

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

**Department of Transportation | 4100 Traffic Way, Sacramento, CA 95827
THURSDAY September 12, 2024 - 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: Dave Comerchero, Pat Perez, Arlete Hodel, Garrett Jensen, Cayla McDonnell-Encina, Evan Dudley

2. Public Comment on Non-agenda Topics

3. Review and Approve Meeting Minutes of May 9, 2024

Action Item

See attached draft meeting minutes.

4. Greenback Lane Improvements and Undergrounding

Review and Comment

James Eslabon, Associate Engineer, SacDOT, (916) 874-6743, EslabonJ@saccounty.gov

Katie Wrightson, Senior Engineer, SacDOT, (916) 875-2927, WrightsonK@saccounty.gov

Melissa Jones, Principal Engineer, SacDOT, (916) 874-4243, JonesM@saccounty.gov

See attached staff report and presentation materials.

Estimated time: 20 min

5. Letter of Support

Action Item

Makinzie Clark, Senior Planner, SacDOT, (916) 87592923, ClarkM@saccounty.gov

See attached staff report and draft Letter of Support.

Estimated time: 10 min

6. Updates on Previous Actions

Informational

Aaron Pickett, Student Intern, SacDOT, (916) 875-5141, PickettA@saccounty.gov

Benjamin Rady, Associate Planner, SacDOT, (916) 874-7917, radyb@saccounty.gov

See attached staff report and presentation materials.

Estimated time: 15 min

7. Bicycle Facilities: The Use of Green Color

Discuss and Comment

Benjamin Rady, Associate Planner, SacDOT, (916) 874-7917, radyb@saccounty.gov

See attached staff report and presentation materials.

Estimated time: 30 min

8. Informational Items

- Final Meeting Minutes of March 9, 2024

9. Staff Updates and Reports Back

- Reduction to available ATP funding

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.

10. Future Agenda Items

- Arden Way Complete Streets Project Phase 2
- Madison Ave from Fair Oaks Boulevard to Hazel Avenue
- Sacramento County 101
 - Electric and micro-mobility in Sacramento County of Sacramento
 - Update on SACOG transportation funding
 - Master Plan for the American River Parkway
 - Connections with other organizations (SacTMA, SABA, BARC, etc.)
 - CalBike – Guiding policy suggestions

11. Set Next Meeting Dates

- a) Next SacBAC meeting: November 14, 2024
- b) Adjourn SacBAC

**COUNTY OF SACRAMENTO
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Meeting Agenda

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

THURSDAY May 9, 2024 - 6:00 p.m.

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1. Roll Call / Welcome and Introductions

Members: Dave Comerchero, Pat Perez, Sue Schooley, Arlete Hodel, Garrett Jensen, Cayla McDonnell-Encina, Evan Dudley

6:00 p.m.

Present: Dave Comerchero, Pat Perez, Evan Dudley, Arlete Hodel, Cayla McDonnell-Encina

Excused: Sue Schooley, Garrett Jensen

Unexcused: None

2. Public Comment on Non-agenda Topics

6:01

3. Review and Approve Meeting Minutes of March 20, 2024

Action Item

See attached draft meeting minutes.

Motion: Approve meeting minutes of March 20, 2024 as is.

6:01 p.m.

Action: Motion/Second: Arlete Hodel / Cayla McDonnell-Encina

Yes: Dave Comerchero, Pat Perez, Evan Dudley, Arlete Hodel, Cayla McDonnell-Encina

No: None

Abstain: Sue Schooley, Garrett Jensen

4. Re-Invision North Watt

Review and Comment

Sean Carney, Transportation Engineer, DKS Associates, (916) 368-2000,

Sean.Carney@DKSAssociates.com

Cameron Shew, Senior Engineer, SacDOT, (916) 875-5940, ShewC@saccounty.gov

See attached staff report and presentation materials.

Estimated time: 20 min

6:02 p.m.

- Committee member noted low traffic volumes might not necessitate lane increase, presenter said that projections show significant volume increases
- Committee members feel that painted buffer not adequate protection for bicyclists, prefers bikeway being buffered by physical barrier like a planter, concrete desirable over flexible options, presenter noted this potentially creates a conflict with disability advisory committee
- Preferred alternative planned delivery for fall, committee desires additional presentation in 6 months

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5. ATIP and ATP Cycle 7

Benjamin Rady, Associate Planner, SacDOT, (916) 874-7917, radyb@saccounty.gov

See attached staff report and draft Letters of Support.

Estimated time: 15 min

6:58 p.m.

Motion: Approve letters of support for ATIP and ATP Cycle 7 projects

7:15

Action: Motion/Second: Arlete Hodel / Cayla McDonnell-Encina

Yes: Dave Comerchero, Pat Perez, Evan Dudley, Arlete Hodel, Cayla McDonnell-Encina

No: None

Abstain: Sue Schooley, Garrett Jensen

6. Informational Items

- Final Meeting Minutes of November 15, 2023
- Final Meeting Minutes of January 17, 2024

7. Staff Updates and Reports Back

- Remote viewing of Committee Meetings update.

7:19 p.m.

8. Future Agenda Items

- Greenback Lane Improvements and Undergrounding Update
- Arden Way Complete Streets Project Phase 2
- Madison Ave from Fair Oaks Boulevard to Hazel Avenue
- Sacramento County 101
- Update on SACOG transportation funding
- Master Plan for the American River Parkway
- Green paint, bollard, and electric micro mobility policies
- Previous Actions
- More connection with organizations similar to SacBAC (SacTMA, SABA, and BARC)
- Kendra from CalBike on how SacBAC can propose policy suggestions to DOT

7:20 p.m.

9. Set Next Meeting Dates

a) Next SacBAC meeting: July 11, 2024

b) Adjourn SacBAC

7:31 p.m.

Motion: Adjourn meeting.

7:48 p.m.

Action: Motion/Second: Arlete Hodel / Pat Perez

Yes: Dave Comerchero, Pat Perez, Evan Dudley, Arlete Hodel, Cayla McDonnell-Encina

No: None

Abstain: Sue Schooley, Garrett Jensen

To: Members of the County Bicycle Advisory Committee

Subject: Greenback Lane Improvements and Undergrounding Project

Location/District: Chestnut Avenue to Folsom City Limits

Recommendation: Review and Comment

Contact: Katie Wrightson, Senior Civil Engineer, Sacramento County Department of Transportation (SACDOT), (916) 875-2926, wrightsonk@sacounty.gov

Summary: The proposed project is in the Greenback Lane corridor. Proposed streetscape improvements include separated sidewalks with landscaping, continuous buffered bike lanes, conversion of an existing, two-way turn lane to a median with trees and landscaping, bus stop pads, improved street lighting, traffic signalization, and traffic signal improvements. The project will be relocating the existing median Orangevale sign further east. Also now included is the undergrounding of existing electrical and telecommunications facilities. This project strives to encourage bicycle, pedestrian and transit use along Greenback Lane.

Funding Source(s): Preliminary engineering and environmental clearance efforts are being funded by County Measure A Sales Tax and by 2021 SACOG Community Design. The utility undergrounding effort will be partially funded by SMUD's System Enhancement Policy (SD-14). The County is seeking additional grants/funding for final design and construction.

Background Information: In 2016, the Sacramento County Board of Supervisors adopted the Greenback Lane Special Planning Area, which included the Downtown Orangevale Commercial Design Guidelines and the Downtown Orangevale Streetscape Master Plan. These aspirational planning and regulatory documents chart a path towards a dynamic corridor and fostering economic development and growth. The Greenback Lane Improvements and Undergrounding Project implements the Orangevale community's and Sacramento County's vision for Downtown Orangevale.

Greenback Lane is currently geared for automotive commuting with four lanes of traffic and poor pedestrian facilities. The analysis from the County's Active Transportation Plan update shows that Greenback Lane within the project area is a Bicycle Level of Traffic Stress – 4 Fearless and Confident Rider and a Pedestrian Level of Traffic Stress 3 (with 4 being the worst conditions) for a pedestrian. To address these adverse conditions, the project proposes to construct continuous sidewalk on Greenback Lane from Walnut to the Folsom City Limits and add buffered bicycle lanes. The existing two way turn lane in the middle of the roadway is proposed to be replaced with raised median with trees and landscaping at coordinated locations, promoting a visual narrowing for drivers and signals to regulate traffic. The project will enhance transportation choices for Orangevale residents to access local businesses, restaurants, and community amenities.

The environmental status is Categorical Exemption (CEQA), and design processes are underway. If funded, construction could begin Summer 2026.

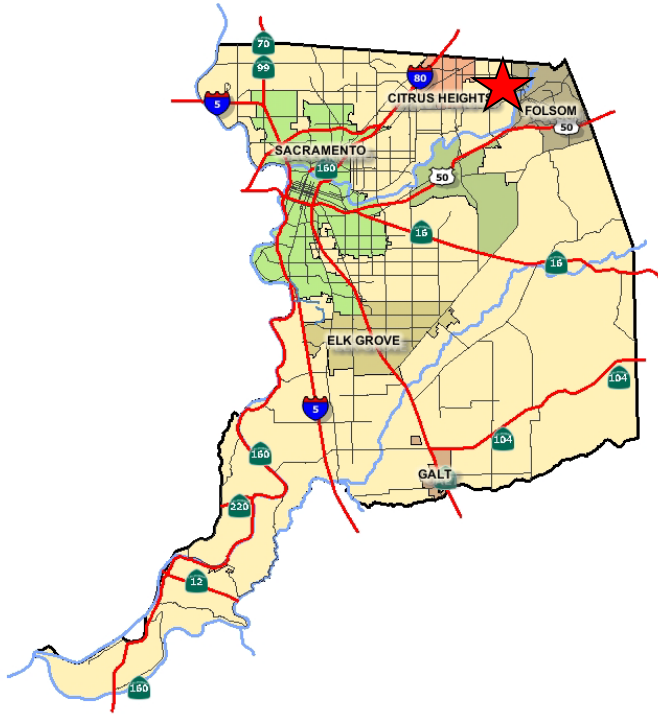


Greenback Lane Improvements and Undergrounding Project

Sacramento County Bicycle Advisory Committee

September 12, 2024

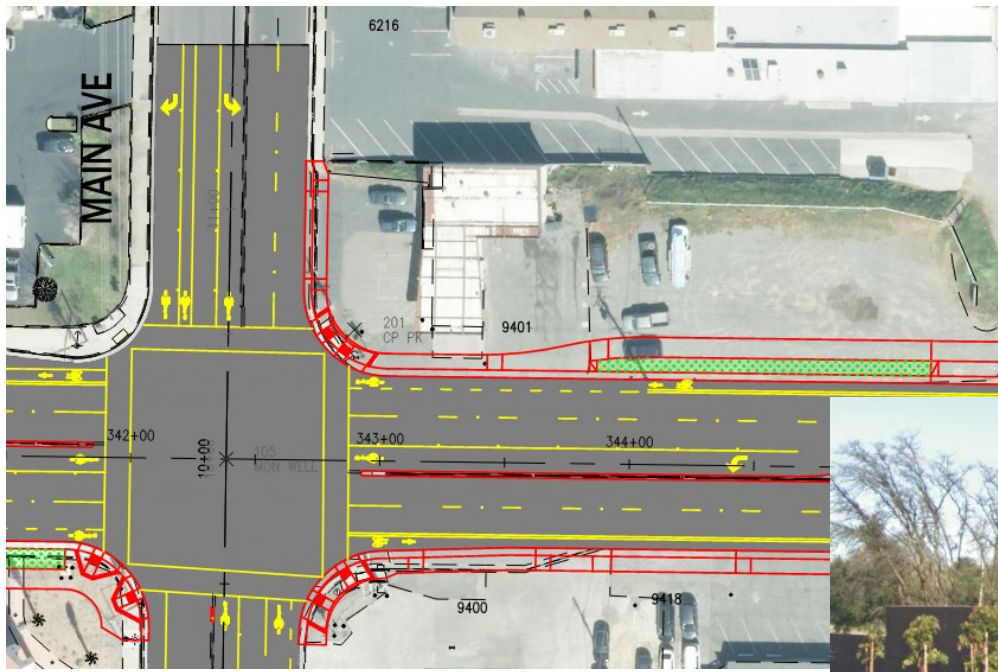
Project Setting



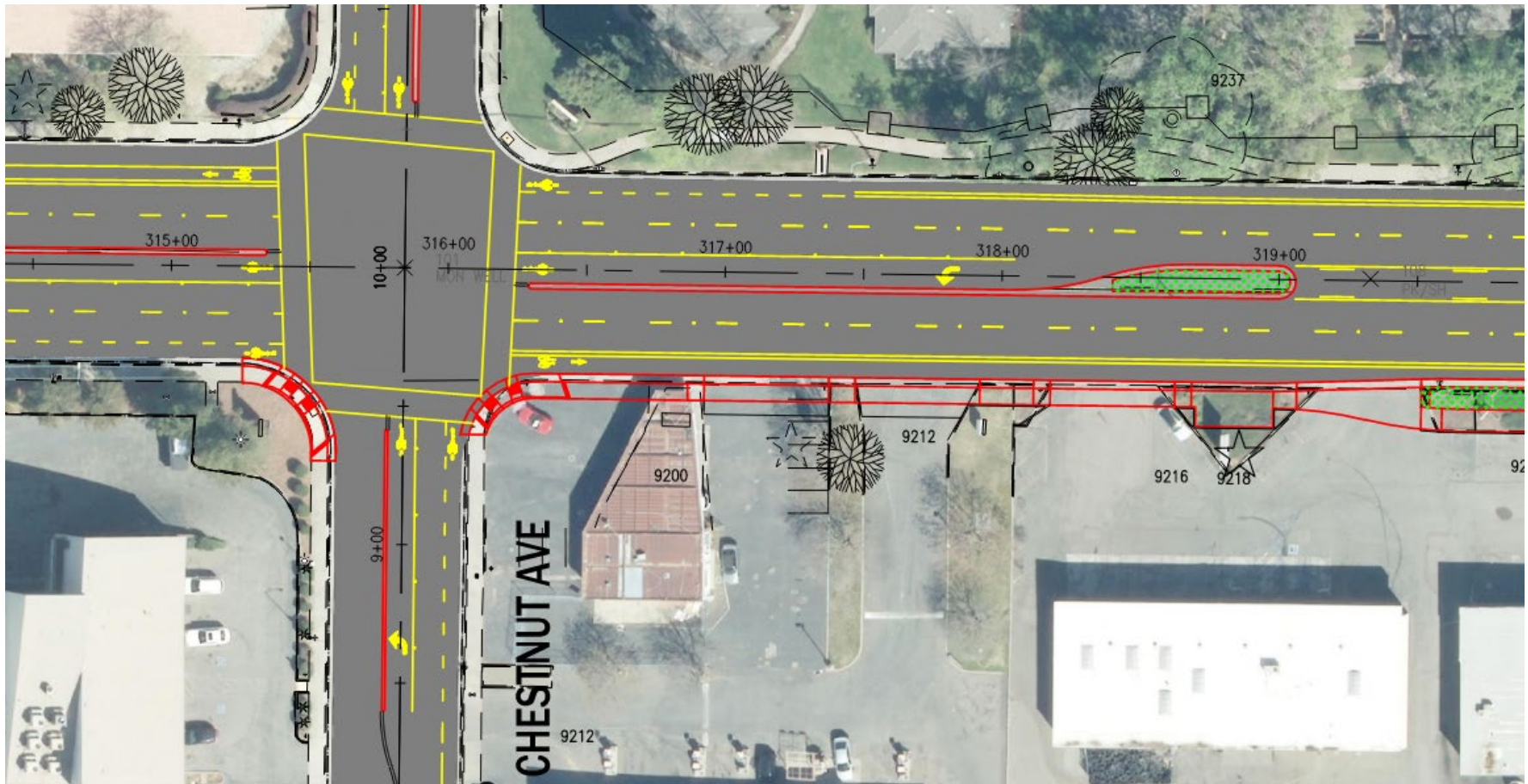
History & Funding

- In 2016, the Greenback Lane Special Planning Area was adopted, including the Downtown Orangevale Streetscape Master Plan
- In 2022, environmental status of Categorical Exemption (CEQA) was approved
- In 2023, Sacramento Municipal Utilities District (SMUD) approved the County's application for utility underground trench funding
- The County is still seeking additional funding for construction

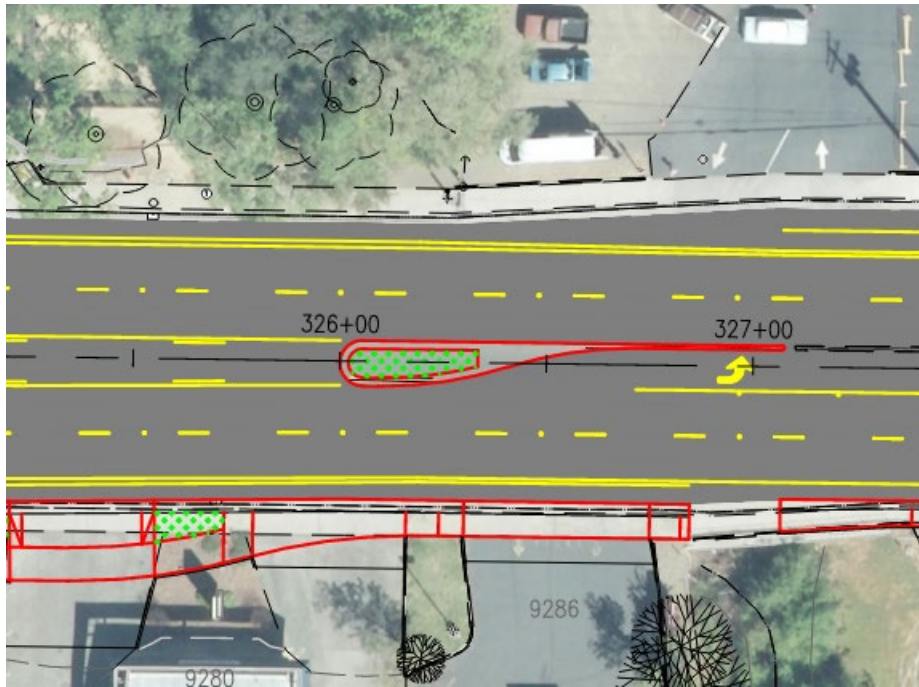
Project Updates – Separated Sidewalks with Landscaping



Project Updates – Continuous Buffered Bike Lanes



Project Updates – Concrete Medians with Landscaping



Project Updates – Bus Stop Pads



Project Updates – Traffic Signalization

- Greenback Lane and Chestnut Avenue – new signal to be constructed
- Greenback Lane and Walnut Avenue – existing signal to be modified
- Greenback Lane and Main Avenue – existing signal to be modified

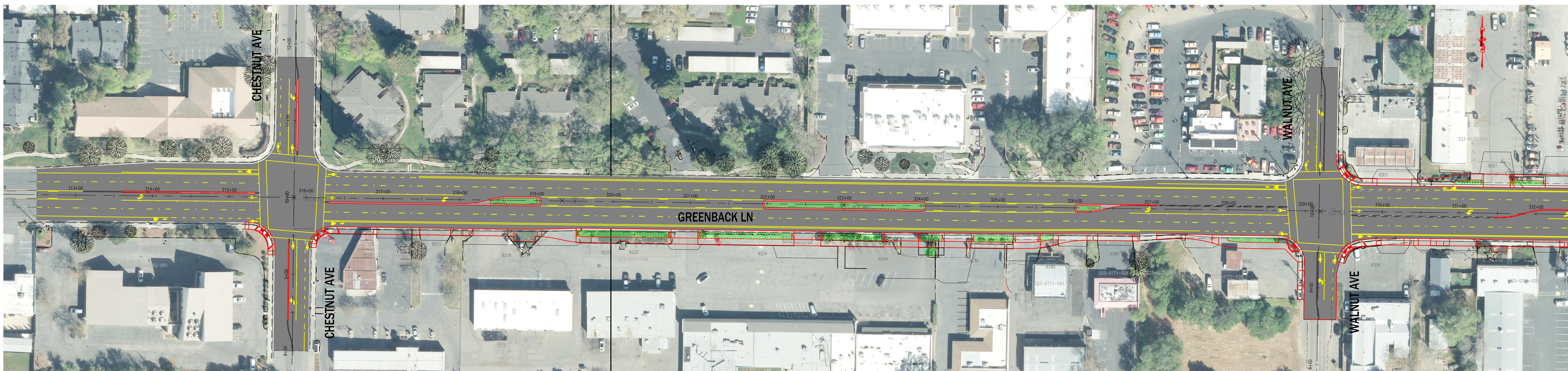


Bidding and Construction Schedule & Cost

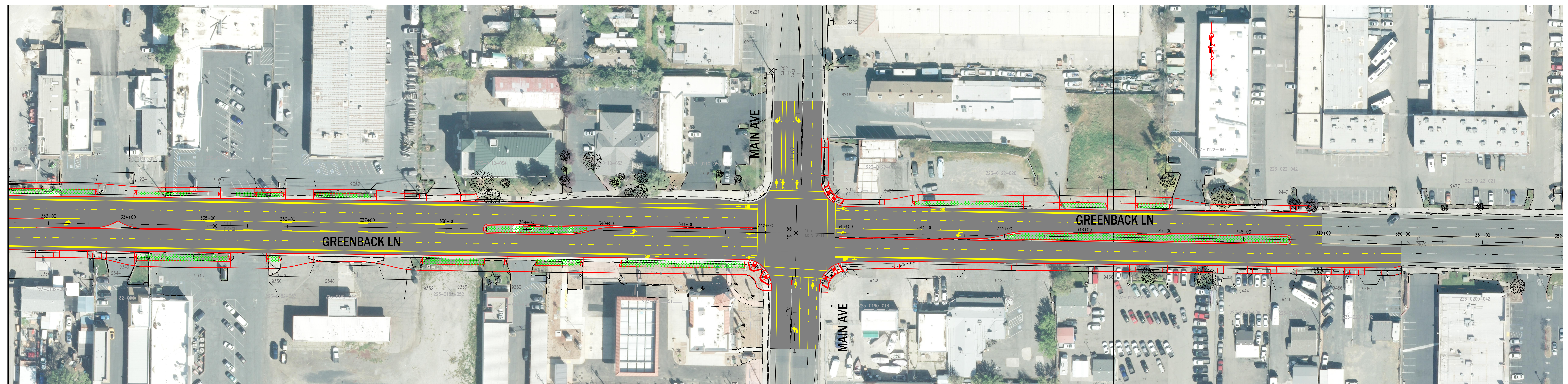
- Sacramento County Department of Transportation (SacDOT) has been working with SMUD to develop plans for the underground joint trench
- Striping plan and median layout is complete, roadway profile and drainage design is underway
- Right of Way acquisition can proceed once the joint trench design is finalized with SMUD and telecommunications utilities
- December 2025: Advertise project for bidding
- April 2026: Construction start
- November 2027: Construction complete
- Estimated Cost: \$9.6 million

Questions?

PRELIMINARY
(NOT FOR CONSTRUCTION)




MATCHLINE - THIS SHEET



MATCHLINE - THIS SHEET

PRELIMINARY
(NOT FOR CONSTRUCTION)

PUBLIC WORKS & INFRASTRUCTURE
 SACRAMENTO COUNTY
 DEPARTMENT OF TRANSPORTATION

PROJECT EXHIBIT
 GREENBACK LANE IMPROVEMENT PROJECT - CHESTNUT AVE TO FOLSOM CITY LIMIT

DATE: 9/2022	HORIZONTAL SCALE: 1:40	VERTICAL SCALE:	DRAWN BY: JTE	DESIGN BY: JTE	CHECK BY: TRS	DWG 1 OF 1
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P:\SPAWER_FOLDERS\PROJECTS\GREENBACK_LN - CHESTNUT AVE TO FOLSOM CITY LIMIT\DRAWINGS\PROJECT EXHIBIT - SACRAMENTO

To: Members of the County Bicycle Advisory Committee

Subject: Grant Letters of Support for Safe Passage: Protecting Active Modes with Sacramento Commuter Rail Expansion

Location/District: Watt Avenue

Recommendation: Action

Contact: Benjamin Rady, Associate Planner, Sacramento County Department of Transportation SacDOT, (916) 874-7917, radyb@saccounty.gov

Summary: The Sacramento Department of Transportation is requesting four letters of support in seeking funding for the FY 2024-25 Reconnecting Communities Pilot Program for Safe Passage: Protecting Active Modes with Sacramento Commuter Rail Expansion. The project would complete the Project Approval & Environmental Document (PA&ED) phase for protected multimodal infrastructure along Watt Avenue, between Roseville Road and Peace-keeper Way, under the Union Pacific Railroad (UPRR) overpass. The County is seeking to deliver this project in conjunction with the Capitol Corridor Joint Powers Authority's Sacramento to Roseville Third Track Project Phase 2, which will widen the railroad overpass to accommodate a third track to increase service frequency of regional commuter rail. The project is necessary to ensure equitable access to community and regional destinations and transportation options in anticipation of planned and programmed investments that support densification and sustainable development in the North Highlands Environmental Justice Community in northern unincorporated Sacramento County.

Funding Source: FY 2024-25 Reconnecting Communities Pilot Program.

September 12, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

Subject: Letter of Support for the Sacramento County's FY 2024-25 Reconnecting Communities Pilot Program Grant Application for Safe Passage: Protecting Active Modes with Sacramento Commuter Rail Expansion

Dear Mr. Secretary,

The Sacramento County Bicycle Advisory Committee (SacBAC) is writing to express its strong support for the proposed multimodal safety and accessibility improvements on Watt Avenue, between Roseville Road and Peacekeeper, through the Union Pacific Railroad (UPRR) overpass.

This brief section of Watt Avenue lacks pedestrian and bicycle infrastructure, and parallel routes require a significant detour to the path of travel. Even the most confident cyclists would hesitate to ride through the undercrossing next to the high volume and speed of vehicles. Pedestrians are restricted from the area and directed to traverse along an unsightly and uncomfortable pathway. This deficiency not only poses a safety risk but also acts as a barrier to equitable access to non-motorized transportation options. The community surrounding this project area has been historically underserved, with residents who rely heavily on non-motorized transportation alternatives.

We are supportive of the project's focus on ensuring safer routes for pedestrians and cyclists along this critical corridor and reducing the potential for traffic-related incidents. The proposed improvements, including sidewalks and protected bikeways, will directly address these issues, transforming this corridor into a safer, more inclusive route for all users.

Thank you for your consideration of this important project.

Sincerely,

Dave Comerchero
SacBAC Chairperson

Pat Perez
SacBAC Vice Chairperson

To: Members of the County Bicycle Advisory Committee

Subject: Updates on Previous Comments

Location/District: Sacramento County

Recommendation: Review and Comment

Contact: Benjamin Rady, Associate Planner, Sacramento County Department of Transportation
SacDOT, (916) 874-7917, radyb@saccounty.gov

Summary: Over the years SacBAC has commented on and provided feedback for several projects occurring in Sacramento County. The Committee asked for updates on said projects and whether their comments were taken into consideration during later design iterations. This report provides a summary of some of these projects. The range of projects presented are from 2021 through 2022 and include the South Watt Widening Project, the Fair Oaks Bike/Ped. Mobility Project, the Re-Envision West Arden plan, the Watt Ave Complete Streets Project, the Stockton Blvd Multimodal Partnership Project, and updates on what has become of projects the Committee has supported in the form of Letters of Support from 2022 through 2023. This presentation hopes to give the committee a better understanding of how their comments are incorporated into the County workflow and how each project has progressed since comments were provided.

Funding Source(s): N/A

SACBAC UPDATES ON PREVIOUS ACTIONS

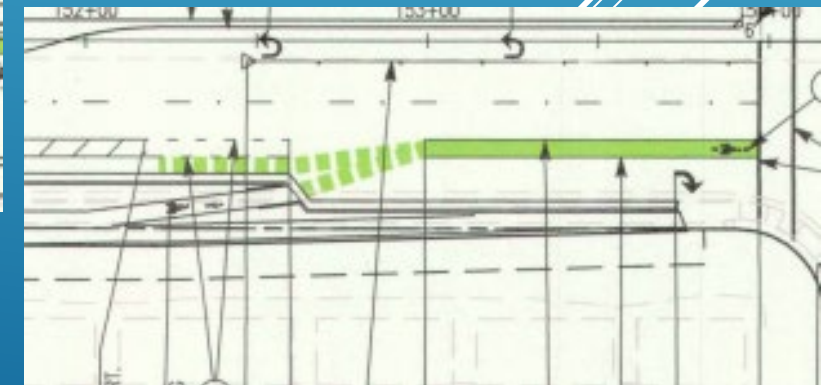
September 12, 2024

SacBAC Comments

- ▶ Committee liked the Class I multi-use path and favored a Class II conspicuous or green lane to merge between the Class I bike path.
- ▶ Plant trees along the Class I facility.

Updates

- ▶ Green paint used at several locations throughout project for Class I/II transitions
- ▶ ROW restricted abundance of trees along Class I, but they were included where possible
- ▶ Construction set to start Fall '24 and finish Winter '25



MAY 19, 2021
SOUTH WATT WIDENING PROJECT

SacBAC Comments

- ▶ Make the wider lanes (12' versus 11') closer to the bicycle lane, rather than the median.
- ▶ Where delineators are present, the Committee supports the green paint as shown on the striping plan. However, the Committee's preference is for lanes fully painted in green where delineators are absent and outside of conflict areas.

Updates

- ▶ County maintained current standard of wider lanes near the median
- ▶ Green paint application kept to conflict zones
- ▶ Construction set to start Spring '25 and finish Summer '26

AUGUST 25, 2021

FAIR OAKS BIKE/PED. MOBILITY PHASE II

SacBAC Comment

- ▶ Use stronger wording for safety within the document

Update

- ▶ “Consider safety for all modes of travel” changed to “Ensure safety for all modes of travel.”

NOVEMBER 3, 2021
RE-ENVISION WEST ARDEN, COMPLETE
STREETS PLAN

SacBAC Comment

► Members wanted to be assured that fatal crash data was considered in design process.

Update

► Construction set to begin in Fall '24 and finish in Fall '25

JULY 20, 2022
WATT AVE COMPLETE STREETS
IMPROVEMENT PHASE I



SacBAC Action

- ▶ Support the application of the Stockton Blvd Project so that the County can proceed for funding.

Updates

- ▶ Project is continuing forward and is working through community feedback stages
- ▶ Grant applications for design have been submitted using the letters of support from SacBAC

NOVEMBER 30, 2022

STOCKTON BOULEVARD MULTIMODAL
PARTNERSHIP PROJECT

Project

Meeting Date

Status

▶ Elkhorn Complete Streets	▶ May 18, 2022	▶ Funded by State ATP Cycle 6 Funding. In early PA&ED Phase
▶ Stockton Boulevard Complete Streets Phase I	▶ May 18, 2022	▶ Funded by State ATP Cycle 6 Funding. Feasibility Study to Board in October
▶ Bell Street Safe Routes to School	▶ May 18, 2022	▶ Funded by Regional ATP funding. In early PA&ED
▶ Stockton Boulevard Multimodal Partnership	▶ Nov 30, 2022	▶ Alternative Analysis and PA&ED funded by 2023 SACOG Regional Funding Round
▶ Alta Arden Expressway Sidewalk Infill	▶ Jan 18, 2023	▶ Funded by 2023 SACOG Regional Funding Round

2022-2023

LETTERS OF SUPPORT



Project

Meeting Date

Status

- ▶ Dry Creek Parkway Bridge Reconstruction
- ▶ Greenback Lane Complete Streets, Phase 1 & 2
- ▶ US 50 Gold Line Corridor Enhancement
- ▶ Safer Sacramento County

- ▶ Jan 18, 2023
- ▶ Jan 18, 2023
- ▶ Jan 18, 2023
- ▶ May 17, 2023

- ▶ Dry Creek: Funded by 2023 SACOG Regional Funding Round. Ole Miss: Seeking Funding.
- ▶ Still seeking funding to account for escalated costs
- ▶ \$25M funded by LPP. Seeking funding for the remaining \$33M in project costs
- ▶ Still seeking funding. Elements have split to seek funding more applicable (Emergency Vehicle Signal Preemption and Pedestrian Wayfinding)

2022-2023

LETTERS OF SUPPORT

To: Members of the County Bicycle Advisory Committee

Subject: When to Use the Color Green

Location/District: Unincorporated Sacramento County

Recommendation: Discuss and Comment

Contact: Benjamin Rady, Associate Planner, SacDOT, (916) 874-7917, radyb@saccounty.gov

Summary: The use of the color green on bicycle facilities have become increasingly significant over the last several years. Whether to improve safety on bicycle facilities, to develop more competitive projects for grant application purposes, or as a catalyst for mode shift, the color green is a significant aspect to bicycle facilities. The County of Sacramento does not currently have set guidelines or policies on when to use the color green on bicycle facilities. This presentation outlines best practices found during early efforts towards developing said guidelines in terms of situation applications, materials, and maintenance considerations.

Funding Source(s): N/A

Background Information: Staff has reviewed twelve sources that explore guidelines, policies, and general guidance on the use of the color green on bicycle facilities. Of particular interest are typical use cases, materials including their strengths and weaknesses, and maintenance considerations.

The data suggests fourteen use cases across three categories. Specifically, the color green can be used to identify conflict areas: at vehicular right turning movements, where bike lanes shift horizontally, at high volume driveways, where several merges occur, at mixing zones, on short segments where the roadway is below standard width and when the bicycle facility is adjacent to a dedicated bus bay. Green is also used to affirm exclusive bicycle use: where roadway design is unusual or ambiguous, or where vehicles are inclined to encroach into bicycle facilities. Lastly, green on bicycle facilities can be used for wayfinding purposes: to turn queue boxes (stage queues), to painted median refuges, bike boxes, gateway corridors and to designs that require unusual navigation.

Several materials are sufficient for a variety of green color bicycle facility situations. Most commonly, the color green on bicycle facilities materials include paint, durable liquid pavement markings (DPLM) – epoxy, DPLM methyl-methacrylate (MMA), thermoplastic, and colored asphalt.

The County of Sacramento values input from all Department of Transportation departments. While it may not be common practice amongst peer jurisdictions, staff wishes to include input from the Maintenance group, especially to incorporate input based on experience and expectations.

The purpose of this presentation is to seek input from the Committee about which use cases are most important as a means to focus internal discussions on how to develop guidelines on when to use the color green on bicycle facilities.

When To Use The Color Green

Early efforts towards developing
Use of the Color Green - Bicycle Facilities Guidelines

Contents

- ▶ Use Cases
- ▶ Available Materials
- ▶ Maintenance
- ▶ Sources
- ▶ Discussion
- ▶ Survey

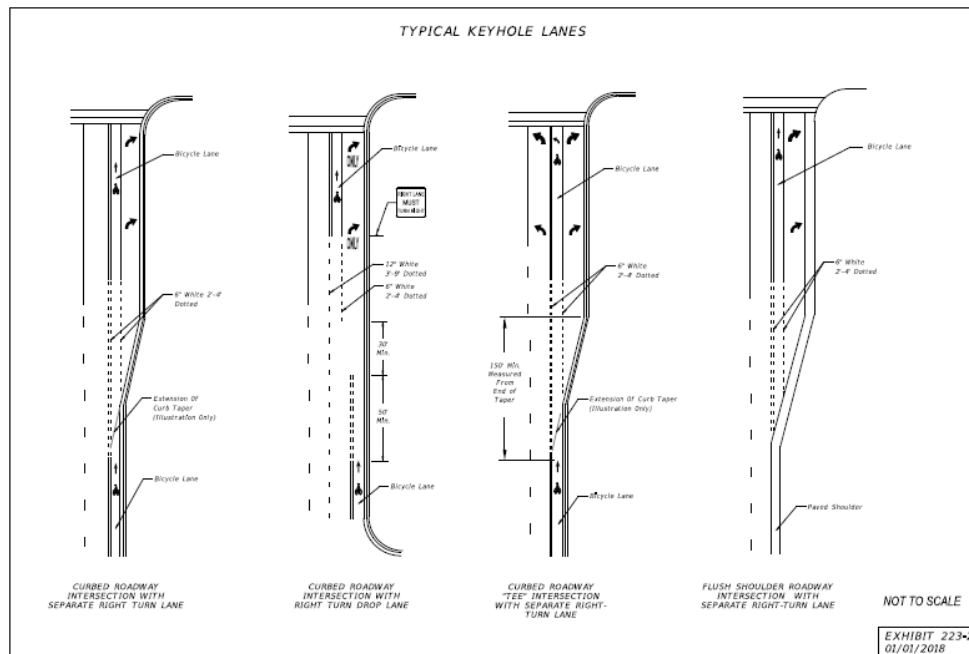
Use Cases

To Identify Conflict Areas

- At Vehicular Right Turning Movements

To Identify Conflict Areas

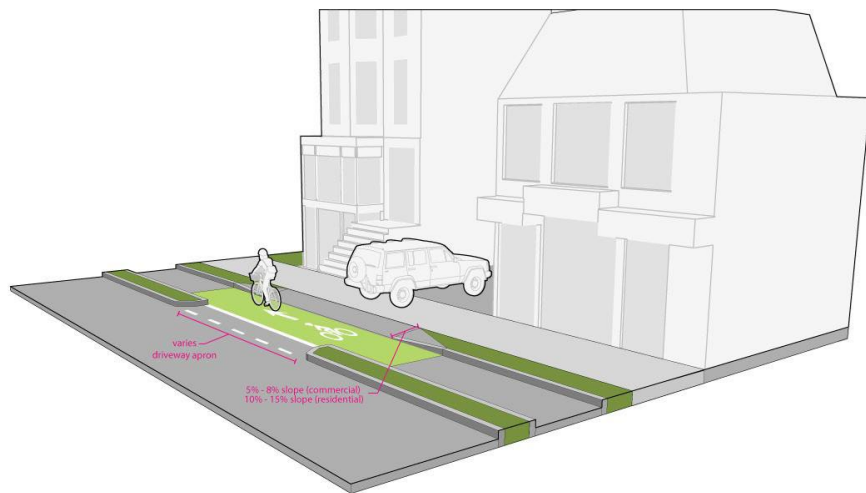
- Where Bike Lanes Shift Horizontally



Use Cases

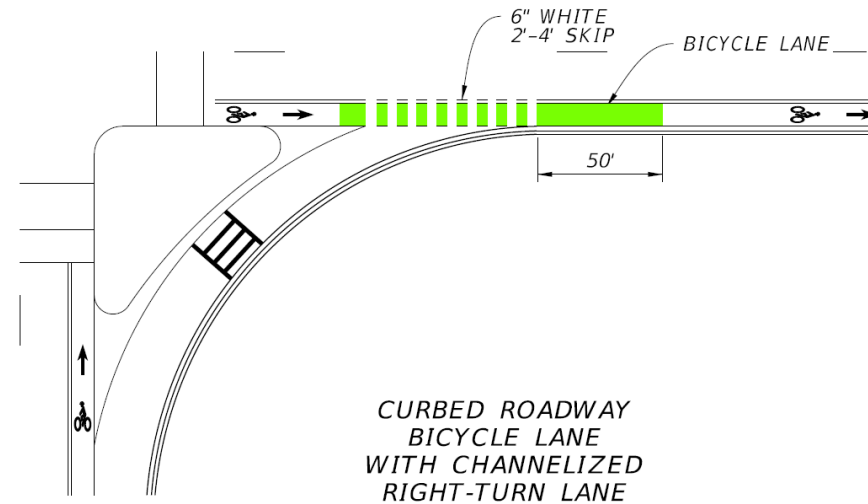
To Identify Conflict Areas

- At High Volume Driveways



To Identify Conflict Areas

- Where Several Merges Occur



Use Cases

To Identify Conflict Areas

- Mixing Zones



To Identify Conflict Areas

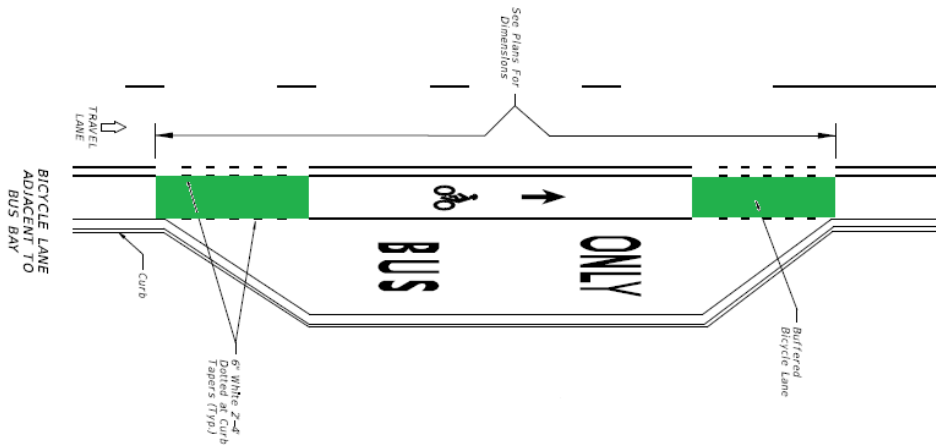
- Short Segment Where Roadway is Below Standard Width



Use Cases

To Identify Conflict Areas

- Bicycle Lane Adjacent to a Dedicated Bus Bay



Affirm Exclusive Bicycle Use

- Where Roadway Design is Unusual or Ambiguous



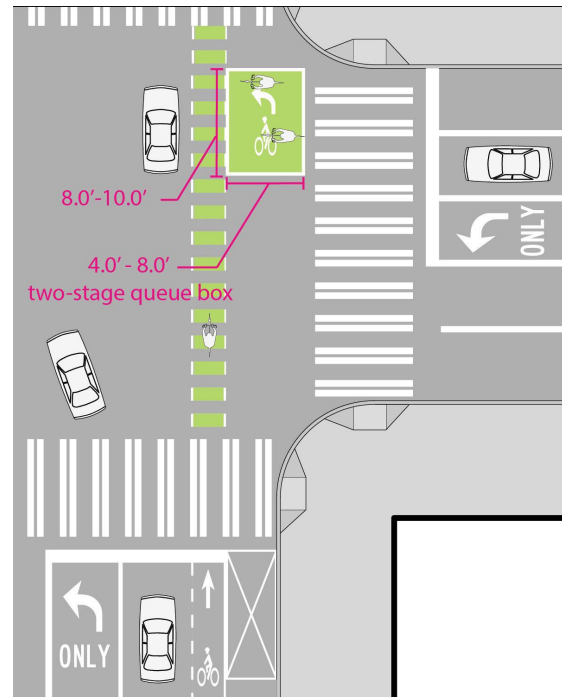
Use Cases

Affirm Exclusive Bicycle Use

- Where Vehicles are Inclined to Encroach Into Bicycle Facilities

Wayfinding

- To Turn Queue Boxes (Stage Queue)



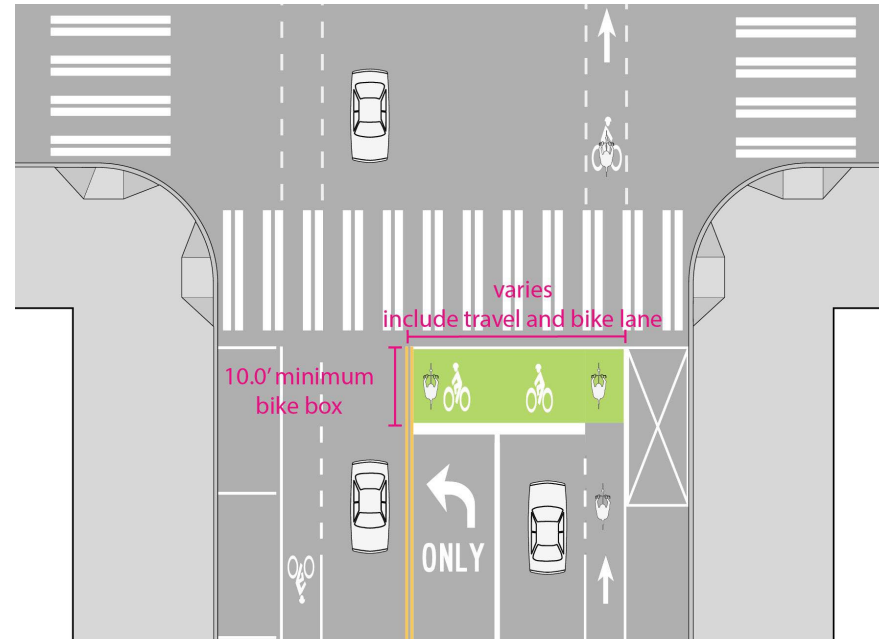
Use Cases

Wayfinding

- To Painted Median Refuges

Wayfinding

- Bike box



Use Cases

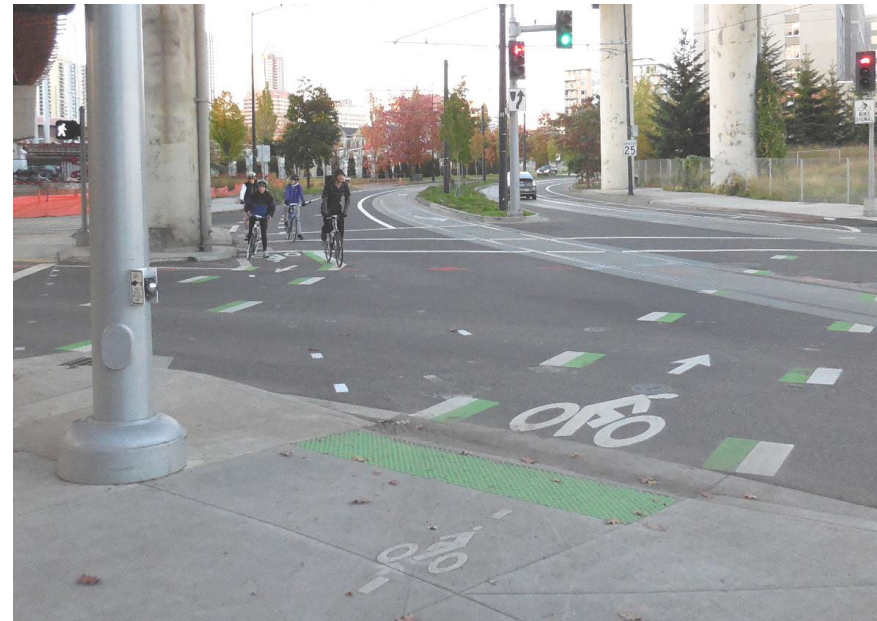
Wayfinding

- Gateway Corridors



Wayfinding

- To Designs That Require Unusual Navigation



Materials - Introduction

Paint

- ▶ Recommended for temporary, pilot, or experimental spot treatments
- ▶ Pros: Easy application and moderate dry time
- ▶ Cons: Proven to wear quickly in areas with moderate to heavy motor vehicle traffic

Durable Liquid Pavement Markings (DPLM) - Epoxy

- ▶ Recommended for corridor treatment
- ▶ Pros: Materials are long-lasting and can be cheaper than thermoplastic
- ▶ Cons: Epoxy can have long dry times

Materials - Introduction

DPLM - Methyl Methacrylate (MMA)

- ▶ Recommended for corridor treatments, though effective for spot treatments
- ▶ Pros: Easy application, quick dry times, and good durability
- ▶ Cons: More difficult to store in excess

Thermoplastic

- ▶ Recommended for spot treatment
- ▶ Pros: Quick cure time and wears well
- ▶ Cons: May be cost prohibitive for large scale applications

Materials - Introduction

Colored Asphalt

- ▶ Recommended for corridor treatments
- ▶ Pros: Long lasting treatment, minimum maintenance
- ▶ Cons: Not retroreflective, can be difficult at joints with non-colored asphalt

Sources

- ▶ [Colored Pavement Material Guidance | National Association of City Transportation Officials \(nacto.org\)](#)
- ▶ [Thermoplastic vs. MMA Paint for Pavement Marking \(aexcelcorp.com\)](#)

Maintenance Considerations

What Others Have Said

- ▶ Did not include impact to maintenance when implementing guidelines/policies
- ▶ Added life cycle costs to typical roadway maintenance bucket, but did not increase pot

What SacDOT Hopes to Achieve

- ▶ Incorporate input based on experience and expectations
- ▶ Offer solutions to multiple scenarios, as opposed to a catch all
- ▶ Adapt to existing limitations and potential future financial shortcomings

Sources Considered

1. Portland's Use of Color in Bikeway Design
2. Letter from Megan Carter at City of Sac (Dept of Public Works)
3. Letter from Ryan Chapman at City of Elk Grove
4. MUTCD 11th Edition
5. MUTCD 10th Edition
6. USDOT FHA Memo
7. FDOT Design Manual
8. NACTO UBDG: Bike Lanes
9. NACTO UBDG: Colored Bike Facilities
10. Seattle: Bike Intersection Design
11. City of Sacramento (discussion with Megan Carter)
12. City of Davis (discussion with Jennifer Donofrio)

Discussion

Survey

When To Use The Color Green: Survey

- Vehicular right turning movements
 - Where bike lanes shift horizontally at unexpected maneuvers
 - At large shopping or employment centers, or other commercial driveways
 - Where several merging actions occur
 - Mixing zone – where a protected bike lane transitions to allow for right turning vehicles to merge before turning
 - Short segments where the roadway is below standard width to accommodate “comfortable” side by side use
 - Bicycle lane adjacent to a dedicated bus bay
 - Where roadway design may be unusual (and/or ambiguous)
 - Where vehicles are inclined to encroach into bicycle facilities
 - To turn queue boxes
 - To painted median refuges
 - To designs that require unusual navigation
 - Gateway corridors
-

When To Use The Color Green: Survey

- Vehicular right turning movements
- Where bike lanes shift horizontally at unexpected maneuvers
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- To painted median refuges
- To designs that require unusual navigation
- Gateway corridors