Active Transportation Plan which establishes a long term vision for improving walking and bicycling in El Dorado County. The Plan offers a set of

recommended infrastructure improvements and studies paired with education, encouragement, enforcement, and evaluation programs. It also provides a strategy to ensure implementation of these projects and programs is manageable and fundable. An Active Transportation Plan was adopted in the City of Placerville alongside the El Dorado County ATP adoption.

Cities of Sacramento and Rancho Cordova have great online GIS tools to track active transportation projects that have been funded or recently completed.

The 2017 Towards Active California features an easy to read, eye catching format that includes a multitude of graphics and images.

The Solano County Active Transportation Plan 60-day comment period ended on April 17th, 2020. This plan provides a framework to help Solano Transportation Authority (STA) improve active transportation conditions throughout Solano County. Over 300 bikeway projects and nearly 150 pedestrian projects were identified and recommended by this plan. Goals and actions focus on: access, equity, health and safety, quality of life, environmental stewardship, collaboration, and investing in values. This plan specifies five recommendations: continue to support and expand Safe Route to School programs while expanding to include Safe Routes for Seniors, continue to implement traffic safety education programs, maintain pavement conditions index (PCI) programs, encourage adoption and implementation of Complete Street policies, and provide grant assistance to local jurisdictions seeking funding for active transportation projects. Bicycle and pedestrian projects were prioritized based on a combination of the following: demand and key destinations, connectivity, school access, transit access, equity, funding, and comfort.

September 9, 2020

California Department of Transportation
Division of Local Assistance
1120 N Street, MS 1
Sacramento, CA 95814
Attn: Office of Active Transportation and Special Programs

Letter of Support: Watt Avenue Complete Street Improvements, Phase 1

The Sacramento County Bicycle Advisory Committee supports the Sacramento County Active Transportation Program (ATP) application for the Watt Avenue Complete Street Improvements, Phase 1. Watt Avenue is the major north-south arterial spanning South Sacramento to Placer County. The project spans from the I-80 interchange to Roseville Road and will construct Class II bike lanes or buffered bike lanes, sidewalks, striped crosswalks, audible pedestrian countdown heads, and landscaping and shade trees. The project will be a catalyst for the transformation of the corridor and surrounding area.

The existing roadway is six-lane roadway with high volumes and high vehicle speeds, sidewalks with rolled curb that are not compliant with the Americans with Disabilities Act (ADA), and no bicycle facilities. The project limits are in disadvantaged communities that heavily rely upon walking, biking, and transit to access employment, shopping, schools, and recreation. There has also been a significant number of bicycle and pedestrian crashes within the project limits. The project addresses these active transportation deficiencies to provide improved mobility and access, enhanced safety, and transportation equity.

This project is a component of a significant transformation along the Watt Avenue corridor. The North Watt Avenue Corridor Plan envisions reprogramming land use to mixed use and implementing multimodal roadway improvements. The corridor will receive a transit boost with modifications under design at the Watt/I-80 Transit Center, that provides a light rail transit connection into Downtown Sacramento, and future bus rapid transit routes along Watt Avenue. The complete street and transit improvements are a critical component of the Placer Sacramento Gateway Plan to reduce vehicle-miles traveled, improve air quality, reduce congestion, and promote active commuting along the I-80 and SR-65 corridors.

The Sacramento County Bicycle Advisory Committee strongly supports this ATP application. The project will support ongoing efforts to revitalize Watt Avenue, provide transportation equity, enhance safety and security for all travel modes, and reduce reliance on vehicle travel.

Sincerely,

September 09, 2020

Mr. Jim Day
District 03 Local Assistance
CALTRANS
703 B Street
Marysville, CA 95901

Subject: Support for Sacramento County Department of Transportation
Folsom Blvd. Complete Street Improvements, Phase 2

We are writing this letter in support the County of Sacramento, Department of Transportation's request for grant funding of the "Folsom Boulevard, Complete Streets Improvements, Phase 2" Project, in the Active Transportation Program, Cycle 5.

If funded, this Project will provide needed safety enhancements and infrastructure to encourage more active transportation users along this busy segment of Folsom Boulevard. This Project will provide separated sidewalk with curb and gutter along the southerly frontage of Folsom Boulevard between the Starfire and Tiber light rail stations. This Project will also provide pedestrian safety lighting, functional landscaping, bike lane upgrade and storm drainage improvements.

These proposed improvements will provide many local benefits for active transportation mobility access and safety improvements along this important regional corridor for light rail and transit service passengers, pedestrians, bicyclists, residents, local business, students and employment centers.

We encourage you to provide the needed funding for this important Project.

Sincerely,

September 9, 2020

California Department of Transportation
Division of Local Assistance
1120 N Street, MS 1
Attn: Office of Active Transportation and Special Programs
Sacramento, CA 95814

RE: Letter of Support for South Sacramento County Safe Routes to School Program Application to Caltrans Active Transportation Program

The Sacramento County Bicycle Advisory Committee would like to show our strong support for Sacramento County's application for the Caltrans Active Transportation Program.

The Sacramento County Bicycle Advisory Committee continues to support Sacramento County's vision of advancing safer walking and bicycling to and from schools to improve the health and well-being of children and to foster the creation of livable communities. The proposed projects will implement the safety and connectivity improvements along walking and biking routes connecting to schools in South Sacramento, as well as much needed pedestrian and cyclist programming. They will improve and enhance the safety for students attending Pacific Elementary, Nicholas Elementary, and Ethel Baker Elementary. We are convinced that these targeted Complete Streets improvements will enhance safety for people biking to and from each of the schools as well as improve connectivity for people in the neighborhood.

The proposed improvements are an important step to foster a more vibrant and healthier environment in South Sacramento. By designing for an enhanced pedestrian environment and better non-motorized transportation options, the County will encourage compatible smart and compact growth. We support the County's ATP grant application and encourage the California Transportation Commission to provide an award for this project to bring these improvements to reality.

Sincerely,

cc: Mikki McDaniel. Transit and Bicycle Coordinator. Sacramento County Department of Transportation

COUNTY OF SACRAMENTO
BICYCLE ADVISORY COMMITTEE
FINAL Meeting Minutes
Department of Transportation | Videoconference
Zoom Meeting: https://zoom.us/j/96214798112
For dial in only: (669) 900-6833; Meeting ID: 962 1479 8112

WEDNESDAY May 13, 2020 - 6:00 p.m.

Members of the public wishing to address the committee on any item not on the agenda may do so at the beginning of the meeting. We ask that members of the public request to speak and keep their remarks brief. Testimony will be limited to a total of ten (10) minutes.

1. Roll Call / Welcome and Introductions

Members: Thomas Cassera, Robert Goss, Katherine Koumis, Sue Schooley, Erin Stumpf, Jack Wursten, Dave Comerchero

Start time: 6:00 p.m.

Present:	Thomas Cassera, Robert Goss, Katherine Koumis, Sue Schooley, Erin Stumpf, Jack Wursten, Dave Comerchero
Absent Excused:	None
Absent Unexcused:	None

2. Public Comment on Non-agenda Topics

None

3. Review and Approve Meeting Minutes of March 25, 2020 **Action Item**

See attached March 25, 2020 updated draft meeting minutes.

Motion: Approve with one change: All members who voted need to be included in vote, including those who made the motion. Staff will edit minutes accordingly.

Action:	**Motion/Second:** Schooley/Goss
Ayes:	Cassera, Goss, Schooley, Stumpf
Noes:	None
Abstain:	Wursten, Comerchero
Absent:	None

4. Fair Oaks Boulevard Bicycle and Pedestrian Mobility Project, Phase II **Review and Comment**

The meeting facilities are accessible to persons with disabilities. Requests for documents in accessible formats, interpreting services, assistive listening devices, or other accommodations should be made through the County Disability Compliance Office at (916) 874-7642 or (916) 874-7647 (TTY/TDD), no later than five working days prior to the meeting.

Tim Stevens, SACDOT, (916) 874-7281, stevensti@saccounty.net

- Provided a summary of project with how bicycle and pedestrian infrastructure are treated within the project limits.
- Report back on timing, funding source, and amounts; and whether a solid green line through an intersection is possible.

5. Upper Westside Master Plan **Review and Comment**

Mikki McDaniel, SACDOT, (916) 875-4769, mcdanielm@saccounty.net

- Provided a summary of project's proposed bikeways. Tim Denham, a representative of the applicant, was present and answered questions.
- Report back – Send updated trails map dated 5-5-2020 to the Committee which includes Class II bike lanes on every collector. Staff to request trails policy, if any, from RD 1000, and/or a meeting to learn whether siting a trail on the levee top is possible.

6. Officer Elections **Action Item**

Motion: Elect Robert Goss to serve as Chair of the Committee.

Action:	**Motion/Second:** Schooley/Wursten
Ayes:	Cassera, Goss, Koumis, Schooley, Stumpf, Wursten, Comerchero
Noes:	None
Abstain:	None
Absent:	None

Motion: Elect Sue Schooley to serve as Vice Chair of the Committee.

Action:	**Motion/Second:** Goss/Koumis
Ayes:	Cassera, Goss, Koumis, Schooley, Stumpf, Wursten, Comerchero
Noes:	None
Abstain:	None
Absent:	None

Motion: Elect Dave Comerchero to serve as Secretary of the Committee.

Action:	**Motion/Second:** Schooley/Wursten
Ayes:	Cassera, Goss, Koumis, Schooley, Stumpf, Wursten, Comerchero
Noes:	None
Abstain:	None
Absent:	None

7. Active Transportation Plan – Draft Public Engagement Plan **Review and Comment**
Mikki McDaniel, SACDOT, (916) 875-4769, mcdanielm@saccounty.net

- Provided an overview of the draft Public Engagement Plan.
- Committee provided edits and comments which staff will send on to the consultant (Alta) for revision.
- Report back on the revised public engagement plan in July. Invite the City of Sacramento to present to the Committee on the City's Active Transportation Plan. Push out schedule for the release of the survey until after the July SacBAC meeting in order for Committee to be able to review.

8. Projects for Active Transportation Program Cycle 5 **Review and Comment**
Mikki McDaniel, SACDOT, (916) 875-4769, mcdanielm@saccounty.net

- Provided description of three grant applications to be prepared for three projects for ATP Cycle 5: Watt Avenue Complete Streets, Phase 2 beginning at Winona Road and ends at Roseville Road (0.4 mile); Folsom Street Complete Streets Phase 2 between Tiber Drive and Starfire Drive; South Sacramento County Safe Routes to School; which includes improvements around Pacific Elementary, Nicholas Elementary, and Ethel Baker Elementary Schools.

9. 2019 Year End Report - Revised **Action Item**
Estimated Time: 10 minutes
Mikki McDaniel, SACDOT, (916) 875-4769, mcdanielm@saccounty.net

- No oral presentation was given.
- Report back – Staff will send report to Board of Supervisors and copy SacBAC as an informational item.

Motion: Approve with the following changes: Address the presentation to the Board of Supervisors; add names of SacBAC member names in 2019, including Andrea Strahlo; add the date of the firs time the Committee convened in 2019; add that County DOT gave funding via sponsorships for May is Bike Month.

Action:	**Motion/Second:** Schooley/Goss
Ayes:	Cassera, Goss, Koumis, Schooley, Stumpf, Wursten, Comerchero
Noes:	None
Abstain:	None
Absent:	None

10. Staff Updates and Reports Back
- May is Bike Month
- American River Bike Patrol

11. Future Agenda Items

- Howe Avenue Bicycle and Pedestrian Improvements (from Cottage Way to El Camino)
- Active Transportation Plan Update – Final Public Engagement Plan
- Thomas Edison Non-Infrastructure Program Update

12. Informational Items

Final Meeting Minutes, November 12, 2019

13. Set Next Meeting Dates

a) Next SacBAC meeting: July 8th; Location: Zoom

b) Adjourned SacBAC: 8:29 p.m.