

**COUNTY OF SACRAMENTO
BICYCLE ADVISORY COMMITTEE
Meeting Agenda**

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

2. Public Comment on Non-agenda Topics

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

Action Item

See attached March 25, 2020 draft meeting minutes.

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

Review and Comment

Estimated Time: 30 minutes

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

Leslie Fung, SACOG, (916) 876-5836, funagl@saccounty.net

See attached staff report and exhibits.

5. Upper Westside Master Plan

Review and Comment

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

See attached staff report and Attachment 1 for Project Description, Attachment 2 – Application Narrative Excerpts, and Attachment 3 – County Bicycle Master Plan Excerpt.

6. Officer Elections

Action Item

7. Active Transportation Plan – Draft Public Engagement Plan

Review and Comment

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

See the attached ATP Draft Public Engagement Plan.

8. Projects for Active Transportation Program Cycle 5

Review and Comment

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

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. 2019 Year End Report - Revised

Action Item

Estimated Time: 10 minutes

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

See the attached revised Year End Report presentation.

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
- 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 8
- b) Adjourn SacBAC

**COUNTY OF SACRAMENTO
BICYCLE ADVISORY COMMITTEE
DRAFT Meeting Minutes**

Department of Transportation | Teleconference

Teleconference Number: (916) 876-4100; Conference ID: 583600

WEDNESDAY March 25, 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

Motion: Goss

Second: Stumpf

Present: Thomas Cassera, Robert Goss, Katherine Koumis, Sue Schooley, Erin Stumpf, Jack Wursten

Absent Excused: None

Absent unexcused: None

2. Public Comment on Non-agenda Topics

3. Review and Approve Meeting Minutes of December 10, 2019

Action Item

See Attachment 1 for December 10, 2019 draft meeting minutes.

Approved as is.

Motion: Schooley; Second: Koumis

Aye: Cassera, Goss, Stumpf, Wursten

4. Arden Way Complete Streets (Morse to Watt)

Review and Comment

Heather Yee, SACDOT, (916) 874-9182, yeeh@SacCounty.NET. See Attachment 2 for handouts.

- The full length of the Arden Way project extends from Howe to Watt. The current phase which is funded extends from Morse to Watt. The segment from Howe to Morse is unfunded.
- Funding source: Community Design grant
- A Complete Streets Master Plan will be undertaken for the future phase, which is unfunded.

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.

- There will be a buffered bike lane and a separated sidewalk with landscaping in the separation. The bike lanes are shown as green for illustrative purposes, but will not necessarily be a conspicuous bike lane in design.
- The Department will execute a contract for outreach for the Master Plan.

5. 2019 Year End Report

Action Item

Estimated Time: 10 minutes

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

See Attachment 3 for Year End Report presentation.

- Great slides as far as summarizing the Department’s activity for the last year. The report should also include what the committee did. Add one to two slides for what months SacBAC met and what was commented on, as well as what issues were addressed.
- Ask TMAs for data on bicycle education, for example the educational rides.
- Staff will revise the draft presentation and present revised report. No action taken on item.

6. Project Review at SacBAC

Review and Comment

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

See Attachment 4.

Sacramento County Department of Transportation (SacDOT) Transportation Planning staff receive regular notifications about Project Review Committee applications by email.

Transportation Planning staff will forward to the Bicycle Coordinator any project that meets the following criteria:

- Proposes a deviation from the adopted County Bicycle Master Plan, or adopted Specific Plan, or
- Pertains to a proposed Special Planning Area or Specific Plan

The Bicycle Coordinator will bring projects that may be of interest to SacBAC in order to gather comments/recommendations. Those comments/recommendations will get DOT Transportation Planning staff to help inform and guide their recommendations. A copy of the comments/recommendations will be sent to Planning and Environmental Review staff, which will include in their transmittal to the hearing body.

Committee asked that staff take a liberal approach to choosing which projects may be of interest to SacBAC.

7. SacBAC Meeting Schedule

Action Item

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

See Attachment 5 for 2020 Tentative SacBAC Calendar.

Reviewed tentative meeting calendar for SacBAC in 2020. There was a discussion about whether the Committee should move to an every other month schedule due to the estimated

amount of items including, Department capital improvement projects, private commercial projects, and involvement with the Active Transportation Plan.

The nature of capital projects is such that it is unlikely that there will be a “striping emergency”. A project could wait as long as two months to get on to the next SacBAC agenda, if planned ahead, without SacBAC missing an opportunity to comment. (Committee)

Long Range Plans would have an even longer lead time than capital improvement projects. Staff cited Upper Westside Master Plan as an example.

Committee asked staff to go back through past agendas to add topics that may have been missed and add to calendar.

Is it okay to have extra meetings if SacBAC goes to every other month? Committee checked the bylaws regarding special meetings, which are allowed. The Chair of the Committee or three members of the Committee can call a special meeting.

A motion was made to change the SacBAC meeting schedule to every other month beginning with the May 13th meeting, with special meetings to be called as desired and in accordance with the Bylaws in the alternating months. Motion passed.

Motion: Schooley

Second: Wursten

Ayes: Cassera, Goss, Koumis, Stumpf

8. Staff Updates and Reports Back

- Active Transportation Plan Consultant Selection
 - Alta Planning selected as prime consultant. Walk Sacramento will be a subconsultant and will perform outreach.
- SacBAC Vacancy
- May is Bike Month
 - The 2020 May is Bike Month resolution had been planned to go to the Board on April 21st. Committee noted that Sacramento TMA canceled MIBM events due to COVID-19. Even if gathering is allowed by May, the planning for the events will not have occurred.
 - Staff will find out if the MIBM resolution should be pulled and what should happen with the County’s sponsorship of both TMAs for MIBM. Staff to report back to committee on MIBM.

9. Future Agenda Items

- Howe Avenue Bicycle and Pedestrian Improvements (from Cottage Way to El Camino)
- Upper Westside Master Plan
- Projects for Active Transportation Program Cycle 5
 - Include Officer Elections.

10. Informational Items

Attachment 6 – Final Meeting Minutes, November 12, 2019

11. Set Next Meeting Dates

- a) Next SacBAC meeting: May 13
 - Meeting will be held by webinar. Committee suggested using Zoom.
- b) Adjourn SacBAC

To: Members of the County Bicycle Advisory Committee

Subject: Fair Oaks Boulevard Bicycle and Pedestrian Mobility Project, Phase II

Location/District: Fair Oaks Boulevard between Howe Avenue and Munroe Street

Recommendation: Review and Comment

Contact: Tim Stevens, Senior Civil Engineer, Sacramento County Department of Transportation (SACDOT), (916) 874-6291, stevensti@SacCounty.NET

Summary: The first phase of this project constructed two pedestrian signals between Howe Avenue and Munroe Street, as well as signal interconnect along the Fair Oaks Corridor to connect these and future signals to improve signal timing.

This second phase The project includes construction of a variety of improvements along Fair Oaks Boulevard between Howe Avenue and Munroe Street that were designed to slow automobile traffic and increase bicycle and pedestrian safety along the corridor; improvements were chosen based on community input, collision history, and transportation needs. Multiple context-sensitive design features are included in the project. Fair Oaks Boulevard would be reduced from six lanes to four lanes and the outside travel lanes would be converted to separated bikeways, and green paint conflict markings will be added to accommodate bicyclists. Wider sidewalks, additional crosswalks, energy efficient street lighting, and landscaping will be installed to enhance the pedestrian environment, while minimizing impacts to the existing mature tree canopy. Two new traffic signals will be installed, one at University Avenue/ Fair Oaks Boulevard and one at Fulton Avenue/ Fair Oaks Boulevard, and intersection improvements at the Munroe Street/ Sierra Boulevard intersection will be made to assist with slowing traffic and enhancing the bicycle/pedestrian environment, creating better connections to the surrounding neighborhoods.

Funding Source(s): SACOG Regional Funding Program - Federal CMAQ (Congestion Mitigation and Air Quality), County Measure A Sales Tax and County Road Fund.

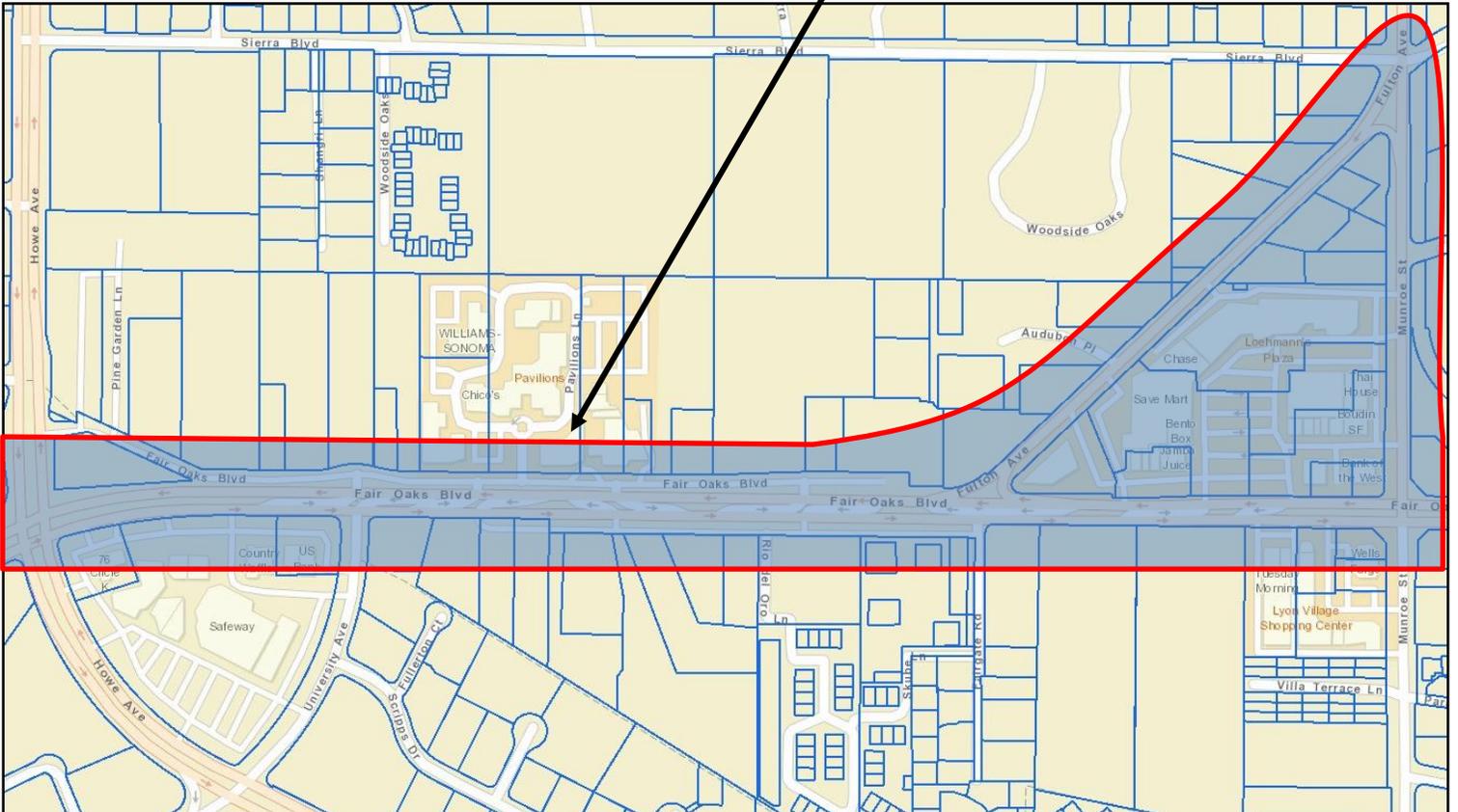
Background Information: The Fair Oaks Boulevard corridor and surrounding community hosts a vibrant mix of land uses including employers that support approximately 5,900 retail and non-retail jobs and over 2,800 single-family and multi-family households. The study area is situated near 3 river crossings making it an important regional link carrying over 30,000 vehicles a day. Narrow sidewalks, lack of ADA compliant ramps, numerous driveways and existing utility poles make the corridor uncomfortable for pedestrians. Bike lanes do not exist causing bicyclists to either ride in the travel lanes along high-speed traffic, on narrow sidewalks, or use an alternative roadways. Fair Oaks Boulevard is also listed as a "Smart Growth Street" in the General Plan and as a Pedestrian District and Commercial Corridor Segment in Sacramento County's Improvement Standards, emphasizing the need for bicycle and pedestrian amenities. The Complete Street Plan is supported and desired by the community.

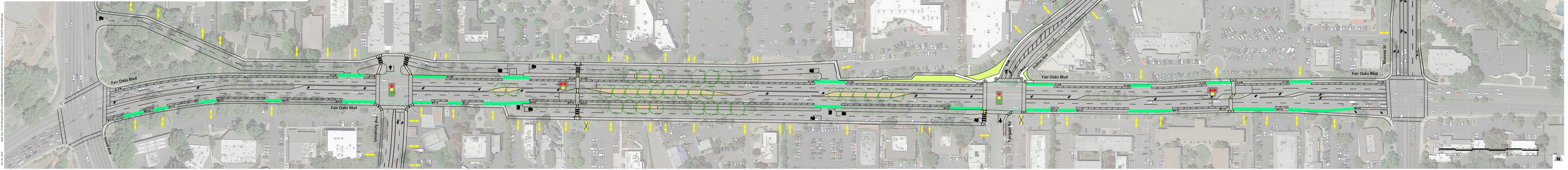
The environmental review is nearing completion as the CEQA document has been cleared and the NEPA clearance process is underway. Construction is scheduled for Summer 2022.

FAIR OAKS BOULEVARD BIKE
AND PEDESTRIAN MOBILITY
PROJECT - PHASE 2
VICINITY MAP



Project Location:
Fair Oaks Boulevard between
Howe Avenue and Munroe Street





- LEGEND
-  New Traffic Signal
 -  New Pedestrian Hybrid Beacon
 -  Existing Driveway

Preferred Alternative

Fair Oaks Bike and Pedestrian Mobility Project
 Sacramento County
 RS14-3272

November 2, 2016

To: Members of the County Bicycle Advisory Committee

Subject: Upper Westside Master Plan

Location/District: 1

Recommendation: Review and Comment

Contact: Mikki McDaniel, Bicycle and Transit Coordinator, SACDOT, (916) 875-4769, mcdanielm@saccounty.net

Summary: Upper Westside, LLC, the applicant, seeks the adoption of the Upper Westside Specific Plan to establish land use, zoning, and development standards as defined in the Project Description (Attachment 1). The Specific Plan includes a bikeway network made up of Class 1, 2, and 3 bike facilities which provide connectivity between units and the town center, three K-8 schools, as well as to downtown Sacramento, which is outside of the plan area. The Upper Westside Bicycle Pedestrian Plan proposes 12.5 miles of Class I trails and 34.7 miles of Class II bike lanes (measured in lane miles). See Attachment 2 for the Bicycle Pedestrian Plan map and description, excerpted from the Application Narrative.

Eighty percent of units within the plan area are within 1 mile of the town center. Class II bike lanes are proposed on every collector or arterial. The plan area benefits from an existing bike bridge over the I-80 at the easterly tip that connects to an existing Class I trail along the east side of Witter Canal.

The County's Bicycle Master Plan (BMP) (April 2011) proposes few bikeways for the Upper Westside area, which is largely agricultural and was not planned for development at the time of the BMP's adoption. The Upper Westside Bicycle Pedestrian Plan proposes to add significant amounts of Class I and II bikeways. The Upper Westside proposal varies in one, minor respect from the proposed facilities in the adopted County BMP: Class III bike routes, rather than Class II bike lanes, are proposed for the western end of Radio Road and San Juan Road (Attachment 3 – Sacramento County Bicycle Master Plan excerpt). These Class III bike routes are proposed for segments where the two roadways drop from three lanes to become two lane collectors and the surrounding land use will remain agricultural.

The County Bicycle Coordinator submitted the following, initial feedback on the Upper Westside Bicycle Pedestrian Plan at the end of March 2020:

- The bikeways on El Centro, a six lane arterial, going northbound from W. El Camino are proposed as Class II. Can the bikeways be switched to Class IV or I in order to increase the separation between cyclists and the heavy traffic volume (37,000 ADT) anticipated on El Centro?
- The portion of San Juan Road along existing development does have an existing Class II facility. Please update the bikeways exhibit.
- Can the applicant consider adding a Class I along the northeast edge of the plan area along the western side of the canal?

Funding Source(s): Applicant is responsible for construction costs for bikeways with partial reimbursement for regional trails from the Sacramento County Transportation Development Fee.

Background Information:

On March 6, 2020, Thomas Law Group and Wood Rodgers on behalf of Upper Westside, LLC submitted an application to County Planning and Environmental Review for the adoption of the Upper Westside Specific Plan (March 6, 2020). As of May 5, 2020, County Office of Planning and Environmental Review is working with the applicant in order to deem the application complete.

The proposed Upper Westside Plan Area encompasses approximately 2,066 acres adjacent and directly west of the existing communities of North and South Natomas. The Plan Area is bounded by Interstate 80 to the south and east, Witter Canal and Fisherman's Lake/Slough to the northeast, and Garden Highway to the west. The center of the project is located approximately 3.5 miles from downtown Sacramento. To the west of the Plan Area and across the Sacramento River is Yolo County. The Upper Westside Plan Area abuts the City of Sacramento City Limits to the north, east, and southeast.

PROJECT DESCRIPTION

PROJECT LOCATION

The Upper Westside Specific Plan Area encompass approximately 2,066 acres adjacent to and directly west of the communities of North and South Natomas in an area formerly referred to as “The Boot Precinct.” The Plan Area is bounded by Interstate 80 to the south and east, Witter Canal and Fisherman’s Lake/Slough to the northeast, and Garden Highway to the west. The center of the Project site is located approximately 3.5 miles from downtown Sacramento. The Project is outside of the Urban Policy Area (UPA) and Urban Services Boundary (USB) in the Natomas New Growth Area.

ASSESSOR’S PARCEL NUMBERS

274-0260-001, 005, 006, 007, 008, 009, 024, 032, 037, 038, 039, 042, 043, 044, 045, 046; 274-0220-053, 054, 058, 059; 274-0250-002, 003, 004, 005, 006, 008, 009, 010, 011, 012, 013, 014, 015, 039, 040, 042, 043; 225-0210-001, 002, 003, 004, 005, 006, 007, 008, 009, 010, 016, 017, 018, 020, 021, 022, 023, 024, 025, 026, 037, 039, 040, 041; 225-0110-011, 019, 024, 025, 027, 028, 036; 225-0190-008, 014, 015, 019, 020, 021, 022; 274-0010-043, 049, 050, 056, 069, 071, 079; 225-0110-025, 026, 027, 028, 032, 033, 037, 038, 052, 053, 054; 225-0122-001 ; 225-1020-003, 004, 005, 008, 009, 010, 011, 012; 225-0220-020, 021, 035, 039, 048, 051, 054, 055, 056, 057, 060, 061, 062, 075, 076, 077, 078, 079, 103, 113, 114, 115, 116; 225-0121-001, 002, 003, 004, 005; 225-0131-001, 002, 003, 004, 005, 006, 007, 008, 009; 225-0132-002, 003, 004, 005, and 008.

PROJECT PROPONENTS

Applicant/Owner Representatives

Thomas Law Group
455 Capitol Mall, Suite 801
Sacramento, CA 95814
Attn: Nicholas Avdis, Esq.

Wood Rogers, Inc.
3301 C Street, Bldg. 100-B
Sacramento, CA 95816
Attn: Timothy Denham

Owner

Upper Westside, LLC
401 Watt Avenue, Suite 4
Sacramento, CA 95864

REGIONAL MAP

[to be inserted]

ENVIRONMENTAL SETTING

The Plan Area is currently designated predominantly for agricultural uses. General Plan designations include Agricultural Cropland (1,900.0± acres); Agricultural Residential (100.0± acres); Commercial and Office (83.8± acres); and Recreation (68.8± acres) uses. Many of the agricultural parcels are less than 40 acres and are underutilized.

The Plan Area is surrounded by urban uses. As such, it is an infill project, located directly adjacent to existing infrastructure. The Plan Area abuts the City of Sacramento city limits to the north and east, Interstate 80 to the south and east, and Garden Highway to the west. The west side of Garden Highway has been developed with half acre to two-acre riverfront lots along the Sacramento River, creating a rural residential/urbanized edge. Beyond the Sacramento River lies Yolo County, with parcels designated for agricultural use under the Yolo County General Plan. The Sacramento Bypass Wildlife Area channel connects west to the main Yolo Bypass channel, which provides floodway relief for the Sacramento River via the Fremont Weir structure. Existing residential developments in North Natomas on the other side of Fisherman's Lake/Slough and Witter Canal are nearing build-out. Freeway commercial and office parcels located on either side of I-5 (east of Duckhorn Drive and west of East Commerce Way) have been slow to develop, but there are several applications in process for these parcels. To the southeast (across I-80) lies the existing community of South Natomas, which is also nearing build-out.

PROJECT BACKGROUND

The *Natomas Joint Vision Plan*, and associated planning efforts for County lands outside of the North Natomas community and northwest of the City of Sacramento, have been in process for several decades. This collaborative, complex, multi-agency planning effort first started in the 1990's as the Northwest Special Planning Area Master Plan, resulting in a 2002 Memorandum of Understanding (MOU) between the City of Sacramento and Sacramento County to ensure cooperation between the two agencies. Following approval of the MOU, the Natomas Joint Vision Plan process included four distinct phases:

1. Consultants developed key planning principles;
2. Property owners provided input;
3. Stakeholder groups provided comments; and
4. Planning areas or "precincts" were established.

These planning areas included the North Precinct, the West Precinct, the South Precinct, and the Upper Westside (previously referred to as the Natomas Boot Precinct). The *Natomas Joint Vision*

Plan also proposed a Resource/Conservation buffer west of the Sacramento International Airport, and a portion of the Upper Westside provides an agricultural and open space buffer to the Garden Highway and the Sacramento River.

During the Joint Vision process, twelve Guiding Principles were developed to guide future master planning efforts. On January 13, 2010, the Board of Supervisors initiated proceedings to designate the Natomas Joint Vision area as a Special Planning Area (SPA) within the County's General Plan. In November of 2011, the Board of Supervisors approved the 2030 General Plan, which included a planning overlay for the Natomas Joint Vision Plan.

PROJECT PROPOSAL

Development of the Upper Westside project will create a sustainable, economically beneficial, mixed-use, master-planned community directly adjacent to the existing communities of North Natomas and South Natomas. It will capitalize on existing infrastructure and roadways, and its close proximity to the existing job markets of downtown Sacramento and West Sacramento. The Upper Westside project is consistent with the goals for compact urban form in close proximity to existing services and infrastructure, and it will help to support the significant public investment that has occurred in the Natomas Basin.

The Preliminary Land Use Plan envisions a unique and forward-thinking community that will utilize an extensive system of amenities and trail networks, including an urban farm-greenbelt and canal, to encourage connections between neighborhoods. Residential land use is balanced with the desire to create and support an urban, commercial mixed-use town center that will capture and internalize trips and encourage alternatives to vehicular travel. The Project will be pedestrian and bicycle friendly, with a convenient transit system that will encourage non-vehicular trips, thereby reducing VMT. The community will be efficiently served by Project infrastructure which encourages logical, orderly development.

REQUESTED ENTITLEMENTS

1. A **General Plan Amendment** to expand the Urban Services Boundary (USB) to include the Upper Westside Plan Area (1,532± acres).
2. A **General Plan Amendment** to expand the Urban Policy Area (UPA) to include the Upper Westside Plan Area (1,532± acres).
3. A **General Plan Amendment** to amend the Land Use Element and Land Use Diagram to change the land use designations for the Upper Westside Plan Area from Agricultural Cropland (1,900.0± acres), Agriculture Residential (100.0± acres), Recreation (68.8±), and Commercial and Offices (83.8± acres) to Low Density Residential (736.8± acres), Medium Density Residential (57.8± acres), High Density Residential (65.5± acres), Commercial and Office (50.9± acres), Urban Development Area (78.4± acres), Public/Quasi-Public (147.1±

acres), Recreation (163.0± acres), Agricultural Cropland (407.6± acres), Agricultural Residential (83.9± acres) and Natural Preserve (49.8± acres).

4. A **General Plan Amendment** to amend the General Plan Transportation Plan Diagram to include the Upper Westside Plan Area. (2,066.3± acres.)
5. A **General Plan Amendment** to amend the General Plan Bicycle Master Plan Diagram to include the Upper Westside Plan Area. (2,066.3± acres.)
6. A **General Plan Amendment** for text amendments to align County policies in various General Plan Elements regarding development in New Growth Areas.
7. A **Zoning Ordinance Amendment** to change the Zoning Designations for the Upper Westside Plan Area from AG-40, AG-20, AR-5, AR-2, AR-1, GC, and TC to a Specific Plan “-SP” overlay zone.
8. Adopt the **Upper Westside Specific Plan** document to establish land use, zoning, and development standards for the Very Low Density Residential VLDR-SP (160.9± acres), Low Density Residential LDR-SP (436.2± acres), Low Medium Density Residential LMDR-SP (139.7± acres), Medium Density Residential MDR-SP (57.8± acres), High Density Residential HDR (40.5± acres), Very High Density Residential (25.0± acres), Commercial Mixed Use CMU-SP (78.4± acres), Civic/Commercial C-SP (1.2± acres), and Employment/Highway Commercial E/HC-SP (50.9± acres). The parcels within the ag buffer area will retain existing zoning but will also have the “-SP” overlay designation added.
9. Adopt a **Water Supply Master Plan** for the 1,532-acre “development area” within the 2,066-acre Upper Westside Plan Area.
10. Approve a **Water Supply Assessment (WSA)** for the 1,532-acre “development area” within the 2,066-acre Upper Westside Plan Area.
11. Adopt a **Public Facilities Financing Plan** for the 1,532-acre “development area” within the 2,066-acre Upper Westside Plan Area.
12. Adopt a **Reimbursement Fee** so that the non-participating property owners reimburse the sponsoring property owners for the cost to prepare and process a Specific Plan and EIR for the Upper Westside Plan Area when the non-participating property elects to submit a development application.
13. Adopt a **Development Agreement** for the sponsoring property owners located within the 1,532-acre “development area” of the 2,066-acre Upper Westside Plan Area.

In addition to the above entitlements, separate Service District Annexation requests for the Upper Westside Plan Area are proposed to include:

- Annexation to County Service Area 10 (CSA-10) or the creation of a new CSA. Note: A separate subsequent action may be required by the Sacramento County Board of Supervisors to establish a Benefit Zone to implement funding and service provision.
- Annexation to Sacramento Regional County Sanitation District (SRCSD).
- Annexation to Sacramento Area Sewer District (SASD)

PROPOSED LAND USES

By utilizing a Specific Plan as the Master Plan document, the Upper Westside can tailor zoning designations, development standards, and provide detailed design guidelines to guide the build out of the Plan Area. The following provides a brief overview of the land use categories included in the Preliminary Land Use Plan.

Very Low Density Residential-VLDR (1.0 - 3.0 du/ac) is proposed in the northeast portion of the Plan Area around Leona Circle where a 1-acre lot size pattern has been established. The target density or unit allocation is 1.0 dwelling unit per acre. This area will could serve the established family or executive niche of the housing market.

Low Density Residential-LDR (4.0 - 7.0 du/ac) is proposed to allow a range of conventional single-family detached lot sizes relatively common to the Natomas area, and has a target density of 5.5 dwelling units per acre (net). Lot sizes will vary but could range from approximately 50' x 90' to 70' x 100'.

Low Medium Density Residential-LMDR (6.0 – 10.0 du/ac) provides for a range of small lot single-family detached product types and has a target density of 8.0 dwelling units per acre. Lots or homes in this category could range could be configured in an i-court or t-court, alley loaded, or designed as small lots approximately 40' x 75' in size.

Medium Density Residential-MDR (9.0 – 15.0 du/ac) has a target density of 12.0 dwelling units per acre and could allow for single-family detached i-courts, row homes, or townhomes, or attached rowhomes that could have garages accessed by an alley and the front door facing the street or an amenity.

High Density Residential-HDR (15.0 – 30.0 du/ac) has a target density of 22.5 dwelling units per acre and is anticipated to provide a mix of 2 and 3-story apartments or condominiums in a stacked flat configuration, designed to fit within the context of an urban setting.

Very High Density Residential-VHDR (25.0 – 40.0 du/ac) has a target density of 32.5 dwelling units per acres and is anticipated to provide 4 or 5-story apartments or condominiums in a stacked flat configuration appropriate for an urban setting.

Commercial Mixed Use-CMU (0.60 FAR and 40.0 du/ac) is proposed to provide a mix of residential and commercial uses. In a vertically integrated situation within the urban town center and adjacent to the West El Camino Avenue “main street” this could allow 4-story apartments or offices over ground floor commercial. Architecture will be required to face the street. In a horizontally integrated situation, a one-story restaurant might be located adjacent to a 5-story hotel, office building or apartment building. The parking areas are intended to be shared between the different uses to minimize the land area dedicated to parking, and screened from public view behind buildings.

Employment/Highway Commercial-E/HC (0.40 FAR) is proposed to focus on employment oriented uses such a 4 or 5-story office buildings, but also could allow hotels, restaurants and retail uses that capitalize on the exposure to Interstate-80. While some of the parcels within this designation are developed, the goal is to allocate density so that over time more intense development could occur than currently exists.

Schools are designated on the Preliminary Land Use Plan. There are three proposed K-8 schools within the Plan Area, one High School HS site, and a 16-acre Community College CC site. The K-8 schools are located so that they are within a convenient walking and biking distance of future students.

Parks-P are proposed with the Plan Area and have been sized to meet local neighborhood and larger community-wide needs and distributed to be within convenient walking distance of future residents.

Urban Farm/Greenbelt-UF is proposed to include urban farming focal elements along this greenbelt corridor allowing convenient access to community gardening and farm-to-fork activities, all connected with an off-street bike trail through a landscaped corridor, providing a unique recreational space that connects the community.

Water-W is proposed to designate the two types of water features that are proposed within the community. There are four detention/water quality basins that are located to allow phasing of development, and there is the Westside Canal which provides a 1-mile long amenity connecting to the town center.

Agricultural Residential-AR is included to designate the existing areas of agricultural residential development located to the southwest between the development area, allows continued uses, and provides buffer to Garden Highway.

Agriculture-AG is included to designate the existing areas of Agricultural Cropland located west of the proposed development area. This area is proposed to remain agricultural use to allow small-scale farming, and also provide a transition to mitigation parcels to the northwest.

Open Space-OS is proposed to designate open spaces that will be preserved and/or utilized for wetland mitigation along the south side of Fisherman's Lake/Slough or Witter Canal, or to provide landscaped buffer between residential and agricultural designations to the west.

PROPOSED CIRCULATION

ROADWAYS

The proposed roadway network has been configured to accommodate expected traffic. West El Camino Avenue over I-80, El Centro Road to the north to Street 7, and the easterly segment of Street 7 are anticipated to require 6-lane arterials roadways. The I-80 freeway and the I-80 and West El Camino Avenue interchange are already experiencing congestion during peak hours, and with the amount of proposed commercial roadway improvements will be needed to accommodate for higher volumes of traffic.

El Centro Road to the north of Street 7 is anticipated to function as a 4-lane divided arterial, and to the south of West El Camino Avenue will transition from 4-lanes to a 2-lane collector south of Street 2. The balance of the roadways within the Upper Westside Plan area as shown on the Preliminary Land Use Plan are anticipated to be 2-lane collector streets. The extension of West El Camino west of El Centro is intended to the town center's "main street" and will be designed as 2-lane divided collector with a large landscaped and pedestrian oriented median. A grid-iron street pattern and a number of other east-west street connections are provided from El Centro Road to Bryte Bend Road to provide alternatives that will serve to disperse traffic. Bryte Bend Road will provide a 2-lane divided collector that connects north-south through the entire Plan Area.

BIKE AND PEDESTRIAN NETWORK

A key planning principle and objective of the Upper Westside project is to create a high degree of connectivity, and provide attractive alternatives to vehicular travel. The Preliminary Land Use Plan proposes a grid-iron configuration of streets, but also proposes the Urban Farm Greenbelt, Open Space Greenbelts, and the Westside Canal to provide attractive, landscaped corridors for biking and walking.

Class II bike lanes are proposed on every collector or arterial street, essentially every street shown on the Preliminary Land Use Plan. These streets will have separated sidewalks with planters to allow a consistent, regularly spaced street tree canopy, providing shade and comfort during hot summer months. The goal is to make it easier and more pleasant to walk or bike to the town center, or to schools or parks, than it is to drive. A street tree planting program will also

be required along all streets including residential neighborhoods to provide an attractive walking experience.

The Upper Westside also benefits from its proximity to the major job and entertainment center of downtown Sacramento. There is an existing bike bridge over I-80 at the easterly tip of the Plan Area that connects to an existing Class I off-street bike trail along the east side of Witter Canal. From the bridge it is only 5.0 miles to the Golden 1 Arena, and over 80% of this trail is located within natural open space areas along the Witter Canal and Discovery Park. This will allow bicyclists to ride mostly unimpeded, providing a pleasant 15 to 20-minute bike ride.

INFRASTRUCTURE AND UTILITIES/PUBLIC SERVICES

SEWER SERVICES

If the USB and UPA expansion request for Upper Westside is approved, the project will be within future jurisdiction of Regional San water treatment services. It is estimated that the 1,532-acre “development area” within the 2,066-acre Plan area, which proposes 9,231 residential dwelling units and 3.0 million sq. ft. of commercial space) will convey approximately 4.0 million gallons of sewage water per day (mgd) during average dry weather flow (ADWF) and 8.1 mgd during peak wet weather flow.

An existing 36-inch sewer conveyance pipe is located at the intersection El Centro Road to San Juan Road and flows 1.5 miles from this point east to the New Natomas Pump Station (NNPS) operated by Regional San, which is located northeast of the Interstate 5 and Interstate 80 interchange. Currently, the sewer line has enough capacity to serve approximately 1,500 residential units, and within approximately a quarter-mile radius from this intersection, parcels could be serviced via gravity.

To build-out the balance of the Upper Westside project, a sewer pump station will be needed near the intersection of Street 8 and El Centro Road and a force main that will parallel the 36-inch sewer line in San Juan Road east to the NNPS. From this on-site pump station a sewer trunk line is proposed to extend south down El Centro Road, and west in Street 8 to Bryte Bend Road where it branches and continue north and south. These sewer lines will be designed to flow via gravity to the on-site pump station.

WATER SUPPLY

Because the Upper Westside Project is located within the American River “Place of Use” the most likely scenario for potable water is to obtain service from the City of Sacramento’s Department of Utilities. The Place of Use designation would allow the Plan Area to intake water from the American River based on pre-1914 appropriative rights. According to the City’s 2015 Urban Water Management Plan, the current American River rights for the year 2020 is 208,500 acre-feet per year (AFY). At full build-out the proposed development area of Upper Westside is projected to

require approximately 4,100 AFY. Under dry year or Hodge Flow conditions (when water levels are low), the American River extractions are reduced. However, the Plan Area can extract the same amount of water from the Sacramento River because American River rights can be exercised via the Sacramento River Water Treatment Plant. In addition to the pre-1914 American River appropriative rights, the Upper Westside could utilize water from existing groundwater wells and storage tank sites for emergency backup.

The San Juan storage tank site located northeast of the intersection of Witter Canal and San Juan Road is adjacent to the Upper Westside Plan Area. This site is connected to the El Centro storage tank site by a 24-inch transmission main, which is located approximately 2 miles to the north on El Centro Road. The first phase of the Northlake project (formerly Greenbriar) is currently under construction and it will provide a connection from the El Centro site east to the Elkhorn Pump Station located approximately 2 miles east of Highway 70/99 southeast of the intersection of Elkhorn Road and Natomas Boulevard.

Interim extensions could be made from the transmission line in El Centro Road to allow an initial phase of development, but to accommodate the build-out of the proposed 1,532-acre development area within Upper Westside project, a 24-inch transmission line will need to loop from El Centro Road west along Radio Road, then south along Bryte Bend Road, before connecting east along West El Camino Avenue back to El Centro Road.

Another water option for the Upper Westside Plan Area is the Natomas Central Mutual Water Company (NCMWC). The NCMWC provides irrigation water for agricultural purposes from the Sacramento River to parcels within the Plan Area via a system of connected irrigation and drainage ditches. This water is not treated and is currently utilized for farming only, but could potentially be treated or utilized to irrigate parks and landscape corridors within the Upper Westside development area.

DRAINAGE

The Upper Westside Plan Area is within the jurisdiction of Reclamation District 1000 (RD-1000), the Sacramento Area Flood Control Agency (SAFCA), and the Sacramento County Water Resources.

RD-1000 owns and operates existing drainage canals and operates pump stations discharging to regional facilities within the Natomas Basin, including the San Juan Pump Station, which is within the Plan Area and located southwest of the Witter Canal and San Juan Road, and the Riverside Pump Station, which is also within the Plan Area and located about a quarter mile to the north on the westside of Witter Canal. Existing storm water runoff is conveyed to these pump stations via a system of irrigation/ drainage ditches that are located within easements and are maintained by the Natomas Central Mutual Water Company (NCMWC). The development of Upper Westside may require improvements to these and other existing pump stations.

The Natomas West SAFCA and the US Army Corps of Engineers are currently constructing the Natomas Levee Improvement Program, which includes levee repair, cutoff walls, pumping plant improvements, and other improvements to provide 100-year and 200-year flood protection for the Natomas Basin. The Plan Area is located adjacent to Reach A and Reach B, and improvements along the east or inland side of Garden Highway are scheduled to be constructed between 2020 and 2022.

Due to existing topography, there is also an existing local 100-year flood plain within the Upper Westside development area. This shallow flood plain is located between Bryte Bend Road and El Centro Road, and extends from approximately Street 1 on the south to Street 8 on the north. A preliminary grading plan was prepared in support of the development proposal to illustrate how earthwork from basins and the canal can be utilized to raise this low-lying area. A Conditional Letter of Map Revision (CLOMR) will need to be processed through FEMA for the Upper Westside project to demonstrate how development will be protected from flooding.

Sacramento County Water Resources is responsible for review of drainage plans and hydrologic and hydraulic analyses for Upper Westside. The Upper Westside Plan Area will be required to comply with standards in the Sacramento Region Storm Water Quality Design Manual, which calls for Low Impact Design measures to capture and pre-treat storm runoff, such as amended soils to improve infiltration, bio-retention planters or vegetated drainage swales, water quality basins, etc.

The Preliminary Drainage Plan proposes four 20-acre drainage basins that will provide storm water quality treatment and storage during storm events. The system is designed to allow phased development.

PROJECT OBJECTIVES

[To be developed as part of environmental review]

INTENDED USES OF THE EIR

The Sacramento County Planning Commission and the Board of Supervisors will use the information contained in the EIR to evaluate the proposed project and make a decision on the requested entitlements. Responsible agencies may also use the EIR for planning/permitting purposes.

Based on the potential effects known at this time, responsible agencies may include (but may not be limited to) the United States Army Corps of Engineers, the United States Fish and Wildlife Service, the California Department of Fish and Wildlife, the California Regional Water Quality Control Board, Caltrans, Sacramento LAFCo, Pacific Gas and Electric Company, Sacramento Municipal Utilities District, Sacramento County Water Agency, and North Natomas Unified School District.



UPPER WESTSIDE

A MASTER PLANNED COMMUNITY

Application Attachment

March 6, 2020

1.2: Regional Context and Surrounding Communities and Projects

The proposed **Upper Westside** Plan Area encompasses approximately 2,066 acres adjacent and directly west of the existing communities of North and South Natomas. The Plan Area is bounded by Interstate 80 to the south and east, Witter Canal and Fisherman's Lake/Slough to the northeast, and Garden Highway to the west. The center of the project is located approximately 3.5 miles from downtown Sacramento.

Across the Sacramento River to the west is Yolo County, where parcels are designated for Agriculture (AG) on the Yolo County General Plan and zoned Agricultural Intensive (A-N) on zoning maps. The Sacramento Bypass Wildlife Area channel connects west to the main Yolo Bypass channel, which provides floodway relief for the Sacramento River via the Fremont Weir structure, and therefore this area will remain as agriculture.

The Upper Westside Plan Area abuts the City of Sacramento City Limits to the north, east, and southeast. The existing residential development located within North Natomas on the other side of Fisherman's Lake/Slough and the Witter Canal is nearing build-out. The freeway commercial and office parcels located on either side of I-5, east of Duckhorn Drive and west of East Commerce Way, have been slow to develop, but there are several applications in process for these parcels. The Centene office project proposing 1.25 million sq. ft. on 68 acres began construction in October 2018 and is anticipated to be completed by Summer 2020.

To the southeast across I-80 lies the existing community of South Natomas within the City of Sacramento City Limits, and it is nearing build-out. The Cove project, located northeast of the intersection of Orchard Lane and West El Camino Avenue is approved for 365 dwelling units and began construction in Summer 2019. The commercial parcels located directly east of I-80 on either side of West El Camino Avenue are currently vacant.

Parkebridge is a 90± acre project is located further east, south of I-80 and east of Truxel Road also started construction Summer 2019. The homebuilder of this subdivision has coordinated with the Sacramento Metropolitan Utility District (SMUD) to pursue an "all-electric" neighborhood designation for the first phase of development, which accounts for 275± homes out of the 531± units approved.

The Panhandle, a 589± acre project located on the east side of North Natomas north of Del Paso Road, was approved by the City of Sacramento in June 2018. A high school/middle school site is currently under construction and the project proposes 1,662 single-family homes on 316.4 acres, and a 119-acre Agriculture Planned Development property to the north. *(See Figure 2)*

The Northlake project (formerly Greenbriar) is located directly northwest of the I-5 and Hwy 70/99 interchange and encompasses 577± acres, 2,732± units, and 32± acres of commercial. This project was approved in mid-2017 and the first phase of development began construction in Fall 2019. The first homes are anticipated to be ready for sale by Summer 2020.

Metro Air Park is a long-approved project located east of the Sacramento International Airport, and is located approximately 4 miles north of the Upper Westside. It measures approximately 1,656± acres with 1,381± acres proposed for business park and light industrial park uses. Assuming an average Floor Area Ratio (FAR) of 0.35 FAR, this could result in 21,000,000 square feet of space. Assuming one (1) employee / 500 square feet, this could translate into over 40,000 jobs. While only the first step in what will likely be a long build-out of Metro Air Park, Amazon completed construction of an 855,000 square feet fulfillment center on a 68-acre site in Fall 2017, and announced 1,600 jobs, equivalent to one (1) employee / 570 sq. ft.

As illustrated by *Figure 2*, there are a number of approved Specific Plan projects that lie further out from downtown Sacramento and the Upper Westside project. For example, Sutter Pointe is located 12± miles to the north in Sutter County, Placer Vineyards is located 12± miles northeast in Placer County, and Cordova Hills is located 15± miles to the east in Sacramento County.

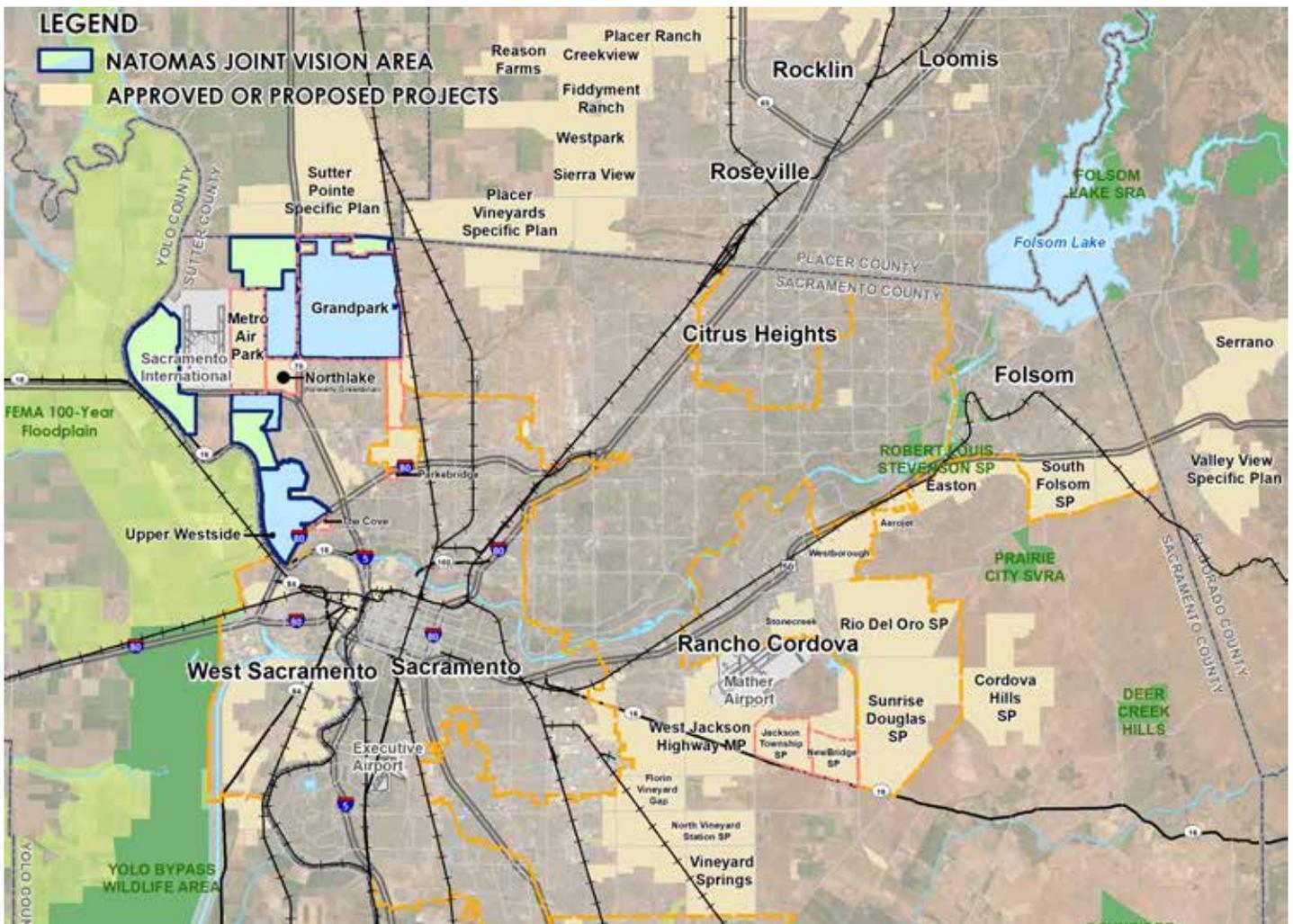


Figure 1: Regional Context Map

1.3: Project Proponents

The Upper Westside Plan Area encompasses 2,066-acres. The Master Plan is currently being advanced by property owners represented by the Applicant, who control approximately 300 acres (19.5%) within the 1,532-acre area proposed for development. The 534-acres west located west of the development area are currently zoned as AR-2 and AG-40 and are proposed to be preserved as an Ag Buffer Area to provide a transition to Garden Highway, consistent with the Natomas Joint Vision Plan.

1.4: Project Supports Significant Public Investment in the Natomas Basin

The Upper Westside Plan Area is located within the Natomas Basin, an area where billions of public and private dollars have been invested in public infrastructure and roadway improvements in the past few decades. Further thoughtful development in the Natomas Basin will capitalize on and also support these significant investments.

- The Natomas Joint Vision Plan area is located at the confluence of three major highways (I-5, I-80, and Highway 99/70). Over the past several decades, more than \$250 million has been expended on freeway improvements including new interchanges and roadway widening and/or re-surfacing.
- The Sacramento Airport expended \$650 million in 2011 to add Terminal B and expand runway facilities. The County Airport System has a master plan to spend an additional \$1 billion for other airport and runway expansions in the next 10 years, which will expand capacity and provide jobs.
- Local, state and federal agencies have expended over \$600 million to improve flood protection for the Natomas Basin. Significant progress has been made to provide 100-year and 200-year protection. Levee improvements are estimated to be completed in the next 5 years.
- In anticipation of future growth sewer interceptors have been installed on the west side of I-80 and connect to the New Natomas Pump Station operated by Sacramento County Regional Sanitation District (SCRSD), which is located approximately 1.5 miles to the east of Upper Westside.
- Metro Air Park, which was approved 20 years ago, is planned to provide 20 million square feet of industrial, research & development, and office space and over 40,000 jobs (20 MSF ÷ 500SF/employee = 40,000 jobs). Within Metro Airpark, Amazon constructed and occupied an 850,000 SF industrial building in 2018. It has been a catalyst and several development applications have been submitted to the County on parcels nearby.
- Northlake (formerly Greenbriar) is located directly northwest of the I-5 and Hwy70/99 interchange was approved and annexed into the City of Sacramento in 2008. The tentative subdivision map proposing 2,750 units was approved in 2017 and construction on started Fall 2019. The first homes are anticipated to be available Summer 2020.

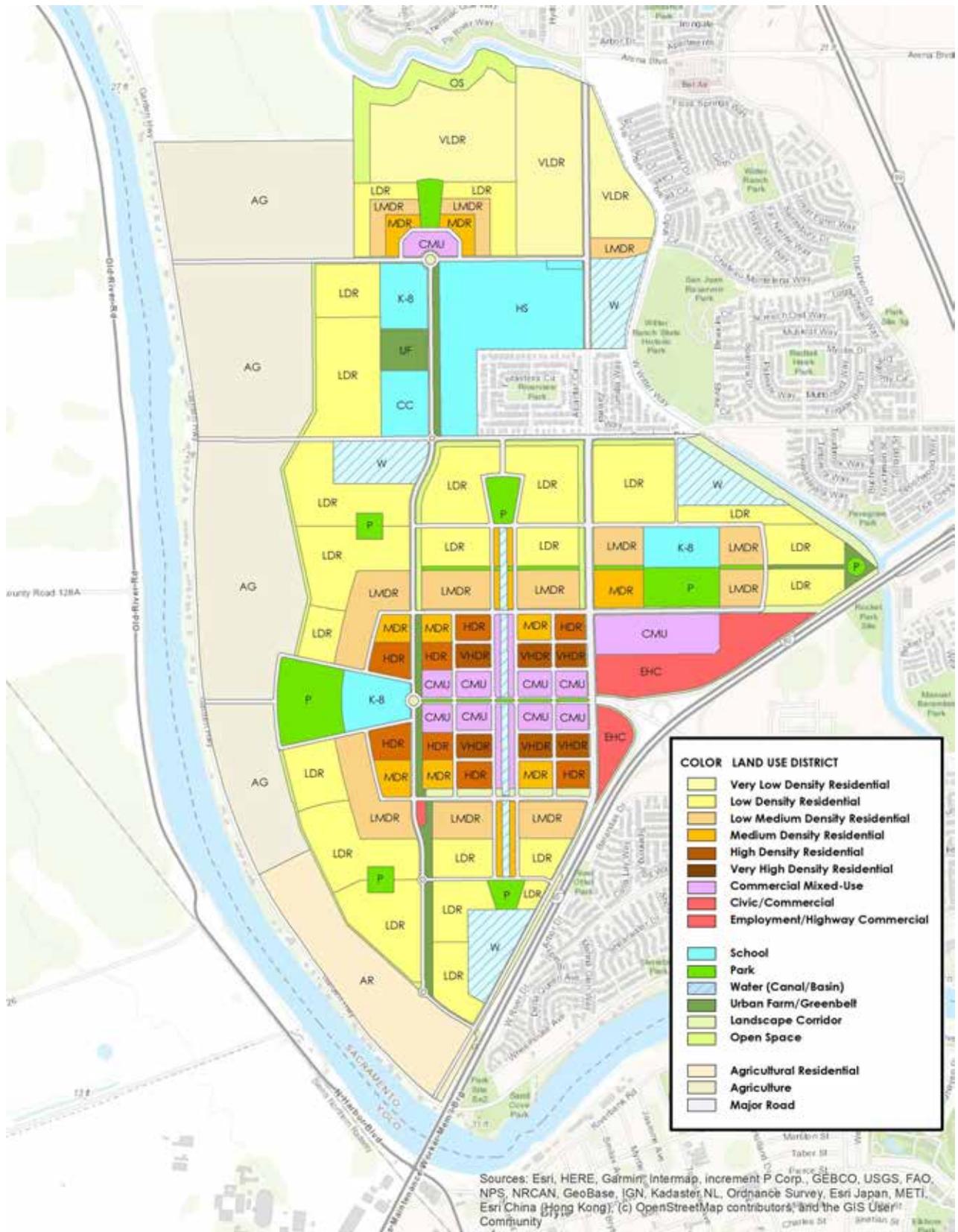


Figure 4: Preliminary Land Use Plan

2.5: Preliminary Roadway Plan

The Preliminary Roadway Plan for the Upper Westside Plan Area was developed based on a *Conceptual Traffic Feasibility Analysis* tech memo dated February 28, 2020 and prepared by Wood Rodgers. This initial “high-level” analysis investigated trip generation from the proposed development area so that proposed and existing roadways could be sized appropriately to meet “Level of Service” standards from Sacramento County, the City of Sacramento, and Caltrans. Average daily and peak hour trips were estimated using industry-standard trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* dated September 2017. Since Upper Westside contains a variety of land uses that will interact with one another, the ITE-based trip generation was reduced to account for internal capture of trips. Trip reductions for multi-modal travel, pass-by trips, and diverted trips were also considered and applied where reasonable. It is anticipated due to the project’s location, that it will have significantly less than the 14 VMT/capita limit specified in the County General Plan. This will be determined by a detailed Traffic Analysis prepared during the EIR process.

Based on this initial high-level or conceptual analysis, the proposed roadway network has been configured to accommodate the expected traffic. West El Camino Avenue over I-80, El Centro Road to the north to Street 7, and the easterly segment of Street 7 are anticipated to require 6-lane arterial roadways to accommodate the proposed employment/highway commercial area as well as the balance of trips from the plan area. The I-80 freeway and the I-80 and West El Camino Avenue interchange are already experiencing congestion during peak hours.

El Centro Road to the north of Street 7 is anticipated to function as a 4-lane divided arterial, and to the south of West El Camino Avenue will transition from 4-lanes to a 2-lane collector south of Street 2. The balance of the roadways within the Upper Westside Plan area as shown on the Preliminary Land Use Plan are anticipated to be 2-lane collector streets. The extension of West El Camino Avenue west of El Centro Road is intended to be the town center’s “main street” and will be designed as 2-lane divided collector with a large landscaped and pedestrian oriented median. A grid-iron street pattern and a number of other east-west street connections are provided from El Centro Road to Bryte Bend Road to provide alternatives that will serve to disperse traffic. Bryte Bend Road will provide a 2-lane divided collector that connects north-south through the entire Plan Area.

The Bikeway and Pedestrian network will be a key component of the circulation system for Upper Westside project and is discussed separately.

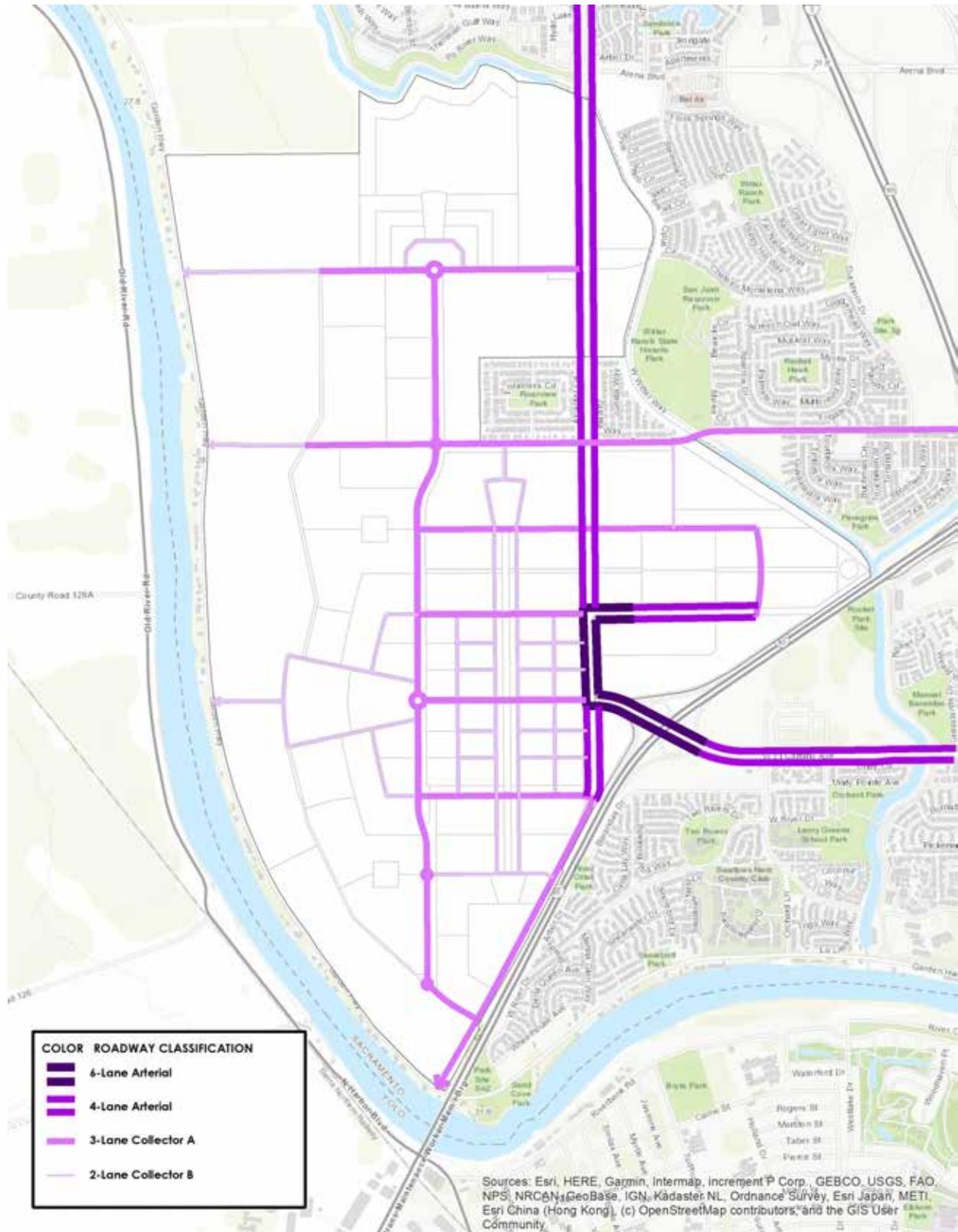


Figure 8: Preliminary Roadway Plan

2.5.1: Preliminary Bikeway & Pedestrian Plan

A key planning principle and objective of the Upper Westside project and the Preliminary Land Use Plan is to create a high degree of connectivity, and provide attractive alternatives to vehicular travel. The Preliminary Land Use Plan proposes a grid-iron configuration of streets, but also proposes the Urban Farm Greenbelt, Open Space Greenbelts, and the Westside Canal to provide attractive, landscaped corridors for biking and walking.

Because of the very flat terrain common to the Sacramento region, it is an ideal environment for micro mobility options like JUMP bikes and LIME scooters. E-bikes and E-scooters can provide very convenient modes of travel, and could serve as the “first mile/last mile” connection to transit links within the town center. As illustrated on the attached exhibit, approximately 80% of the units within the Upper Westside Plan Area are within 1-mile of the town center. The goal is to make it easier to walk or bike to the town center, to schools or park, than it is to drive.

Class II bike lanes are proposed on every collector or arterial street, essentially every street shown on the Preliminary Land Use Plan. These streets will have separated sidewalks with planters to allow a consistent, regularly spaced street tree canopy, providing shade and comfort during hot summer months. The goal is to make it easier and more pleasant to walk or bike to the town center, or to schools or parks, than it is to drive. A street tree planting program will also be required along all streets including residential neighborhoods to provide an attractive walking experience.

The Upper Westside also benefits from its proximity to the major job and entertainment center of downtown Sacramento. There is an existing bike bridge over I-80 at the easterly tip of the Plan Area that connects to an existing Class I off-street bike trail along the east side of Witter Canal. From the bridge it is only 5.0 miles to the Golden 1 Arena, and over 80% of this trail is located within natural open space areas along the Witter Canal and Discovery Park. This will allow bicyclists to ride mostly unimpeded, providing a pleasant 15 to 20-minute bike ride.

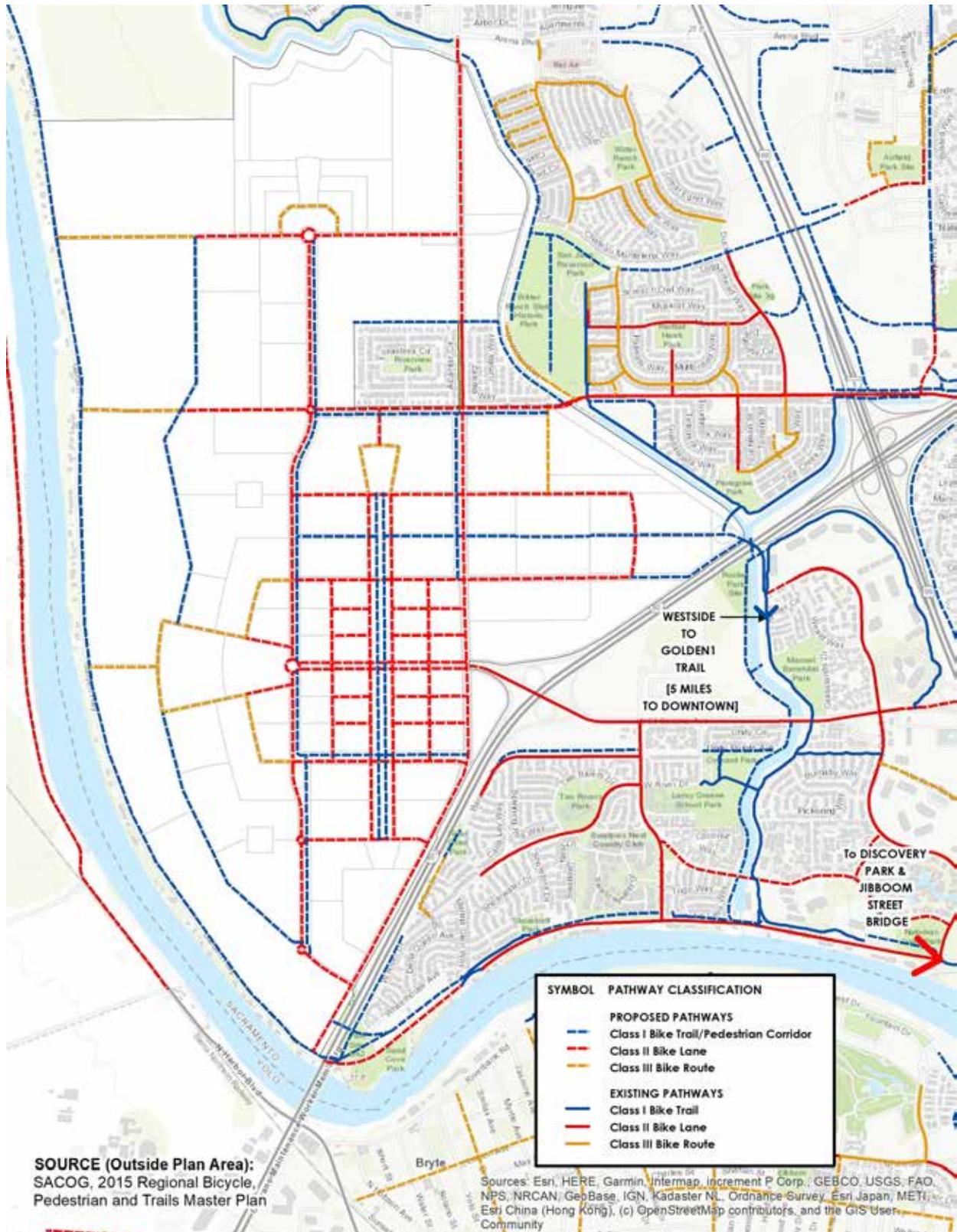
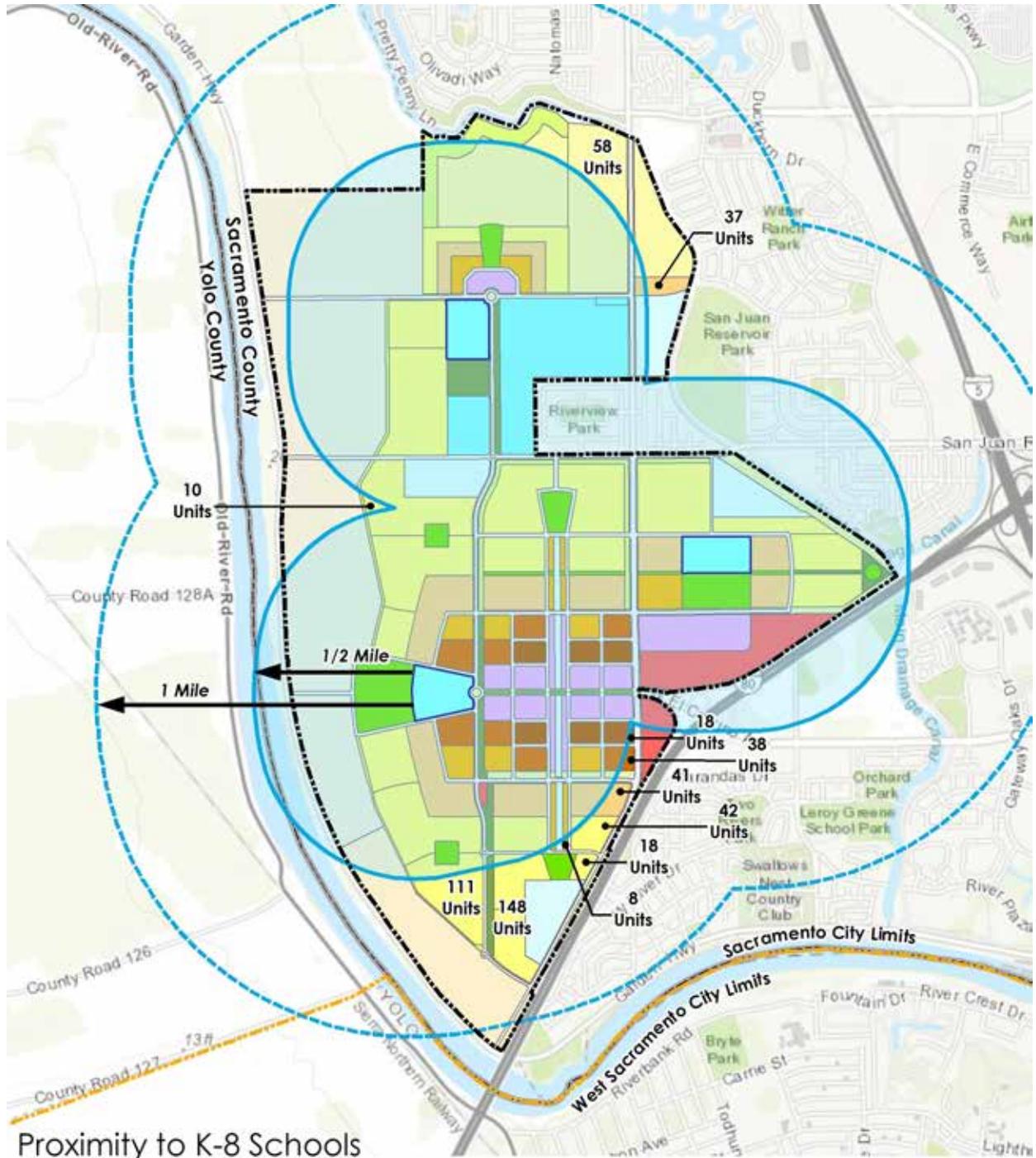


Figure 9: Bicycle/Pedestrian Plan



Proximity to K-8 Schools

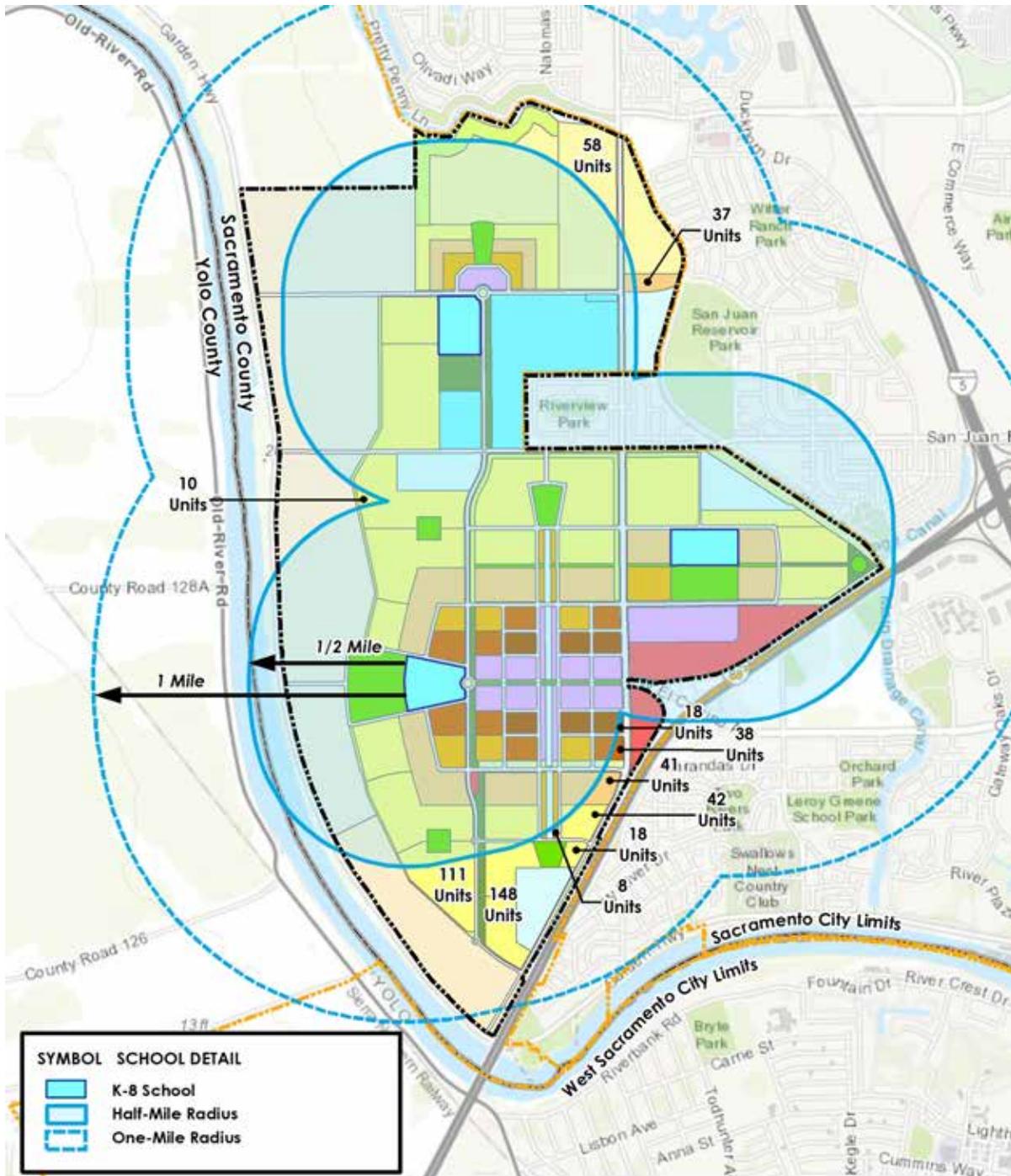
80% target for 1 mile radius

100% of dwelling units are within a 1 mile of a proposed school

94% of dwelling units are within a 1/2 mile of a proposed school



Figure 9: Proximity to Schools



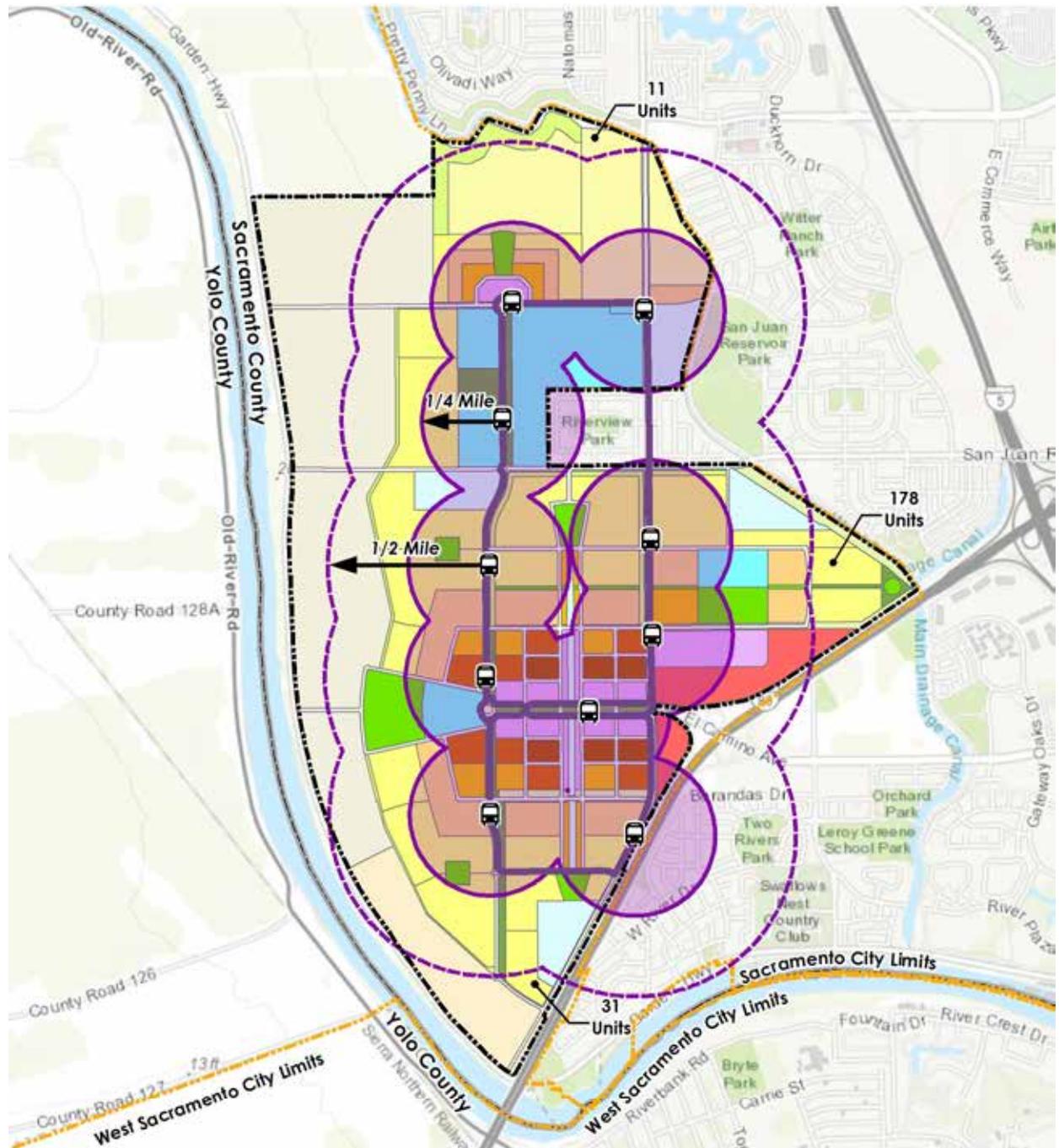
Proximity to K-8 Schools

80% target for 1 mile radius

100% of dwelling units are within a 1 mile of a proposed school

94% of dwelling units are within a 1/2 mile of a proposed school



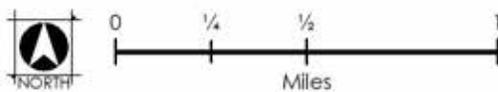


Proximity to Transit

80% target for 1/2 mile radius

97% of dwelling units are within a 1/2 mile of a proposed shuttle stop

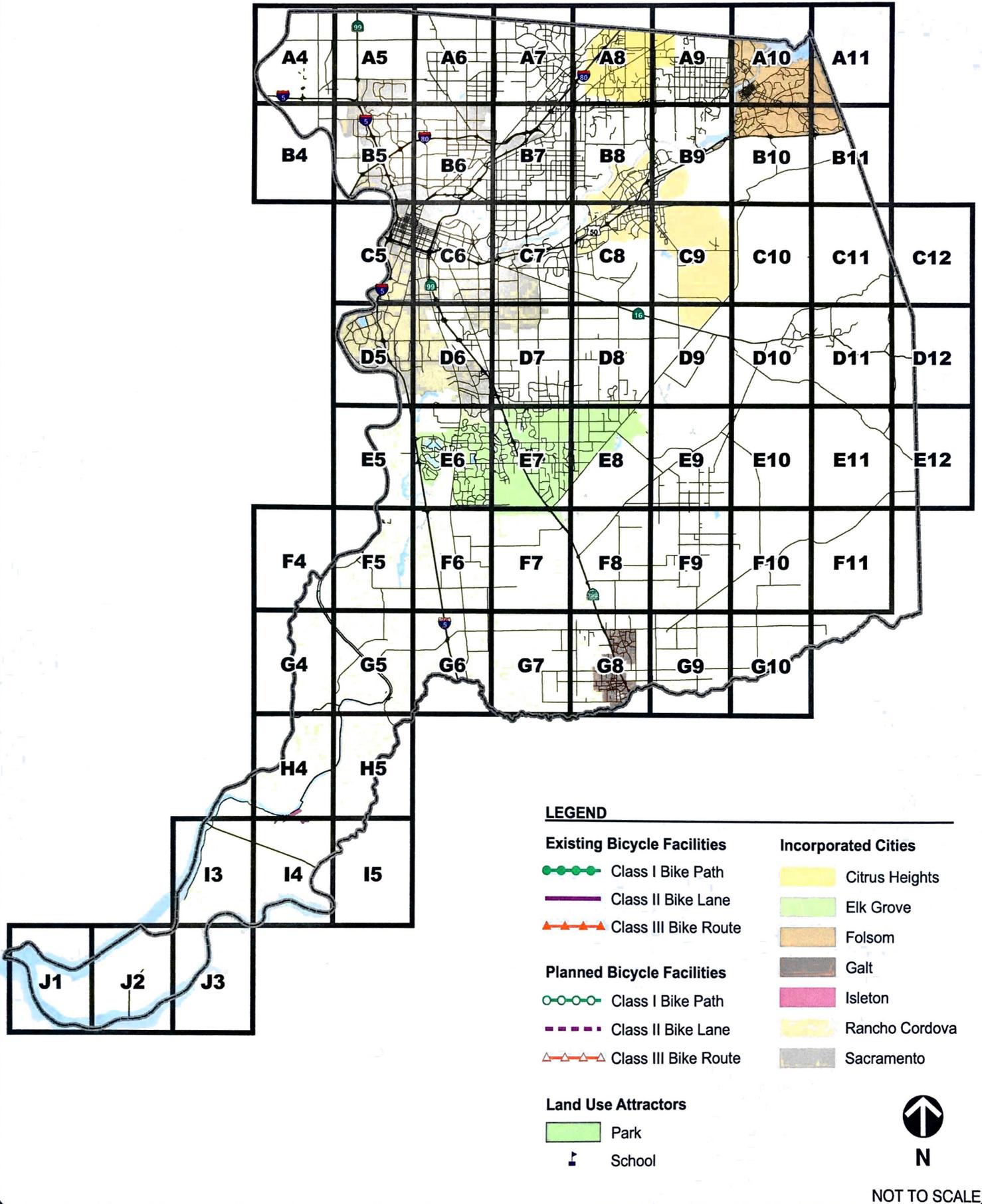
81% of dwelling units are within a 1/4 mile of a proposed shuttle stop



KEY	
	Proposed Shuttle Stop
	Proposed Shuttle Loop

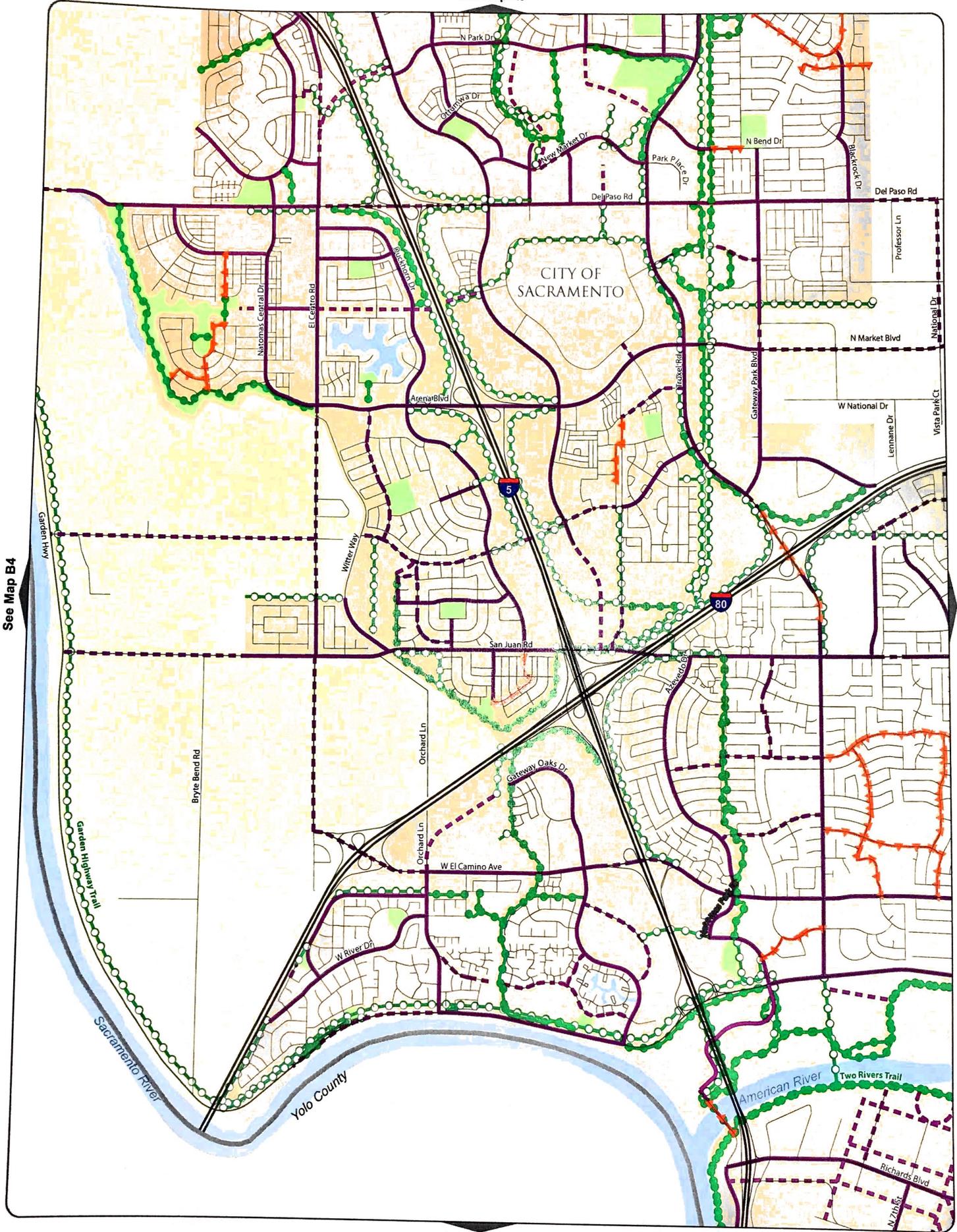


Figure 13: Proximity to Transit



**KEY MAP
EXISTING AND PLANNED BICYCLE FACILITIES**

See Map A5



See Map B4

See Map B6

See Map C5



SACRAMENTO COUNTY BICYCLE MASTER PLAN

MAP B5 EXISTING AND PLANNED BICYCLE FACILITIES

MEMORANDUM



1111 H Street #201
Sacramento, CA 95814
(916) 662-7143
www.altaplanning.com

To: Mikki McDaniel, Sacramento County DOT

From: Otto Melara and Libby Nachman, Alta Planning + Design
Alicia Brown, WALKSacramento

Date: May 6, 2020

Re: Draft Sacramento Active Transportation Plan Public Engagement Plan

Introduction

Project Background

Sacramento County is updating and combining their prior Bicycle and Pedestrian Master Plans into a countywide Active Transportation Plan. Working with Alta Planning + Design, WALKSacramento and DKS, the County seeks to engage the County's environmental justice communities, non-English speaking households, people without internet access, and other hard-to-reach populations to create a plan that makes walking, bicycling and active modes safe and accessible for all.

Objectives

The fundamental objectives of the Public Engagement Plan (PEP) are to:

- Ensure that those with a stake in Sacramento County ATP are identified;
- Identify outreach techniques for engaging these stakeholders;
- Ensure all stakeholders have open access to and input in the decision-making process and are provided with information about the project as it moves forward;
- Provide reasonable public access to technical and other information about the project; and
- Ensure the concerns, issues and preferences of stakeholders are gathered, and are reflected in the final document.

Priority Audiences

- People who use active transportation as a frequent mode of transportation (walk, bike, rolling, mobility devices, etc.)
- People who are interested in biking but perceive barriers
- Households with zero or one vehicle
- Residents of Environmental Justice communities
 - North Highlands/Foothill Farms
 - West Arden Arcade
 - North Vineyard
 - South Sacramento
- Households with limited English-speaking proficiency
- Households with no internet access

Stakeholders

Organized Interest Groups

The following groups are prioritized for stakeholder meetings during Phase 1 outreach. These groups represent priority audiences throughout the County and in EJ communities and can provide a high-level overview of current conditions and priorities for active transportation that are relevant to their audiences.

- SacBAC
- Sacramento Area Bicycle Advocates
- Sacramento Transportation Management Agency
- 50 Corridor Transportation Management Agency
- Disability Rights Advocates
 - Disability Advisory Committee
 - Resources for Independent Living
 - Society for the Blind
 - On My Own Community Services
 - Seeds of Partnerships
- Black Child Legacy Campaign
- Stephens Foundation
- Sacramento Area Congregations Together (SacACT)
- United Latinos
- Asian Resources
- Building Healthy Communities
- First 5 Sacramento
- Sacramento County agencies
 - Public Health Department
 - Department of Human Assistance
 - Planning and Environmental Review
 - Emergency Services
 - Sheriff's Department
 - Office of Education
- Sacramento County Youth Commission
- Sacramento County Adult and Aging Commission
- SACOG, including SACOG Youth Leadership Academy
- Transit agencies
 - Sacramento Regional Transit
 - E-Tran
 - South County Transit
 - Paratransit
- AARP – Sacramento Chapter
- American Heart Association – Sacramento Chapter

Community-Focused Engagement Partners

The following groups are community-oriented organizations that may be able to support community-focused engagement activities such as pop-up events.

Location	Organizations
Countywide	<ul style="list-style-type: none"> ● Sacramento Food Bank and Family Services ● ACC Senior Services ● Hmong Innovating Politics ● Lu-Mien Community Services ● Lao Family Community Development ● Community Resource Project ● Mutual Assistance Network ● Greater Sacramento Urban League
North Highlands/Foothill Farms	<ul style="list-style-type: none"> ● Impact Sac ● Black Child Legacy of North Highlands/Foothill Farms ● Liberty Towers ● North Highlands Parks and Recreation District ● Sunrise Parks and Recreation District ● 80 Watt District Property Business Improvement District ● North Sacramento Chamber of Commerce ● North Highlands/Foothill Farms CPAC
West Arden-Arcade	<ul style="list-style-type: none"> ● Opening Doors Inc ● World Relief Sacramento ● Black Child Legacy of Arden Arcade ● Fulton-El Camino Parks District ● Arcade Manor Parks District ● Arden Park Parks District ● Mission Oaks Park District ● Greater Arden Chamber of Commerce ● Arden Arcade CPAC
Vineyard	<ul style="list-style-type: none"> ● Southgate Recreation and Parks District ● Vineyard CPAC
South Sacramento	<ul style="list-style-type: none"> ● Martin Luther King Jr. Neighborhood Association ● Franklin Neighborhood Development Corporation ● Building Healthy Communities ● La Familia Counseling Center ● Southgate Recreation and Parks District ● Mack Road Partnership ● Stockton Blvd Partnership ● South Sacramento CPAC
Rural County (delta and east communities)	<ul style="list-style-type: none"> ● California Rural Legal Assistance ● River Delta USD ● Sacramento County Farm Bureau ● Isleton Chamber of Commerce ● California FFA Center ● Rancho Murieta Community Services District ● Galt Historical Society

Youth-Focused Engagement Partners

The following groups are youth-oriented organizations that may be able to support youth-focused engagement activities such as Video and Photo Voice, which are projects where students highlight and describe their concerns and priorities around transportation and the built environment through videos or photo journals.

- Boys and Girls Club of Greater Sacramento
- Sacramento Chinese Community Service Center
- Roberts Family Development Center
- 916 Ink
- Sol Collective
- Youth Development Network
- Onmi Youth Programs
- Hands4Hope
- School Districts
 - TRUSD
 - SCUSD
 - EGUSD
 - SJUSD

Promotional Partners

These groups can help spread the word about the project, share the survey and other resources, and direct people to the website for additional input and information.

- County Supervisor Districts
 - Supervisor Susan Peters
 - Supervisor Patrick Kennedy
 - Supervisor Don Nottoli
 - Supervisor Phil Serna
 - Supervisor Sue Frost
- Countywide Community-Based Organizations
 - International Rescue Committee – Sacramento
 - Sacramento Tree Foundation
 - Sacramento Valley Ministers' Wives & Ministers' Widows
 - United Way Capital Region
 - Sacramento Transit Rider's Union
- Business and Chambers of Commerce
 - Hispanic Chamber
 - Black Chamber
 - Vietnamese American Chamber
 - Asian Pacific Chamber
 - Slavic American Chamber
 - Metro Chamber
- Local Media
 - Sacramento Bee
 - Sacramento Observer
 - Sacramento News and Review
 - Sac Cultural Hub
 - KDEE (Black Chamber radio station)
 - Latino 97.9 radio station
 - Sacramento Business Journal
 - Capital Public Radio (NPR)
 - Sacramento 365

Location-Specific Stakeholders

The following table lists stakeholders specific to communities within the County, with a priority emphasis on the County’s EJ communities.

	North Highlands/Foothill Farms	West Arden Arcade	North Vineyard	South Sacramento	Non-EJ Unincorporated
Community Based Organizations and Neighborhood Groups	<ul style="list-style-type: none"> Impact Sac Black Child Legacy of North Highlands/Foothill Farms 80 Watt District Property Business Improvement District North Sacramento Chamber of Commerce North Highlands/Foothill Farms CPAC 	<ul style="list-style-type: none"> Opening Doors Inc World Relief Sacramento Black Child Legacy of Arden Arcade Greater Arden Chamber of Commerce Arden Arcade CPAC 	<ul style="list-style-type: none"> Vineyard CPAC 	<ul style="list-style-type: none"> Martin Luther King Jr. Neighborhood Association Franklin Neighborhood Development Corporation Building Healthy Communities La Familia Counseling Center Mack Road Partnership Stockton Blvd Partnership South Sacramento CPAC 	<ul style="list-style-type: none"> Fair Oaks Chamber of Commerce Orangevale Chamber of Commerce Carmichael Chamber of Commerce California Delta Chamber of Commerce Antelope CPAC Carmichael/Old Foothill Farms CPAC Cordova CPAC Cosumnes CPAC Delta CPAC Fair Oaks CPAC Natomas CPAC Orangevale CPAC Rio Linda/Elverta CPAC Southeast Area CPAC
School Districts	<ul style="list-style-type: none"> TRUSD 	<ul style="list-style-type: none"> SJUSD 	<ul style="list-style-type: none"> EGUSD 	<ul style="list-style-type: none"> SCUSD EGUSD 	<ul style="list-style-type: none"> Aroche Union Center Joint Unified Elverta Joint FCUSD Galt Joint Union Natomas Unified River Delta Unified Robla
Parks Districts	<ul style="list-style-type: none"> North Highlands Sunrise 	<ul style="list-style-type: none"> Fulton-El Camino Arcade Manor Arden Park Mission Oaks 	<ul style="list-style-type: none"> Southgate 	<ul style="list-style-type: none"> Southgate 	<ul style="list-style-type: none"> Rio Linda/Elverta Orangevale Arcade Creek Carmichael Fair Oaks Cordova Wilton Consumnes Elk Grove County Service Area Galt County Service Area Delta
Elected Officials	<ul style="list-style-type: none"> Supervisor Susan Peters 	<ul style="list-style-type: none"> Supervisor Susan Peters 	<ul style="list-style-type: none"> Supervisor Don Nottoli 	<ul style="list-style-type: none"> Supervisor Patrick Kennedy 	<ul style="list-style-type: none"> Supervisor Phil Serna Supervisor Sue Frost

Outreach Phases, Goals, and Strategies

The public outreach process will have two major phases: the first phase will solicit feedback on existing conditions, key destinations, and community concerns (Task 2), while the second phase will engage the public to provide feedback on the active transportation network analysis (Task 4) and the list and prioritization of recommended projects (Task 5). **Note that the dates for each phase below are draft and subject to change.**

Phase 1

Phase 1 will center on **listening** to the community and soliciting feedback on existing conditions, key destinations, and community concerns. It will run from **August 2020 to November/December 2020**.

Phase 1 Goals

- Ensure that those with a stake in Sacramento County ATP are identified;
- Identify outreach techniques for engaging these stakeholders;
- Ensure all stakeholders are provided with information about the project as it moves forward;
- Develop a shared vision and goals for active transportation in the County;
- Identify key corridors and destinations, active transportation infrastructure gaps, and opportunities for improvement;
- Ensure the concerns and issues of stakeholders are heard and gathered.

Phase 1 Messaging

- We are working to create an Active Transportation Plan to make it safer, easier, and more comfortable for people all across the County to get around by foot and by bicycle
- Focus on identifying issues, not solutions
 - How do you get around? How would you like to get around? (to work, school, parks, stores, etc)
 - [If they bike/walk] Why do you bike and walk? What do you like about it? What don't you like about it?
 - [If they don't bike/walk] How do you get around? Why don't you walk and bike? When in your life did you walk and bike? What changed?

Phase 2

Phase 2 will center on **presenting** the draft project and program recommendations, prioritization, design guidelines, and active transportation network analysis to the community, and **soliciting feedback** in order to make the final project and program recommendations, and prioritization. It will run from **March to July 2021**.

Phase 2 Goals

- Ensure that stakeholders identified in Phase 1 are engaged;
- Ensure all stakeholders are provided with information about the project as it moves forward, including the draft project and program recommendations, prioritization, design guidelines, and active transportation network analysis;
- Receive feedback on desired adjustments to draft project and program recommendations, prioritization, and design guidelines;
- Ensure the concerns and issues of stakeholders are heard and gathered.

Phase 2 Messaging

- In Phase 1, we heard the following concerns from residents of Sacramento County
 - TBD
- We are proposing the following projects and programs, prioritization, and design guidelines. Looking at these, is anything missing? Inaccurate?

DRAFT

Matrix of Outreach Strategies

The Sacramento ATP will use a variety of outreach strategies to engage with the community. These strategies are summarized in the following matrix.

Outreach Strategy	Description	Phase
Stakeholder meetings	In-person or virtual small meetings with stakeholder groups, facilitate by the project team. In-depth discussion will allow each stakeholder group’s concerns and vision to be noted by the project team and incorporated into the final plan. Priority will be given to stakeholder groups representing the County’s environmental justice communities or marginalized communities, or other priority audiences.	1
Project website	Alta will work with the County to develop an interactive project website. The webpage will provide a location to: <ul style="list-style-type: none"> ● Promote outreach and education materials. ● Document workshops, public events, and other in-person engagement opportunities. ● Host an online community survey, interactive map, and other engagement tools. ● Allow members of the public to provide feedback on the Draft Plan and eventually view the Final Plan. 	1, 2
Online survey	The online community survey, presented in multiple languages, will to help establish a profile on the communities’ existing travel modes and frequencies, demographics, location-specific barriers and issues preventing residents from bicycling and walking more, and how different facility types may help overcome those barriers and issues. Pending shelter-in-place orders, printed copies of the survey will be available at in-person events for those with limited internet access.	1
Online interactive map	The online interactive map will be structured to enable users to provide feedback in the form of points and lines on the map with information such as: <ul style="list-style-type: none"> ● Bicycle/pedestrian network gaps ● Frequently used routes ● Difficult crossings ● Origins and destinations ● Desired transportation and recreational routes ● Desired bike parking and other support facilities ● Desired bicycle/pedestrian/transit integration improvements Pending shelter-in-place orders, the maps can be brought to in-person community meetings and pop-up workshops on iPads (provided by Alta Planning + Design) to encourage additional engagement from those without access to internet.	1

<p>Online interactive draft plan</p>	<p>An interactive PDF of the draft plan will be posted to the project website. Interactive PDFs allow the public to post comments directly onto the pages of the plan, noting areas of improvement. These comments can then be reviewed by the Alta project team and incorporated into the Final Plan. Comment settings can be changed to allow comments to be posted publicly (allowing for dialogue between residents) or to hide comments (keeping them visible only to the person who posted them and the project team). These settings can be discussed prior to launching the interactive PDF.</p>	<p>2</p>
<p>Mobile workshop*</p>	<p>A pop-up outreach event hosted by the project team at existing community events, such as festivals, school activities, and farmers markets. In addition to booths at existing events, other pop-up events may include a demonstration project**, neighborhood walk or bike audits and tours, youth engagement activities, and mini workshops with established neighborhood groups.</p>	<p>1, 2</p>
<p>Community workshop*</p>	<p>A public event to which community members are invited to participate in the planning process. Workshops will be prioritized in the County's environmental justice communities, working in partnership with trusted community partners to promote the workshops through digital and non-digital communications, encourage participation, and identify a workshop format that will engage diverse audiences, including youth, families, and non-English speaking residents.</p>	<p>1, 2</p>
<p>Advertising</p>	<p>Materials to advertise each public meeting, such as flyers, email blasts, social media, targeted newspaper ads, newsletters, communications to CBOs, and notices on the project website.</p>	<p>1, 2</p>

**Pending shelter-in-place orders, these may transition to virtual events*

***Pending approval by DOT Traffic Engineering*

Phase 1 Virtual Engagement Brainstorm Section

While the COVID-19 situation remains flexible, Alta and WALKSacramento are preparing for the possibility that some of the planned in-person outreach may not move forward. The following section details ideas that may be pursued in lieu of certain in-person outreach, pending further refinement and approval from the County.

- Activities
 - Virtual open house, consisting of an online webinar and town hall-style Q&A
 - Virtual mini-open houses with specific stakeholder groups or geographies and open-ended Q&A
 - Additional virtual stakeholder meetings
 - Recorded video explaining how to use the online mapping tool, circulated via community partners
 - Social media campaign to share stories of walking and biking in Sacramento County (possibly using Instagram, Facebook, Twitter, TikTok, etc.) and promoting the campaign with specific hashtags
 - [Example from Sacramento County Delta](#)
 - Art contest for kids showing a vision for walking and biking in the County
 - Self-guided walk/bike audit toolkit
 - Video and Photo Voice curriculum to engage middle and high school aged youth
 - Virtual meeting just for students
- Additional outreach strategies
 - Identify high-traffic essential businesses and post flyers
 - Target specific geographies
 - Have a clear and easy ask
 - Provide support to organizations that we ask to assist with outreach
 - Use tools that let people engage on their own time
 - Recognize people's existing challenges right now
 - Messaging: promote access to essential destinations (grocery, schools for food distribution, parks)
 - Ask partners on the ground for strategies and tools
 - School district-level staff
 - School afterschool program organizations (e.g. Sacramento Chinese Center)
 - Work with youth-focused CBOs
 - Boys and Girls Club
 - 916 Inc (creative writing)
 - Soul Collective (mixed media art)
 - Food banks

Detailed Outline of Outreach Strategies

Alta will lead the outreach effort, with support from WALKSacramento. **Note that all dates below are draft and subject to change.**

Stakeholder Meetings (Phase 1) <i>10-20 meetings with key stakeholder groups</i> Lead: Alta Support: WALKSacramento			
Materials		Deliverables	
N/A		Meeting Agendas, Sign-In Sheets, and Summaries (10-20)	
Schedule			
Event	Date	Time	Location
Meeting with organization	TBD	TBD	Zoom meeting or phone conference
Advertising			
Communication with stakeholder group leaders			

Project Website (Phase 1 & 2) <i>Ongoing web presence for the project</i> Lead: Alta Support: County			
Lead	Support	Materials	Deliverables
Alta	County	Photos	Project website in English and Spanish
Schedule			
Event		Approximate date	
Website development		April to June 2020	
Website launch		June 2020	
Website close		End of project (late 2021)	
Advertising			
Inclusion in all project communications			

Online Survey (Phase 1) <i>Establish existing community conditions and preferences for active modes</i> Lead: Alta	
Materials	Deliverables
Photos	Online survey in English and Spanish and summary of results
Schedule	
Event	Approximate date
Survey development	April to June 2020
Survey launch	June 2020
Survey close	November/December 2020
Summary of results	January 2021
Advertising	
Inclusion in all project communications	
Targeted social media ad blitzes aimed at specific underrepresented demographics	
<i>[Optional]</i> Offering a raffle prize has been shown to increase participation	

<p>Pop-Up Engagement* (Phase 1 & 2) <i>Meeting the community at existing events</i> <i>*Pending shelter-in-place, may be replaced with virtual events</i> Lead: WALKSacramento Support: Alta</p>			
Materials		Deliverables	
Engagement toolbox (more details below)		Engagement toolbox and at least ten (10) pop-up events per phase with Spanish-speaking staff as needed	
Schedule			
Event	Date	Time	Location
Event Name	TBD	TBD	TBD
Advertising			
Pop-up events rely heavily on existing advertising for the existing event			
Social media			
Emails to community stakeholders, organized interest groups, agencies and elected officials, and local media for inclusion in ongoing communications			
Posted on project website			
Email to all project contacts collected throughout the outreach process (e.g. from online survey, stakeholder meetings, prior pop-up events, community workshops, project website, etc.)			
Engagement Toolbox			
Educational materials			
Project information			
Event flyers and promotional materials for upcoming workshops and other engagement activities			
Culturally relevant engagement activities, such as vision boards, destination and route mapping, active transportation-themed art, activities for children and youth, and other types of activities that engage community members in a dialogue about active transportation issues and priorities			

Walk and bike audit toolkit. This toolkit can be adapted to a self-guided walk audit structure to allow community members to assess conditions in their neighborhood in lieu of in-person events. The toolkit will be developed in a way that can be easily shared virtually with neighborhood groups and community-based organizations for distribution.

Video and Photo Voice curriculum to engage middle and high school aged youth around documenting active transportation conditions in their communities. This curriculum will be developed in a way that makes it easy to implement without the need for in-person communication.

Pop-up supplies

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Community Workshops* (Phase 1 & 2) Opportunities for the community to come together and discuss their needs *Pending shelter-in-place, may be replaced with virtual events Lead: Alta Support: WALKSacramento			
Materials		Deliverables	
Workshop toolbox (more details below)		Per phase: Public workshops (2), workshop summaries (2), sign-in sheets (2)	
Schedule			
Event	Date	Time	Location
Community Workshop 1	TBD	TBD	TBD
Community Workshop 2	TBD	TBD	TBD
Community Workshop 3	TBD	TBD	TBD
Community Workshop 4	TBD	TBD	TBD
Advertising			
Direct mailings to targeted communities			
Social media			
Emails to community stakeholders, organized interest groups, agencies and elected officials, and local media for inclusion in ongoing communications			
Posted on project website			
Email to all project contacts collected throughout the outreach process (e.g. from online survey, stakeholder meetings, prior pop-up events, community workshops, project website, etc.)			
Targeted newspaper ads			

Flyers posted at high-traffic locations <i>*if shelter-in-place permits</i>
Workshop Toolbox
Sign-in sheets
Project boards & information
Culturally relevant engagement activities
Powerpoint presentation
Additional materials to be determined

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Interactive Draft Plan (Phase 2) <i>Soliciting feedback on the public draft plan</i> Lead: Alta	
Materials	Deliverables
Public Draft Plan	Summary memo of online public comments
Schedule	
Event	Approximate date
Interactive draft plan launch	July 2021
Interactive draft plan close	August 2021
Summary memo	August 2021
Advertising	
Social media	
Emails to community stakeholders, organized interest groups, agencies and elected officials, and local media for inclusion in ongoing communications	
Posted on project website	
Email to all project contacts collected throughout the outreach process (e.g. from online survey, stakeholder meetings, prior pop-up events, community workshops, project website, etc.)	

Advertising and Materials (Phase 1 & 2) <i>Developed to support advertising for the strategies listed above</i> Lead: Alta Support: WALKSacramento	
Materials	Deliverables
N/A	Advertising materials in both English and Spanish (see below)
Schedule	
Event	Approximate date
Draft materials	May to July 2020
Update materials as needed	Ongoing
Materials	
Flyers	
Email blasts	
Social media	
Newspaper ads	
Newsletters	
<i>[Optional task]</i> Project logo	

2019 Annual Report to Sacramento County Bicycle Advisory Committee

Mikki McDaniel
Bicycle and Transit Coordinator
May 13, 2020

Sacramento County Bicycle Advisory Committee, Activities 2019

► January 8th 2019 Meeting

- Grant Awards and Pursuits (Informational)
- Sacramento County Collision History (Informational)
- By-laws discussion (Informational)

► February 19th 2019 Meeting

- Madison Ave Widening Project: (Review and Comment)
- Traffic Operation Center (Informational)

► March 12th 2019 Meeting

- Pavement Maintenance and Operations Group (Informational)
- AC Overlay Projects - 2019 Construction Season (Review & Comment)
- Brown Act Primer (Informational)

Sacramento County Bicycle Advisory Committee, Activities 2019

▶ April 23rd 2019 Meeting

- Traffic Engineering: (Informational)
- 47th Ave Pedestrian and Bicycle Improvement Project (Review & Comment)

▶ June 11th 2019 Meeting

- Development Services (Informational)
- Florin Road Bicycle Pedestrian Improvements (Review and Comment)

▶ August 13th 2019 Meeting

- Department of Regional Parks Projects Review: (Informational)
- Fair Oaks Blvd Improvements Phase 3: (Review and Comment)

Sacramento County Bicycle Advisory Committee, Activities 2019

▶ September 10th 2019 Meeting

- Bicycle Education (Informational)
- Jackson Corridor Trails Master Plan (Review & Comment)
- Active Transportation Plan, Grant Application Scope of Work (Review & Comment)

▶ October 8th 2019 Meeting

- Jackson Corridor Trails Master Plan (Review & Comment)
- Active Transportation Plan - Grant Scope of Work (Review & Comment)

▶ November 12th 2019 Meeting

- Striping Plans for 2020 Maintenance Overlay Projects: (Review and Comment)

▶ December 10th 2019 Meeting

- Thomas Edison Safe Routes To School: Review and Comment

Garfield Ave Street Improvements Arden Arcade

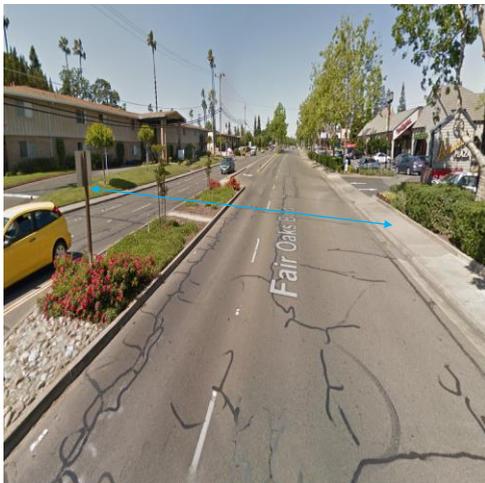


Before



After

Fair Oaks Blvd Bike and Ped Mobility Project North side of Fair Oaks Blvd, looking south toward Munroe



Before



After

Florin Creek Trail Project

West side of Florin Mall Drive, looking north towards Florin Road



Before



After

Florin Creek Trail Project

Intersection of 66th Ave and Florin Mall Drive



Before



After

Florin Creek Trail Project

Sheldon Park North Entrance



After



Before



After

Florin Creek Trail Project

Installation of Tunnel Lighting



After

Micron Ave Bike Lane Project in Rosemont from Mayhew to Bradshaw Rd



Before



After

Hillsdale Blvd Road and Bike Improvements from Frizell Ave to Walerga Rd in North Highlands



Before



Oak Ave Bike Lane Project from Hazel Ave to Granite Ave in Orangevale



Before



After

Bike Lanes Completed in 2019

Street	Location	Distance (miles)	Lane Miles
Elkhorn Blvd	Sacramento City Limits to West 2 nd St	1.10	2.2
Hillsdale Blvd	Frizell Ave to Walerga Rd	0.80	1.6
Oak Ave	Hazel Ave to Granite Ave	1.30	2.6
Micron Ave	Mayhew Rd to Bradshaw Rd	0.73	1.46
Garfield Ave	Whitney Ave to Gibson Dr	0.50	1.00
Florin Rd	Power Inn Rd to Florin-Perkins Rd	0.60	1.20
Florin Mall Rd	Florin Rd to Orange Ave	0.50	1.00
Total		5.53	11.06

Bicycle Education Programs

- ▶ The County of Sacramento sponsored 50 Corridor TMA and Sacramento TMA for May Is Bike Month 2019.



- ▶ Series of educational rides conducted along primary sites.(50 Corridor TMA)
 - Free maintenance classes given by TMA League Cycling Instructors.(50 Corridor TMA)
 - Mayor’s Bike Ride to the Capitol, 250 cyclists participated.(50 Corridor TMA)
 - Johnny Cash Folsom Blues Bike Ride (50 Corridor TMA)

May Is Bike Month Total Participants	667 people
Pledged Miles	163,235 mi
Actual Miles Logged	138,217 mi
Pledged Trips	10,629
Actual Trips Logged	11,421

Bicycle Education Programs



The County of Sacramento sponsored Sacramento TMA for May Is Bike Month 2019.

- Downtown Bike Fest (Sacramento TMA)
- Publicity and incentives (Sacramento TMA, 50 Corridor TMA)

May Is Bike Month Total Actual Participants	3,402 people
Actual Miles Logged	659,809 mi
Actual Trips Logged	77,230
Registered Participants	4,362 people

Thank you



**COUNTY OF SACRAMENTO
BICYCLE ADVISORY COMMITTEE
FINAL Meeting Minutes**

Department of Transportation | 4100 Traffic Way, Sacramento, CA 95827

TUESDAY November 12, 2019 - 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, Andrea Strahlo, Erin Stumpf, Jack Wursten

Members Present: Thomas Cassera, Robert Goss, Katherine Koumis, Andrea Strahlo, Erin Stumpf

Members Excused: Jack Wursten, Sue Schooley

Members Unexcused: None

2. Public Comment on Non-agenda Topics

None

3. Review and Approve Meeting Minutes of October 8, 2019

Action Item

See Attachment 1 for October 8, 2019 draft meeting minutes.

Motion to approve minutes as is: Stumpf. Second: Strahlo.

4. Striping Plans

Review and Comment

Estimated Time: 40 minutes

Ken Wick, Senior Civil Engineer, SACDOT, (916) 875-5336, wickk@saccounty.net

See Attachments 2-13 - Striping Plans for California Avenue, El Camino Avenue, Elkhorn Blvd, Hazel Avenue, Kenneth Avenue, Kingsford Avenue, Madison Avenue, Marconi Avenue, Rio Linda Blvd, Robertson Avenue, Saverien Drive, and Watt Avenue. See Attachment 14 for a PowerPoint presentation discussing all striping plans.

The gas tax passed enabling the County to go forward with paving plans. The County looks at connectivity when considering restriping. Ken Wick gave an overview of twelve preliminary striping plans. The Committee commented on five plans.

1. Kenneth

- Separated bike lanes are proposed on Kenneth. There is room for parking a car adjacent to the curb and to the right of a bicycle lane.

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.

- Committee is concerned that the travel lane is too wide at 16', which could encourage speeding. Recommendation – Add 1' to a parking lane. 6' for the bicycle lane north of Elm on Kenneth.
- Committee question: How do people handle trash cans in bicycle lanes? County response: County doesn't address how people should place their trash cans outside of their homes.

2. Madison

Plans propose a bicycle lane where there was no bikeway previously. Committee comment: Introducing a bicycle lane will be good for those willing to cycle on Madison.

3. Robertson

- The plan calls for a 5' separated bicycle lane that is discontinuous. Suggestion from Committee to put in a separated lane or not to put in a separated lane because of the multiple and sudden lane drops. The road is a residential collector.
- Recommendation: Stripe a continuous edgeline and remove the separated, discontinuous bicycle lane which would eventually be dropped.

4. Saverien

42' wide standard roadway with 11' in the travel lane, 5' separated bicycle lane, and 7' parking lane. The Committee had no comments.

5. Kingsford

- There is a proposed 5' bicycle lane, 4' parking, 2' gutter. There are a lot of speed humps in the area which slows traffic.
- Committee question: Does widening the bicycle lane cause people to put trash cans there? County response: I do not know.
- No recommendations.

Stumpf made a motion to pass recommendations. Second: Strahlo.

5. 2020 Meeting Schedule

Action Item

Estimated Time: 10 minutes

Thomas Cassera, Committee Member

Cassera made a proposal to change the Committee meeting day to the second Wednesday of the month, rather than the second Tuesday. All members present said that they could accommodate a change in meeting day. Goss proposed staff sending an email poll to all members on the schedule change.

6. Staff Updates and Reports Back

- Active Transportation Plan RFP – The County released the RFP on Public Purchase November 1, 2019.
- Active Transportation Symposium – The Symposium was recorded and is available online on the California Transportation Commission's YouTube channel.

7. Future Agenda Items

- Bicycle Education, 50 Corridor Transportation Management Agency
- Thomas Edison Safe Routes to School Non-Infrastructure Program

8. Informational Items

Attachment 15 – September 10, 2019 minutes – final version as approved

Attachment 16 – Informational Item – Staff Report – New Bridge Responses to Comments

- Committee asked for clarification on 1) what the applicant is proposing for the trail on the north side of Parcel N-9 and 2) whether planned Class I bicycle lanes widths are being reduced to accommodate fire vehicles.

Attachment 17 – Watt Avenue Striping Plan - Final

9. Set Next Meeting Dates

- a) Next SacBAC meeting December 10, 2019
- b) Adjourn SacBAC. Motion/Second: Stumpf/Goss