

COUNTY OF SACRAMENTO

BICYCLE ADVISORY COMMITTEE

Meeting Agenda

Online: <https://saccounty-net.zoomgov.com/j/1609692382?pwd=cS8zZDFUcU1lUi9zSjJraGVLSW01dz09>

Telephone: +16692545252,,1609692382# US (San Jose) Passcode: 328570

WEDNESDAY January 18, 2023 - 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, Sue Schooley, Jack Wursten, Dave Comerchero, Pat Perez, Arlete Hodel, Garrett Jensen

2. Public Comment on Non-agenda Topics

3. Review and Approve Meeting Minutes of November 20, 2022

Action Item

See attached for draft meeting minutes.

4. Bike Park

Review and Comment

Melissa Meng, Bicycle Programs Manager, North Natomas Jibe, (916) 419-9955, melissa@jibe.org

See attached staff report and presentation.

Estimated time: 12 min

5. SACOG Regional Funding Round

Action Item

Mikki McDaniel, Senior Planner, SacDOT, (916) 875-4769, mcdanielm@saccounty.gov

See attached staff report, presentation and four letters of support.

Estimated time: 10 min

6. SacBAC Annual Report to Sacramento County Board of Supervisors

Action Item

Kiara Movido, Student Intern, SacDOT, (916) 874-3926, movidok@saccounty.gov

See attached report.

Estimated time: 10 min

7. Committee Election for Vice-Chair Person

Action Item

8. Informational Items

- Final Meeting Minutes of July 20, 2022
- Draft Arden Way Complete Streets Master Plan

9. Staff Updates and Reports Back

- None

10. Future Agenda Items

- SACOG Regional Parks and Trails Strategic Development Plan

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.

- Active Transportation Program Cycle 7
- Striping Plans - Maintenance
- Folsom Blvd Complete Streets Improvements Phase 2

11. Set Next Meeting Dates

- a) Next SacBAC meeting: March 15, 2023
- b) Adjourn SacBAC

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

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

WEDNESDAY November 30, 2022 - 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, Sue Schooley, Dave Comerchero, Pat Perez, Arlete Hodel, Garrett Jensen, Jack Wursten

6:00 p.m.

Present: Thomas Cassera, Sue Schooley, Jack Wursten, Dave Comerchero, Pat Perez, Arlete Hodel, Garrett Jensen

Excused: Jack Wursten

Unexcused: None

2. Public Comment on Non-agenda Topics

Garrett Jensen introduction

Jack Wursten resignation

3. Review and Approve Meeting Minutes of July 20, 2022

Action Item

Motion: Approve meeting Minutes of July 20, 2022 as is.

Action: Motion/Second: Dave Comerchero/Pat Perez

Yes: Thomas Cassera, Sue Schooley, Dave Comerchero, Pat Perez, Arlete Hodel

No: None

Abstain: None

4. Stockton Boulevard Project (City of Sacramento, SacDOT, and SacRT) Review and Comment

Benjamin Rady, Associate Planner, SacDOT, (916) 874-7917, RadyB@saccounty.net

See attached staff report, presentation and Letter of Support.

6:08 p.m.

- Strongly encourage similarity in design where possible between two entities, strongly encourage harmonious design.
- Committee in general supports this project and the connectivity it will bring.

Motion: Support the application of the Stockton Blvd Project so that the County can proceed for funding.

Action: Sign Letters of Support **Motion/Second:** Dave Comerchero/ Arlete Hodel

Yes: Thomas Cassera, Sue Schooley, Dave Comerchero, Pat Perez, Arlete Hodel, Garrett Jensen

No: None

Abstain: None

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5. Informational Items

- Final Meeting Minutes of May 18, 2022

6. Staff Updates and Reports Back

- CTC/Caltrans Cycle 6 Active Transportation Program
- SACOG Regional 2023 Active Transportation Program

7. Future Agenda Items

- Safe Routes to School Project Candidates
- Annual Report from SacBAC to BOS
- Striping Plans - Maintenance
- Folsom Blvd Complete Streets Improvements Phase 2

8. Set Next Meeting Dates

- a) Next SacBAC meeting: January 18, 2023
- b) Adjourn SacBAC

Action: **Motion/Second:** Pat Perez/Arlete Hodel

Yes: Thomas Cassera, Sue Schooley, Dave Comerchero, Pat Perez, Arlete Hodel, Garrett Jensen

No: None

Abstain: None

7:03 p.m.

To: Members of the County Bicycle Advisory Committee

Subject: North Natomas Bike Campus

Location/District: North Natomas Regional Park

Recommendation: Informational

Contact: Mellissa Meng, Bicycle Programs Manager, North Natomas Jibe, (916) 419-9955, mellissa@jibe.org

Summary: Jibe is working to design, partner and install a Bike Campus facility, concepts also known as Traffic Gardens or Bike Playgrounds, in the North Natomas Regional Park. The idea is to provide a public space designed for both self-guided and programmed learning, as well as a recreational facility. The Bike Campus is divided between a half scale set of connected streets constructed for educational programs, and skill building features to encourage active fun.

Users practice navigating streets, intersections, and skill building features in a safe, inviting environment, away from moving vehicles. The project will include a variety of features to accommodate children's skill progression as they age, from three through high school, and would also be appropriate for new adult riders.

The project will include:

- A series of connected smaller scale streets with intersections representative of those found in common roadway designs throughout Sacramento, as well as innovative treatments
- A paved, leveled area with a painted roadway design
- Unique skill building features such as bumps, humps, hips and hills and more
- A pumptrack, board curve, and landforms to engage riders

The skill building features are similar to what you may find in facilities like bmx tracks and bike parks. It is ideal to integrate features that are unique and innovative that will be a regional draw.

Jibe will program the space throughout the year with classes, events, and activities, but the goal would be for the greater community to access the area on their own, at any time.

Funding Source(s): Jibe has designated funds from the Community Facilities District financing and is currently seeking additional funds to complete the project.

Background Information: The project is approximately 2 acres, approximately the size of a little league field, to be sited in the North Natomas Regional Park. The ideal placement on the park will be on the bike trail that run north/south and close to other amenities. As the park is built out, colocation of other bike oriented facilities will also serve the purpose of attracting similar users and activating the Bike Campus area.

NORTH NATOMAS BIKE CAMPUS

PRELIMINARY MASTER PLAN



MAJOR ACTIVITY ZONES

- A ENTRY PLAZA**
 - Shade Structure with Picnic Tables
 - Bike Rental and Repair/Storage Facility
 - Porta-Potty Pad
 - Bike Racks
 - Bus Shelter
 - Trap Fence and Entry Sign
 - Drinking Fountain & Trash/Recycle Receptacles
 - Enhanced Concrete Paving
- B STREET NETWORK**
 - Class II Bike Lane
 - Class III Bike Lane
 - Class IV Bikeway
 - Class I Mid Block Crossing
 - Onstreet Parking
 - Dedicated Turn Lanes
 - Speed Bumps and Tables
 - Protected Crossings
 - Cul-de-sac
 - Asphalt with thermoplastic striping
 - Scaled Traffic Signs
- C OPEN LAWN**
 - Drought Tolerant Lawn & Shade Trees
 - Electrical outlets events
- D PUMP TRACK ACTIVITY ZONE**
 - Inner Loop - Concrete Pump Tracks
 - Mid Loop - Skills Trail with wood/rubble bowls and curves
 - Outer Loop - Bike Trail with simplified skills
 - Bike Teeter-totter
 - Shade Trees and biofiltration plantings
 - Viewing Platform
- E TRIKE TRACK**
 - Trike Track Loop for beginning riders
 - Small humps and bumps
 - Sport Court Surfacing
- F PICNIC / GATHERING AREA**
 - Picnic Tables with Umbrellas
 - Trash/Recycle Receptacles
 - Sport Court Surfacing
- G TRAFFIC EDUCATION HUB**
 - 4-Way Intersection
 - Dual left turn
 - Sport Court Surfacing
 - Signage
- H ROUNDABOUT**
 - Benches
 - Accent Trees and Shrubs
 - Public Art
- I AGILITY/OBSTACLE COURSE**
 - Boulder Obstacles
 - Cobble Tracks
 - Wood Bridge
 - Biofiltration with Drought-tolerant Planting

- TRAFFIC SIGNAGE (add as noted by red dots)
- ☐ TRASH/RECYCLE RECEPTACLE
- SITE LIGHTING
- ☐ BENCH
- ☐ FENCING

NORTH NATOMAS BIKE CAMPUS

INSPIRATIONAL IMAGES



TRIKE TRACK HUMPS AND BUMPS WITH SHRUBS / ORNAMENTAL GRASSES FOR BUFFER



WOOD BRIDGE OVER LANDFORM



SHADE STRUCTURE AT ENTRY PLAZA



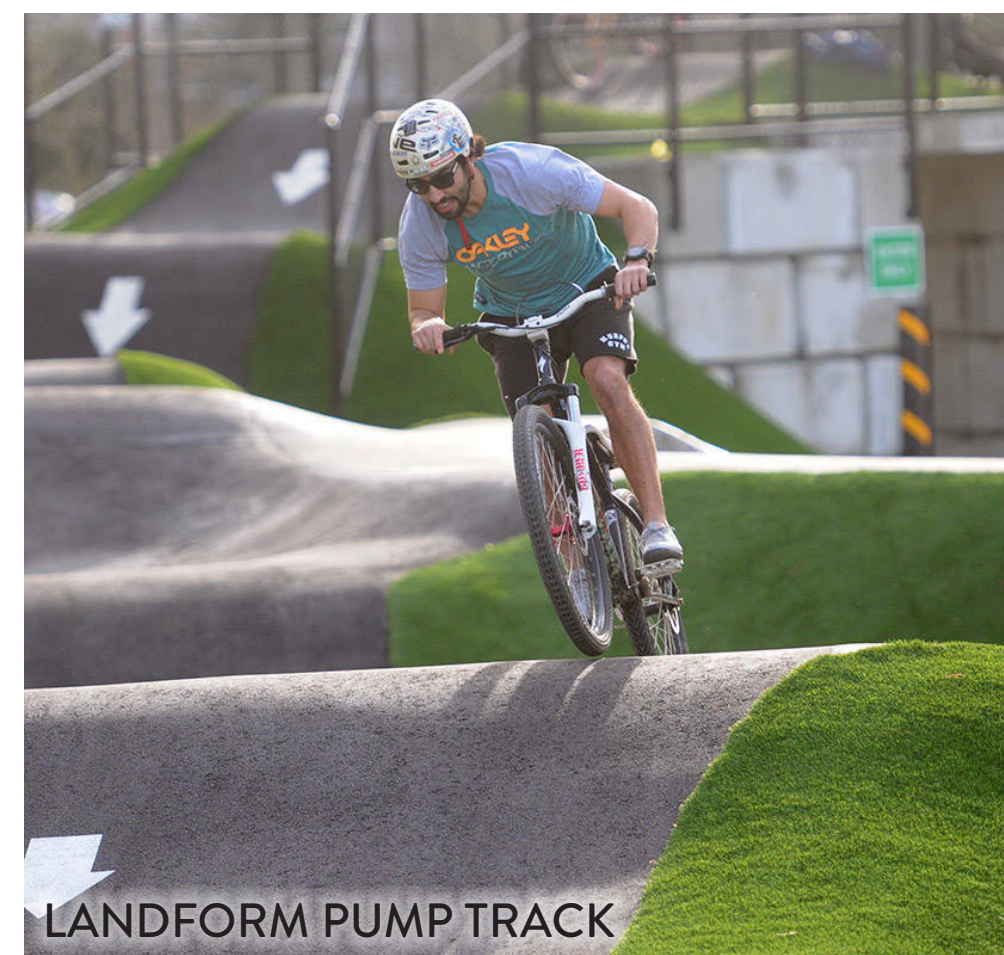
ASPHALT PAVEMENT WITH ROADWAY DESIGN



MULTI-COLORED SPORT COURT SURFACING



LOW-WATER-USE LAWN



LANDFORM PUMP TRACK



SEATING



COBBLE SKILLED TRAIL



PICNIC TABLE WITH UMBRELLA



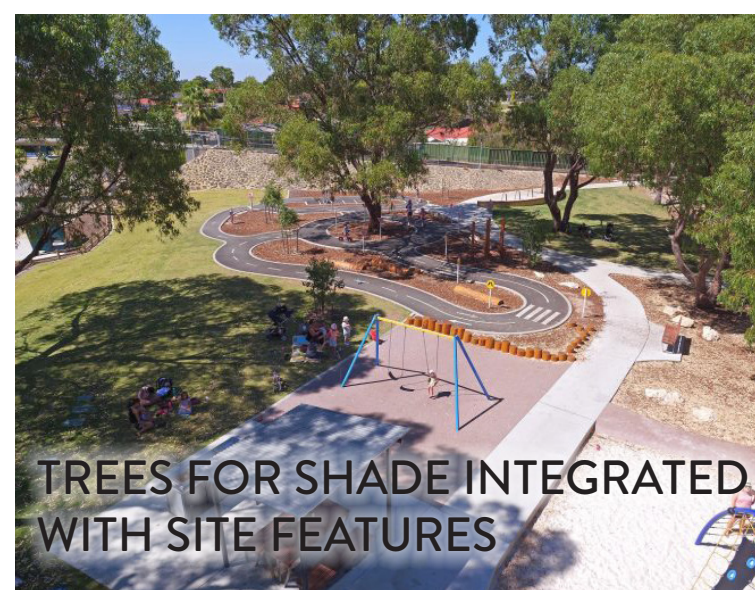
DRINKING FOUNTAIN & WATER BOTTLE FILLER



ARTISTIC PATTERNS ON ASPHALT USING SPORTS COURT SURFACING



FENCING



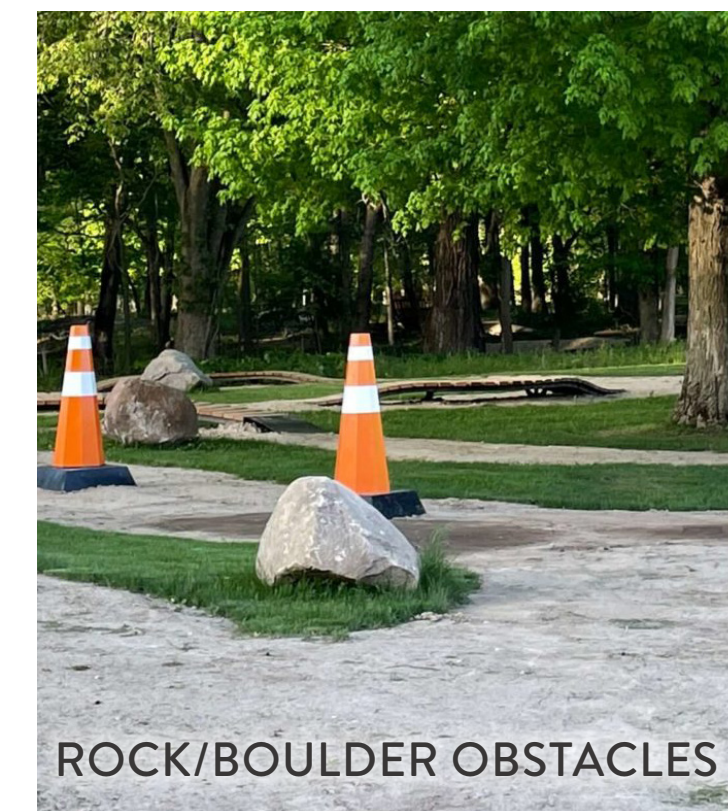
TREES FOR SHADE INTEGRATED WITH SITE FEATURES



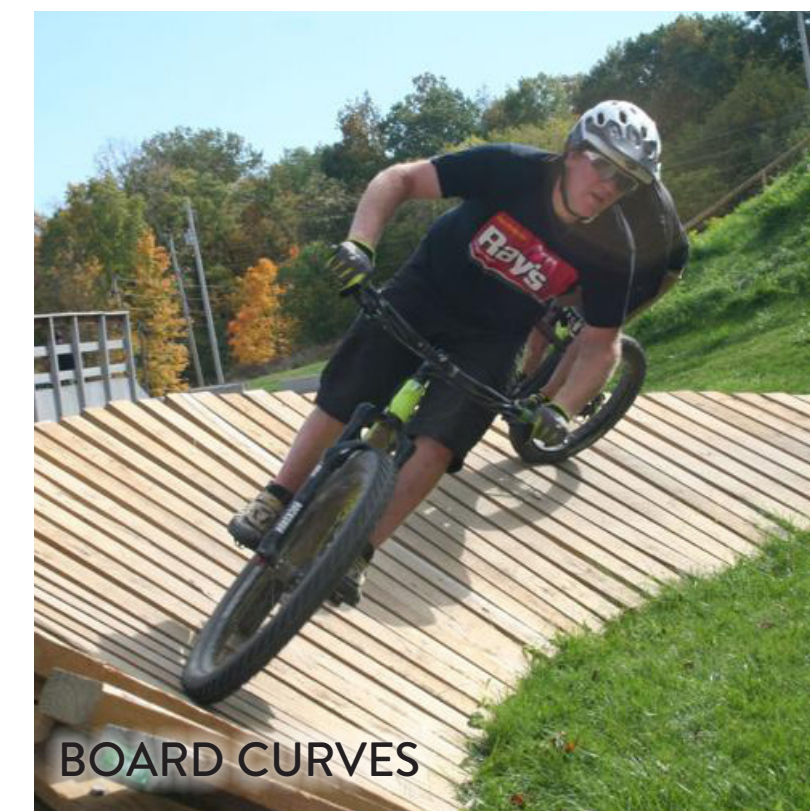
TRIKE TRACK



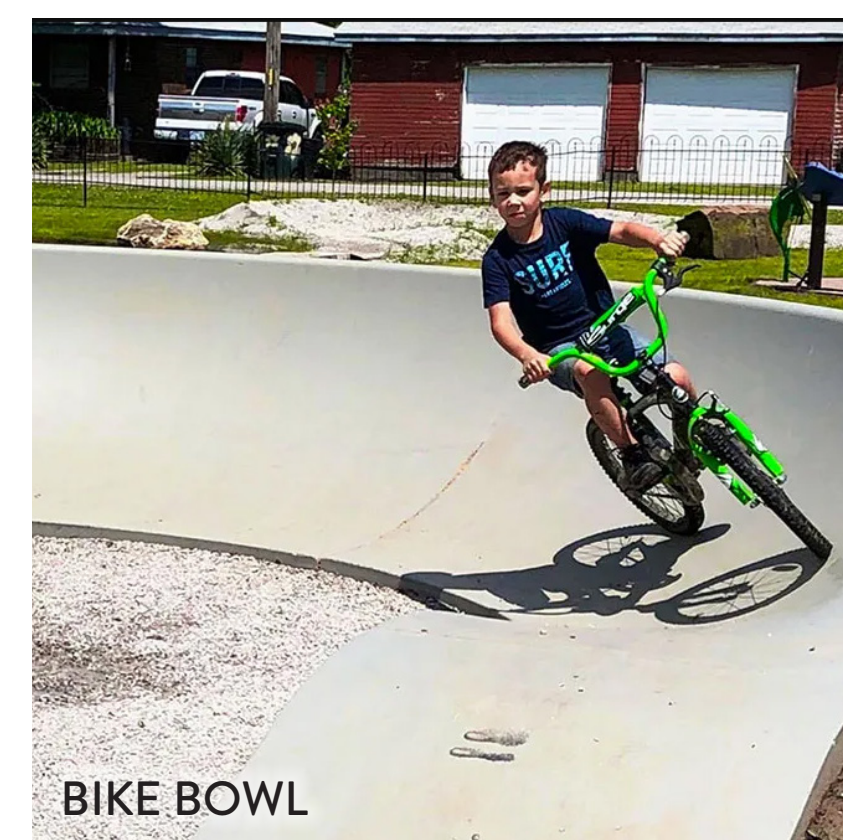
BIKE TEETER-TOTTER



ROCK/BOULDER OBSTACLES



BOARD CURVES



BIKE BOWL



CAMPUS SIGN



TRAFFIC LIGHT/SIGNAGE



THERMOPLASTIC TRAFFIC STRIPE



PUMPTRACK



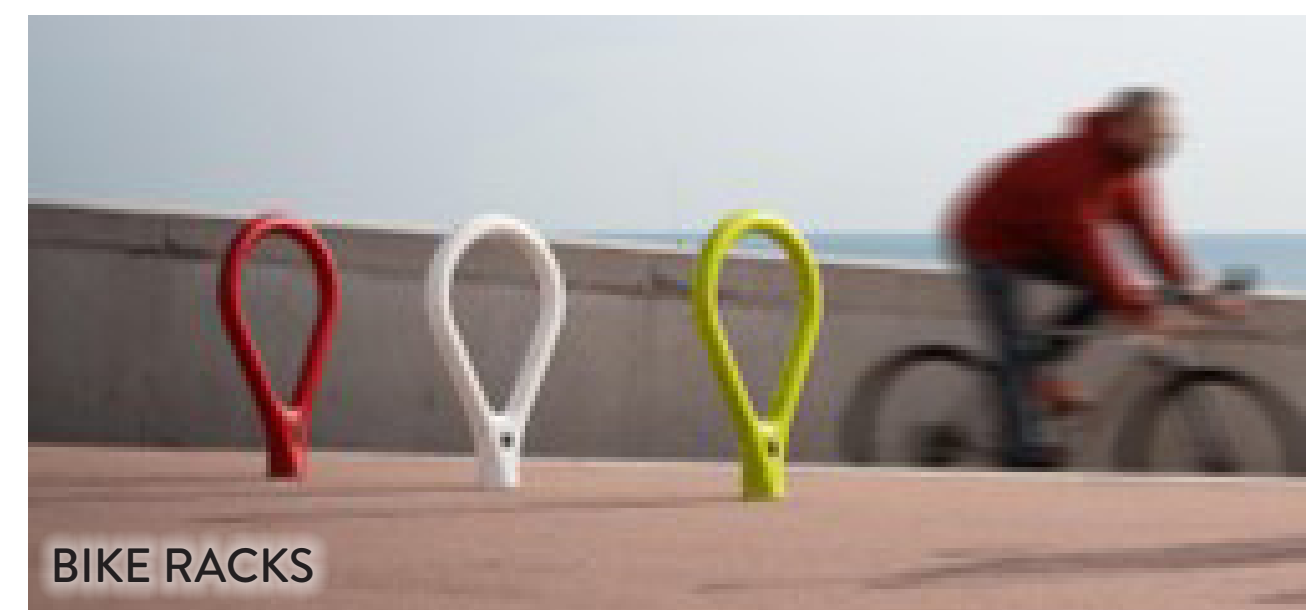
WOOD SKILL TRAIL



BIKE RENTAL FLEETS



PORTABLE BUILDING/CONCESSION FOR RENTAL/REPAIR/STORAGE



BIKE RACKS

To: Members of the County Bicycle Advisory Committee

Subject: SACOG Regional Funding Round

Location/District: All Districts

Recommendation: Action

Contact: Mikki McDaniel, Senior Planner, SacDOT, (916) 875-4769, mcdanielm@saccounty.gov

Summary:

In the Sacramento Region, SACOG conducts a regional funding round approximately every two years. Funds are allocated by SACOG through multiple competitive grant programs. SacDOT is applying for seven bicycle and pedestrian related projects through three SACOG programs: Community Design, Maintenance & Modernization, and Transformative listed below. Staff requests a letter of support for the four projects which are in bold type.

Program	Project Name
Community Design	<ul style="list-style-type: none">Folsom Boulevard Complete Streets Phase 2Arden Way Complete Streets Phase 1 and 2
Maintenance & Modernization	<ul style="list-style-type: none">Alta Arden Expressway Sidewalk and Buffered Bicycle LanesDry Creek Bridge/Reconstruct Old Meiss Road Bridge
Transformative	<ul style="list-style-type: none">Stockton Boulevard Project (City of Sacramento, SacDOT, and SacRT)Greenback Lane Complete Streets Improvements Phase 1 and 2US Highway 50 Gold Line Corridor Enhancement Project

See Attachment 1 for the full list of grant candidate projects for the SACOG Regional Funding Round with the bicycle and pedestrian projects noted.

Funding Source(s): The 2022/23 SACOG Regional Funding Round allocates funding from various federal and state sources including the Regional Surface Transportation Program (RSTP), the Congestion Mitigation and Air Quality (CMAQ) Program, and the State Transportation Improvement Program (STIP).

Background Information:

The SACOG Community Design program funds projects up to \$4M and focuses on implementing Blueprint principles. The deadline for Community Design has been extended to January 18, 2023. SACOG Maintenance & Modernization Program funds projects up to \$5M and focuses on maintaining a state of good repair. The Maintenance & Modernization deadline is January 25, 2023. The Transformative program is for projects with a request of \$5 million or higher, and projects that will create new capacity through roadway expansions or new transit service. The Transformative deadline is February 8, 2023.



SACOG Regional Funding Round 2022/23 Grant Projects

Mikki McDaniel, Senior Planner

January 18, 2023

Grant Programs

- ◆ SACOG Regional Round Programs
 - ◆ Community Design
 - ◆ SACOG Maintenance & Modernization
 - ◆ SACOG Transformative

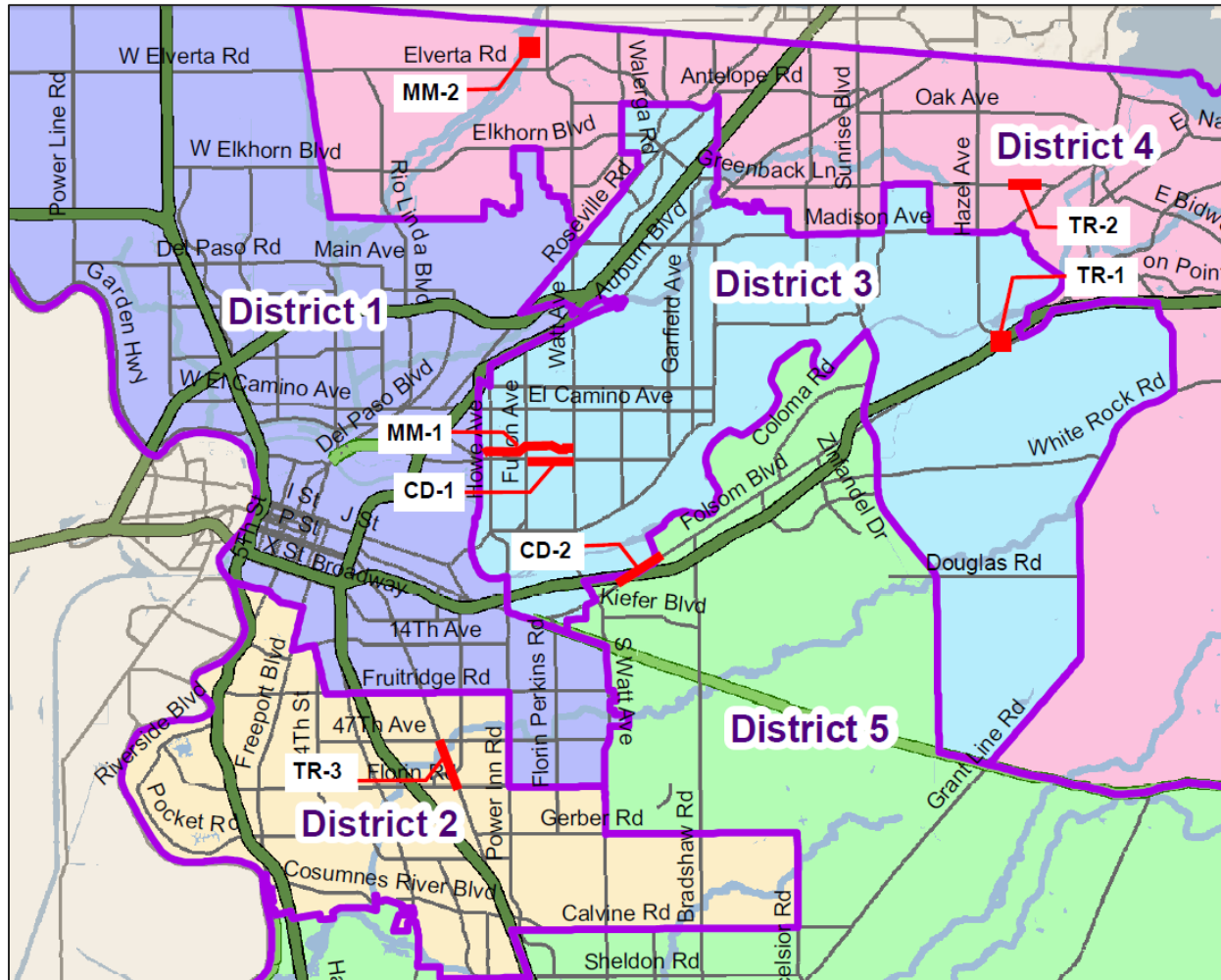
Grant Candidates

Grant Program	Supervisor District	Project Name	Estimated Project Cost	Estimated Funding Request
SACOG Community Design	3	Arden Way Complete Street Improvements, Phase 1 and Phase 2	\$15,235,000	\$4,000,000
SACOG Community Design	5	Folsom Blvd Complete Streets Phase 2	\$6,892,000	\$4,000,000
Maintenance & Modernization	3	Alta Arden Expressway Sidewalk Infill and Buffered Bike Lane Project	\$8,450,000	\$3,195,933
Maintenance & Modernization	4,5	Dry Creek Parkway Bridge/Reconstruct Old Meiss Road Bridge (SacDOT/Department of Regional Parks)	\$5,647,803	\$5,000,000

Grant Candidates

Grant Program	Supervisor District	Project Name	Estimated Project Cost	Estimated Funding Request
Transformative	4, 5	US Highway 50 Gold Line Corridor Enhancement Project	\$105,000,000	\$10,000,000
Transformative	4	Greenback Lane Complete Street Improvements, Phase 1 & Phase 2	\$14,500,000	\$10,000,000
Transformative	1, 2	Stockton Boulevard Project - City of Sacramento, County of Sacramento, Sacramento Regional Transit (SacRT)	\$12,000,000	\$4,100,000

Location Map



SACOG – Community Design (CD)

CD-1: Arden Way Comp. St. Improve., Ph 1 & Ph 2

CD-2: Folsom Blvd Complete Streets Phase 2

SACOG – Transformative Regional (TR)

TR-1: Hazel Avenue @ U.S. Hwy 50 Interchange

TR-2: Greenback Lane Comp. St. Improve., Ph 1 & Ph 2

TR-3: Stockton Blvd Proj. (City of Sacramento, SacDOT, and SacRT)

SACOG – Maintenance & Modernization (MM)

MM-1: Alta Arden Sidewalk Infill Project

MM-2: Dry Creek Pkwy Bridge/Old Meiss Road Bridge (SacDOT/Regional Parks)

*Labels identify projects, but do not correspond to ranking.



2022/23 FUNDING ROUND PROJECTS AND PRIORITY RANKING

Priority Ranking	Grant Program	Supervisor District	Project Name	Project Location and Description	Estimated Project Cost	Estimated Funding Request	Matching Source(s)
N/A	SACOG Community Design	3	Arden Way Complete Street Improvements, Phase 1 and Phase 2	<p>Phase 1: On Arden Way between Watt Avenue and Morse Avenue. Request remaining need for construction phase of improvements based on approved master plan. Improvements from the master plan will include bicycle, pedestrian and transit mobility and streetscape.</p> <p>Phase 2: On Arden Way between Fulton Avenue and Morse Avenue. Construct second phase of improvements based on approved master plan. Improvements from the master plan will include bicycle, pedestrian and transit mobility and streetscape.</p>	<p>Phase 1: \$8,535,000</p> <p>Phase 2: \$6,700,000</p>	<p>Phase 1: \$1,000,000 for Construction</p> <p>Phase 2: \$3,000,000 for Construction.</p>	<p>Phase 1: \$129,560 - Road Fund/Measure A/Sacramento Housing and Redevelopment Agency</p> <p>Phase 2: \$1,000,000 - Eligible Measure A</p> <p>\$513,000 - Smart Growth Incentive Program</p>
N/A	SACOG Community Design	5	Folsom Blvd Complete Streets Phase 2	Construction phase only. Along southerly Folsom Boulevard frontage between the Starfire and Tiber light rail stations, this project will provide safety enhancements including much needed separated sidewalk connectivity with curb and gutter, where currently only a dirt shoulder exists. This project also provides pedestrian safety lighting, functional landscaping between the proposed sidewalk and Folsom Boulevard, a buffered bike lane upgrade and, storm drainage improvements.	\$6,892,000	\$4,000,000	\$2,892,000 – Measure A (Funds for Pre-construction phase of work and necessary local match.)
N/A	USDOT Strengthening Mobility and Revolutionizing Transportation (SMART) Program	1,2,3,4,5	Sacramento County Intelligent Transportation Systems (ITS) Architecture and Future Technology Project, Stage 1	Stage 1 Planning and Prototyping: Countywide project to identify opportunities to update and complete the County advanced transportation management system and to incorporate innovative technologies towards improvement in the operation of the County system as well as integration with surrounding systems. Stage 1 required before applying for Stage 2 Implementation.	\$2,000,000	\$2,000,000	0 - No match required.
1	SACOG Maintenance & Modernization	1, 2	Asphalt Concrete (AC) Overlay Florin Road	Overlay Florin Road from French Road to Elk Grove-Florin Road. Scope include paving the roadway, adding bike lanes, installing missing Americans with Disabilities Act (ADA) facilities, replacing noncompliant ADA facilities, and repairing sidewalk. Bike lanes will connect to paving and bike lane improvement west of French Road completed in 2019.	\$4,400,000	\$3,895,320	\$504,680 Programmed Road Fund (Gas Tax)

*Letters of support are requested only for projects without grey fill.

2022/23 FUNDING ROUND PROJECTS AND PRIORITY RANKING

Priority Ranking	Grant Program	Supervisor District	Project Name	Project Location and Description	Estimated Project Cost	Estimated Funding Request	Matching Source(s)
2	SACOG Maintenance & Modernization	3	Alta Arden Expressway Sidewalk Infill Project	Construct sidewalk and buffered bicycle lane on Alta Arden Way from Howe Avenue to Fulton Avenue for Phase 1 and from Fulton Avenue to Watt Avenue for Phase 2.	Phase 1: \$3,610,000 Phase 2: \$4,840,000	\$3,195,933	\$414,067
3	SACOG Maintenance & Modernization	3	AC Overlay Madison Avenue	Overlay Madison Avenue from Jackson Street to Harrison Street. Scope includes paving the roadway, adding bike lanes, installing missing ADA, replacing noncompliant ADA, and repairing sidewalk. Bike lanes will connect to paving and new bike lanes west of Jackson Street completed in 2022.	\$1,300,000	\$1,150,890	\$149,110 Programmed Road Fund (Gas Tax)
4	SACOG Maintenance & Modernization	4	AC Overlay Watt Avenue from Elkhorn Boulevard to Antelope Road	Phase 1: Overlay Watt Avenue from Elkhorn Boulevard to Bainbridge Drive. Scope includes paving the roadway, updating existing bike lane to current County or MUTCD standard, installing missing ADA, replacing noncompliant ADA, and repairing sidewalk. Phase 2: AC Overlay Watt Avenue from Bainbridge Drive to Antelope Road. Scope includes paving the roadway, updating existing bike lane to current County or MUTCD standard, installing missing ADA, replacing noncompliant ADA, and repairing sidewalk.	\$4,500,000	\$3,983,850	\$516,150
5	SACOG Maintenance & Modernization	5	AC Overlay Twin Cities Road from Midway Road to E. Stockton Boulevard and from Pellandini Road to Christensen Road	Phase 1: AC Overlay Twin Cities Road from Midway Road to E. Stockton Boulevard. The existing roadway width does not allow for the installation of bike lanes. Phase 2: Overlay Twin Cities Road from Pellandini Road to Christensen Road. Scope includes paving the roadway. The existing roadway width does not allow for the installation of bike lanes.	\$2,010,000	\$1,779,453	\$230,547 Programmed Road Fund (Gas Tax)
6	SACOG Maintenance & Modernization	4,5	Dry Creek Parkway Bridge/Reconstruct Old Meiss Road Bridge (SacDOT/Department of Regional Parks)	Reconstruct Old Meiss Road Bridge and construct the Dry Creek Parkway Bridge, a pedestrian, bicycle and equestrian bridge, and construct Class I trail connecting Northbrook Park at the end of Meadow Hawk Way and Gibson Ranch Park in Rio Linda-Elverta.	\$5,647,803	\$5,000,000	\$647,803 - Regional Parks (General Fund Request)
7	SACOG Transformative	4, 5	US Highway 50 Gold Line Corridor Enhancement Project	The project will reconstruct portions of the US 50 Hazel Ave Interchange and make improvements to eastbound US 50 including ramp modifications at Aerojet Rd and Folsom Blvd off ramps. The Project also includes a grade separated crossing of the Gold Line Light Rail system and Folsom Blvd. as well as a multi-use path from American River Parkway to south of US 50. These improvements will address existing safety needs on US 50, improve connectivity to transit stations and provide multi-modal enhancements.	\$105,000,000	\$10,000,000	\$35,000,000 Uncommitted Funds \$35,000,000 Programmed Developer Fee, \$25,000,000 Programmed Measure A Capital

*Letters of support are requested only for projects without grey fill.

2022/23 FUNDING ROUND PROJECTS AND PRIORITY RANKING

Priority Ranking	Grant Program	Supervisor District	Project Name	Project Location and Description	Estimated Project Cost	Estimated Funding Request	Matching Source(s)
8	SACOG Maintenance & Modernization	3	AC Overlay Auburn Boulevard	Overlay Auburn Boulevard from Myrtle Avenue to Madison Avenue. Scope includes paving the roadway, updating existing bike lane to current County or California Manual on Uniform Traffic Control Devices (MUTCD) standard, installing missing ADA, replacing noncompliant ADA, and repairing sidewalk.	\$2,600,000	\$2,301,780	\$298,220 Programmed Road Fund (Gas Tax)
9	SACOG Transformative	4	Greenback Lane Complete Street Improvements, Phase 1 & Phase 2	On Greenback Lane: Phase 1, Chestnut Avenue to Walnut Avenue and Phase 2, Walnut Avenue to Main Avenue. Signalize intersection, install Class II bike lanes, separated sidewalks, ADA upgrades including curb ramps, bicycle detection, bus stop and transit access improvements, and landscape/streetscape enhancements. Undergrounding of utilities.	\$14,500,000	\$10,000,000 for Construction and Construction Support.	\$3,717,000 Measure A
10	SACOG Transformative	1, 2	Stockton Boulevard Project - City of Sacramento, County of Sacramento, Sacramento Regional Transit (SacRT)	Pre-construction work for a major transformation of Stockton Boulevard from an auto-oriented thoroughfare to a high frequency transit and multi-modal corridor. This may include mobility, safety, and bus rapid or express transit improvements. The City of Sacramento portion is from Alhambra Boulevard to 47th Avenue (4.3 miles). County portion is from 47th Avenue to Florin Road (2.2 miles). Sacramento Regional Transit will partner on transit improvements. Preconstruction work will include PA&ED and PS&E on a portion of City-only segments.	PA&ED: \$5,000,000 PS&E will be requested by the City for City-only segments.	0 - County will not request grant funds. City will request \$3,900,000 - 2023 SACOG as the project lead. City has already been awarded \$500,000 - 2021 SACOG.	\$450,000 - 2023 SACOG (\$150,000 to be provided by each agency, City/County/SacRT.) \$150,000 - 2021 SACOG - City of Sacramento
11	SACOG Maintenance & Modernization	1, 4	AC Overlay Elkhorn Boulevard from 26th Street to 32nd Street	Phase 1: Overlay Elkhorn Boulevard from 26th Street to 30th Street. Scope includes paving the roadway and improving the existing bike lane to a buffered bike lane. Phase 2: Overlay Elkhorn Boulevard from 30th Street to 32nd Street. Scope includes paving the roadway and improving the existing bike lane to a buffered bike lane. These improvement will connect to the paving of Elkhorn Boulevard from 32nd Street to Watt Avenue in 2023.	\$2,980,000	\$2,638,194	\$341,806
12	SACOG Maintenance & Modernization	3, 5	Folsom Blvd (ITS) Upgrade	In Sacramento County, on Folsom Boulevard from South Watt Avenue to Bradshaw Road, and from Hazel Avenue to the Folsom City Limit; Upgrade the traffic signal controllers and cabinets, install fiber optic communications, Closed Circuit Television (CCTV) cameras, video detection and data collection devices, and dynamic message & static guide signs.	\$4,563,000	\$4,037,000	\$526,000 Uncommitted Eligible for Measure A

*Letters of support are requested only for projects without grey fill.

2022/23 FUNDING ROUND PROJECTS AND PRIORITY RANKING

Priority Ranking	Grant Program	Supervisor District	Project Name	Project Location and Description	Estimated Project Cost	Estimated Funding Request	Matching Source(s)
13	SACOG Maintenance & Modernization	3	AC Overlay Fair Oaks Boulevard from Garfield Avenue to Marconi Avenue	Phase 1: Overlay Fair Oaks Boulevard from El Camino Avenue to Marconi Avenue. Scope includes paving the roadway, adding a bike lane, installing missing ADA, replacing noncompliant ADA, and repairing sidewalk. Phase 2: Overlay Fair Oaks Boulevard from Garfield Avenue to El Camino Avenue. Scope includes paving the roadway, improving the existing bike lane to a buffered bike lane, installing missing ADA, replacing noncompliant ADA, and repairing sidewalk.	\$4,600,000	\$4,072,380	\$527,620
14	SACOG Maintenance & Modernization	2	AC Overlay Stockton Boulevard from Whitewillow Drive to Florin Road	Phase 1: Overlay Stockton Blvd from Whitewillow Drive to Meader Avenue. Scope includes paving the roadway, updating existing bike lane to current County or MUTCD standard, installing missing ADA, replacing noncompliant ADA, and repairing sidewalk. Phase 2: Overlay Stockton Boulevard from Meader Avenue to Florin Road. Scope includes paving the roadway, updating existing bike lane to current County or MUTCD standard, installing missing ADA, replacing noncompliant ADA, and repairing sidewalk.	\$4,400,000	\$3,895,320	\$504,680
15	SACOG Maintenance & Modernization	2, 5	ITS system upgrade: Kiefer Boulevard, Bradshaw Road, Gerber Road, Elk Grove-Florin Road	On Kiefer Boulevard from Bradshaw Road to existing fiber at South Port, Bradshaw Road from Kiefer Boulevard to Gerber Road, on Gerber Road from Bradshaw Road to Stockton Boulevard, and on Elk Grove-Florin Road from Gerber Road to Calvine Road. Install new fiber optic cable in existing empty conduit, replace existing copper interconnect with fiber and the fiber optic cable will connect to an existing fiber optic network on Stockton Boulevard to put the traffic signals on new fiber optic cable and provide communication with all of the south area traffic signals.	\$2,558,000	\$2,225,000	\$333,000 Uncommitted Eligible for Measure A & Developer Fee
16	SACOG Transformative	5	Bradshaw Road at Jackson Road Intersection Improvements	At the intersection of Bradshaw Road and Jackson Road (State Route 16): Construct traffic signal modifications and widen Bradshaw Road and Jackson Road intersection to include an additional lane and dual left turn pockets in each direction.	\$5,500,000	\$3,000,000	\$2,500,000 Measure A

*Letters of support are requested only for projects without grey fill.

Item 5 - Attachment 2 - SacBAC Letter of Support to SACOG for Alta Arden

January 18, 2023

Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Letter of Support: Alta Arden Expressway Sidewalk Infill Project

The Sacramento County Bicycle Advisory Committee supports the Sacramento County Regional Funding Program – Maintenance & Modernization category application for the **Alta Arden Expressway Sidewalk Infill Project**.

This Project aims to construct a sidewalk and buffered bicycle lane on Alta Arden Way from Howe Avenue to Fulton Avenue for Phase 1, and from Fulton Avenue to Watt Avenue for Phase 2.

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

Sincerely,

Sue Schooley
SacBAC Chairperson

Cc: Mikki McDaniel, Senior Transportation Planner, Sacramento County
Department of Transportation

Item 5 - Attachment 3 - SacBAC Letter of Support to SACOG for Dry Creek

January 18, 2023

Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Letter of Support: Dry Creek Parkway Bridge/Reconstruct Old Meiss Road Bridge (SacDOT/Department of Regional Parks)

The Sacramento County Bicycle Advisory Committee supports the Sacramento County Regional Funding Program – Maintenance & Modernization category application for the **Dry Creek Parkway Bridge/Reconstruct Old Meiss Road Bridge (SacDOT/Department of Regional Parks)**.

The goal of this Project is to reconstruct Old Meiss Road Bridge and construct the Dry Creek Parkway Bridge—a pedestrian, bicycle and equestrian bridge—and construct a Class I trail connecting Northbrook Park at the end of Meadow Hawk Way and Gibson Ranch Park in Rio Linda-Elverta. This project is one element of the larger Dry Creek Trail Phase II project.

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

Sincerely,

Sue Schooley
SacBAC Chairperson

Cc: Mikki McDaniel, Senior Transportation Planner, Sacramento County Department of Transportation

Item 5 - Attachment 4 - SacBAC Letter of Support to SACOG for Greenback

January 18, 2023

Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Letter of Support: Greenback Lane Complete Street Improvements, Phase 1
& Phase 2

The Sacramento County Bicycle Advisory Committee supports the Sacramento County Regional Funding Program – Transformative category application for the **Greenback Lane Complete Street Improvements, Phase 1 & Phase 2**.

The objectives of this project are intersection signalization, Class II bike lane installation, separated sidewalks, ADA upgrades including curb ramps, bicycle detection, bus stop and transit access improvements, streetscape enhancements, and undergrounding of utilities.

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

Sincerely,

Sue Schooley
SacBAC Chairperson

Cc: Mikki McDaniel, Senior Transportation Planner, Sacramento County
Department of Transportation

Item 5 - Attachment 5 - SacBAC Letter of Support to SACOG for US Hwy 50

January 18, 2023

Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Letter of Support: US Highway 50 Gold Line Corridor Enhancement Project

The Sacramento County Bicycle Advisory Committee supports the Sacramento County Regional Funding Program – Transformative category application for the **US Highway 50 Gold Line Corridor Enhancement Project**.

The project will reconstruct portions of the US 50 Hazel Ave Interchange and make improvements to eastbound US 50, including ramp modifications at Aerojet Rd and Folsom Blvd off ramps. The Project also includes a grade separated crossing of the Gold Line Light Rail system and Folsom Blvd, as well as a multi-use path from American River Parkway to south of US 50. These improvements will address existing safety needs on US 50, improve connectivity to transit stations and provide multi-modal enhancements.

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

Sincerely,

Sue Schooley
SacBAC Chairperson

Cc: Mikki McDaniel, Senior Transportation Planner, Sacramento County
Department of Transportation

2022 SACBAC ANNUAL REPORT TO SACRAMENTO COUNTY BOARD OF SUPERVISORS

January 18, 2023

Committee Members:

Sue Schooley

Jack Wursten

Garrett Jensen

Thomas Cassera

Dave Comerchero

Pat Perez

Arlete Hodel

Staff: Ben Rady, Associate Planner, SacDOT
Kiara Movido, Student Intern, SacDOT

Sacramento County Bicycle Advisory Committee, Activities 2022

► January 19th 2022 Meeting

- 50 Corridor Transportation Management Agency Programming (Review and Comment)
- Draft Active Transportation Plan (2022) (Review and Comment)

► March 16th 2022 Meeting

- Laguna Creek Inter-Regional Trail Master Plan (LCIRTMP) (Review and Comment)
- Active Transportation Program Cycle 6 Project Candidates (Review and Comment)

► May 18th 2022 Meeting

- Arden Way Complete Streets Improvement Project – Phase 1 (Review and Comment)
- Active Transportation Program Cycle 6 Letters of Support (Action Item)
- Corps of Engineers 2024 Detour Plans (Informational)

Sacramento County Bicycle Advisory Committee, Activities 2022

► July 20th 2022 Meeting

- Go Slowly Campaign (Caltrans/Office of Traffic Safety) (Informational)
- Watt Ave Complete Street Improvements Project - Phase 1 (Review and Comment)
- Safe Streets for All Letter of Support (Review and Comment)
- Final Local Road Safety Plan (Informational)

► November 30th 2022 Meeting

- Stockton Boulevard Project (City of Sacramento, SacDOT, and SacRT) (Review and Comment)

Sacramento County Active Transportation Plan

- Reviewed and commented on the public survey, network analysis, challenges and opportunities, draft infrastructure and programming recommendations, and the final draft.
- Recommended approval of Plan to BOS and expressed Committee support at the BOS meeting.
- Plan approved by BOS on October 25, 2022.



Thank you!

Sacramento County Bicycle Advisory
Committee

Accomplishments



DEPARTMENT OF TRANSPORTATION

Bike Lanes Completed in 2022

STREET	LOCATION	DISTANCE (mi.)	LANE MILES
Palmer House Dr	Renton Way to Skander Way	0.07	0.14
Sloughhouse Rd	Grant Line Rd to 400' southeast of Grant Line Rd	0.08	0.16
Franklin Blvd	A Pkwy to Turnbridge Dr	0.66	1.32
Madison Ave	Roseville Rd to Jackson St	0.33	0.66
Eastern Ave	Whitney Ave to Engle Ave	0.14	0.28
Elkhorn Blvd	2 nd St to 6 th St	0.46	0.92
Folsom Boulevard	Mayhew Road to Bradshaw Road	0.91	0.70
Hazel Avenue	Sunset Avenue to Madison Avenue	1.80	3.64
Elk Grove Florin Rd	Gerber Rd to Florin Rd	1.24	2.44
Franklin Blvd	Turnbridge Dr to MLK Blvd	0.48	0.98
Howe Avenue	Marconi Ave to Auburn Blvd	0.42	0.42
Morse Avenue	Arden Way to Cottage Way	0.49	0.98
Walerga Rd	Kirkby Way to Don Julio Blvd	0.75	1.50
Andrea Blvd	Elkhorn Blvd to Diablo Dr	0.55	1.11
Walerga Rd	Elverta Rd to North Loop Blvd	0.59	1.18
Roseville Road	Diablo Drive Traffic Signal	0.18	0.35
Fair Oaks Blvd	N/O Marconi Avenue to Landis Avenue	0.51	1.08
Power Inn Road	Florin Road to 52nd Avenue	0.75	1.50
Power Inn Road	Elsie Avenue to MacFadden Drive	0.70	1.40
TOTAL		11.11	20.76

Palmer House Drive Bike Lane Improvements

Bike lane upgrade on Palmer House Dr,
from Renton Way to Skander Way

Lane Miles: 0.14



Before



After

Sloughhouse Road Bike Lane Improvements

Bike lane upgrade on Sloughhouse Rd,
from Grant Line Rd to 400' southeast of Grant Line Rd
Lane Miles: 0.16



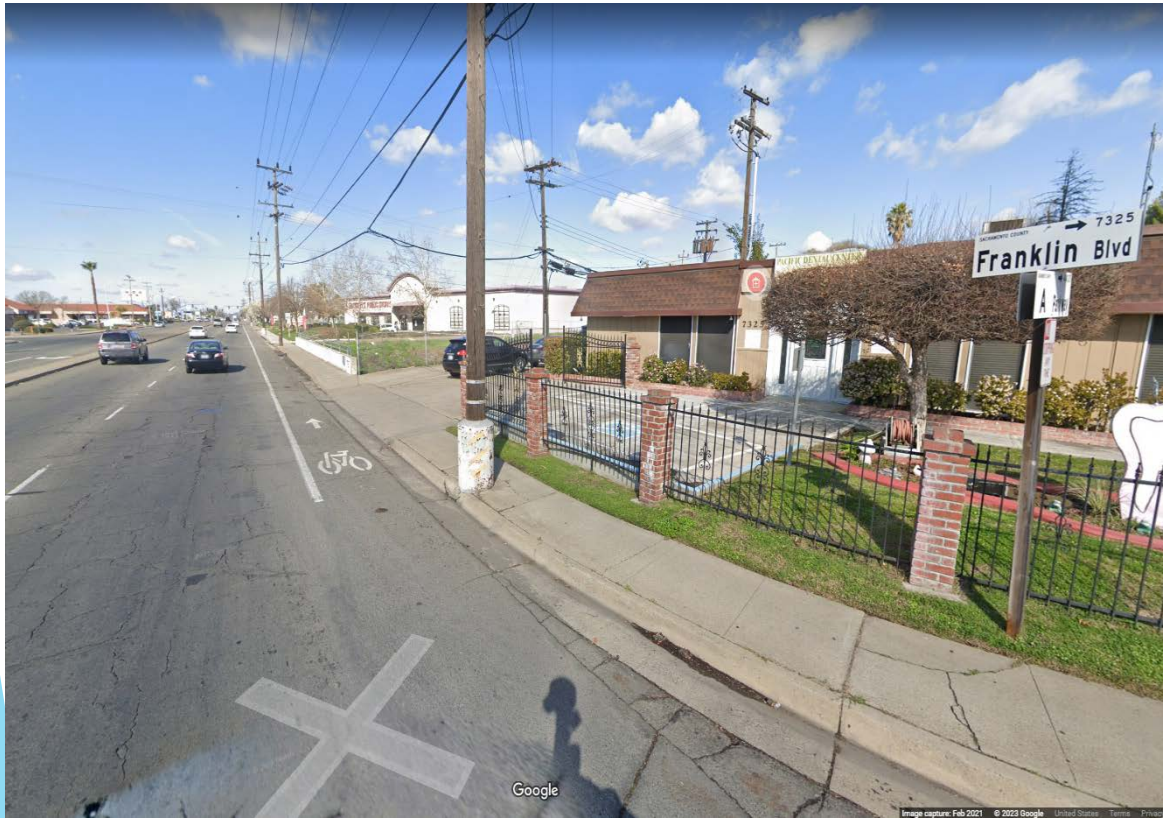
Before



After

Franklin Boulevard Bike Lane Improvements

Upgrade to buffered bike lane on Franklin Blvd,
from A Pkwy to Turnbridge Dr
Lane Miles: 1.32



Before



After

Madison Avenue Bike Lane Improvements

New bike lane on Madison Ave,
from Roseville Rd to Jackson St
Lane Miles: 0.66



Before



After

Eastern Avenue Bike Lane Improvements

Bike lane upgrade on Eastern Ave,
from Whitney Ave to Engle Ave
Lane Miles: 0.28



Before



After

Elkhorn Boulevard Bike Lane Improvements

Upgrade to buffered bike lane on Elkhorn Blvd,
from 2nd St to 6th St
Lanes Miles: 0.92



Before



After

Folsom Boulevard Bike Lane Improvements

Upgrade to buffered bike lane on Folsom Blvd,
from Mayhew Road to Bradshaw Road
Lanes Miles: 0.70



Before



After

Hazel Avenue Bike Lane Improvements

Bike lane upgrade on Hazel Ave,
from Sunset Avenue to Madison Avenue
Lanes Miles: 3.64



Before



After

Elk Grove Florin Road Bike Lane Improvements

Bike lane upgrade on Elk Grove Florin Rd,
from Gerber Rd to Florin Rd
Lanes Miles: 2.44



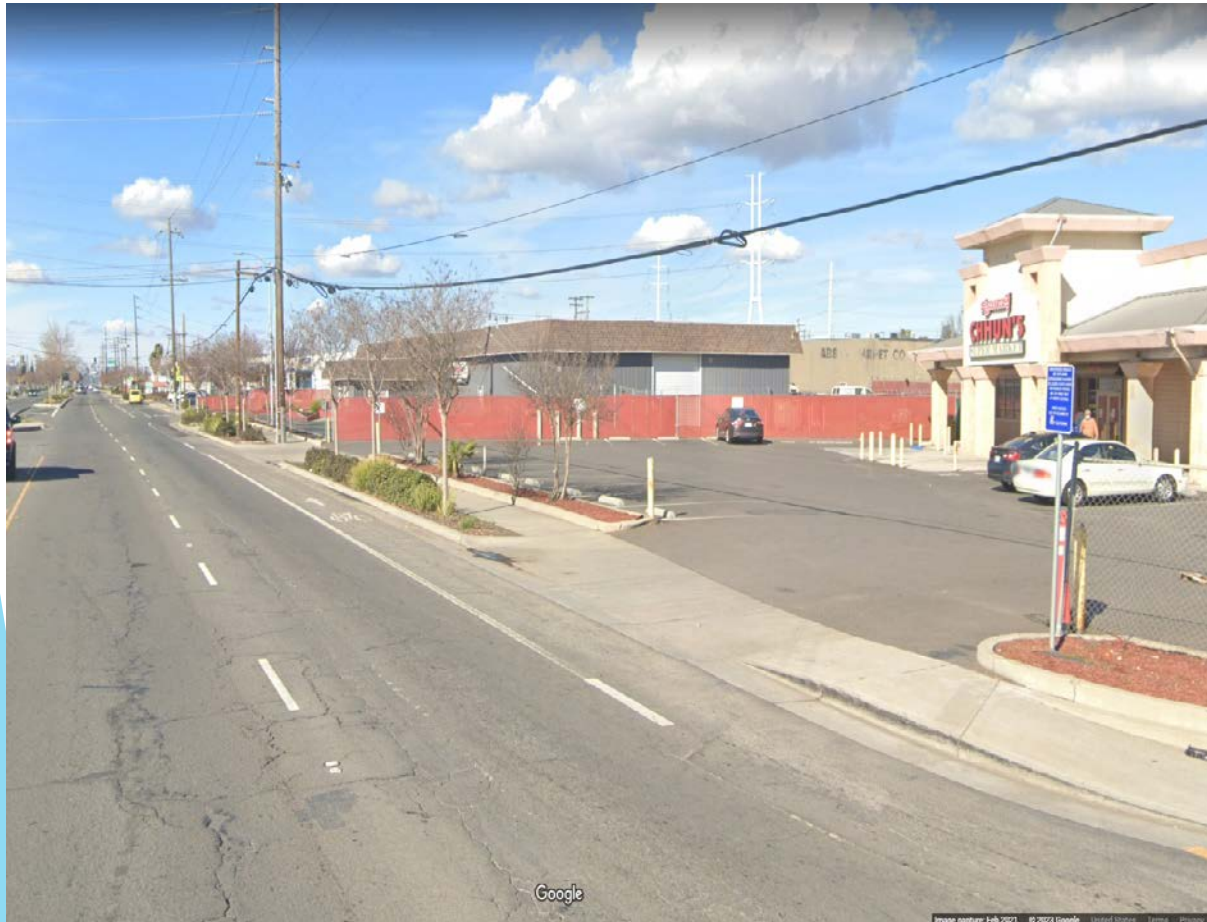
Before



After

Franklin Boulevard Bike Lane Improvements

Bike lane upgrade on Franklin Blvd,
from Turnbridge Dr to MLK Blvd
Lanes Miles: 0.98



Before



After

Howe Avenue Bike Lane Improvements

New bike lane on Howe Ave,
from Marconi Ave to Auburn Blvd
Lanes Miles: 0.42



Before



After

Morse Avenue Bike Lane Improvements

New bike lane on Morse Ave,
from Arden Way to Cottage Way
Lanes Miles: 0.98



Before



After

Walerga Road Bike Lane Improvements

New bike lane on Walerga Rd,
from Kirkby Way to Don Julio Blvd
Lanes Miles: 1.50



Before



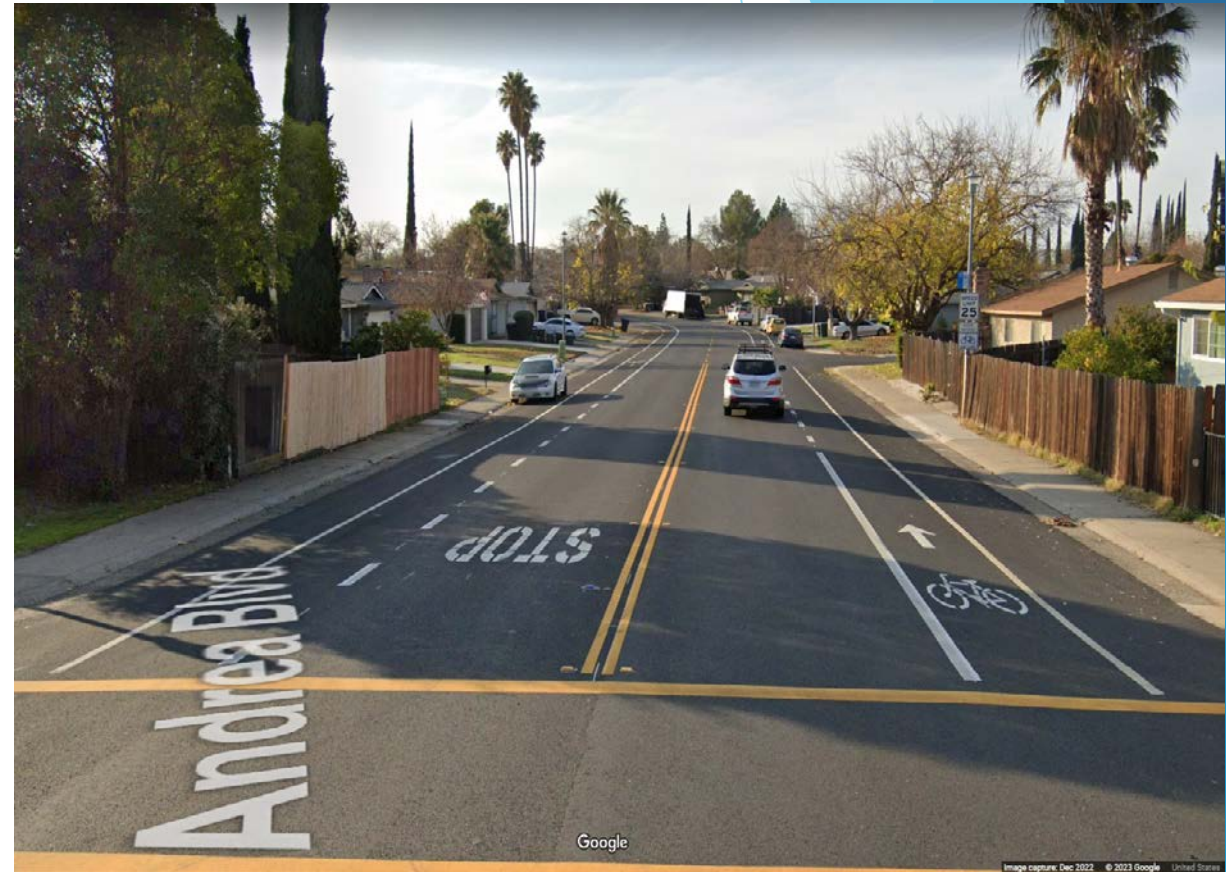
After

Andrea Boulevard Bike Lane Improvements

Bike lane upgrade on Andrea Blvd,
from Elkhorn Blvd to Diablo Dr
Lanes Miles: 1.11



Before



After

Walerga Road Bike Lane Improvements

New bike lane on Walerga Rd,
from Elverta Rd to North Loop Blvd
Lanes Miles: 1.18



Before



After

Roseville Road Bike Lane Improvements

New bike lane on Roseville Rd,
at Diablo Drive traffic signal

Lanes Miles: 0.35



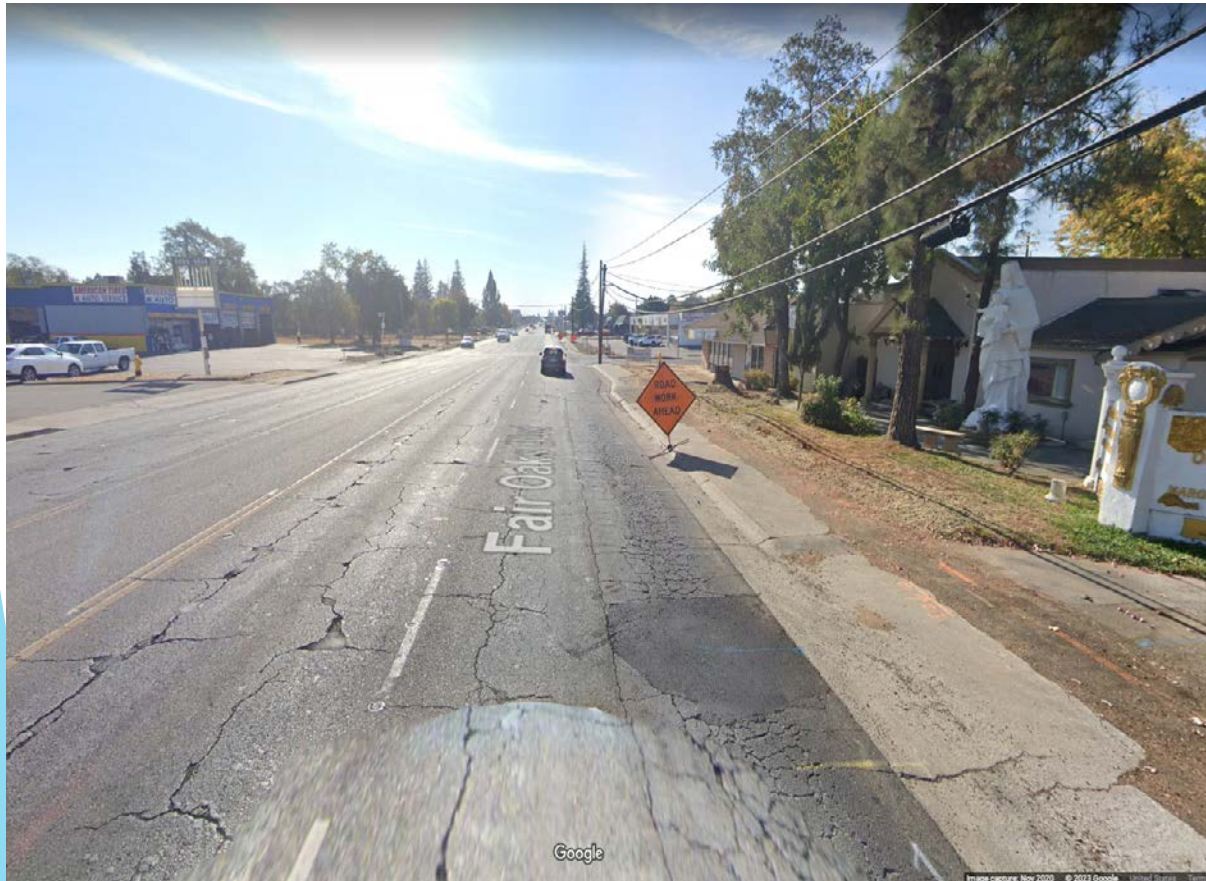
Before



After

Fair Oaks Boulevard Bike Lane Improvements

New bike lane on Fair Oaks Blvd,
from N/O Marconi Avenue to Landis Avenue
Lanes Miles: 1.08



Before



After

Power Inn Road Bike Lane Improvements

New bike lane on Power Inn Rd,
from Florin Road to 52nd Avenue

Lanes Miles: 1.50



Before



After

Power Inn Road Bike Lane Improvements

New bike lane on Power Inn Rd, from Elsie Avenue to MacFadden Drive

Lanes Miles: 1.40



Before



After

Bicycle Education Programs



- The County of Sacramento sponsored 50 Corridor for May Is Bike Month 2022.

Activities:

- Hosted free bike repair events at Manlove Park, wherein over 50 bikes were serviced in total
- Led community bike ride through Rosemont neighborhood in April
- Performed outreach for the Sustainable Trips Incentive Program to Rosemont residents through email, postcard advertising, and in-person community engagements
- Issued about 36 rewards in total to Sustainable Trips Incentive Program participants. At least 7,969 Vehicle Miles Travelled were saved as participants opted to travel via bike, carpool, transit, and walking

Bicycle Education Programs

- The County of Sacramento sponsored Sacramento TMA for May Is Bike Month 2022.

May Is Bike Month Total Participants	1,488 people
Actual Miles Logged	232,034 mi
Actual Trips Logged	19,225



Thank you!



COUNTY OF SACRAMENTO BICYCLE ADVISORY COMMITTEE FINAL Meeting Minutes

Department of Transportation | Videoconference

Online: <https://saccounty-net.zoomgov.com/j/1609692382?pwd=cS8zZDFUcU1lUi9zSjJraGVLSW01dz09>

Dial-in: +1 669 254 5252 Meeting ID: 160 969 2382 Passcode: 328570

WEDNESDAY July 20, 2022 - 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, Sue Schooley, Jack Wursten, Dave Comerchero, Pat Perez, Arlete Hodel
6:03 p.m.

Present: Thomas Cassera, Sue Schooley, Jack Wursten, Dave Comerchero, Pat Perez, Arlete Hodel

Excused: None

Unexcused: None

2. Public Comment on Non-agenda Topics

None

3. Review and Approve Meeting Minutes of May 18, 2022

Action Item

Motion: Approve meeting minutes of May 18, 2022 as is.

Action: **Motion/Second:** Comerchero/Hodel

Yes: Dave Comerchero, Arlete Hodel, Thomas Cassera, Sue Schooley, Jack Wursten, Pat Perez

No: None

Abstain: None

4. Go Slowly Campaign (Caltrans/OTS)

Informational

Caroline Moreno, Caltrans Division of Public Affairs, (916) 639-6299, Caroline.Moreno@dot.ca.gov

Timothy Weisberg, Deputy Director of Marketing and Public Affairs - Office of Traffic Safety,

(916) 708-5128, Timothy.Weisberg@ots.ca.gov

6:07 p.m.

- OTS supports post-crash care campaigns through grant funding, applied towards reducing response times.
- OTS presenter affirmed that while the grant behind this campaign is unable to fund infrastructure, it is focused on shaping a positive perception toward safe infrastructure. (e.g. Roundabouts make it more difficult for drivers to go faster and may be a necessary addition to certain residential streets)
- Committee member expressed support for the platform provided on SafeTREC's website, Street Story, for people to report near accidents.

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.

- 5. Watt Ave Complete Street Improvements Project - Phase 1** **Review and Comment**
Heather Yee, Senior Civil Engineer, (916) 874-9182, yeeh@SacCounty.NET
Keith Gotwalt, Associate Civil Engineer, (916) 847-2818, gotwaltk@SacCounty.NET
6:41 p.m.
- Member cited the crash data in this area, including five fatal accidents, and wanted to ensure this was taken into consideration upon creating the intersection design. DOT staff assured the data was reviewed during the grant application phase.
 - DOT staff clarified the intersection on Roseville Rd and Watt Ave will not be reconfigured for now due to the railroad underpass north of Roseville Rd.
- 6. Safe Streets for All Letter of Support** **Review and Comment**
Mikki McDaniel, Senior Planner, SacDOT, (916) 875-4769, mcdanielm@saccounty.net
7:02 p.m.
- Member requested that the date of the letter be updated to reflect the date of this meeting or of the next day. (July 20 or July 21, 2022)
 - Committee approved of the letter; the chair and vice chair agreed to provide their signatures.
- 7. Future Meetings Format** **Action Item**
Benjamin Rady, Associate Planner, SacDOT, (916) 874-7917, radyb@saccounty.net
Discuss returning to in person meetings, remaining remote, or a combination of the two.
7:11 p.m.
- Motion:** By September 1st, the Committee chair, vice chair, and staff will determine if the next SacBAC meeting is to be held in-person, contingent on the number and trend of COVID-19 cases in the area. If cases are spiking, the Committee is to remain remote until the case rate decreases. If it is determined safe to do so, SacBAC will assemble in person on the September 21st meeting, and should assume all succeeding meetings will remain in person. (Subject to COVID-19 public health orders thereafter)
- Action:** **Motion/Second:** Wursten/Schooley
Yes: Jack Wursten, Sue Schooley, Dave Comerchero, Pat Perez, Arlete Hodel
No: Thomas Cassera
Abstain: None
- 8. Informational Items**
- Final Local Road Safety Plan
 - Final Meeting Minutes of March 16, 2022
- 9. Staff Updates and Reports Back**
- CTC/Caltrans Cycle 6 Active Transportation Program
 - SACOG Regional 2023 Active Transportation Program
 - Active Transportation Plan
 - Bicycle facility standards
 - Arden Way Phase 2
- 10. Future Agenda Items**
- Folsom Blvd Complete Streets Improvements Phase 2
 - Striping Plan - Maintenance
- 11. Set Next Meeting Dates**
- a) Next SacBAC meeting: September 21, 2022

Online: <https://saccounty-net.zoomgov.com/j/1609692382?pwd=cS8zZDFUcU1lUi9zSjJraGVLSW01dz09>

Dial-in: +1 669 254 5252 Meeting ID: 160 969 2382 Passcode: 328570

b) Adjourn SacBAC

Action: **Motion/Second:** Comerchero/Perez

Yes: Dave Comerchero, Pat Perez, Thomas Cassera, Sue Schooley, Jack Wursten, Arlete Hodel

No: None

Abstain: None

7:45 p.m.



ARDEN WAY COMPLETE STREETS MASTER PLAN

ADMINISTRATIVE DRAFT
August 19, 2022 | DRAFT





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PROJECT ACKNOWLEDGMENTS

SACRAMENTO COUNTY

Heather Yee, Senior Civil Engineer, SacDOT

Keith Gotwalt, Associate Civil Engineer, SacDOT

Michelle Wong, Assistant Civil Engineer, SacDOT

COMMUNITY ADVISORY COMMITTEE

Cesar Castaneda, La Familia Counseling Center

Linzie Fukushima, Sacramento County Office of Economic Development

Kristi Grabow, Sacramento County Office of Planning & Environmental Review

Elizabeth Graham, Greater Arden Chamber of Commerce

Patty Kochis, St. Ignatius

Jacob Leatherby, Leatherby's Ice Cream

LaTanya Mosley, Mutual Assistance Network, Black Child Legacy

Roger Niello, Niello Volkswagen

Barry Roth, San Juan Unified School District

Erin Stumpf, Sacramento County Bike Advisory Committee

Chuck Tilley, St. Ignatius

Molly Wagner, WALKSacramento

PLANNING AND DESIGN TEAM

Toole Design Group *Transportation Planning and Urban Design*

Prosio Communications *Community Engagement*

GPA Consulting *Environmental Review*

DOCUMENT PURPOSE

The Arden Way Complete Streets Master Plan (AWCSMP) final report describes the planning context and final design recommendations that emerged as part of the AWCSMP process. The document provides varying degrees of specificity, from general considerations to targeted recommendations. All recommendations are conceptual in nature. Implementation will require additional design phases initiated by the County. The AWCSMP final report and appendix materials, in conjunction Arden Way Phase 1 design and planning documents should be consulted, as appropriate, when implementing future improvements on and along Arden Way.



01



SECTION 1: PROJECT INTRODUCTION AND BACKGROUND

OVERVIEW

The Arden Way Complete Streets Master Plan (AWCSMP) was led by the County of Sacramento Public Works and Infrastructure Agency and Department of Transportation (SacDOT) over an approximately year and a half-long effort. The AWCSMP addresses a critical 1.3-mile stretch of the Arden Way corridor, from Ethan Way to Morse Avenue, and identifies modifications and designs that will improve safety

and mobility on the corridor for pedestrians, bicyclists, drivers, and transit riders. The Plan aims to transition Arden Way from a stressful car-focused corridor into a vibrant, walkable community destination with safe and comfortable travel options. Final recommendations developed as a part of the AWCSMP aim to serve as a framework to inform and shape future project phases.

The purpose and intent of The Arden Way Complete Streets Master Plan is to:

- » Provide comfortable and connected facilities for all users
- » Balance multimodal operations through innovative design
- » Promote safety for all modes of transportation
- » Incorporate beautification and amenities like street landscaping, lighting, and signage
- » Enhance the community's sense of place and increase economic vitality
- » Create a feasible, phased implementation strategy to get improvements on-the-ground

PROCESS + TIMELINE

The AWCSMP was developed over a year and a half-long effort, from Spring 2021 to Fall 2022.

The AWCSMP began in the Spring of 2021 with a comprehensive data collection and information gathering which culminated in an existing conditions analysis. This analysis informed the development of preliminary design alternatives (options) and right-of-way configurations. Design analysis methodology was then established to evaluate the viability and relative success of each design alternative. A preferred

design was then selected and further refined in the Draft and Final Plan and articulated through detailed design and planning-level cost estimates. In a parallel effort a project website, mailing list, and email were established early in the process and a robust community engagement plan was followed throughout the planning process. For more information on Community Engagement efforts and initiatives see pages 8-12.



Figure 1. AWCSMP Process and Timeline

STUDY AREA

Arden Way is located in Unincorporated Sacramento County and connects the Arden Arcade community to Interstate 80 and downtown Sacramento. Project extents for this effort include Arden Way from Morse Avenue to approximately 600 feet east of Ethan Way. Extending from Morse Avenue to Watt Avenue, as identified in Figure 2, is the location of The Arden Way Phase 1 Improvements Project. Construction is scheduled for Summer 2023. The project will include sidewalk level bicycle lanes and landscaped buffers and medians. More information on The Arden Way Phase 1 Improvements Project can be found at:

<https://www.ardenwaycompletestreets.net/>.

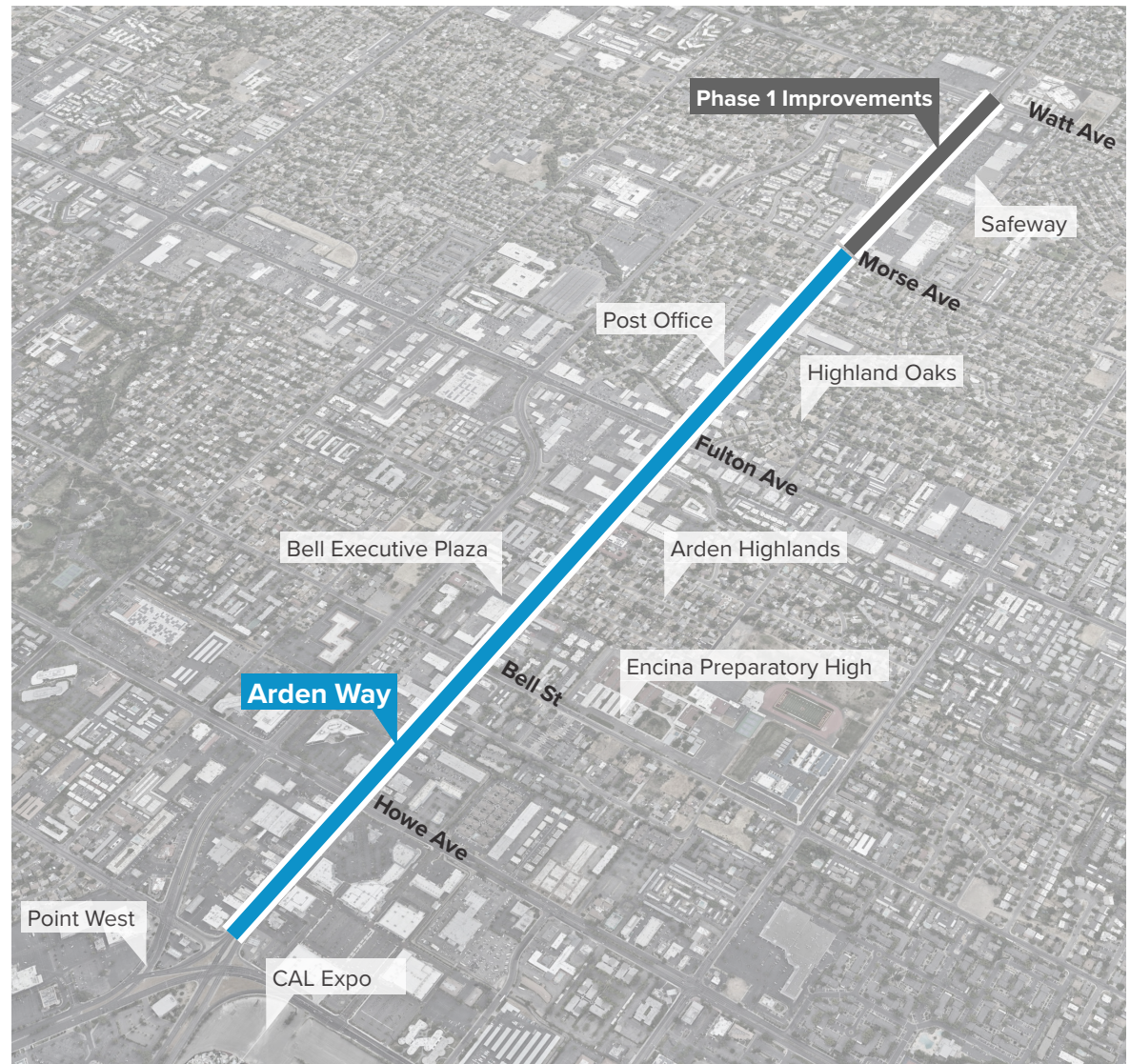


Figure 2. Arden Way project extents

SITE CONTEXT

Developed in the post-World War II era, Arden Way was originally designed to prioritize vehicular movements within and through the corridor. The current configuration includes two vehicle lanes in each direction and a center turn lane to facilitate access to destinations on either side of the corridor. However, as infrastructure has deteriorated and traffic volumes and speeds increased over time, the corridor now acts as a barrier to local community members who might wish to walk, bike, or take transit.

Site visits and analysis along with feedback from the community uncovered a few challenging conditions for people wanting to walk, bicycle, or take transit along Arden Way. Gaps in the sidewalk infrastructure, long distances between crossing opportunities, and long crosswalk lengths creates situations where people experience

a challenging walking environment for those who chose to, or need to, walk to access destinations. Additionally, the study area does not include any bicycle provisions which leads many people to ride on the sidewalks or avoid cycling on the corridor altogether. Transit users also are not afforded appropriate space for bus boarding and alighting or crucial amenities like benches and shelters which help older or disabled populations comfortably wait for their bus.

The project team took this understanding of the existing corridor to inform the development of innovative yet feasible conceptual design that envisions Arden Way as a more “complete street.” For a summary of existing conditions, including detailed analysis of pavement conditions, traffic patterns (volumes and speeds), crash history, and transit operations, see Appendix 6B.

Informational Item - Draft Arden Way Complete Streets Master Plan

SECTION 1: PROJECT INTRODUCTION AND BACKGROUND



Figure 3. Site photos and existing conditions



02

SECTION 2: COMMUNITY ENGAGEMENT

OVERVIEW

Sacramento County provided opportunities for community members and other stakeholders to engage throughout the process. The engagement efforts included the launch of a project website and email, a Community Workshop, Business Owner Survey, Community Advisory Committee meetings, and a public Open House.

Community engagement began in early spring 2021 with the launch of the project website, project email, and mailing list, and the first of

four Community Advisory Committee (CAC) meetings. In late spring and early summer, a Community Workshop was held, and a business owner survey was distributed to solicit thoughts, and feedback on preliminary design alternatives and goals for Arden Way. Final recommendations and design concepts were presented to the Community Advisory Committee (CAC) and to then to the larger public via an in-person Open House event in the Fall of 2022.



Figure 4. AWCSMP Process, Timeline, and Community Engagement

CAC MEETINGS

The AWCSMP was guided by a Community Advisory Committee (CAC) who represent a diverse group of stakeholders whose input, advice, and feedback were invaluable to the project team throughout the planning process. Three virtual meetings were held at key points in the process.

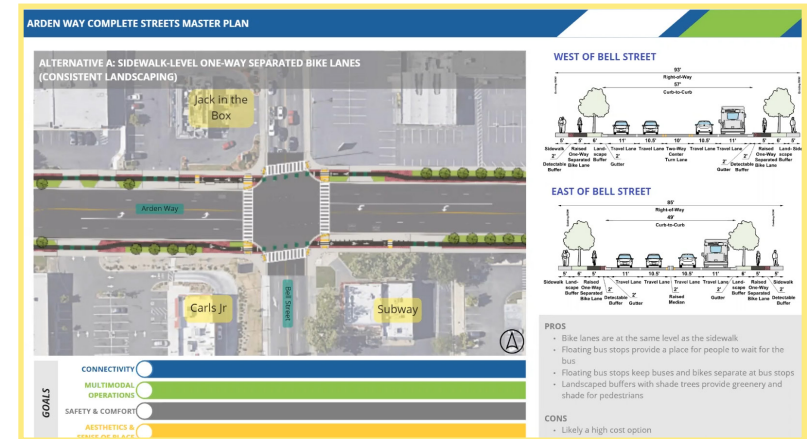
**From your perspective, what are the existing issues along Arden Way?
What improvements are needed?**



Figure 5. Online Mentimeter poll posed by the project team at the first CAC meeting.

COMMUNITY WORKSHOP

A public community workshop was held virtually on the evening of May 25, 2021. The purpose of the hour and a half workshop was to provide participants with a project overview including project extents and goals, discuss existing conditions, and gather feedback on the design alternatives detailed on pages 20-22. Due to the current pandemic and necessary safety precautions, the workshop was held via Zoom. Roughly 55 participants attended the workshop.



Speed is an issue that needs to be considered, especially with crossing opportunities

Landscaping is a desired feature but water is a private utility expense

Wider Sidewalks

Would like to see sidewalk and bike lane separated from vehicles by landscaping/trees, it feels safer.

two-way left turn lane is often used as a loading zone. Especially with dealerships (VW etc)—property at Arden/Fulton now occupied by Tesla. Want to maintain positive relations, otherwise delivery vehicles might travel through neighborhoods

Medians installed on Fulton Avenue involved discussions with property owners. Important to get buy-in prior to implementation

driving gets increasingly more frustrating when you can't make u-turns. Please maintain ability to make u-turns at intersections

two-lane left turn desired to maintain left turn access

Bell-Fulton-Morse: consider adding in intersections & crossing opportunities

Does a need to be "one size fits all" consider different approaches at car dealerships versus elsewhere.

Utilities blocking sidewalks, lack of sidewalks

Bell to Fulton is a hill, high speeds—want to maintain ability to turn here to people don't need to u-turn at intersection—almost 3,000 feed between intersections

Figure 6. Images from the Community Workshop presentation and real-time Miro feedback session on design alternatives

BUSINESS OWNER SURVEY

The Business Owner Survey asked the Arden Way business community for its thoughts on existing conditions along the Arden Way corridor as well as comments on the proposed design alternatives detailed on pages 20-22. The survey

was open for public input for approximately seven weeks from June to July 2021. In total, 24 unique responses were received.

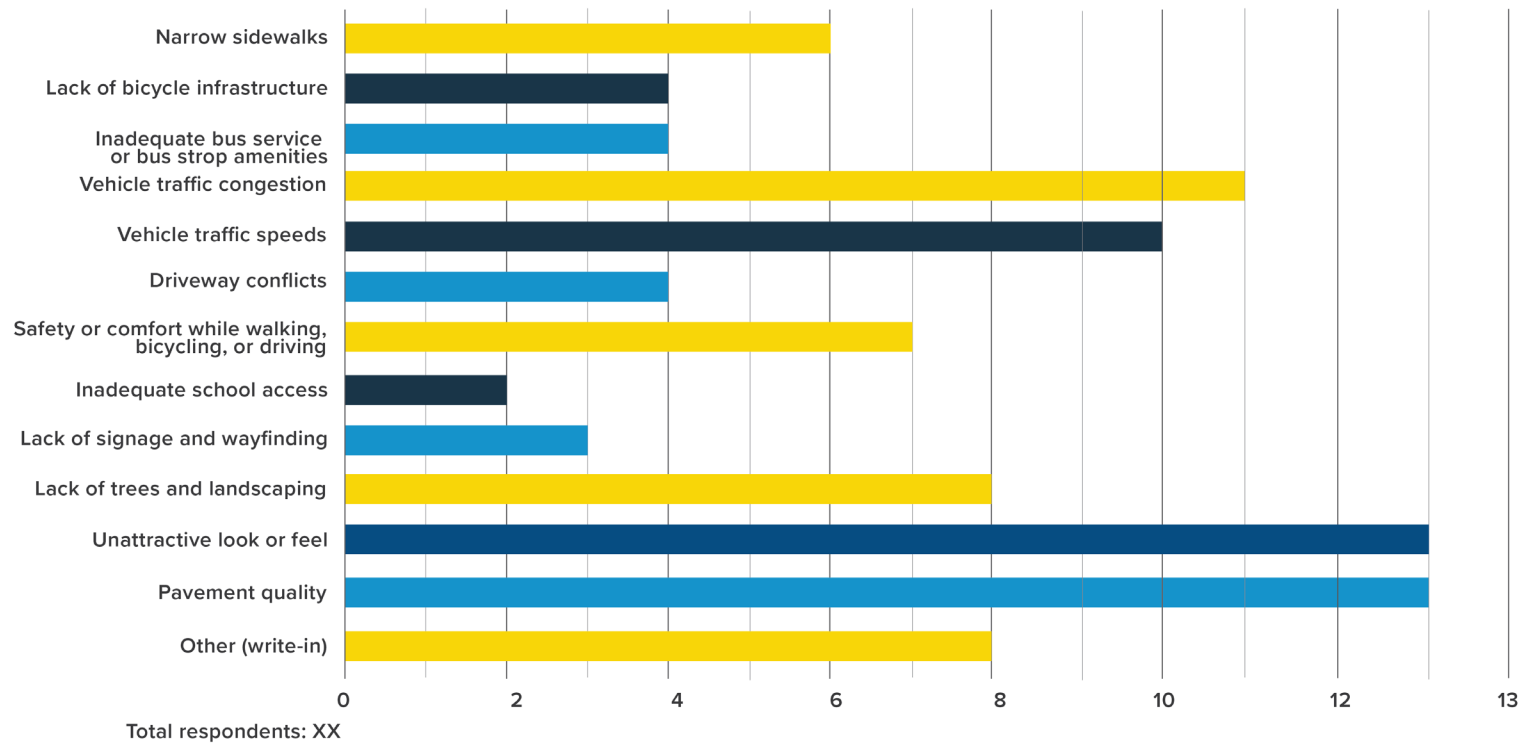


Figure 7. Business Owner Survey responses to the question: “What do you see as the most pressing issues on Arden Way today?”

COMMUNITY OPEN HOUSE

TO BE DEVELOPED AFTER SEPTEMBER OPEN HOUSE



03



SECTION 3: DESIGN VISION

DESIGN OBJECTIVES

The design objectives developed for The Arden Way Complete Streets Master Plan (AWCSMP) aim to integrate the community-guided vision aesthetically and economically vibrant corridor with safe, comfortable, and convenient multimodal travel options. The objectives described on the following pages have shaped the vision, development, and final design recommendations for Arden Way.



CONNECTIVITY

Redesign Arden Way to feel seamless and connected by providing comfortable and convenient walking and bicycling facilities for users of all ages and abilities.



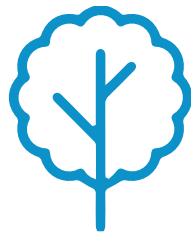
SAFETY + COMFORT

Reconfigure Arden Way to increase road user comfort and actual and perceived safety for all modes of transportation by planning for intuitive use of use of facilities while providing accessible design throughout the corridor.



MULTI-MODAL OPERATIONS

Rebalance Arden Way to better serve all road users, including pedestrians, bicyclists, transit users, and drivers by minimizing conflict points between modes (i.e., bikeway and pedestrian route conflict points with vehicles and transit loading and unloading).



AESTHETICS + SENSE OF PLACE

Beautify Arden Way, create a sense of place, and promote economic vitality with amenities like landscaping, greenery, lighting, and signage.

The design objectives were developed to be in support of the key goals and principles outlined in the following key documents:

Sacramento County General Plan Circulation Element “Provide affordable, safe, and sustainable public transportation options[;] Decrease private motor vehicle trips and miles traveled[; and] Increase traffic safety for all users.”

» **Sacramento County General Plan Environmental Justice Element** (amended 2019) “...support walking and bicycling by requiring smart growth streets (bike lanes, and sidewalks separated from the roadway with trees and planted landscaping) in transit priority areas...”

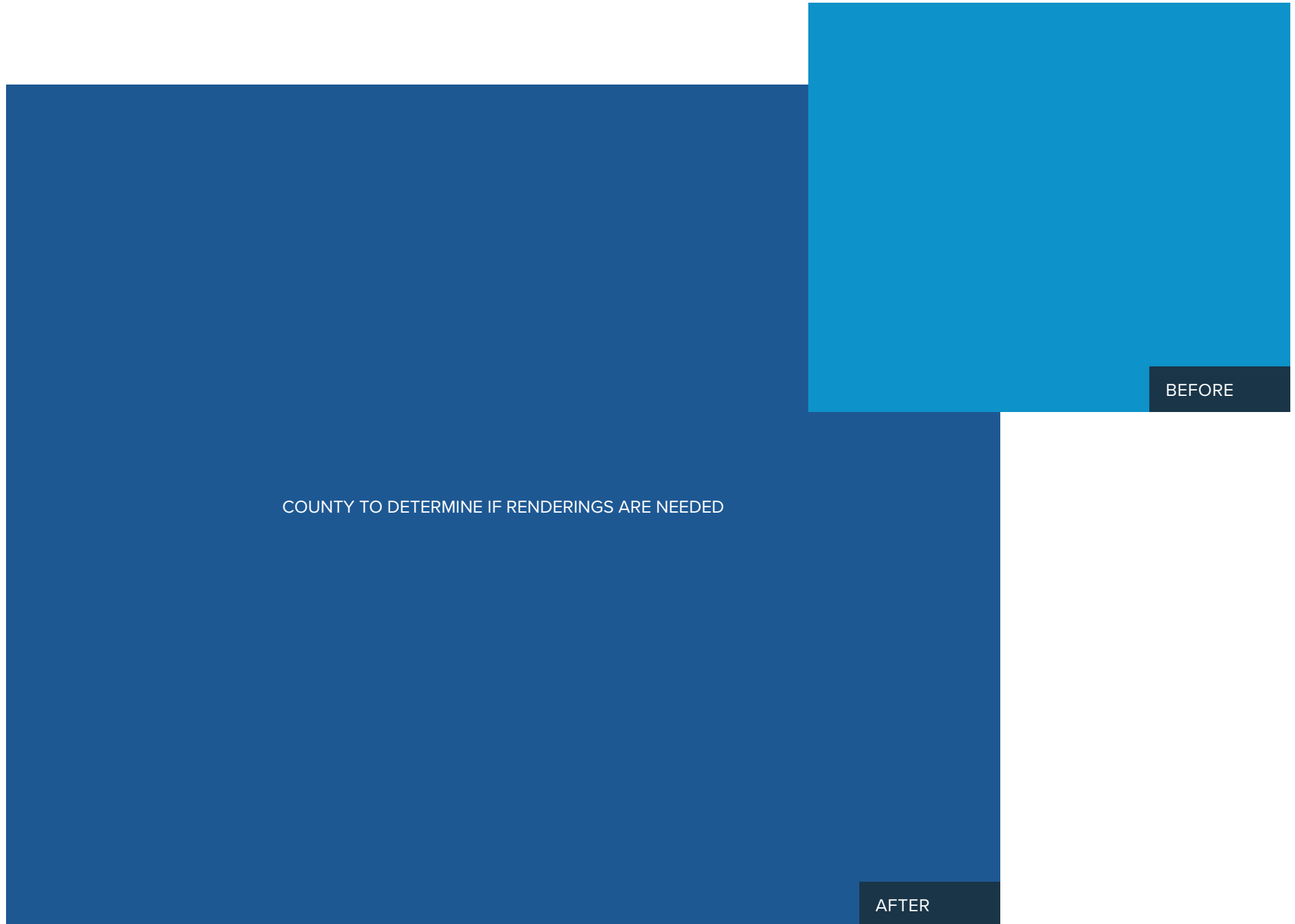
» **Sacramento County Bicycle Master Plan** (2011) “...provide safe, continuous, efficient, integrated, and accessible bicycle and pedestrian systems that encourage the use of the bicycle and walking as viable transportation modes and as forms of recreation and exercise.”

» **Sacramento County Pedestrian Master Plan** (2007) “...implement the Pedestrian Master Plan to improve pedestrian safety and access in the unincorporated areas of Sacramento County.”

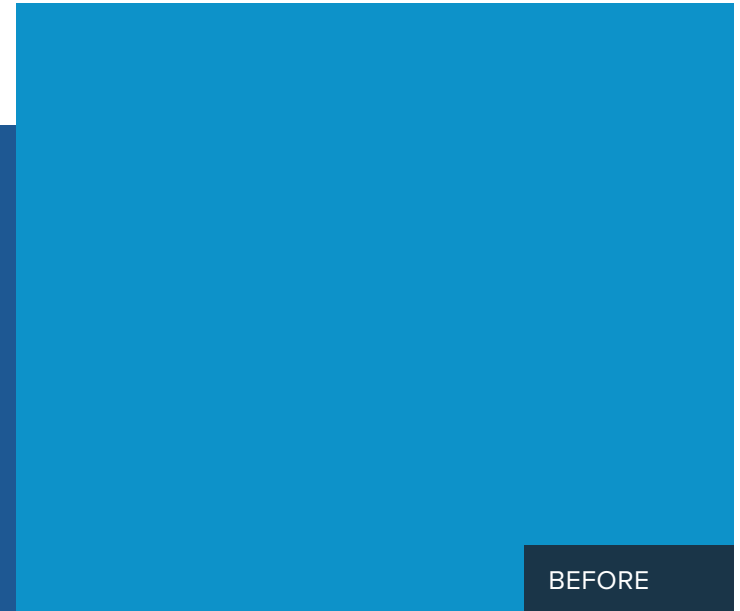
» **Arden Way Corridor Assessment Memo** (2017) Transform Arden Way “from a drive-only commercial strip to a walkable suburban community with mixed use town centers that can be afforded by the full range of the market”.

» **SACOG Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/ SCS) 2040** (2020) is built around the following four goals:

- Build vibrant places for today’s and tomorrow’s residents
- Foster the next generation of mobility solutions
- Modernize the way we pay for transportation infrastructure
- Build and maintain a safe, reliable, and multimodal transportation system



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BEFORE

COUNTY TO DETERMINE IF RENDERINGS ARE NEEDED

AFTER



04

SECTION 4: ALTERNATIVES DEVELOPMENT

THREE DESIGN ALTERNATIVES

A high-level summary of the development of three alternative design options, the subsequent evaluation process, and resulting preferred design for Arden Way is outlined below. Three design alternatives (options) were developed for the Arden Way corridor taking into consideration the design objectives and existing opportunities and constraints. Cross sections illustrating the right-of-way width necessary to achieve each alternative design option are provided on the following pages.

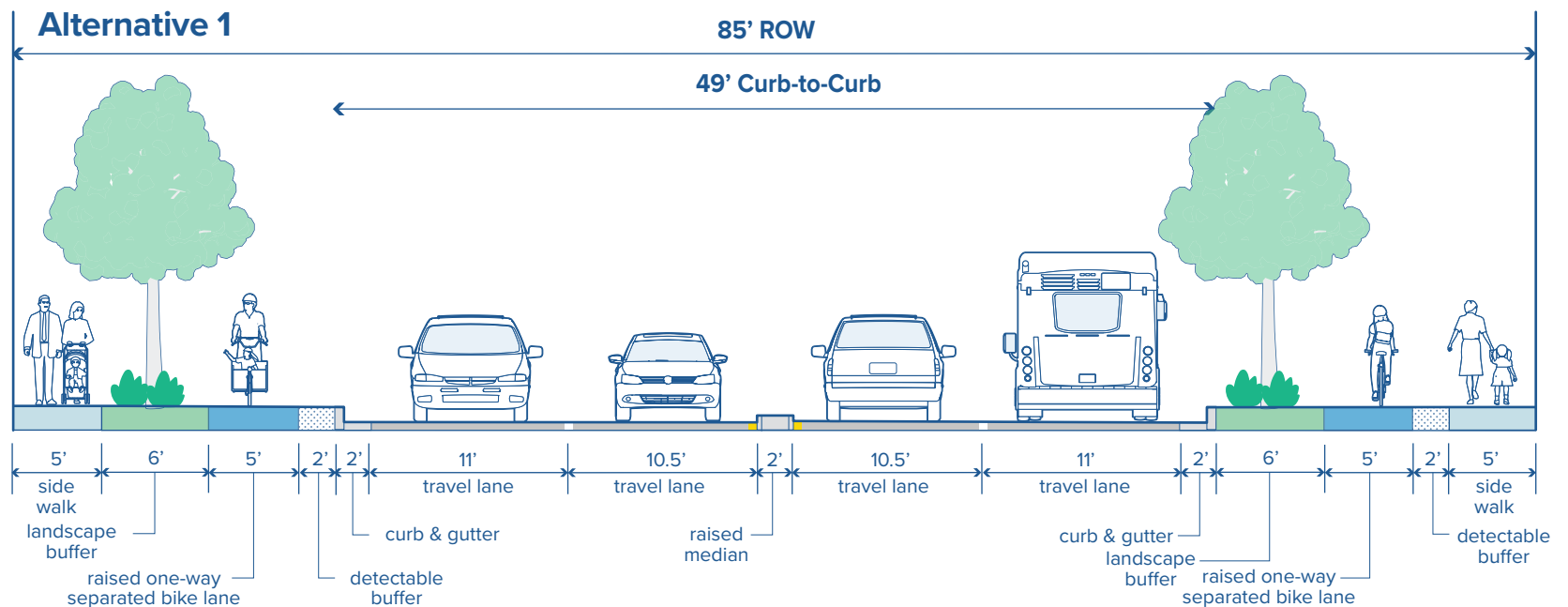


Figure 8. Alternative 1 Sidewalk-Level One-way Separated Bike Lanes (Consistent Landscaping)

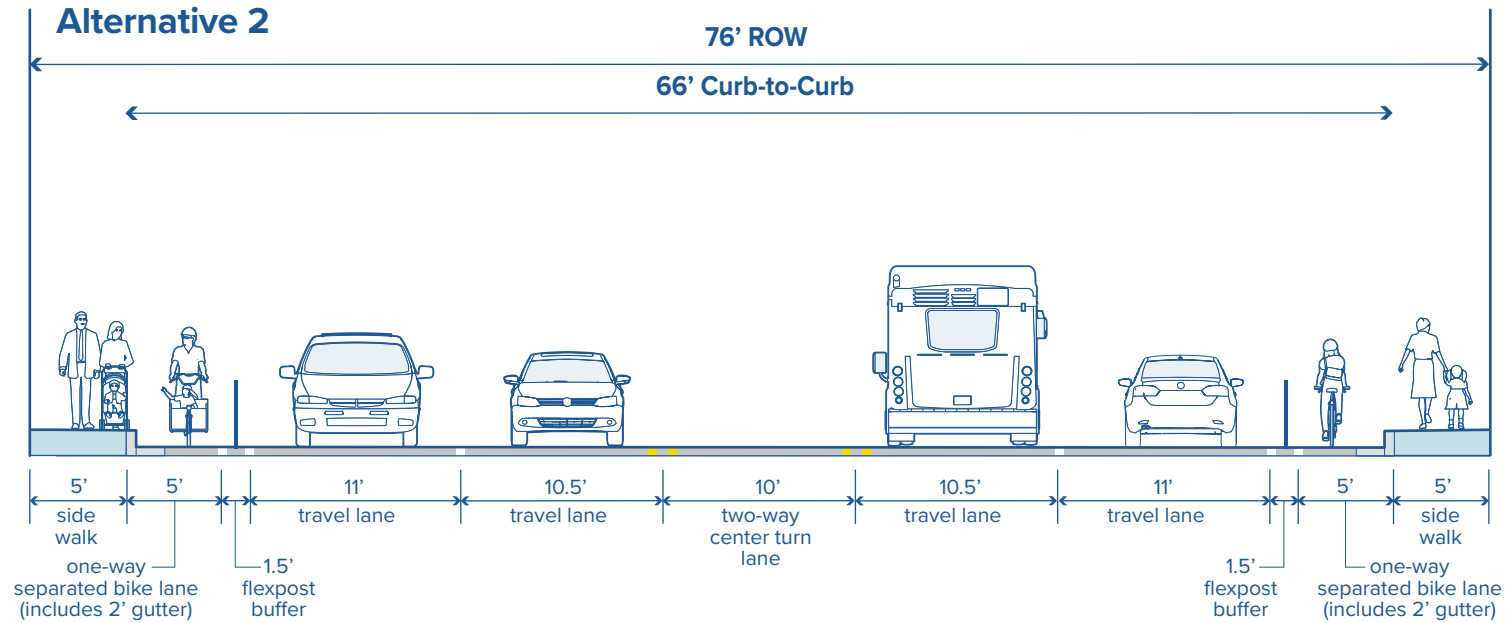


Figure 9. Alternative 2 Sidewalk-Level One-way Separated Bike Lanes (Landscaping as Right-of-Way Allows)

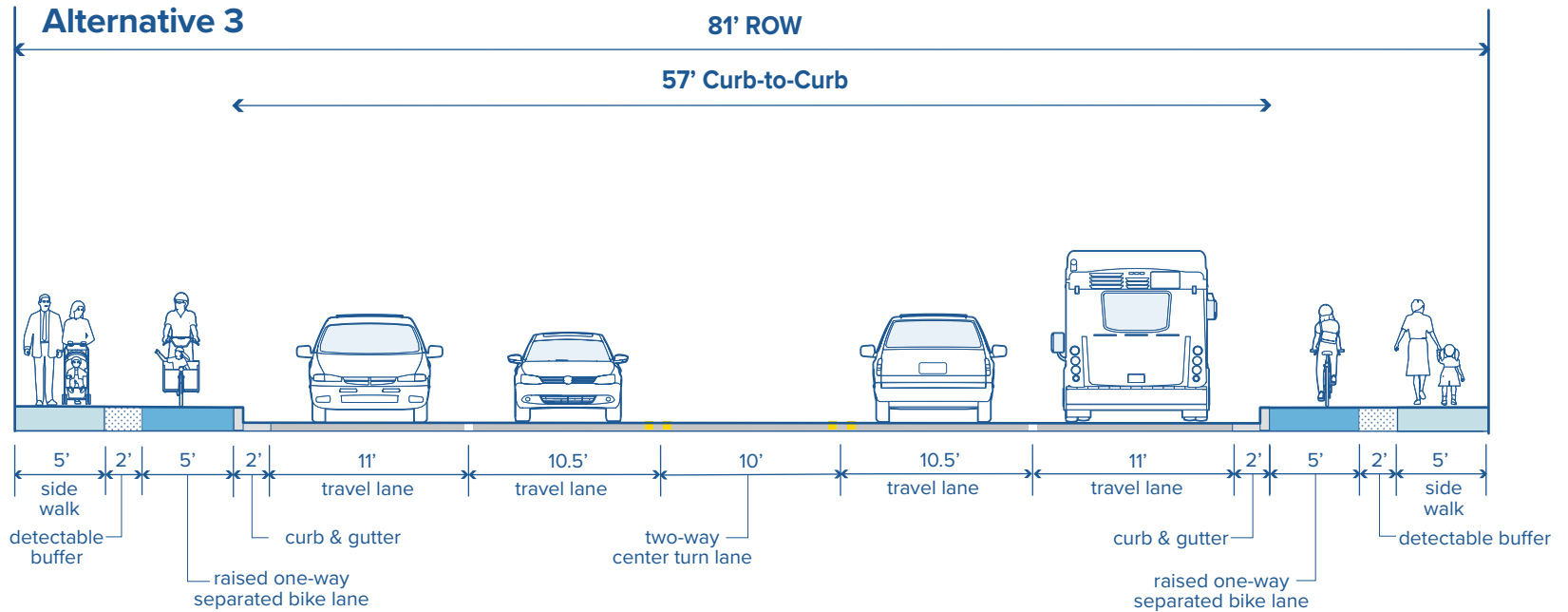


Figure 10. Alternative 3 Street-Level One-way Separated Bike Lanes

EVALUATION OF ALTERNATIVES

Evaluation metrics based on the design objectives, community feedback (Community Metrics), and Sacramento County Department of Transportation (SacDOT) input (County Metrics) on each design alternative, were developed to determine the which alternative would be selected

and further refined. Each metric was assigned a potential number of points based on their relative importance. The design alternative that scored highest was selected as the preferred alternative to be further evaluated during subsequent design phase

Evaluation Metric	Basis of Evaluation
Connectivity	Continuous and consistent bikeway and pedestrian facilities
	Frequent and convenient crossings for bicyclists, pedestrians, and transit users
	Left turn movements for cyclists
Multimodal Operations	Minimized conflict points between modes
	High-level traffic analysis outcomes
	Left turn constraints for vehicle
Safety & Comfort	Width of pedestrian and bicycle facilities
	Level of horizontal and vertical separation between vehicles and bicyclists/pedestrians
	Intuitiveness and ease of use of facilities
	Accessible design
Aesthetics & Sense of Place	Maintenance needs
	“Greening” of the corridor with additional vegetation and landscaping
	Community spaces, public art, and other unique placemaking elements
Community Metrics	Opportunity for landscaped medians
	Business Survey
County Metrics	Workshop Feedback
	Right-of-way constraints
	Accommodation of design exceptions:
	Left-turn constraints
	Constructability
	Preferred alternative by County Staff

PREFERRED ALTERNATIVE

Alternative 1 scored highly in Community Metrics, Connectivity, and Safety & Comfort. Alternative 2 scored highly in Connectivity, Multimodal Operations, and Safety & Comfort. Alternative 3 received fair scores across all metrics.

The resulting scored ranking of design options for Arden Way are as follows:

1. **Alternative 2:** Sidewalk-Level One-way Separated Bike Lanes (Landscaping as Right-of-Way Allows)
2. **Alternative 3:** Street-Level One-way Separated Bike Lanes
3. **Alternative 1:** Sidewalk-Level One-way Separated Bike Lanes (Consistent Landscaping)

After the selection of Alternative 2 as the preferred design option, the cross-section was modified to include 3-foot curb and gutters, 5-foot bike lanes, and 5-foot sidewalks. The detectable buffer provided between the sidewalk and raised bike lane was further refined to be in alignment with the latest SacDOT standards. At the time of development, a 1-foot trapezoidal delineator is the preferred device for this purpose.

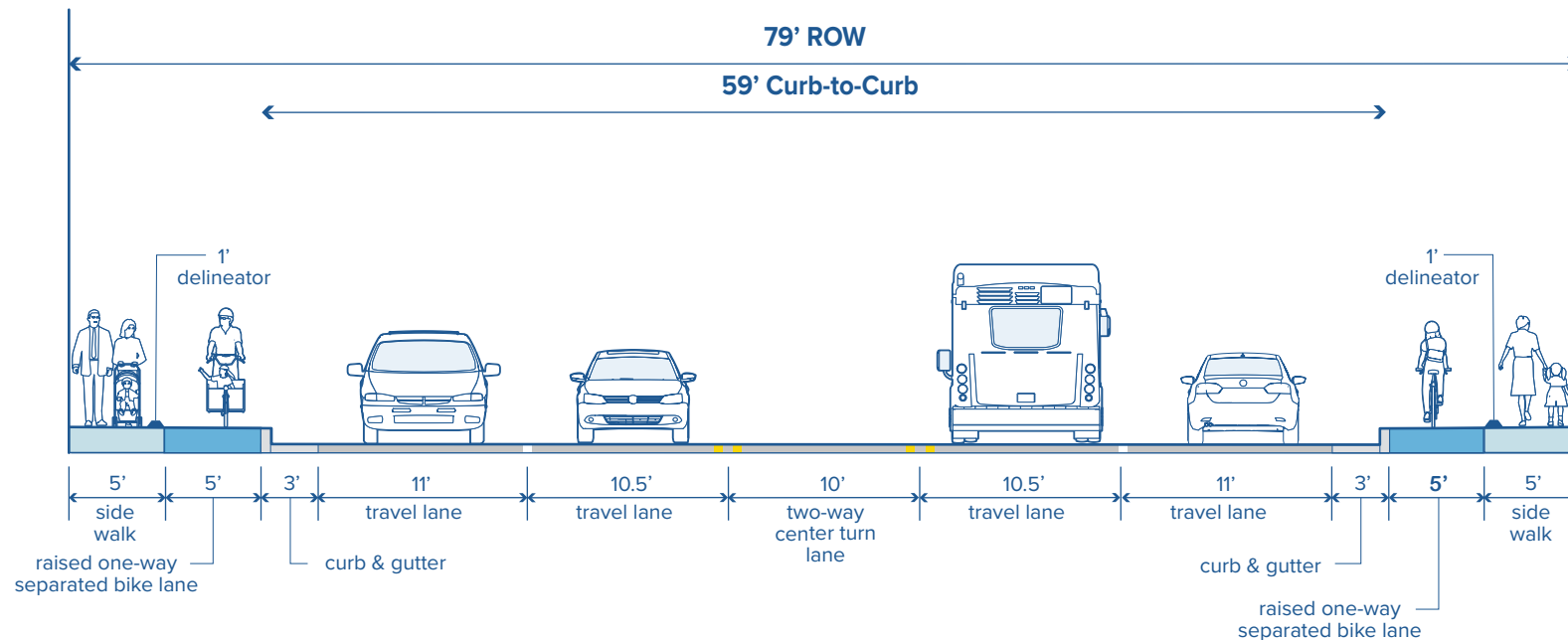


Figure 11. Updated Alternative 2



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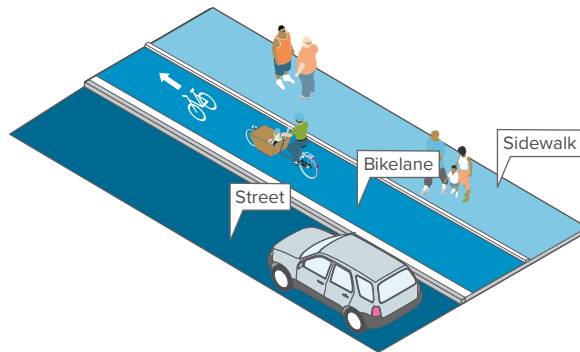
SECTION 5: FINAL CONCEPT DESIGN

DESIGN FRAMEWORK + TOOLS

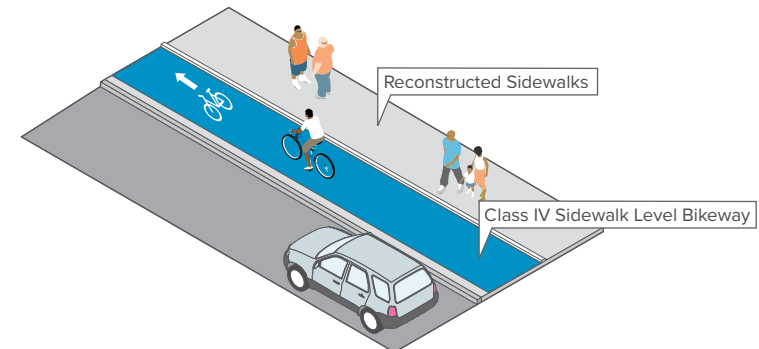
The “design tools” illustrated below include corridor-wide design approaches that are recommended throughout the study area, where applicable. The design tools integrate each of the four core design objectives and serve as the building blocks of The Arden Way final

design concept. The design tools should inform design decisions on Arden Way and be used to evaluate the degree to which any future streetscape proposal is consistent with The Arden Way Complete Streets Master Plan design vision and objectives.

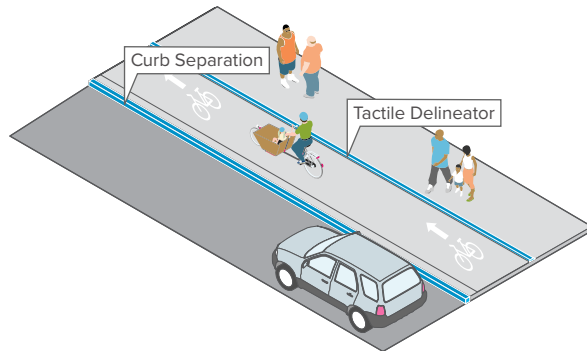
- ① Clearly delineated areas with comfortable widths for all modes of travel



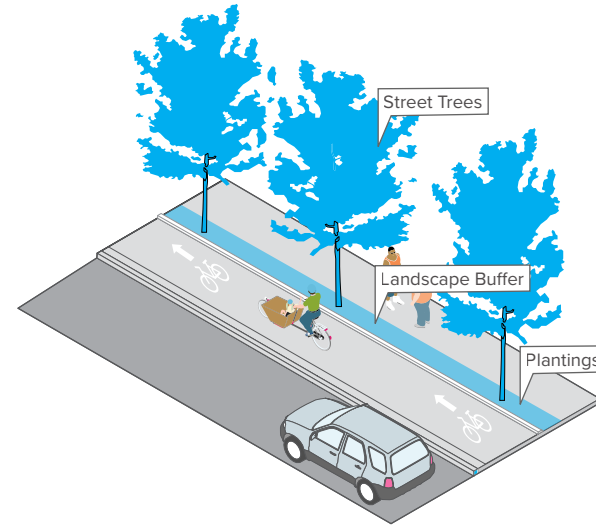
- ② Repaved, continuous, and consistent bikeway and pedestrian facilities throughout the project area



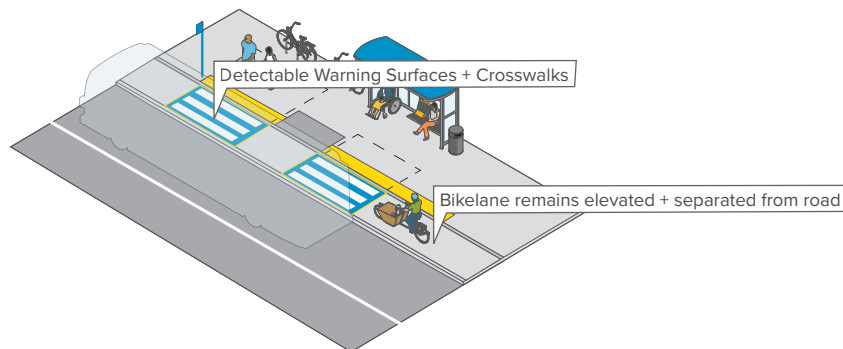
- ③ Vertical and horizontal separation between vehicles, bicyclists, and pedestrians



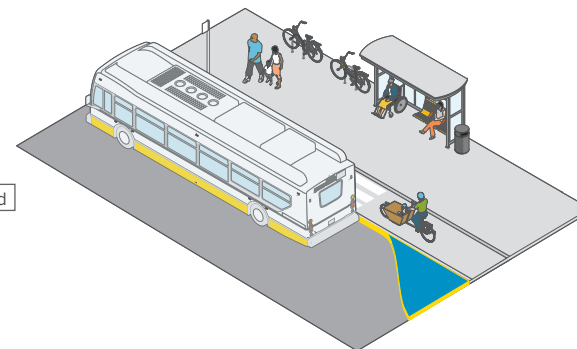
- ④ Landscaping buffer (where feasible) between bike lane and sidewalk



- ⑤ Detectable surfaces and crosswalks at bus stops to alert pedestrians and bikers they are entering a shared zone



- ⑥ Bus turnouts to improve traffic flow and safe passenger loading/unloading areas



DESIGN GUIDANCE

The design guidance describes the standards, and design criteria for the physical components of a redesigned Arden Way. The guidance and descriptions herein are recommendations, additional phases of programming and design with the community will be needed to implement recommendations.

PEDESTRIAN FACILITIES

- Make sidewalks continuous and consistent
- Widen sidewalks where possible
- Provide 5-feet minimum for comfort and groups walking
- Include a 1-foot raised delineator to separate the sidewalk from bikeway.
- In the case where 1- to 5-feet of additional width is available in the right-of-way, the sidewalk should be widened
- Match or leave existing sidewalk width, or curve or offset sidewalk to protect high value shade trees

BIKE FACILITIES

- Make bike lanes continuous and as consistent as possible
- Sidewalk Level Class IV Bike Lane: 5-feet minimum bikeway (outside of gutter pan), 1-foot trapezoidal delineator
- In the case where more than 5-feet of additional right-of-way width is available, a landscaping buffer between the sidewalk and bike lane should be included

LANDSCAPE + GREEN INFRASTRUCTURE

- Integrate a full menu of green infrastructure options, where more than 5-feet of additional right-of-way width is available, that can be maintained by current landscape maintenance procedures
- Emphasis the capture and management of stormwater runoff at the surface, minimize over-engineering of landscaped-based stormwater facilities
- Allow green infrastructure to be used for placemaking and public education opportunities

MOTOR VEHICLE FACILITIES

- Provide 11-foot curbside travel lanes, 10.5-foot inside travel lanes, and 10-foot turn lanes
- Include 3-foot curb and gutter
- Maintain existing turn lanes and center turn lanes

BUS STOP DESIGN

- Follow Sacramento County Standard Drawing 4-43 & 4-44 to the greatest extent possible
- Include yield and crosswalk pavement markings through bikeway at the bus stop drop-off points
- Consider including shelters, benches, and landscaping, where feasible
- No parking impacts are expected

INTERSECTION DESIGN

- Maintain existing turning movements and lanes at but two locations. Refer to the full corridor-wide concept design plan in Appendix 1 for exact locations and proposed configurations.
- Include a 1-foot median curb at all major intersections to separate the left-turn lanes from on-coming through lanes
- Plan for 34-foot curb radii (following the Arden Way Phase 1 draft plans)
- Implement green colored pavement markings at all bicycle lane road and driveway crossings
- Integrate green infrastructure and new street trees with new bike/ped mixing areas
- Where feasible, include raised curbing on the approach corners of the intersection to create protection for pedestrians from bicycles in the parallel one-way bikeway
- Meet or exceed Sacramento County curb ramp level landing standard dimensions
- At major intersection crossings, provide 10-foot-wide curb ramp openings
- At minor intersection crossings, provide 6-foot-wide curb ramp openings

STREET TREES

- Protect and preserve healthy, mature trees
- Large canopy trees to be strategically placed so they do not block out street lighting, conflict with large vehicle movement or block sight lines as they mature
- Selectively remove and replace trees that are underperforming or are not climate resilient
- Consider a phased approach to planting with an emphasis on starting now to increase urban tree canopy growth
- Provide adequate soil volume for the tree species

SITE FURNISHINGS

- Placement of site furnishings along sidewalks, pathways, trees should reduce potential conflicts with vehicles, bikes, or pedestrians

ARDEN WAY CONCEPTUAL DESIGN

The following pages illustrate typical cross sections and plans along the Arden Way study area. The full corridor-wide concept design plan, including detailed bus stop and intersection configurations can be viewed in Appendix 1.

TYPICAL CROSS SECTIONS + PLANS

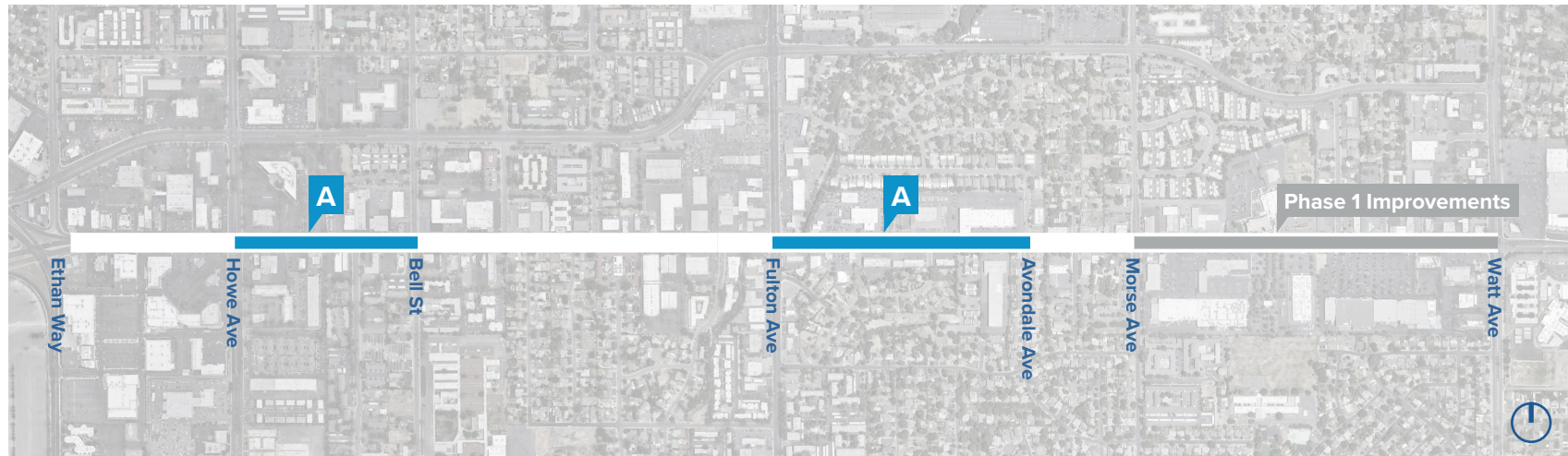
Typical cross sections and plans are organized by available right-of-way width and resulting approach to the configuration of the streetscape components and dimensions. Pinch points, design exceptions, and unique conditions are noted on the corridor-wide concept design plan in the Appendix 1.

A The following illustrates existing conditions and typical proposed concepts for Arden Way blocks:

- Howe Avenue to Bell Street
- Fulton Avenue to Avondale Avenue

These blocks have the widest right-of-way in the study area and are the least constrained portions of the corridor. The proposed concept includes creating landscaped buffers, primarily on the north side, between the bike lane and sidewalk. Landscape buffers should incorporate new tree canopy where possible.

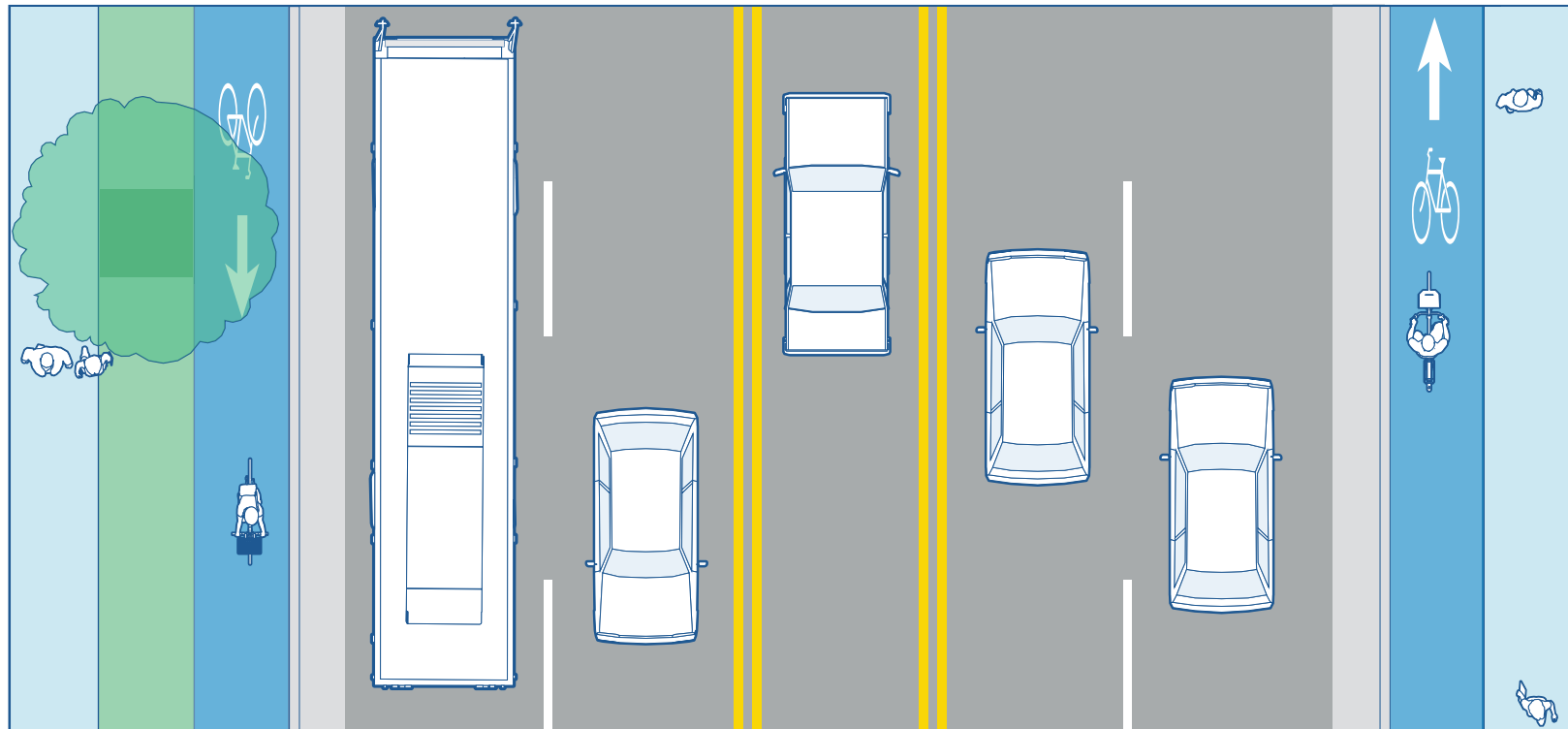
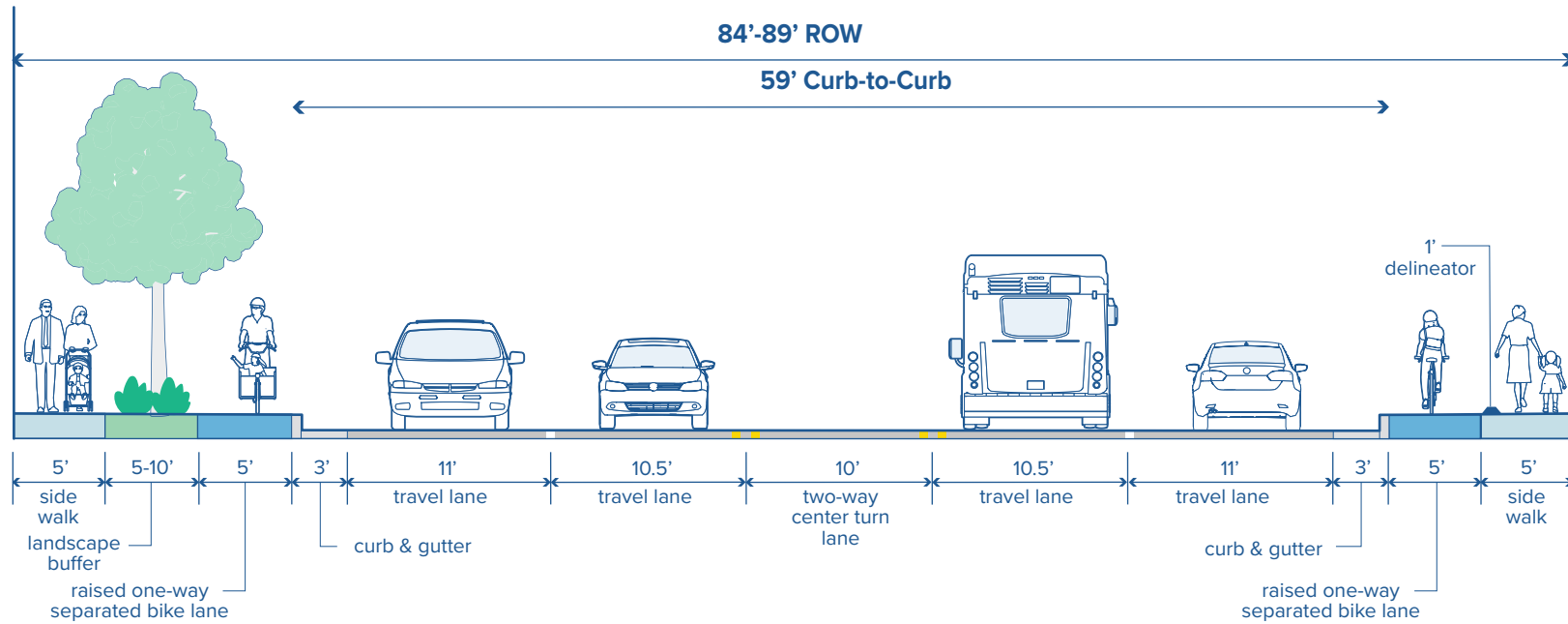
KEY PLAN



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Section A

SECTION 5: FINAL CONCEPT DESIGN



B The following illustrates existing conditions and typical proposed concepts for Arden Way blocks:

- Ethan Way (west limits) to Howe Avenue
- Bell Street to Fulton Avenue
- Avondale Avenue to Morse Avenue (east limits)

On these blocks of the Arden Way corridor, the right-of-way narrows and does not allow for a landscape buffer

between the bike lane and sidewalk. In this instance, a 1-foot trapezoidal delineator is proposed as a buffer between the bike lane and sidewalk.

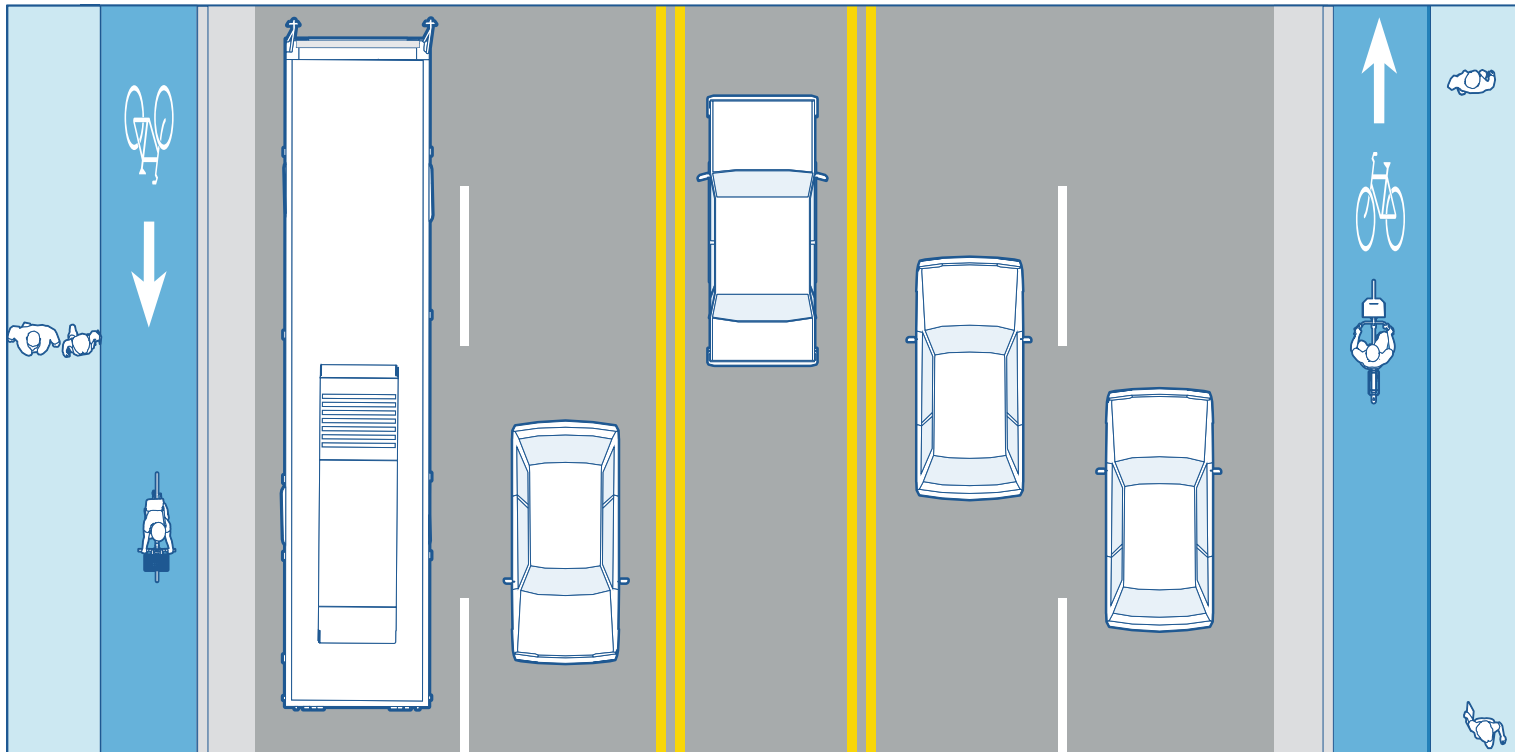
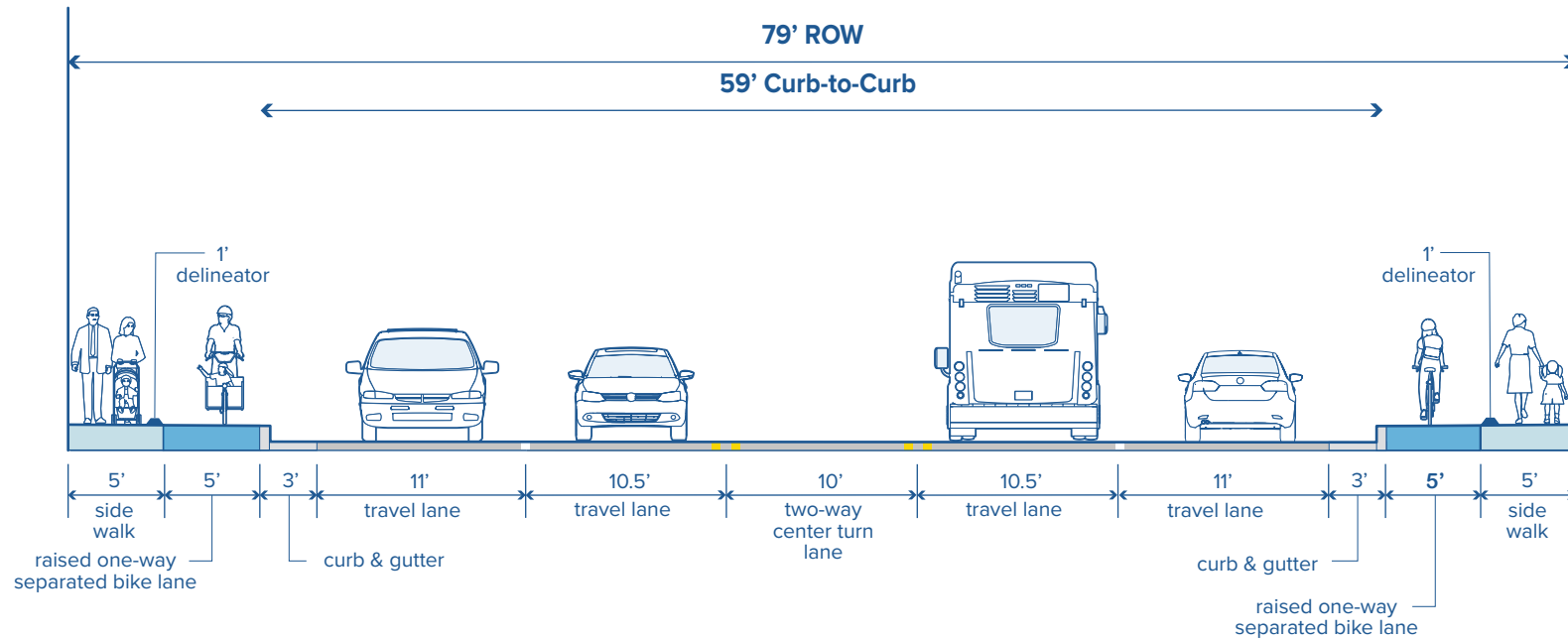
KEY PLAN



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Section B

SECTION 5: FINAL CONCEPT DESIGN





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SECTION 6: COST ESTIMATES + FUNDING OPPORTUNITIES

COST ESTIMATES

COST ESTIMATES TO BE DEVELOPED AFTER ROLLPLOT IS FULLY VETTED AND FINALIZED

FUNDING OPPORTUNITIES

Several federal, state, and regional sources are available to fund design concepts recommended in the Arden Way Complete Streets Master Plan. Having an adopted report in place demonstrates public support for implementation of transportation recommendations and can

increase the likelihood of securing resources in a competitive funding landscape. The sources in the following table represent a starting point for the County, and local community members to explore funding the concepts included in this document.

Program or Funding Source	Administering Agency	Description	Web Link
RAISE Discretionary Grant	USDOT	Project types: Planning, design, construction This grant helps communities modernize their transportation systems and make them safer, more accessible, more affordable, and more sustainable.	https://www.transportation.gov/RAISEgrants
Safe Streets and Roads for All (SS4 All)	USDOT	Project types: Planning, design, construction This program supports regional, local, and tribal communities in reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users.	https://www.transportation.gov/grants/SS4A
Local Highway Safety Improvement Program (HSIP)	Caltrans, Federal Highway Administration	Project types: Construction Supports safety related improvements to roadways and bicycle and pedestrian facilities to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads.	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
Sustainable Communities Grant	Caltrans	Project types: Planning, programs Includes funding for local and regional transportation planning in line with statewide goals that support sustainable communities' strategies and GHG reduction targets.	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants
Affordable Housing and Sustainable Communities Program	California Strategic Growth Council	Project types: Construction, programs Provides grants and/or loans that will achieve GHG emissions reductions and benefit Disadvantaged Communities. Sustainable transportation infrastructure, particularly bicycle/ pedestrian corridor and crossing improvements covered in specific plans, transportation-related amenities, and program costs can all be supported by these funds.	https://sgc.ca.gov/programs/ahsc/resources/

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COST ESTIMATES + FUNDING OPPORTUNITIES

Program or Funding Source	Administering Agency	Description	Web Link
Transformative Climate Communities Program	California Strategic Growth Council and Department of Conservation	Project types: Planning, construction Specifically for disadvantaged communities, funds can be used for developing active transportation and public transit projects; support transit ridership programs and transit passes for low-income riders; expand first/last mile connections, build safe and accessible biking and walking routes, and encourage education and planning activities to promote increased use of active modes of transportation.	https://sgc.ca.gov/programs/tcc/resources/
Urban Greening	California Natural Resources Agency	Project types: Construction Funds can be used to acquire, create, enhance, or expand community parks and green spaces, with bonus points awarded to projects in disadvantaged communities. Projects that include non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools are eligible.	https://resources.ca.gov/grants/urban-greening
Local Partnership Program	California Transportation Commission	Project types: Construction Provides funding to local and regional agencies to improve active transportation, transit and rail, and health and safety benefits.	https://catc.ca.gov/programs/sb1/local-partnership-program
Regional Flexible Funding Programs	SACOG	Project types: Planning, construction Allocates funds to transportation projects based on available apportionments of regional Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), State Transportation Improvement Program (STIP), Active Transportation Program (ATP), and SACOG managed funds. The funds get distributed through individual funding programs that together make up a funding round.	https://www.sacog.org/transportation-funding-programs
2023 Regional ATP	SACOG	Project types: Programs, planning, construction Distributes \$45,512,000 of Active Transportation Program funding to projects and programs in El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties to increase biking and walking.	https://www.sacog.org/post/2023-regional-atp-application-available
Community Design Funding Program	SACOG	Project types: Planning, design, construction Provides funding to local governments to build placemaking projects in their communities. The projects must implement any of the SACOG Blueprint Principles: (1) housing options (2) transportation options; (3) infill development; (4) mixed land uses; (5) compact development; (6) preservation of natural resources, and (7) quality design. The most commonly awarded projects in the past have been streetscape improvements with associated land use development that are consistent with the Blueprint Principles.	https://www.sacog.org/community-design



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SECTION 7: POLICY FRAMEWORK

Throughout the development of The Arden Way Complete Streets Master Plan (AWCSMP), several resources were referenced to ensure alignment with past efforts and compliance with existing federal, state, and county policies and design standards. Those most influential in the development of the AWCSMP are outlined below.

- » Sacramento County Standard Construction Specifications
- » Sacramento County Improvement Standards
 - Of particular relevance: Street Design Standards (Section 4) include design guidance and standard drawings for corner radii, bus stops, curb and gutter, sidewalks, curb ramp types, street trees, pedestrian refuges, striping and pavement marking details (including for bike lanes), etc.
- » California Department of Transportation (Caltrans) design standards
- » Public Right-of Way Accessibility Guidelines (PROWAG)
- » Sacramento County Pedestrian Design Guidelines
- » Sacramento County ADA Transition Plan
- » California Manual on Uniform Traffic Control Devices (CAMUTCD)
- » California Building Code (CBC)

Lastly, the design for Arden Way was and shall continue to be informed by the County's preliminary Arden Way Complete Streets Phase 1 Proposed Improvements.



APPENDICES (Available as digital pdf files)

1. Roll Plot (PDF and CAD)
2. Before and After Renderings (2) (Hi-Res PDFs and/or JPGs)
- ~~3. Environmental Analysis Memo~~
4. Potential Funding Sources Memo
5. Planning-Level Cost Estimates (Unabridged)
6. Record Memos
 - A - 02.10.21 Review of Relevant Documents
 - B - 04.27.21 Existing Conditions
 - C - 05.25.21 Community Workshop #1 Summary
 - D - 08.05.21 Business Owner & Tenant Results Survey
 - E - 06.06.22 Alternative Analysis Methodology (with Appendix Exhibits A, C, and D)



ARDEN WAY
COMPLETE STREETS
MASTER PLAN