

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

Department of Transportation | Videoconference

Online: <https://zoom.us/j/98729158988?pwd=YkY1T3d3VXpjZ0EydIRabnZpTIYxdz09>

Dial-in: +1 669 900 6833 US,,98729158988#,,,,*778340#

WEDNESDAY December 15, 2021 - 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, Sue Schooley, Jack Wursten, Dave Comerchero, Pat Perez
6:05 p.m.

Present: Thomas Cassera, Robert Goss, Sue Schooley, Jack Wursten, Dave Comerchero, Pat Perez

Excused: None

Unexcused: None

2. Public Comment on Non-agenda Topics

None

3. Review and Approve Meeting Minutes of November 3, 2021

Action Item

Motion: Approve meeting minutes of November 3, 2021 as is.

Action: Motion/Second: Comerchero/Wursten

Yes: Thomas Cassera, Robert Goss, Sue Schooley, Jack Wursten, Dave Comerchero, Pat Perez

No: None

Abstain: None

4. American River Parkway Detours 2022-23

Review and Comment

Liz Bellas, Director of Regional Parks, (916) 875-5925, bellase@saccounty.net

6:08 p.m.

- Notifications about the detour should be posted about 2 weeks before construction begins. If the information is available sooner, an earlier notice will be given.
- The Rancho Outfall detour at El Manto starts on July 2022; detour on Ambassador will be needed for an approximate 3-4 months.
- Adding a mile marker to the map would be helpful—whether the map that was presented or other ones to be posted on social media—given people do not always know what side streets they are crossing.

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.

- Consultant shared that they will be utilizing an application called, “Outer Spatial”, through which QR codes could be scanned at points along the trail to get more location information.
- “Detour puts you back on the trail in 1.65 miles”—it would be helpful to have a notice such as this with the length of the detour included.
- Ensure that when the trail is closed and detours are established, construction begins shortly after. Make the duration of the trail closure as short as possible.

5. Hazel Avenue U.S. Highway 50 Interchange Project

Review and Comment

James Eslabon, Associate Civil Engineer, (916) 874-6743, eslabonj@saccounty.net

Tim Stevens, Senior Civil Engineer, SacDOT, (916) 874-7281, stevensti@saccounty.net

6:28 p.m.

- While the design phase is kicking off in early 2022, more time will be needed to finalize environmental documents, real estate acquisition, and acquiring ROW—this could take about 2 years.
- Committee comment: From a cyclist perspective, crossing Folsom Blvd looks extremely challenging, since it requires making a hard right at the La Riviera exit. This would force one to almost fully dismount before they could cross to check traffic, and they would have to look over their shoulder. Would a diagonal design make more sense?
- The design goal of the pedestrian is to make crossing as short as possible, so riders come to a full stop in case drivers are not fully paying attention.
- Committee wants to ensure that the project team will look further into increasing bike and ped safety, and that the pre-final design will be brought back (in about a year) with enough time for changes to be made based on future input given. The following suggestions were made:
 - Add a sign: “Caution: Bicycles crossing”
 - Paint crossing green
 - Add a flashing beacon
- The speed limit for the bike lane on the jug handle area is estimated to be about 25-30 miles per hour. The intersection will be signalized, with video detection for bicyclists.
- At the Jug handle and left on Hazel onto Atlanta: Is there anything to make this intersection easier to cross for bicyclists? Committee members expressed concern about making that turn due to the size of the intersection and number of lanes to cross.
- At the jug handle and future Atlanta intersection, could the northeast and southeast corner connect? On the plan, this location is at the 10’ TCE label. There is an opportunity to make this space a respite area, as most cyclists would better handle this with a 2 point crossing.
- Design is preliminary. Staff will look for ways to connect from the Nimbus parking lot to the Jedediah Smith Memorial Trail.
- Committee member also expressed a need for the terminus to have good connectivity to public streets.
- Coming from north of Folsom Blvd, getting to the light rail just became more complicated since one would have to go around the jug handle, by both car and bike. This may frustrate more people.
- It was clarified that the entire roadway will be elevated, as opposed to bikeway only.
- If the committee chooses to support the project, staff requests a letter of support for a future grant application.

6. Informational Items

- Final Meeting Minutes of September 15, 2021

7. Staff Updates and Reports Back

- Fair Oaks Mobility Phase 2 – Report Back (Melissa Wright, Principal Civil Engineer)
 - In 2011, FHWA gave the approval to use green striping for bike lanes. In 2013, Caltrans received permission to implement this throughout California. However, here in the County, the first green bike lane was just established a few months ago. Given no local data or sample size is available yet to quantify the success of it, staff is not at a point to incorporate this into standards yet.
 - For now, green lanes will only be at conflict points and driveways.
 - Current policy: Green paint will be used if it is included in a grant application. We are only using it on a project-by-project basis.
 - Green paint is six to ten times more expensive than slurry (\$6-\$10 per sq. ft.)
 - Thermoplastic is used as opposed to paint. Maintenance for this will need to be contracted out. Replacement of green lanes is approximately every 7 years.
 - A color mixed into the slurry is not a possible alternative, since chromaticity is required.
 - Committee member emphasized that the main concern was that the plan was visually noisy. Between Howe and Fulton, Fair Oaks is a very intense street. Make the visual cues as smooth and consistent as possible, so riders could better focus on the road.
 - Recent grant applications have included this request, so there should be a steady increase in green lanes around the County.
- Draft Active Transportation Plan
- 311 – Photo Geolocation
- SacBAC Vacancy
- SacDOT Associate Planner

8. Future Agenda Items

- Draft Active Transportation Plan Updates
- Active Transportation Program Cycle 6 Project Candidates
- Annual Report from SacBAC to BOS
- 50 Corridor TMA

9. Set Next Meeting Dates

- a) Next SacBAC meeting: January 19, 2021

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- Please ensure this link matches what is sent out in the email invite

- b) Adjourn SacBAC

Action: **Motion/Second:** Wursten/Comerchero

Yes: Thomas Cassera, Robert Goss, Sue Schooley, Jack Wursten, Dave Comerchero, Pat Perez

No: None

Abstain: None

7:45 p.m.