COUNTY OF SACRAMENTO
BICYCLE ADVISORY COMMITTEE
Meeting Agenda
Department of Transportation | 4100 Traffic Way, Sacramento, CA 95827
WEDNESDAY January 17, 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: Sue Schooley, Dave Comerchero, Pat Perez, Arlete Hodel, Garrett Jensen, Cayla McDonnell-Encina

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

3. **Review and Approve Meeting Minutes of November 15, 2023** **Action Item**
   See attached draft meeting minutes.

4. **Stockton Boulevard Complete Streets Feasibility Study** **Review and Comment**
   Josh Pilachowski, Senior Transportation Engineer, DKS Associates, (510) 295-9741, josh@dksassociates.com
   Cameron Shew, Senior Engineer, SacDOT, (916) 875-5940, ShewC@saccounty.gov
   See attached staff report and presentation materials.
   Estimated time: 15 min

5. **Re-Invision North Watt Plan** **Review and Comment**
   Josh Pilachowski, Senior Transportation Engineer, DKS Associates, (510) 295-9741, josh@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. **Active Transportation Program Cycle 7: Project Candidates Update** **Review and Comment**
   Makinzie Clark, Senior Planner, SacDOT, (916) 875-2923, ClarkMa@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. **Low Stress Routes to the American River Parkway** **Review and Comment**
   Benjamin Rady, Associate Planner, SacDOT, (916) 874-7917, radyb@saccounty.gov
   See attached staff report and Draft Plan Set.
   Estimated time: 15 min

8. **Informational Items**
   - Final Meeting Minutes of September 20, 2023

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

9. Staff Updates and Reports Back

- Remote viewing of Committee Meetings update.
- Future SacBAC meeting dates
- Update website with Bylaws

10. Future Agenda Items

- Committee Election for Chair Person and Vice-Chair Person
- SacBAC Annual Report to the Sacramento County Board of Supervisors
- Upcoming Grant Applications (ATP, SS4A, ATIIP)
- Annual project updates
- Sacramento County 101

11. Set Next Meeting Dates

a) Next SacBAC meeting: TBD

b) Adjourn SacBAC

COUNTY OF SACRAMENTO
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WEDNESDAY November 15, 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: Sue Schooley, Dave Comerchero, Pat Perez, Arlete Hodel, Garrett Jensen, Cayla McDonnell-Encina
6:00 PM

Present:Sue Schooley, Dave Comerchero, Pat Perez, Arlete Hodel, Cayla McDonnell-Encina
Excused: Garrett Jensen
Unexcused:

2. Public Comment on Non-agenda Topics

Evan Dudley, [redacted] Sand Dollar Way, Sacramento, CA 95821
Would like to add Zoom to these meetings.
Staff will review with IT

3. Review and Approve Meeting Minutes of September 20, 2023 **Action Item**

See attached draft meeting minutes.

Motion: Approve meeting minutes of September 20, 2023 as is.
6:02 p.m.

Action: **Motion/Second**: Hodel/Perez
Yes: Arlete Hodel, Pat Perez, Sue Schooley, Cayla McDonnell-Encina, Dave Comerchero
No: None
Abstain: None

4. Sacramento County Traffic Control Center Tour **Field Review**

Doug Maas, Senior Civil Engineer, SacDOT, (916) 875-5545, maasd@saccounty.gov
Estimated time: 30 min
6:04 p.m.

- Committee members were pleased to see the extent of Traffic Control services throughout the County.

5. Bicycle and Pedestrian Grant Project Candidates **Review and Discuss**

Benjamin Rady, Associate Planner, SacDOT, (916) 874-7917, radyb@saccounty.gov
See attached staff report.
Estimated time: 30 min
6:54 p.m.

- Committee shared interest in safe routes to school projects.

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- Each Committee member voted on presented projects that they would like to see considered for the CTC/Caltrans Active Transportation Program Cycle 7.
- From most votes to least, the results are as follows: Stockton Boulevard Bicycle and Pedestrian Project, Phase 2; Madison Avenue Safe Routes to School, Arden Way Bike and Ped Improvements, El Camino Avenue Pedestrian Improvements, Whitney Avenue Safe Routes to School, Marconi Avenue Complete Streets.

6. Informational Items

- Final Meeting Minutes of May 17, 2023

7:14 p.m.

7. Staff Updates and Reports Back

- Discuss future agenda items.
    - Committee recommended a page of common acronyms, what it is and what it meant. Hand it out and discuss if there are questions.
    - Committee suggested a handout with links to some of the active transportation documents that staff uses regularly.
    - Committee would like to see a twelve-month project status review.

8. Future Agenda Items

- Madison Ave – Fair Oaks Blvd to Hazel Ave
- Arden Way Complete Streets Project Phase 2
- Greenback Lane Improvements and Undergrounding
- Sacramento County 101

9. Set Next Meeting Dates

a) Next SacBAC meeting: January 17, 2024

b) Adjourn SacBAC

Action: **Motion/Second:** Parez/Hodel
Yes: Arlete Hodel, Pat Perez, Sue Schooley, Cayla McDonnell-Encina, Dave Comerchero
No: None
Abstain: None
7:28 p.m.

To: Members of the County Bicycle Advisory Committee

Subject: Re-Imagine North Watt Corridor Plan

Location/District: North Watt Avenue (Antelope Road to Peacekeeper Way)

Recommendation: Review and Comment

Contact: Camerson Shew, Principal Civil Engineer, Planning and Programs Division, Sacramento County Department of Transportation (SACDOT), (916) 205-9324, ShewC@SacCounty.NET

Summary: The purpose of this project is to build on the efforts of the 2012 North Watt Avenue Corridor Plan (NWCAP), Green Means Go (GMG) program, and Placer-Sacramento gateway Corridor Plan (PSGC) to re-imagine North Watt Avenue as a multimodal, sustainable, and safe corridor to better serve jobs, housing, redevelopment opportunities, and disadvantaged communities. There are several existing constraints, which include the inconsistent right-of-way and frontage, high vehicular volumes, and speeds, to be considered during this process.

The Plan vision focuses on achieving improved active transportation safety and mobility needs, enhanced connections to transit, improved transit reliability, reduced pollution and vehicle-miles-traveled (VMT), integration of goods movement, equitable design, and opportunities for infill and land use revitalization. Transportation solutions will be developed to address the projected land use, population, and job growth the project corridor is expected to have and may include filling gaps in the bikeway and sidewalk networks, safety enhancements at intersections, transit stop amenities, and other multimodal improvements.

The project has currently completed its review for existing conditions, which includes a staff and consultant site walk performed on Tuesday, July 18, 2024. Existing deficiencies related to pedestrian, bicycle, and transit have been identified and multiple outreach events have been conducted which involve or include the Corridor Advisory Team (CAT), stakeholder interviews and surveys, focus groups, and community workshops. The consultant team is currently working on the alternatives analysis.

Funding Source(s): Caltrans Sustainable Transportation Planning Grant

Background Information: The project is approximately 3.0 miles long and is a well-traveled corridor, with commercial shopping centers, residential developments, and institutional facilities which include churches, schools, and community centers. Historically, the North Watt Avenue corridor has high traffic volumes, speeds, and a lack of complete streets and traffic calming features. Additionally, safety is a key issue for the project corridor and was identified in the Active Transportation Plan as a high injury corridor. North Watt Avenue generally has four and six travel lanes with a striped or landscaped median. Posted speed limits within the project corridor ranges from 35 to 45 mph. The right-of-way (ROW) of the North Watt Avenue corridor varies from 70 to 90 feet, putting forth challenges and opportunities for better street design.

Re-Imagine
NORTH WATT CORRIDOR PLAN

RE-IMAGINE NORTH WATT CORRIDOR PLAN

BICYCLE ADVISORY COMMITTEE
JANUARY 17, 2024

JOSH PILACHOWSKI, PHD, TE, RSP$_1$
SENIOR TRANSPORTATION ENGINEER
josh@dksassociates.com
510.295.9741

AGENDA



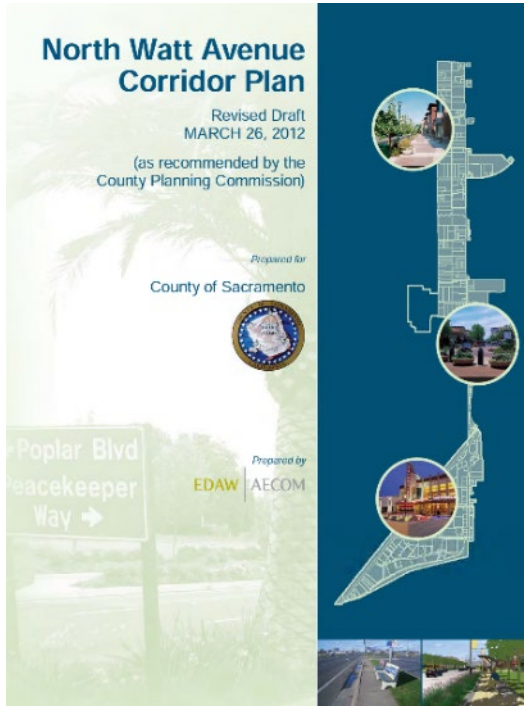
- PROJECT BACKGROUND
- EXISTING CONDITIONS
- MODAL REVIEW
- NEXT STEPS

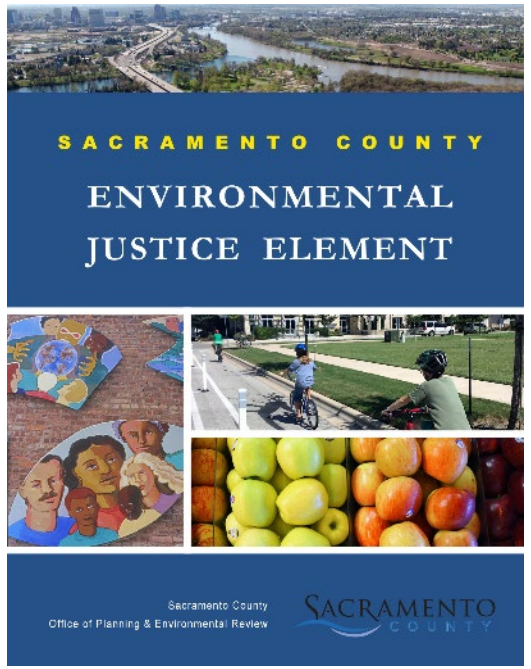


PROJECT BACKGROUND

PROJECT BACKGROUND

- North Watt Avenue Corridor Plan (2012)
  - > Guide infill growth and public improvements
  - > 20-year planning horizon
  - > Expansion of transit with mixed use development
- Designation of the Corridor as a Smart Growth Street
  - > Requirements for vehicle travel
  - > Need for continuous bike and pedestrian facilities that meet design standards





- Location of the Corridor within an Environmental Justice community (2019)
- Updated Corridor Plan funded by Caltrans Sustainable Communities Grant (2022)

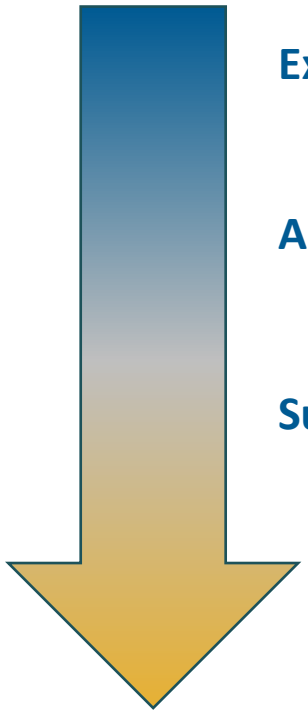
PURPOSE AND NEED

- Re-Imagine North Watt Avenue as…
  - > Multimodal, Sustainable, and Safe
  - > Equitable and Connected
- Work within existing constraints
  - > Inconsistent existing right-of-way and frontage
  - > High vehicle volumes and speeds
- Comprehensive engagement
  - > Local jurisdictions and regional planning agencies
  - > Residents, business owners, and community-based organizations
  - > Disadvantaged communities



Rendering of Bascom Avenue in the South Bay. (Santa Clara Valley Transportation Authority)

SCHEDULE AND STATUS



Existing Conditions and Site Review ✓

Existing Conditions Report ✓

Alternatives Analysis

Recommended Final Alternative

Summary Report

Implementation Plan

Draft Report

Outreach

- Corridor Advisory Team ✓
- Corridor Advisory Team
- Corridor Advisory Team
- Focus Groups ✓
- Stakeholder Interviews and Surveys
- Community Workshop ✓
- Community Charette
- Community Workshop

Final Report → **Board Presentation** → **Committee Presentations** → **Adoption**

PLANNED OUTREACH

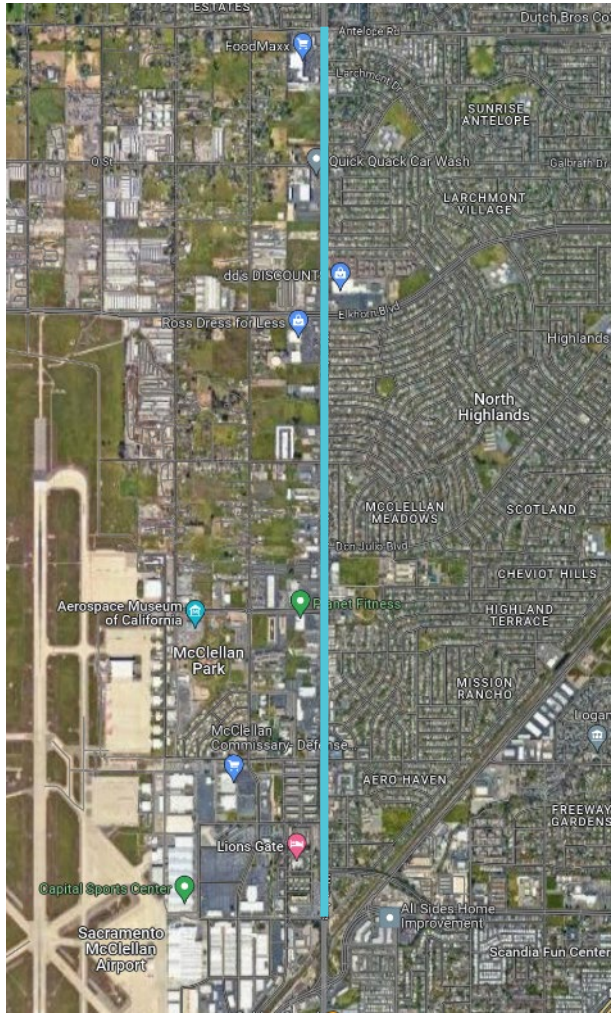
- Corridor Advisory Team
  - Three meetings to provide feedback on key deliverables
- Stakeholder Interviews and Surveys
  - Discussions with local and regional agencies, community-based organizations, and disadvantaged community members
  - Lessons learned, challenges, goals and objectives
- Focus Groups
  - Small group discussions with disadvantaged communities
- Community Workshops
  - Open houses and on-site charettes to discuss key project elements





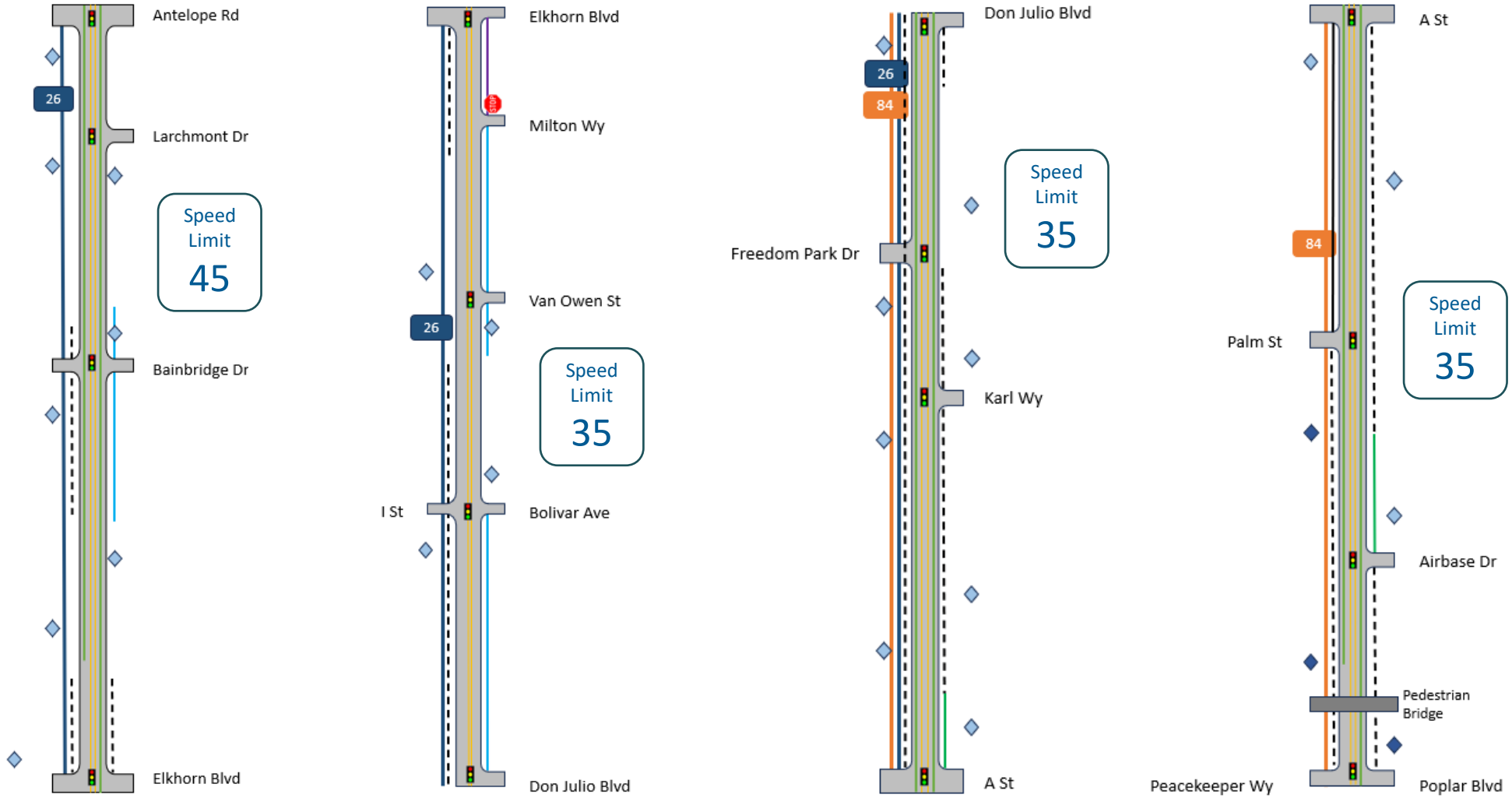
EXISTING CONDITIONS

STUDY AREA EXTENT



- North Watt Avenue
  - > Antelope Road to Peacekeeper Way
  - > 3.0 Mile Corridor
  - > 4-6 Lanes; 35 mph-45 mph speed limit
- Adjacent Land Use
  - > Variety of commercial use either directly adjacent or part of larger combined facilities
  - > Churches, schools, and community centers
  - > Residential uses either directly accessible or on adjacent frontage roads elements

STUDY AREA SEGMENTS



STUDY AREA DESCRIPTION

	ROAD SEGMENT 1	ROAD SEGMENT 2	ROAD SEGMENT 3	ROAD SEGMENT 4
BOUNDARIES	Antelope Road to Elkhorn Boulevard	Elkhorn Boulevard to Don Julio Boulevard	Don Julio Boulevard to A Street	A Street to Peacekeeper Way
LENGTH (APPROX.)	0.96 miles	0.81 miles	0.72 miles	0.53 miles
NUMBER OF LANES	4	4	4 to 6	4
POSTED SPEED LIMIT	45 mph	35 mph	35 mph (25 mph within school zone)	35 mph
ADJACENT LAND USES	NB: Residential SB: Commercial	NB: Residential SB: Commercial	NB: Residential, Commercial SB: Commercial, Industrial	NB: Residential, Commercial SB: Commercial, Government
NOTABLE LOCATIONS	Shopping Plaza (south of U St)	Family Community Church, USPS, Second Slavic Baptist Church	Watt & Freedom Park Center	Citizens Corps/CERT, ARC Community College
MAJOR CROSS-STREETS WITHIN ROAD SEGMENT	• Antelope Road • Larchmont Drive • Bainbridge Drive • Turner Drive • Elkhorn Boulevard	• Milton Way • Van Owen Street • Bolivar Avenue • Don Julio Boulevard	• Freedom Park Drive • Karl Way • A Street	• Palm Street • Airbase Drive • Peacekeeper Way
MEDIAN TYPES INCLUDED	Raised/concrete, some with minor landscaping	Raised/concrete with minor landscaping, striped/painted	Raised/concrete with minor landscaping, striped/painted	Raised/concrete with landscaping, striped/painted

STUDY AREA DESCRIPTION

	ROAD SEGMENT 1	ROAD SEGMENT 2	ROAD SEGMENT 3	ROAD SEGMENT 4
BOUNDARIES	Antelope Road to Elkhorn Boulevard	Elkhorn Boulevard to Don Julio Boulevard	Don Julio Boulevard to A Street	A Street to Peacekeeper Way
EXISTING BICYCLE FACILITIES	Class II - Bike lanes (with exception of section north of Elkhorn Boulevard in SB direction)	None	Class II - Bike lanes	Class II - Bike lanes (with exception of section north of Peacekeeper Way in SB direction)
CONDITION OF PEDESTRIAN FACILITIES	• Sidewalks are in good condition but lack buffers from traveling lanes	• Sidewalks are in good condition but lack buffers from traveling lanes	• Sidewalks are in good condition but lack buffers from traveling lanes	• Pedestrian bridge not ADA-compliant • Existing utility poles restrict width of existing sidewalk • Some residential streets do not have crosswalks
IDENTIFIED BUS SHELTER LOCATIONS	• None	• None	• None	• (Routes 84, 93) North of Pedestrian Bridge (SB) • (Routes 84, 93) South of Pedestrian Bridge (NB) • (Route 84) South of Watt Avenue / Palm Street (SB)

SITE WALK

- Project Team performed a site walk
  - > July 18, 2023
  - > Representatives from Sacramento County and the Consultant Team were present
  - > The team walked and drove the corridor, focusing on multimodal conditions along key segments and intersections











MODAL REVIEW

MODAL REVIEW - PEDESTRIAN

- Sidewalks
  - > Frequent gaps in existing sidewalks along the corridor
  - > Utility poles and other fixed objects reduce available space
  - > Crossing opportunities at signalized intersections
  - > Right-of-Way availability leads to segments where the sidewalk make sudden turns
- CAT observations and feedback
  - > Group Discussion



MODAL REVIEW - BICYCLE



- Bicycle lanes
  - > Inconsistent along the corridor
  - > Grade changes in the middle of the lane
  - > Not always bi-directional
  - > Lack of a buffer between bicycle lane and high-speed vehicles (Not meeting All Ages and Abilities)
  - > Right-of-Way availability leads to segments where bike lanes make sudden turns
- CAT observations and feedback
  - > Group Discussion

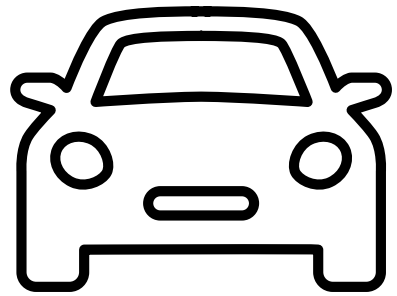
MODAL REVIEW – TRANSIT



- Transit Service
  - > Multiple lines providing service, overlapping along some segments
- Bus Stop Amenities
  - > Bus shelters only present at the southern edge of the corridor
  - > High volume bus stops often only marked with a sign
  - > Lack bus pullout pads, blocking traffic
  - > Minimal to no shade available
- CAT observations and feedback
  - > Group Discussion

MODAL REVIEW – AUTO/TRUCK

- Operations
  - > Segments and intersections along the corridor meet operational thresholds



- Safety
  - > Most common cause of crashes is unsafe speeds and rear-end collisions
  - > Approximately 5% of crashes were fatal or resulted in severe injuries
  - > The recent Local Roadway Safety Plan identified the intersection of North Watt and Elkhorn as a priority safety intersection
- CAT observations and feedback
  - > Group Discussion

Re-Imagine
NORTH WATT CORRIDOR PLAN

THANK YOU

JOSH PILACHOWSKI, PHD, TE
SENIOR TRANSPORTATION ENGINEER
josh@dksassociates.com
510.295.9741

To: Members of the County Bicycle Advisory Committee

Subject: Stockton Boulevard Cycle Track Feasibility Study

Location/District: Stockton Boulevard from Florin Road to Mack Road/Elsie Avenue

Recommendation: Review and Comment

Contact: Cameran Shew, Principal Civil Engineer, Sacramento County Department of Transportation (SACDOT), (916) 875-5940, ShewC@saccounty.gov

Summary: Sacramento County is currently conducting a Feasibility Study to provide protected cycling facilities on the Stockton Boulevard Corridor. The project extends from Florin Road in the north to Elsie Road/Mack Road in the south. This corridor is currently a four-lane roadway with Class II (striped) bike lanes. Sidewalks exist along some portions of the corridor, but frequent gaps remain. Stockton Boulevard is a bus route, with Route 68 running along the corridor, connecting residential neighborhoods to the city of Sacramento in the north. Existing traffic operations are generally acceptable at signalized intersections along the corridor. The County's 2030 General Plan classifies Stockton Boulevard between 65th Street Expressway and Mack Road as a 6-lane thoroughfare; This project assumes an amendment to the General Plan to reduce the number of lanes along the corridor from six to four.

The primary focus of the feasibility study is to evaluate two concepts:

- Installing directional Class IV bikeways on both sides of Stockton Boulevard; or
- Installing a two-way Class IV bikeway on one side of the roadway.

Other aspects of the project include filling in gaps in the existing sidewalk network, ADA curb ramp installations and a new signalized pedestrian crossing.

The goals of the project are to promote a shift to active modes on the corridor by providing lower-stress and safer facilities, closing existing gaps in the pedestrian and cycling network, and improving access to transit facilities. The project will also enhance access to community resources along the corridor, such as parks, schools, and essential services. The project will create safer conditions for pedestrians and cyclists by reducing multimodal conflicts through separated facilities. There were 21 cyclist-involved crashes and 27 pedestrian-involved crashes on the corridor within a recent five-year period (2015-2019). Improvements will align with Caltrans' all-ages and abilities guidelines for a safe and connected facility.

The project has currently completed its existing conditions assessment, and the development of conceptual alternatives for the two concepts is currently underway. The draft feasibility study report is expected to be completed by March 2024.

Funding Source(s): California Transportation Commission Active Transportation Program Cycle 6.

STOCKTON BOULEVARD COMPLETE STREETS PROJECT

Project Status Presentation for Sacramento County Bicycle Advisory Committee

January 17th, 2024

SACRAMENTO COUNTY

JOSH PILACHOWSKI
SENIOR TRANSPORTATION ENGINEER
josh@dksassociates.com
510.295.9741

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AGENDA

1 / PROJECT OVERVIEW

2 / GOALS AND OBJECTIVES

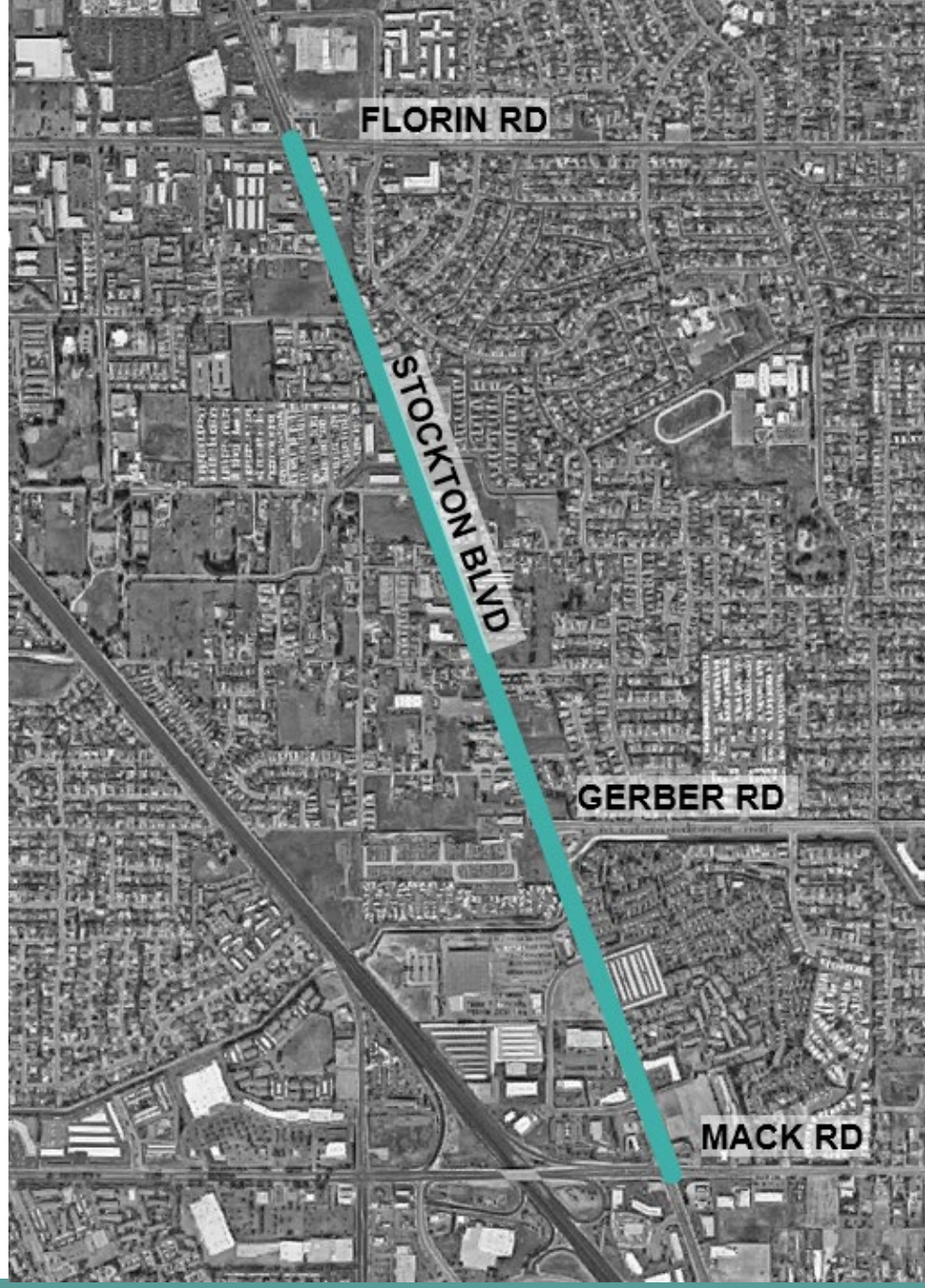
3 / PROJECT STATUS

1

PROJECT OVERVIEW

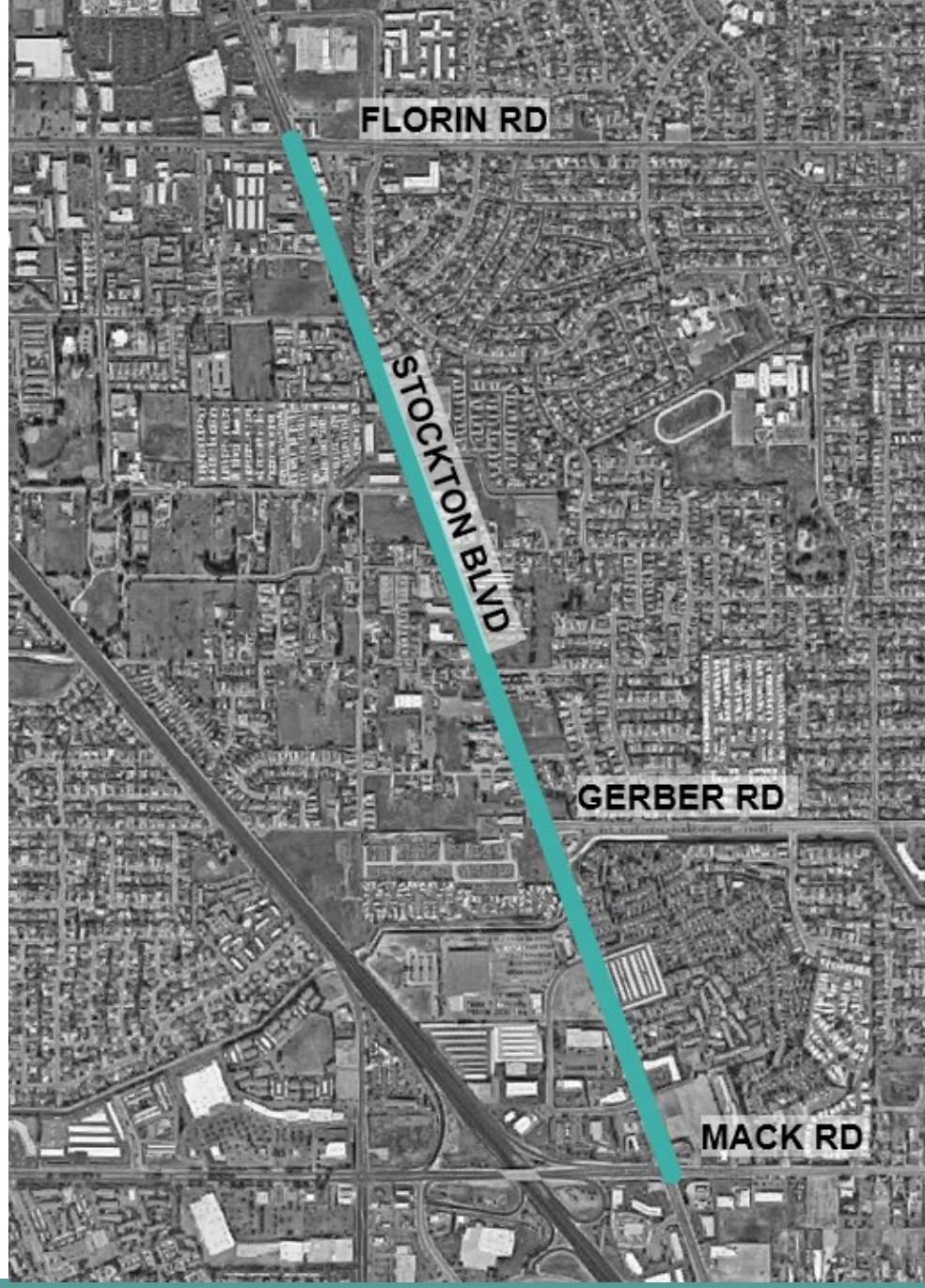
STOCKTON BOULEVARD TODAY

- Four-lane roadway
- Class II (striped) bike lanes
- Fragmented sidewalk network
- Bus route (Line 68)
- Connects residential neighborhoods to the City of Sacramento to the north
- Many community destinations (parks, schools)



STOCKTON BOULEVARD TODAY

- Existing traffic operations are generally acceptable[1] at signalized intersections along the corridor.
- The County's 2030 General Plan classifies Stockton Boulevard between 65th Street Expressway and Mack Road as a 6-lane thoroughfare.
- This project assumes an amendment to the General Plan to reduce the number of lanes along the corridor from six to four.



1 All intersections operate within County thresholds for urban areas.

STOCKTON BOULEVARD TODAY



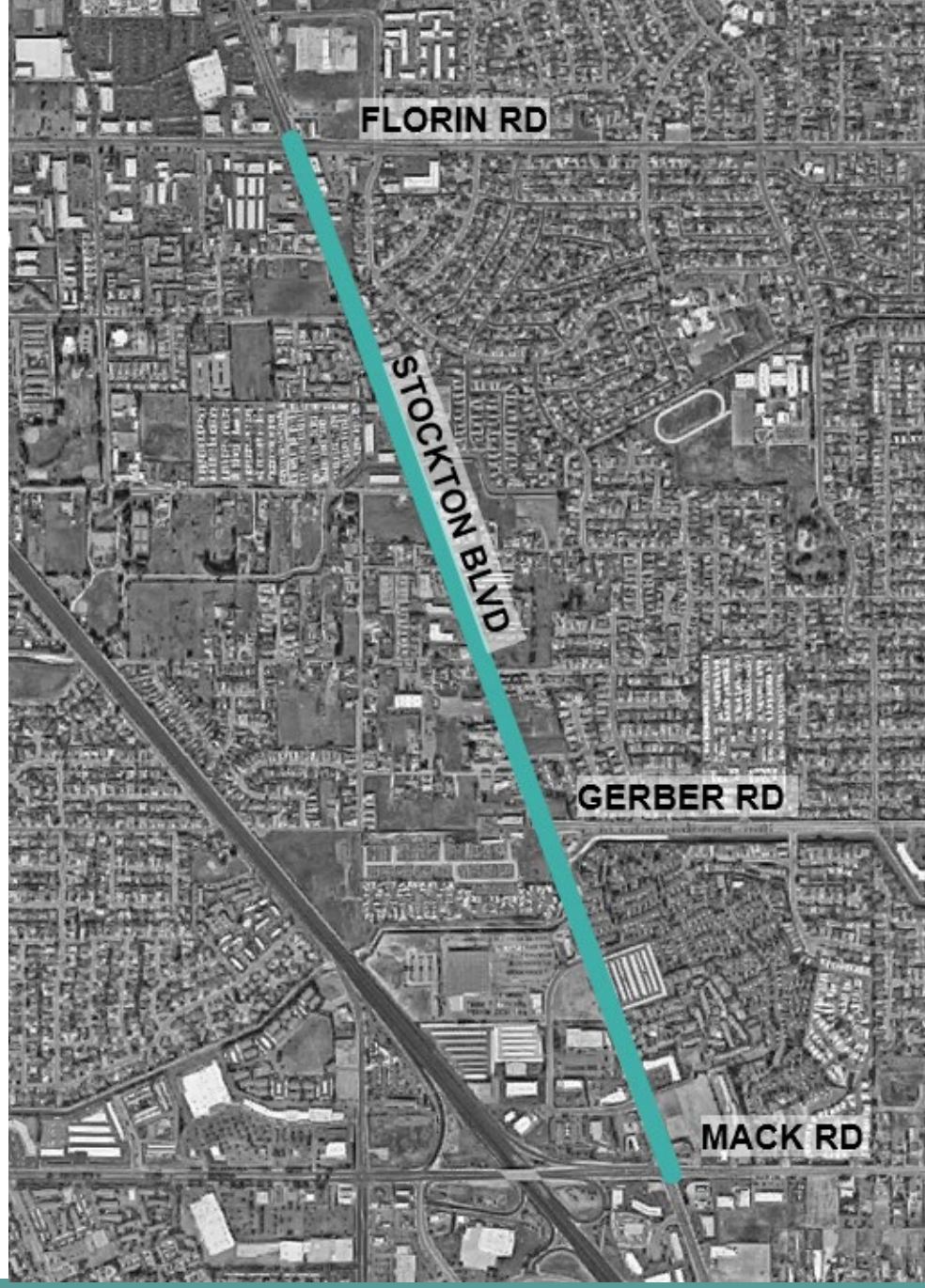
Stockton Blvd, North of Fleming Ave

Stockton Blvd, South of Florin Ave



PROJECT FOCUS

Sacramento County is currently conducting a **Feasibility Study** to evaluate options for improving pedestrian and cycling conditions on Stockton Boulevard.



PROJECT FOCUS

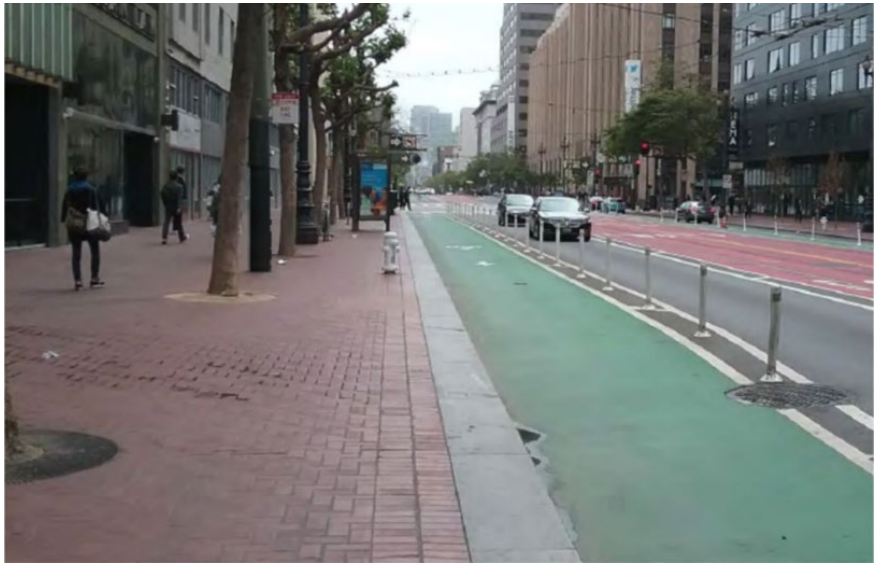
Evaluating feasibility of:

- Installing **directional Class IV (separated) bikeways** on both sides of the roadway

OR

- Installing a **two-way Class IV bikeway** on one side of the roadway.

Both options include sidewalk infill and signal for pedestrian crossings.



Separated Bikeway in San Francisco (Source: Design Information Bulleten 89-01, 2018)



Two-Way Separated Bikeway in Redondo Beach (Source: Design Information Bulleten 89-01, 2018)

2

GOALS AND OBJECTIVES

GOALS AND OBJECTIVES

1. Promote a mode shift to active transportation

- Provide lower-stress, safer facilities along Stockton Boulevard from Florin Road to Mack Road/Elsie Avenue.
- Close existing gaps in cycling network.
- Fill sidewalk gaps; add ADA curb ramps; signal for pedestrian crossings.
- Improve accessibility to transit facilities.

GOALS AND OBJECTIVES

2. Improve access to community resources:

- Stockton Blvd connects residential neighborhoods to employment and services in the City of Sacramento.
- Woody Hampton Park, Jack N. Sheldon Park, Rutter Park, Peoples Supermarket, and local schools are key destinations along the corridor.

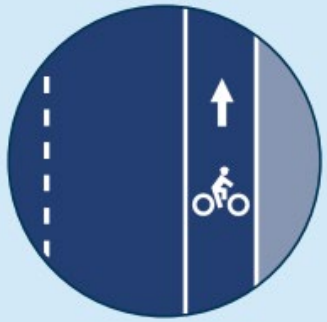
GOALS AND OBJECTIVES

3. Create safer conditions through connected facilities for pedestrians and cyclists along the entire corridor.

- Reduce multimodal conflicts through separated facilities
  - **21** cyclist-involved crashes on the corridor (2015-2019)
  - **27** pedestrian involved crashes on the corridor (2015-2019)
- Focus on addressing common causes, such as pedestrian violations and wrong-way riding.
- Align with Caltrans all ages and abilities guidelines for a safe and connected facility.

FHWA Proven Safety Countermeasures, Bicycle Lanes (2022)

U.S. Department of Transportation
Federal Highway Administration



Safety Benefits:
Converting traditional or flush buffered bicycle lanes to a separated bicycle lane with flexible delineator posts can reduce crashes up to:

53%
for bicycle/vehicle crashes.[3]

Bicycle Lane Additions can reduce crashes up to:

49%
for total crashes on urban 4-lane undivided collectors and local roads.[7]

30%
for total crashes on urban 2-lane undivided collectors and local roads.[7]



Bicycle lane in Washington, DC. Source: Alex Baca, Washington Area Bicyclist Association.

3

PROJECT STATUS

PROJECT STATUS

December 2023:

- Existing conditions assessment (complete)

January - February 2024:

- **Develop Conceptual Alternatives**
  - **Alternative 1: Directional Class IV (separated) bikeways** on both sides of the roadway
  - **Alternative 2: Two-way Class IV bikeway** on one side of the roadway
- **Evaluate Conceptual Alternatives**
- **SacBAC presentation #2**

March 2024:

- Draft Feasibility Study Report

THANK YOU

SACRAMENTO COUNTY

JOSH PILACHOWSKI
SENIOR TRANSPORTATION ENGINEER
josh@dksassociates.com
510.295.9741

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APPENDIX: EXISTING TRAFFIC OPERATIONS

TABLE 2: EXISTING TRAFFIC OPERATIONS ANALYSIS RESULTS

	INTERSECTION NAME	ANALYSIS METHODOLOGY	AM PEAK HOUR			PM PEAK HOUR		
			DELAY	LOS	V/C	DELAY	LOS	V/C
1	STOCKTON BLVD & FLORIN RD	HCM6	38.3	D	0.63[a]	39.4	D	0.62[a]
2	STOCKTON BOULEVARD & 66TH AVENUE/CHANDLER DRIVE	HCM2000[b]	26.9	C	0.69	25	C	0.61
3	STOCKTON BLVD & DRIVEWAY/GERBER RD	HCM2000	29.4	C	0.7	33.5	C	0.68
4	STOCKTON BLVD & MACK RD/ELSIE AVE	HCM2000	63.6	E	0.88	54.6	D	0.81

[a] V/C Ratio for HCM6 reporting calculated manually using methodologies outlined in the Highway Capacity Manual, 6th Edition.

[b] HCM 2000 methodology applied for intersections with non-NEMA phasing.

APPENDIX: CYCLIST INVOLVED CRASHES

TABLE 5: CYCLIST INVOLVED CRASHES - NUMBER OF CRASHES BY TYPE OF VIOLATION

TYPE OF VIOLATION DESCRIPTION	COUNT
Failure to drive/ride on right half of the roadway	9
Unsafe turning or moving right or left on a roadway or turning without signaling	7
Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	1
Driver failure to yield right-of-way when entering/crossing a highway	1
Failure to stop at a limit line or crosswalk at a red-light OR Failure to yield right-of-way to pedestrian when turning on a red light	1
Failure to ride in a bicycle lane when moving at less than the speed of traffic on the roadway, with exceptions	1
Bicyclist on the road have the same rights and are subject to the same laws as drivers	1
Total	**21**

Source: Statewide Integrated Traffic Records System, January 01, 2015 to January 01, 2020.

APPENDIX: PEDESTRIAN INVOLVED CRASHES

TABLE 6: PEDESTRIAN INVOLVED CRASHES - NUMBER OF CRASHES BY TYPE OF VIOLATION

PARTY VIOLATION CLASSIFICATION	DESCRIPTION	COUNT	%
PEDESTRIAN	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	15	56%
DRIVER	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	2	7%
PEDESTRIAN	Pedestrian failure to yield right-of-way at traffic signal / Failure of pedestrian to yield right-of-way to vehicles already in intersection Failure to obey crosswalk symbols or finish crossing before "countdown" ends	2	7%
PEDESTRIAN	Pedestrian failure to cross at crosswalks between adjacent traffic signal controlled intersections	2	7%
UNCLEAR	Unsafe turning or moving right or left on a roadway Turning without signaling	2	7%
DRIVER	Driver failure to yield right-of-way to pedestrians on sidewalks	1	4%
DRIVER	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	1	4%
DRIVER	Unsafe starting or backing of a vehicle on a highway	1	4%
NOT LISTED	Violation code was not included in the crash	1	4%
	Total	**27**	**100%**

Source: Statewide Integrated Traffic Records System, January 01, 2015 to January 01, 2020.

To: Members of the County Bicycle Advisory Committee

Subject: Active Transportation Program (ATP) Project Candidates

Location/District: Countywide

Recommendation: Review and Comment

Contact: Makinzie Clark, Senior Planner, Sacramento County Department of Transportation (SacDOT), (916) 268-1391, clarkma@SacCounty.gov

Summary: SacDOT is considering the following projects for submittal to 2025 Active Transportation Program (ATP) Grants:

- Whitney Avenue Road Diet & Multimodal Improvements
- El Camino Avenue Pedestrian Improvements
- Stockton Boulevard Complete Streets Project

Whitney Avenue Road Diet & Multimodal Improvements

The project addresses multimodal safety and comfort concerns along a 2-mile section of Whitney Avenue between Watt Avenue and Walnut Avenue – a low volume corridor providing access to several elementary and middle schools and a high school. The project would convert the roadway from two-lanes to one-lane per direction ("road diet") with a continuous center turn lane. Additional improvements include construction of a Class IV bikeway or buffered Class II bike lanes, sidewalk infill, curb extensions, formalized on-street parking, high-visibility crosswalks, ADA ramp improvements, and non-infrastructure programming. The planning level cost estimate for the project is approximately $15.3 million with a grant request of $3 million for pre-construction costs, which could be pursued under the ATP large infrastructure category. ATP funding categories being considered include large infrastructure, small infrastructure, and the ATP quick-build program.

El Camino Avenue Pedestrian Improvements

The Project addresses safety concerns due to a history of fatal and severe pedestrian collisions along a 2-mile section of El Camino Avenue between Ethan Way and Watt Avenue – a high injury corridor within the West Arden-Arcade Environmental Justice community. The project proposes Project Approval and Environmental Document; Plans, Specifications, and Estimates, Right-of-Way, and Construction of approximately 0.45-mile of new sidewalk and installing street lighting (between Ethan Way and Bell Street), signalization of El Camino Ave at Drayton Drive, installation of a corner island or curb extension at the southwest corner of the intersection with Fulton Avenue, high visibility crosswalks at several controlled intersections, and ADA ramp improvements. Bicycle improvements include markings at intersections and high conflict areas. The planning level cost estimate for the project is approximately $2.1 million.

Stockton Boulevard Complete Streets Project

The Project will improve bicycle and pedestrian safety and mobility on Stockton Boulevard between Florin Road and Mack Road/Elsie Avenue – a high injury corridor within the South Sacramento Environmental Justice community. The County is seeking funding for Plan, Specifications, and Estimates, right of way acquisition and procedures, and construction. The project includes the installation of a Class IV bikeway, 0.9-mile of new sidewalk, signalization of the off-set intersection at Stockton Boulevard/Pomegranate Avenue/Walter Avenue, ADA ramp improvements, and striping. The planning level cost estimate for the project is approximately $15 million.

(The County was previously awarded funding for the Project Approval and Environmental Document phase of the project, which is anticipated to be completed in 2025.)

Funding Source(s): Statewide or Regional Active Transportation Program (ATP)

Background Information: The Active Transportation Program (ATP) Grants fund transportation projects that promote walking, biking, and transit uses as an alternative to single occupancy vehicle trips. There are two ATP Grant opportunities: a statewide competition (State ATP) that is managed by Caltrans, and a Regional competition (Regional ATP) that is managed by the Sacramento Area Council of Governments (SACOG). SACOG encourages agencies to submit projects to the State ATP before submission to the Regional ATP. Projects fully funded by the State ATP become ineligible for Regional ATP funding. The 2025 Active Transportation Program (ATP) – Cycle 7 call for projects will be released March 21-22, 2024.

The ATP Quick-Build Program funds interim capital improvement projects that further the goals of the ATP. These projects require minor construction activities and are typically built with durable, low to moderate cost materials. The projects generally last from one year to five years but could last longer if the materials are maintained and the project continues to be supported by the community. Quick-build projects use semi-permanent materials, meaning they are adhered to the ground, but are still moderately flexible and can be adjusted if needed based on public input.

To: Members of the County Bicycle Advisory Committee

Subject: Low Stress Bikeway Network to the American River Parkway

Location/District: William Pond Park to Bannister Park/ District 3

Recommendation: Review and Comment

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

Summary: Improve and designate a low stress bike route parallel to the American River in Carmichael and Fair Oaks with connections to American River Parkway trailheads.

See Figure 1 for route, which is described as follows: Arden Way entry to William Pond Park at Mile 13 to McClaren Drive; McClaren Drive from Arden Way to Linda Drive, Linda Drive from McClaren Drive to Suffolk Way, Suffolk Way from Linda Drive to Shelfield Drive; Shelfield Drive from Suffolk Way to Newbury Way; Newbury Way from Suffolk Way to Claremont Road; Claremont Road from Newbury Way to Classic Place; Classic Place from Newbury Road to River Oak Way; River Oak Way from Classic Place to River Oak Way/Sarah Court; Boyle Drive from Sarah Court to Oak Ave; Oak Ave/California Ave from Boyle Drive to Stanley Ave; Stanley Ave from California Ave to Marshall Ave; Marshall Ave from Stanley Ave to Grant Ave; Grant Ave from Marshall Ave/Hollister Ave; Hollister Ave from Grant Ave to Fair Oaks Blvd; Fair Oaks Blvd from Hollister Ave to Bannister Road; Bannister Road from Fair Oaks Blvd to Bannister Bike Trail.

Figure 1: Low Stress Bicycle Network

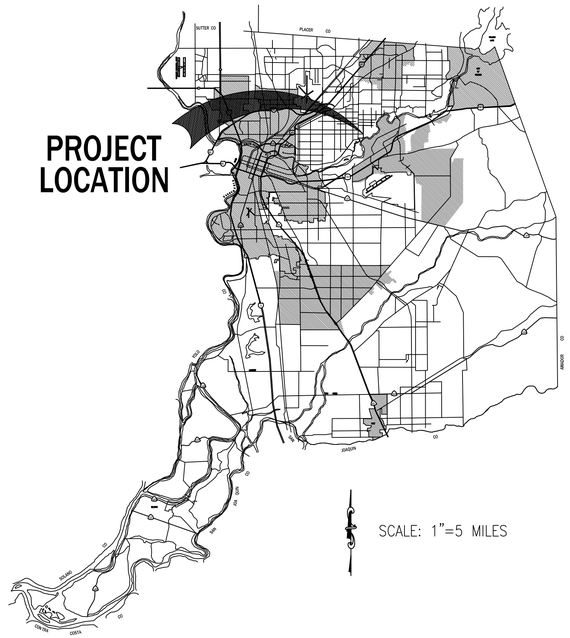


Construct Class II bikeway on portions of Fair Oaks Blvd from Hollister Ave to Bannister Road and Fair Oaks/Oak Ave/Boyer Ave. Add signage marking the bike route and a sign at Fair Oaks and Bannister for Bannister Bike Trail, as well as identity and wayfinding signage along the route. This project is located in District 3.

Funding Source(s): This project is funded from Sales Tax Measure A Safety and is included in the Sacramento County Department of Transportation Fiscal Year (FY) 2024 Adopted Budget and FY 2025 Proposed Budget.

Background Information: The project is approximately 6.0 miles long and is primarily a lightly traveled corridor. It is primarily residential while the Fair Oaks Boulevard section includes commercial shopping centers and restaurants. This route was ridden by County Staff during Summer 2023 after which strategies for success were identified.

Route design is underway. Environmental review and clearance is not necessary for this project. Construction is anticipated during the 2024/2025 fiscal year.



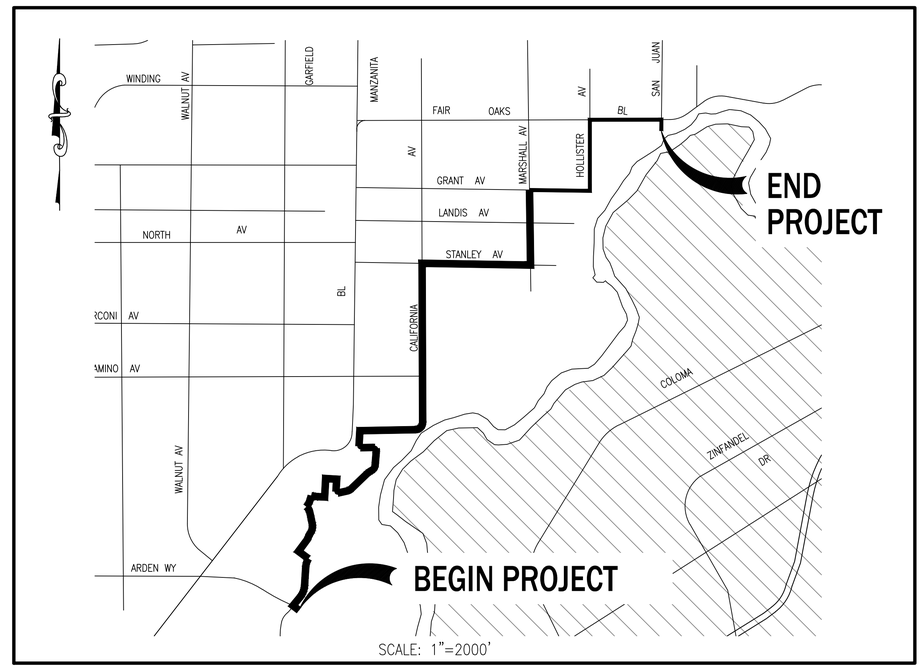
COMMUNITY SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION

LOW STRESS BIKEWAY NETWORK TO THE AMERICAN RIVER PARKWAY

ARDEN WAY TO BANNISTER ROAD

INDEX OF SHEETS

SHEET	DRAWING	DESCRIPTION
1	CS1	COVER SHEET
2–20	S1–S20	STRIPING & SIGN PLAN



UTILITY REPRESENTATIVES		
UTILITY	REPRESENTATIVE	PHONE
GAS: P.G.& E.	DONNY KENNEDY	(530) 889-5089
ELECTRICITY: S.M.U.D.	SHANE NELSON	(916) 732-6620
TELEPHONE: AT&T	ANDREA GALESTE	(916) 606-3952
WATER: FAIR OAKS WATER DISTRICT	ALI SHAFAQ	(916) 844-3520
SEWER: SAC. CO. WATER QUALITY	ROBERT ESPINOZA	(916) 876-6386
DRAINAGE: SAC. CO. WATER RESOURCES	MIKE DURKEE	(916) 874-8812
CABLE T.V.: CCI	LARRY MONTGOMERY	(916) 786-1217
ROADS: SAC. CO. TRANSPORTATION	MELISSA WRIGHT	(916) 874-4243
SURVEY: SACRAMENTO COUNTY	JIM WHITE	(916) 875-0196
WAVE BROADBAND	ALEX SLABOSNITSKIY	(916) 297-3257
ZAYO	ROBERT ALFORD	(209) 275-0339
FIRE DEPARTMENT (CITY OF SAC)	KING TUNSON	(916) 808-1358
UNDERGROUND SERVICE ALERT		1-800-227-2600

SACDOT

SACRAMENTO COUNTY
COMMUNITY SERVICE AGENCY
DEPARTMENT OF TRANSPORTATION

CHIEF, DEPARTMENT OF TRANSPORTATION

DATE: _____

CONTRACT NO: ####

DATE | REVISIONS | APPR.

REGISTERED PROFESSIONAL ENGINEER — STEPHEN A. WHITE — CIVIL — No. C58307 — 06/30/24 — STATE OF CALIFORNIA

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION

COVER SHEET

LOW STRESS BIKEWAY NETWORK TO THE AMERICAN RIVER PARKWAY
ARDEN WAY TO BANNISTER ROAD

COUNTY OF SACRAMENTO — CALIFORNIA

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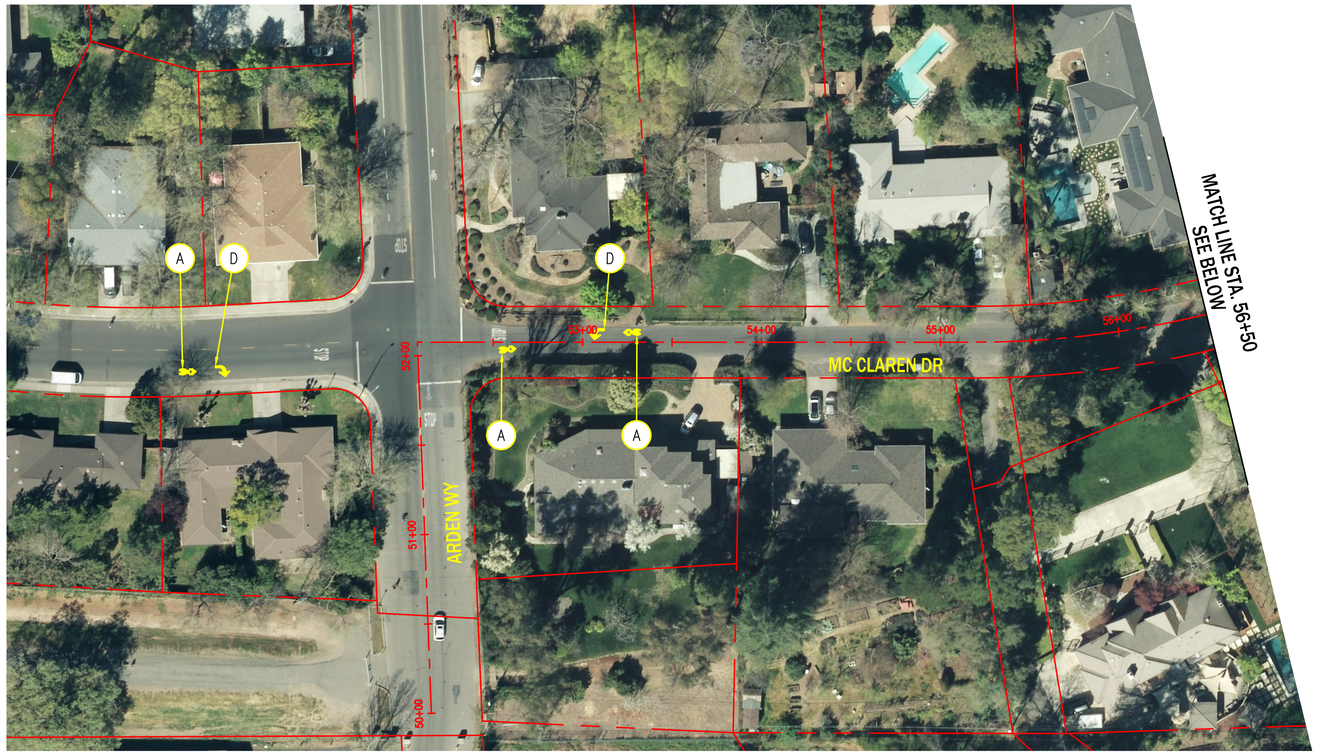
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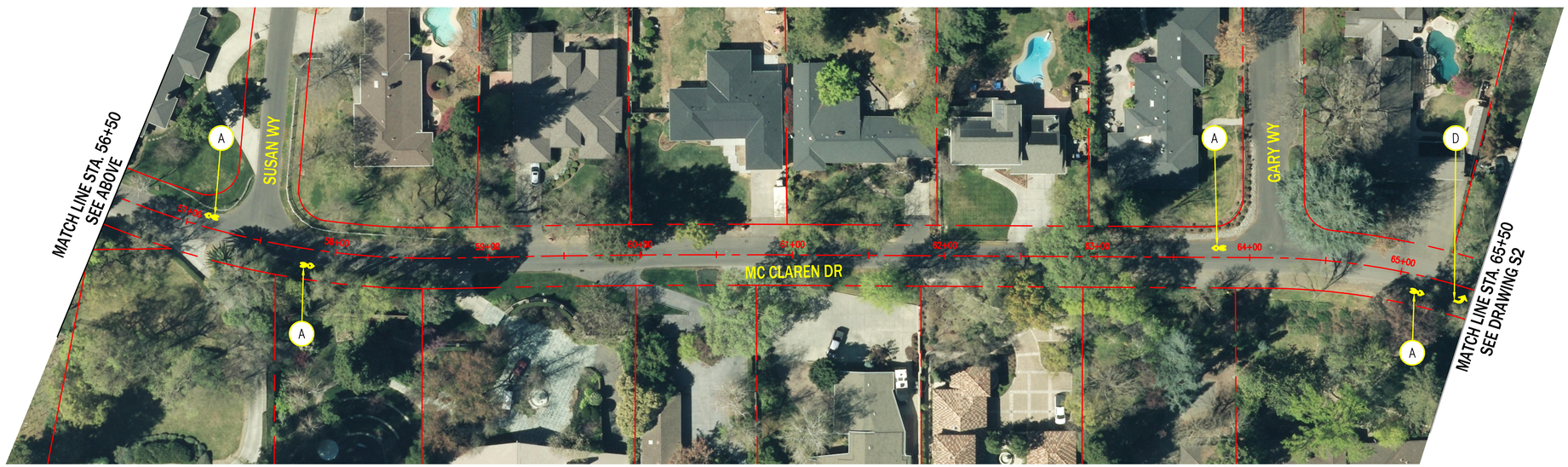
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LOW STRESS BIKEWAY NETWORK TO THE AMERICAN RIVER PARKWAY

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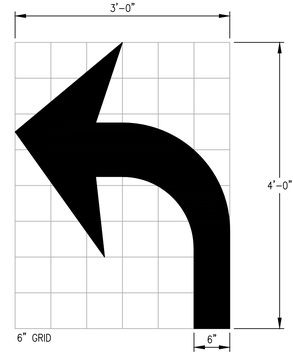




GENERAL STRIPING & PAVEMENT MARKING NOTES:

1. STRIPING, MARKINGS, AND PAVEMENT MARKERS SHALL CONFORM TO THE LATEST EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. WIDTHS OF STRIPES SHALL CONFORM TO THE 2015 CALTRANS STANDARD PLANS.
3. NEW STRIPES SHALL MATCH EXISTING STRIPE PATTERN AT LIMIT OF WORK (CONFORM TO EXISTING).

STRIPING LEGEND	
A	SHARED ROADWAY BICYCLE MARKING, SEE 2022 STATE STANDARD PLANS A24C.
B	BIKE LANE LEGEND, SEE SACRAMENTO COUNTY STANDARD DRAWING 4-77.
C	BICYCLE LOOP DETECTOR SYMBOL, SEE SACRAMENTO COUNTY STANDARD DRAWING 4-77.
D	TYPE IV ARROW, SEE 2022 STATE STANDARD PLANS A24C.
E	BIKE LANE DIRECTIONAL ARROW, SEE DETAIL BELOW.
F	BIKE LANE SYMBOL WITHOUT PERSON, SEE 2022 STATE STANDARD PLANS A24C.



E BIKE LANE DIRECTIONAL ARROW DETAIL
(FOR RIGHT ARROW, USE MIRROR IMAGE) NO SCALE

DATE	REVISIONS	APPR.

REGISTERED PROFESSIONAL ENGINEER
BRIAN C. WHITE
C58307
06/30/24
STATE OF CALIFORNIA

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION

STRIPING/SIGN PLAN

LOW STRESS BIKEWAY NETWORK TO THE AMERICAN RIVER PARKWAY
ARDEN WAY TO BANNISTER ROAD

COUNTY OF SACRAMENTO CALIFORNIA

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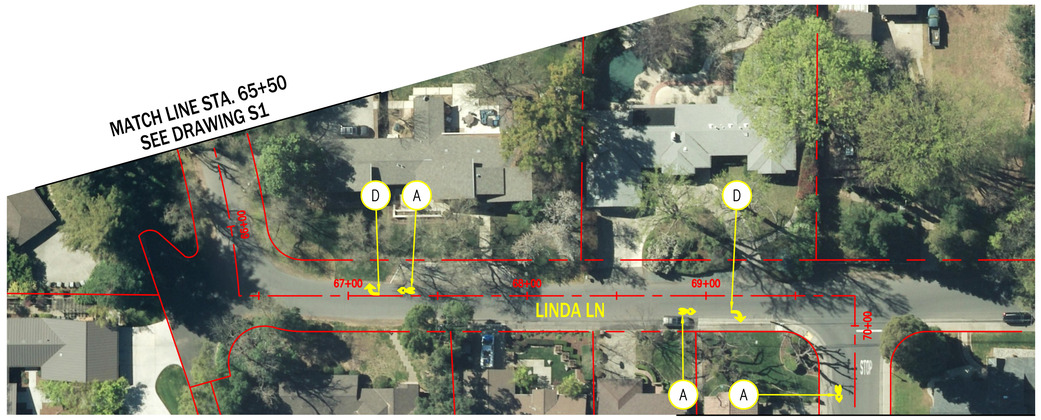
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REGISTERED PROFESSIONAL ENGINEER
BRIAN C. RICHTER WHITE
C58307
06/30/24
STATE OF CALIFORNIA

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DEPARTMENT OF TRANSPORTATION

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LOW STRESS BIKEWAY NETWORK TO THE AMERICAN RIVER PARKWAY
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LOW STRESS BIKEWAY NETWORK TO THE AMERICAN RIVER PARKWAY

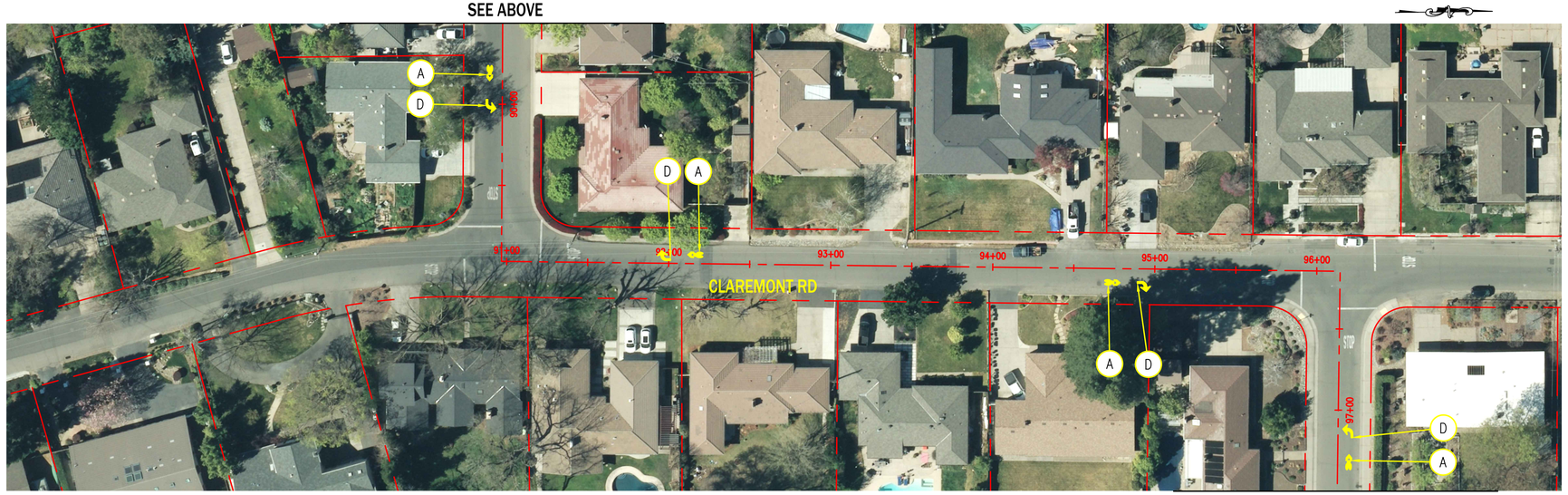
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MATCH LINE STA. 97+50
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DATE | REVISIONS | APPR.

REGISTERED PROFESSIONAL ENGINEER
THN WHITE
STEPHEN
C58307
06/30/24
STATE OF CALIFORNIA

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
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LOW STRESS BIKEWAY NETWORK TO THE AMERICAN RIVER PARKWAY
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COUNTY OF SACRAMENTO · SACRAMENTO LOW STRESS BIKEWAY NETWORK · CALIFORNIA

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STEPHEN T. WHITE
C58307
06/30/24
STATE OF CALIFORNIA

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LOW STRESS BIKEWAY NETWORK TO THE AMERICAN RIVER PARKWAY

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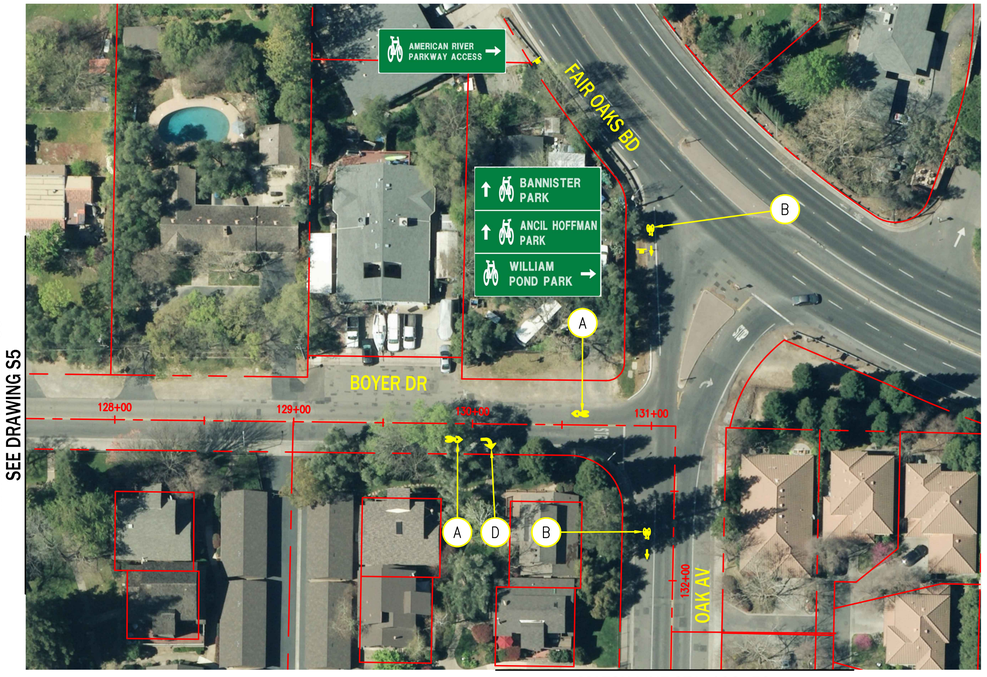
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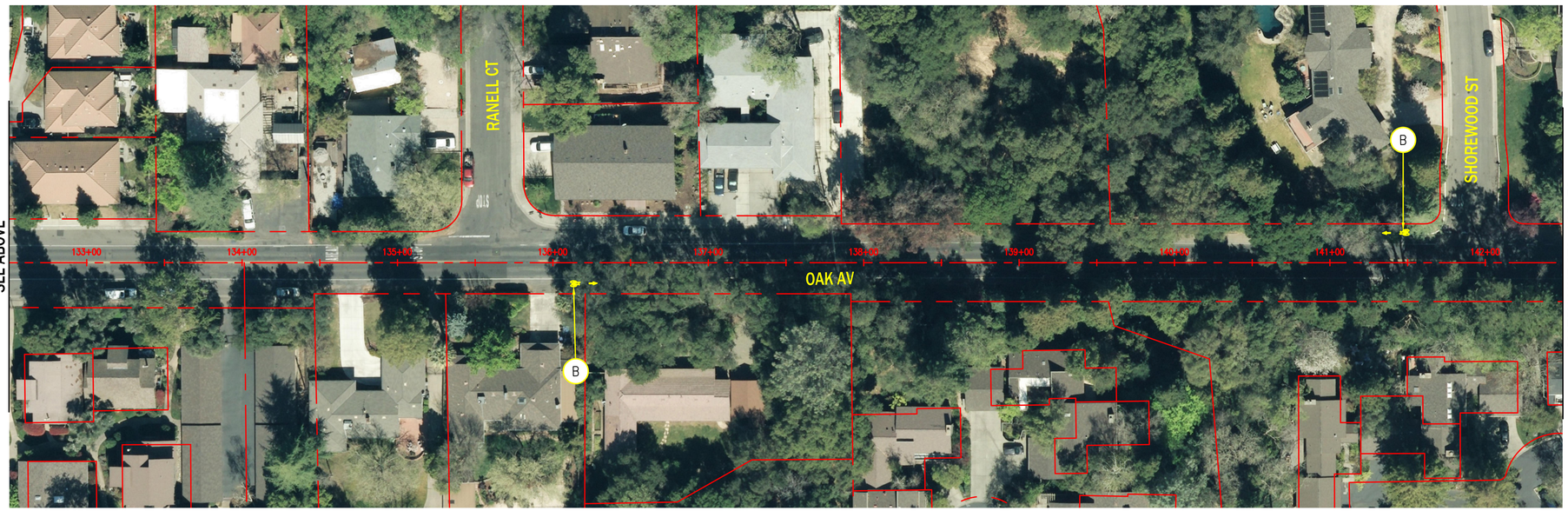
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REGISTERED PROFESSIONAL ENGINEER
BRIAN C. RICHARDSON WHITE
No. C58307
STATE OF CALIFORNIA
06/30/24

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
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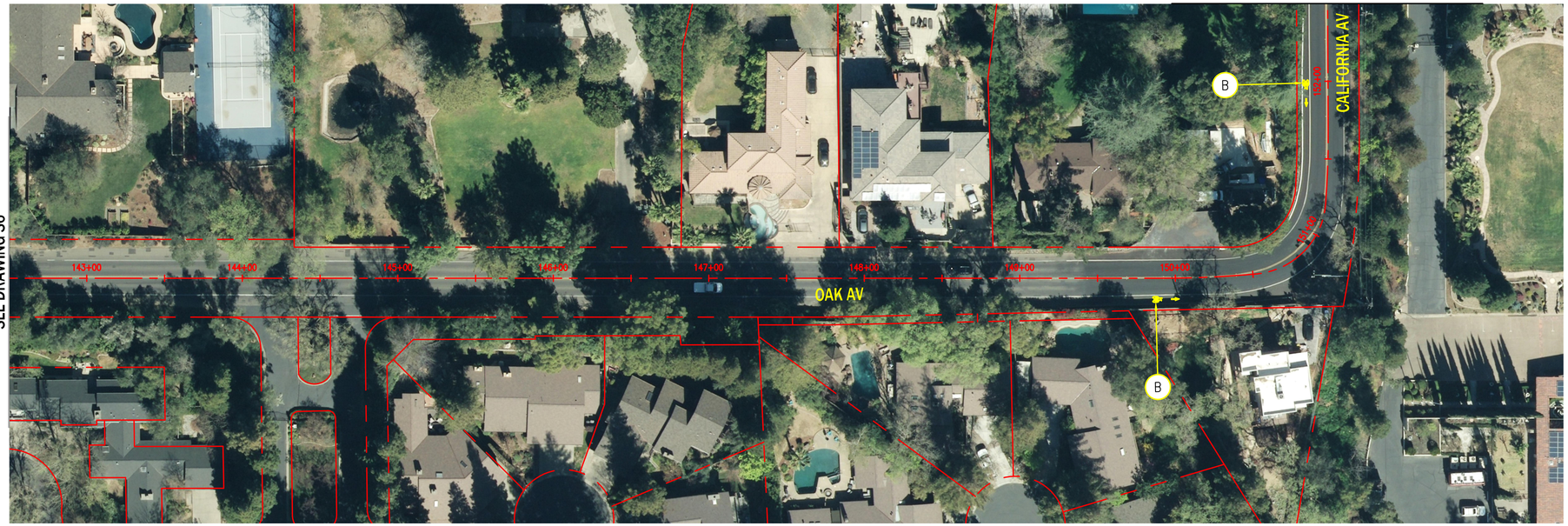
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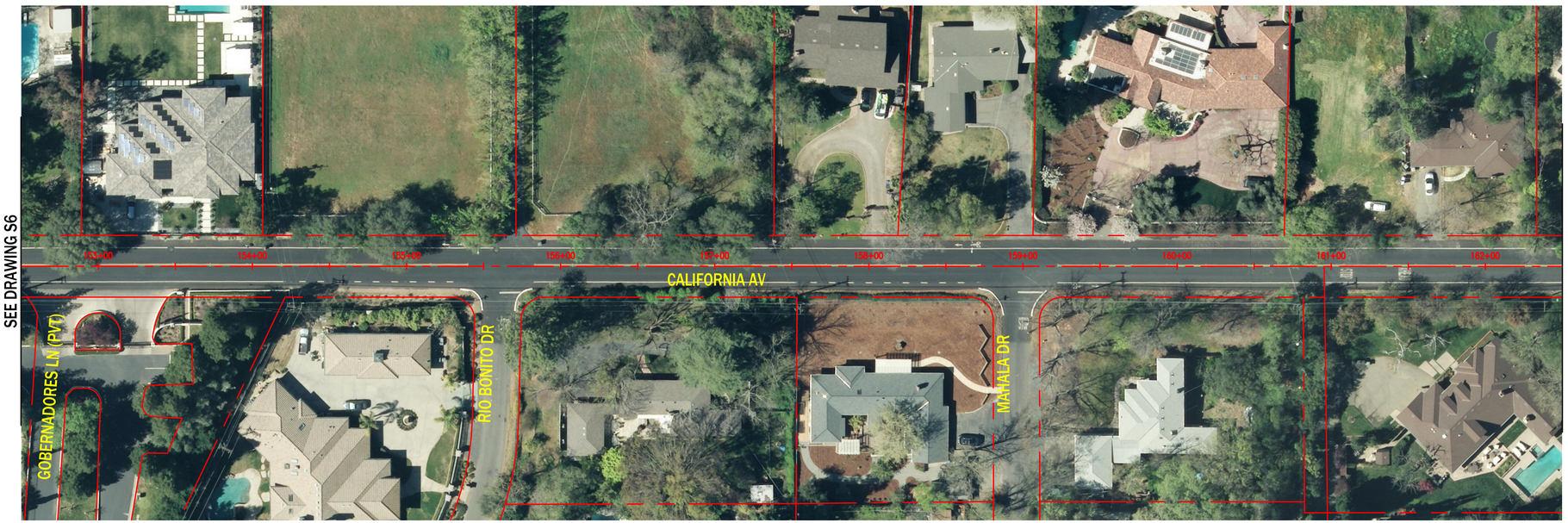
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SEE DRAWING S6

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SEE DRAWING S7



DATE	REVISIONS	APPR.

REGISTERED PROFESSIONAL ENGINEER
STEPHEN WHITE
C58307
06/30/24
STATE OF CALIFORNIA

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION

STRIPING/SIGN PLAN

LOW STRESS BIKEWAY NETWORK TO THE AMERICAN RIVER PARKWAY
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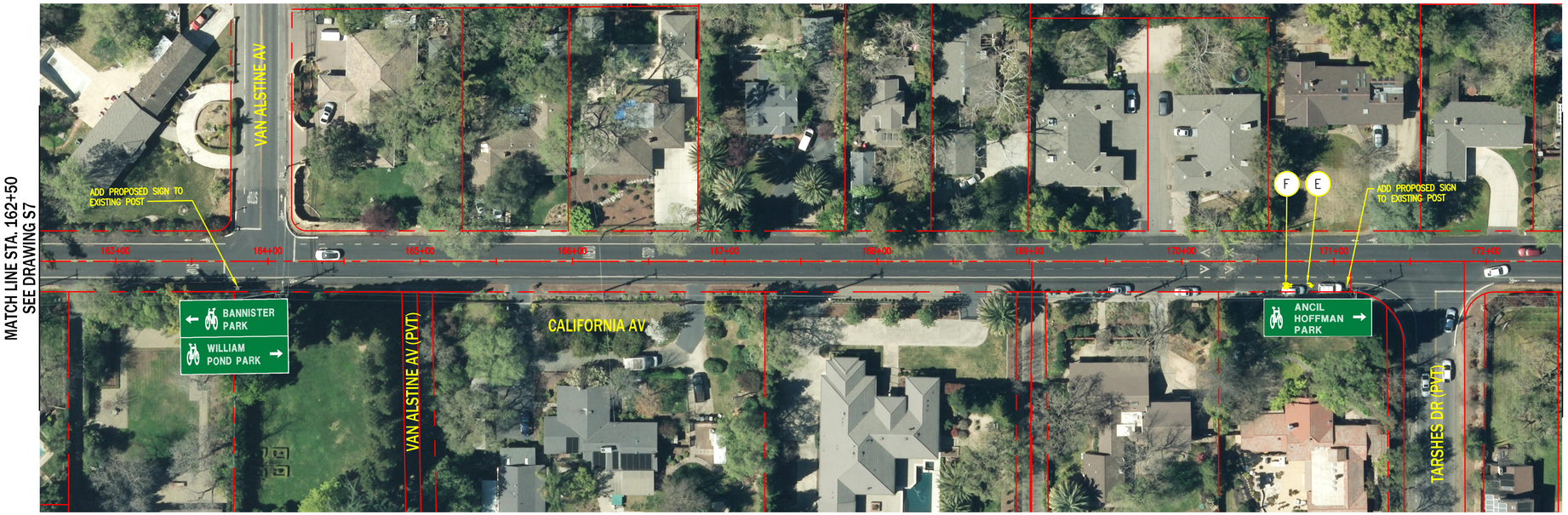
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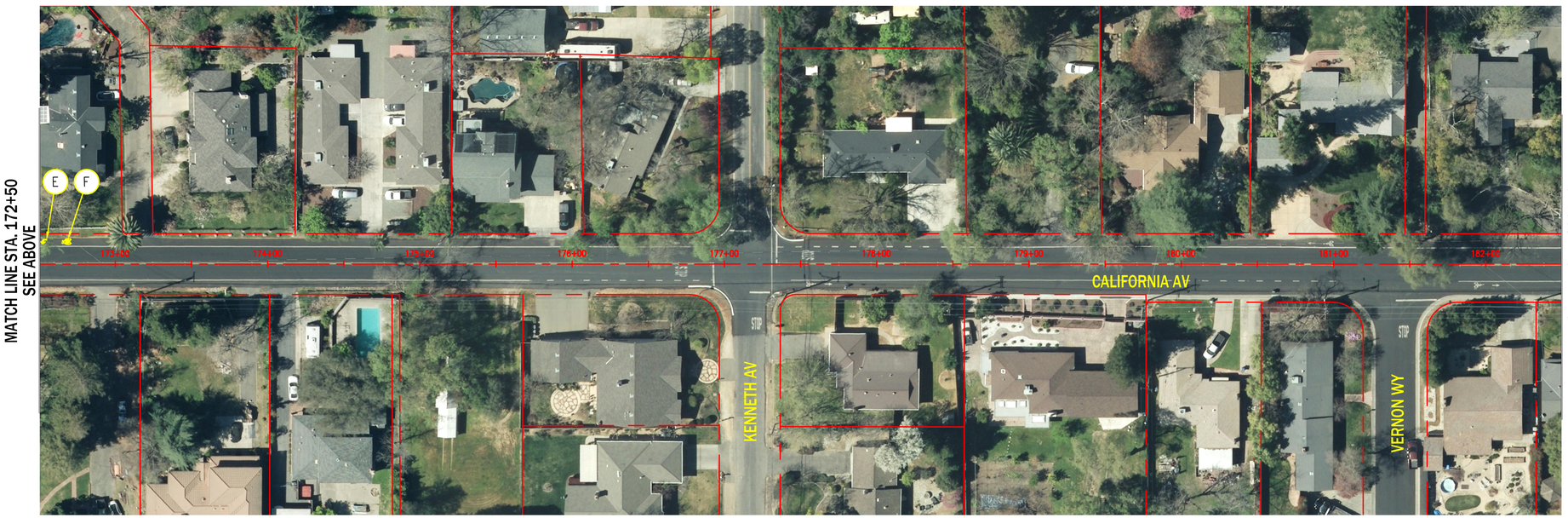
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APPR.	REVISIONS	DATE

REGISTERED PROFESSIONAL ENGINEER
BRIAN C. WHITE
STRUCTURAL
C58307
06/30/24
STATE OF CALIFORNIA

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION

STRIPING/SIGN PLAN

LOW STRESS BIKEWAY NETWORK TO THE AMERICAN RIVER PARKWAY
ARDEN WAY TO BANNISTER ROAD

COUNTY OF SACRAMENTO CALIFORNIA

PREPARED BY		DATE
SURVEY:	--	--
DRAWN:	THN	11/2023
DESIGN:	THN	112023
CHECK:	BCR	12/2023

SCALE

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VERTICAL: N/A
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FEET

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S8 OF S19

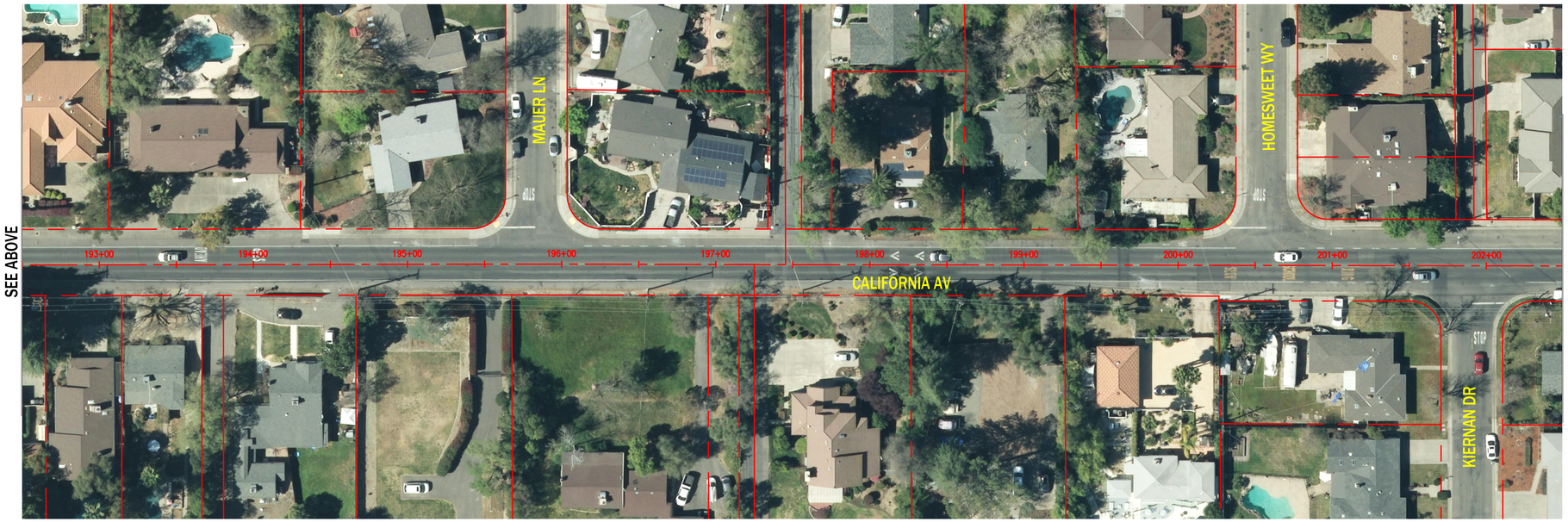
SHEET
9 OF 20

LOW STRESS BIKEWAY NETWORK TO THE AMERICAN RIVER PARKWAY POCKET NO. _____ FOLDER NO. _____ PLANFILE NO. _____



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MATCH LINE STA. 202+50
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APPR.	REVISIONS	DATE

REGISTERED PROFESSIONAL ENGINEER
BRIAN C. WHITE
STEPHEN
C58307
06/30/24
STATE OF CALIFORNIA

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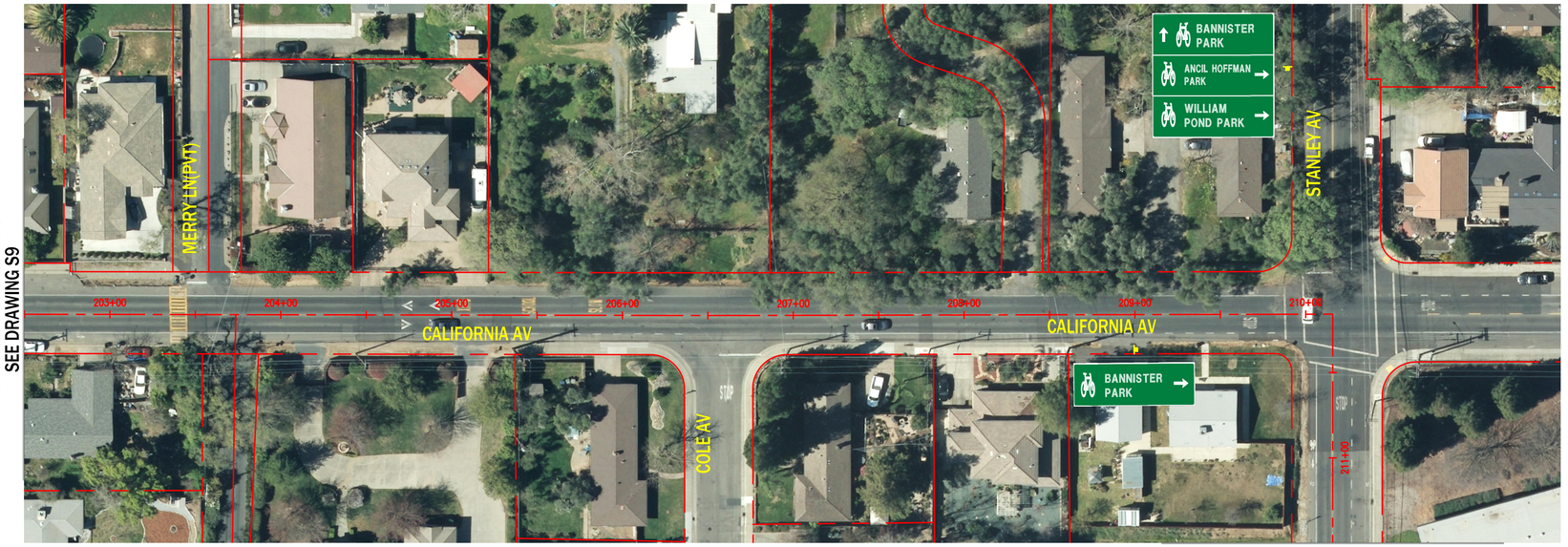
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10 OF 20

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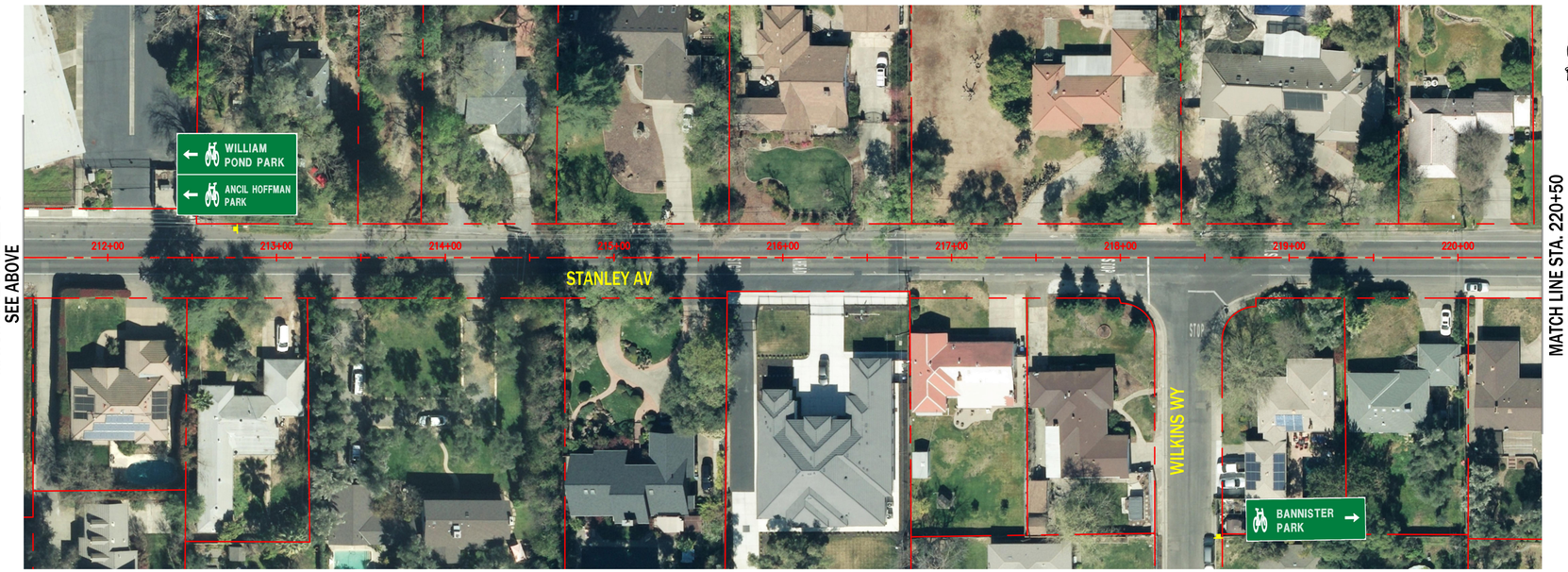
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MATCH LINE STA. 220+50
SEE DRAWING S11

REVISIONS	APPR.	DATE

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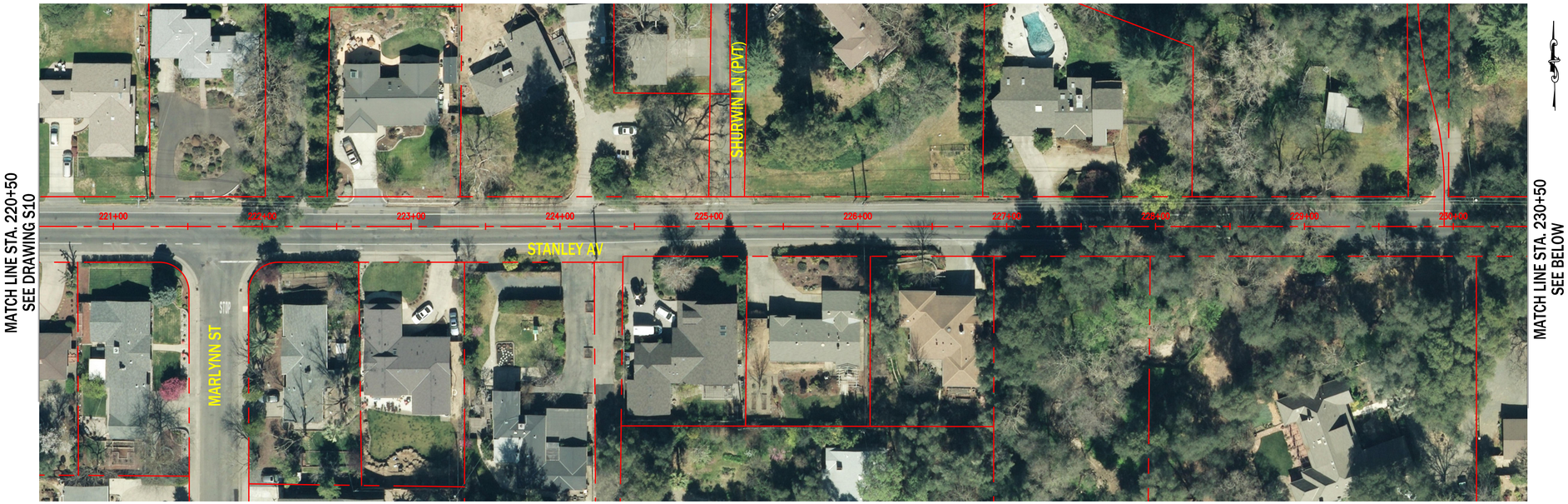
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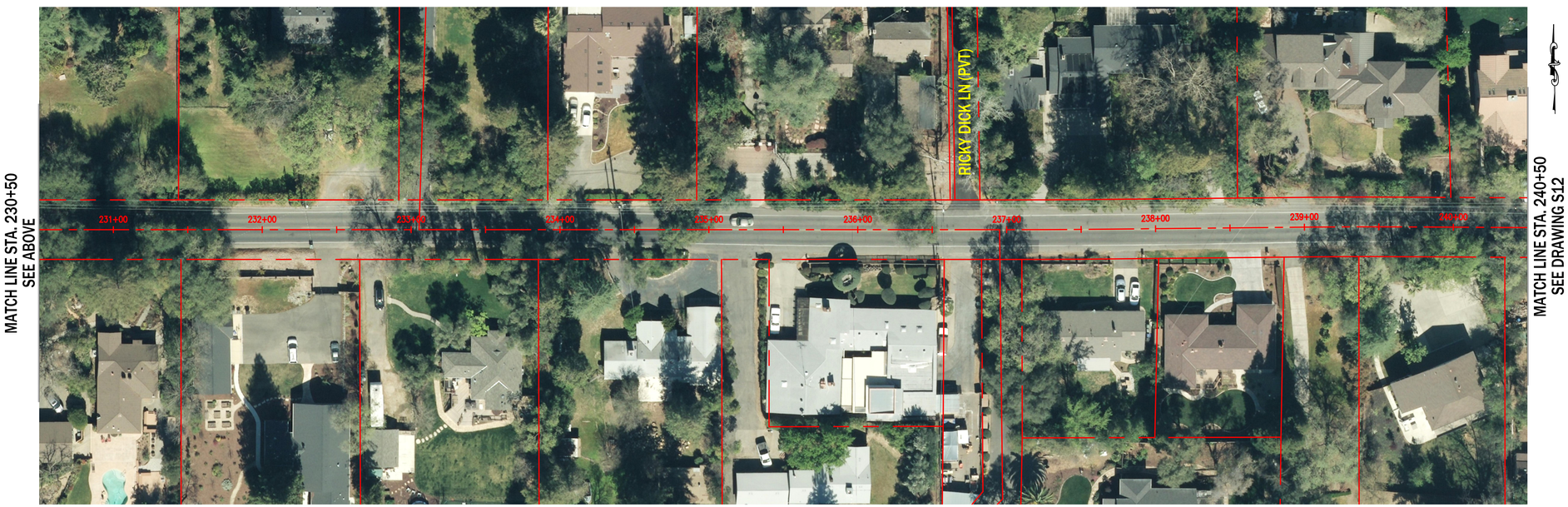
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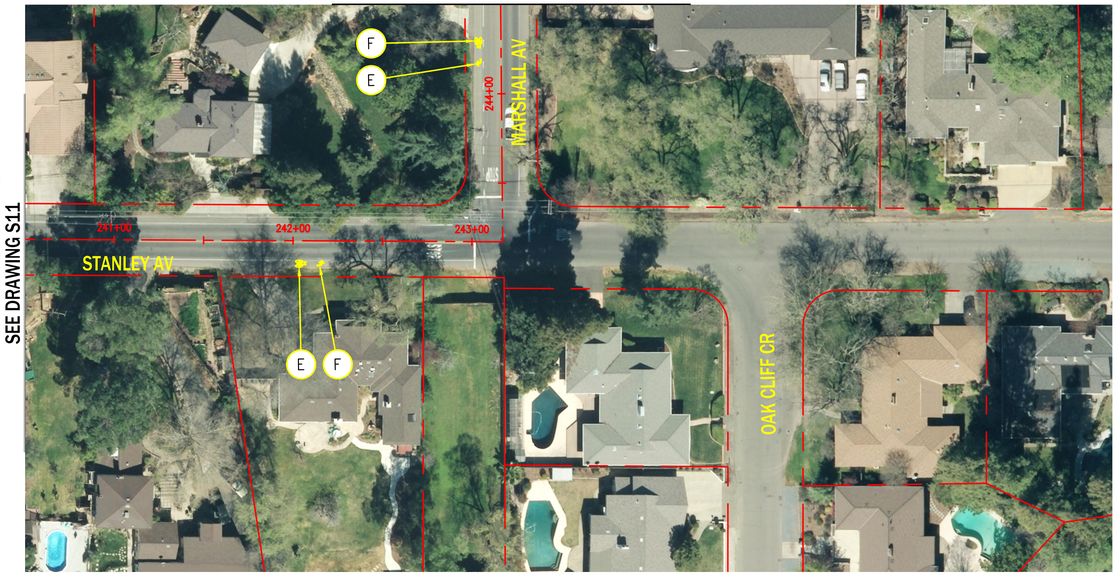
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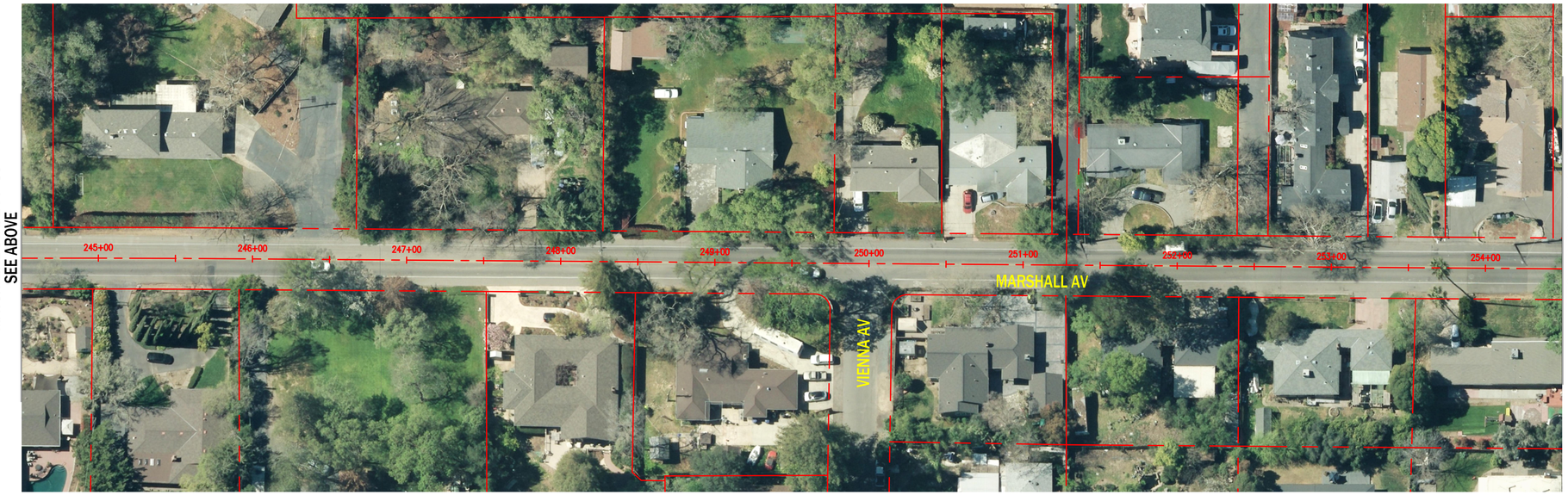
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BRIAN C. WHITE
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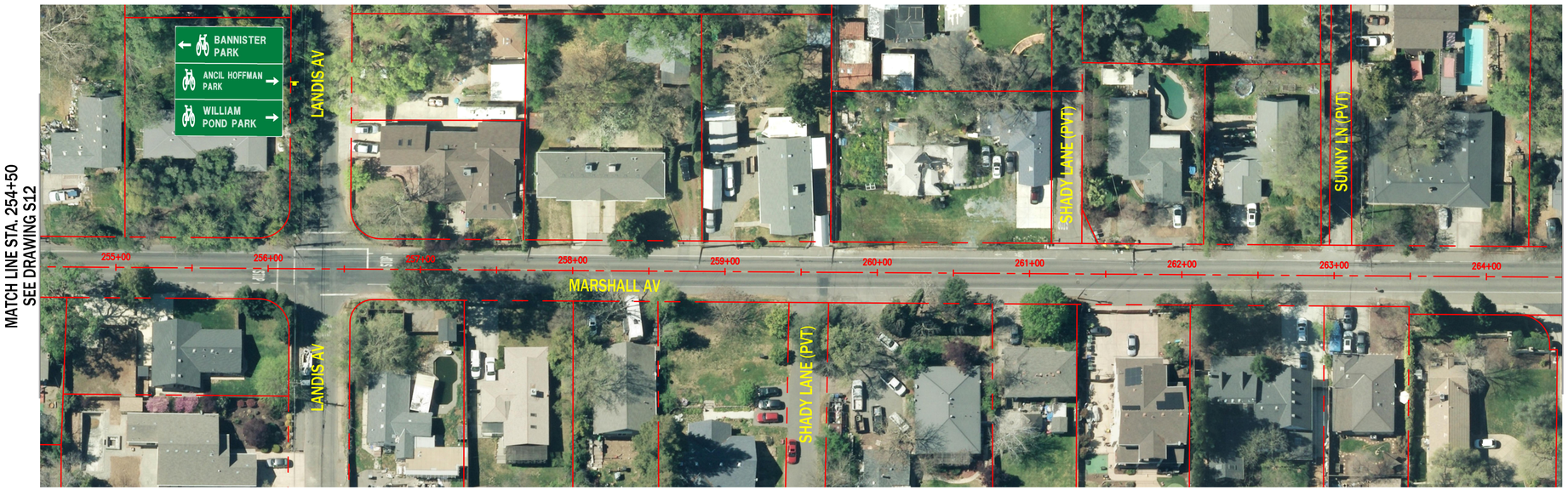
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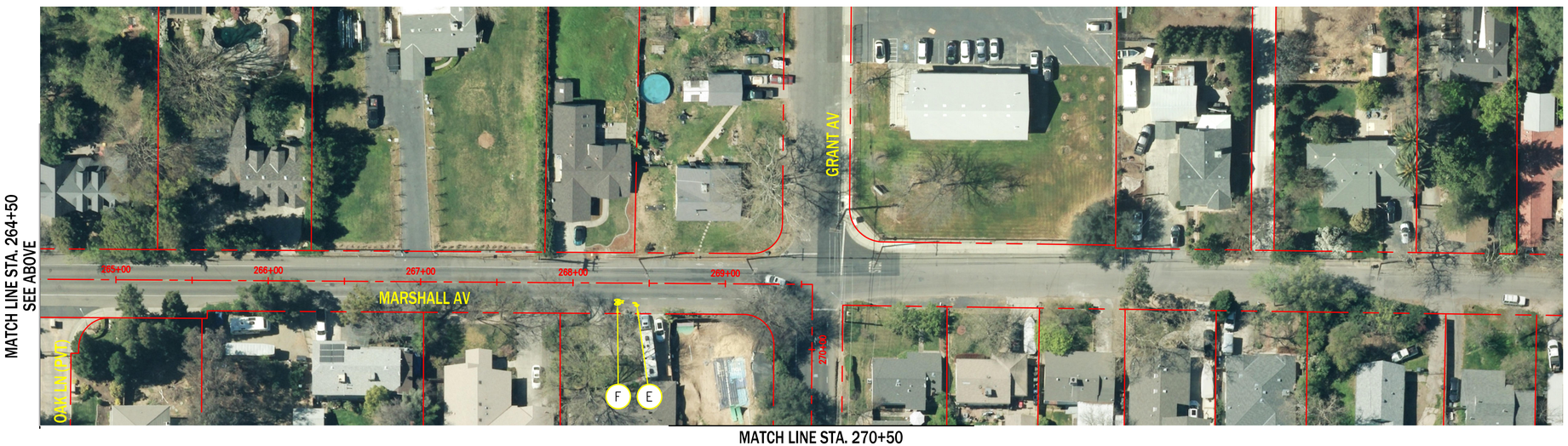
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13 OF 20

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POCKET NO. _____ FOLDER NO. _____ PLANFILE NO. _____





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REGISTERED PROFESSIONAL ENGINEER — NATHAN H. WHITE — C58307 — STATE OF CALIFORNIA — 06/30/24

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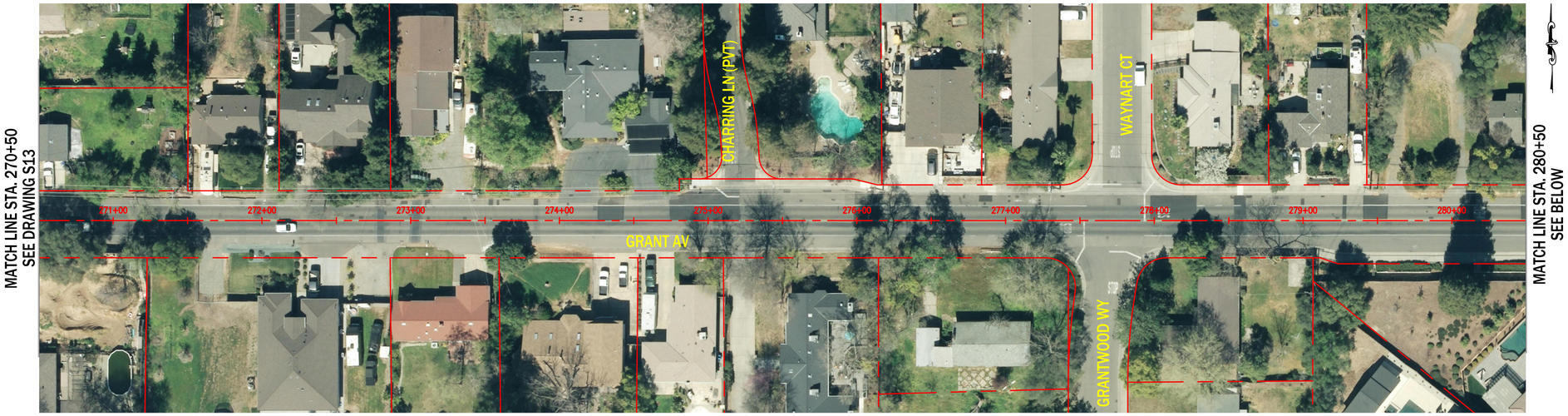
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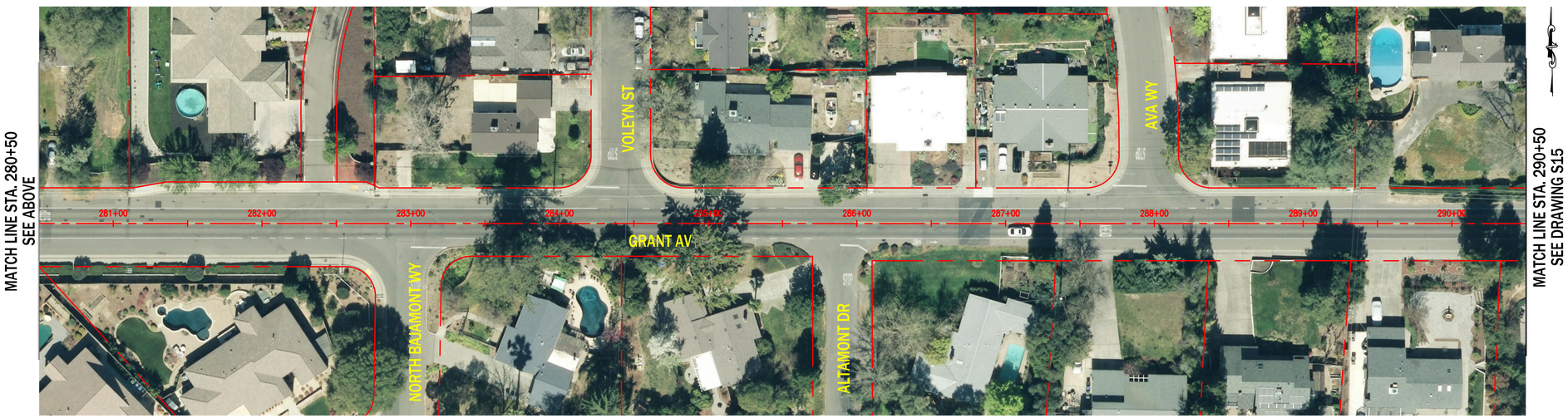
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APPR. | REVISIONS | DATE

PROFESSIONAL ENGINEER
REGISTERED
BRIAN C. WHITE
C58307
06/30/24
STATE OF CALIFORNIA

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
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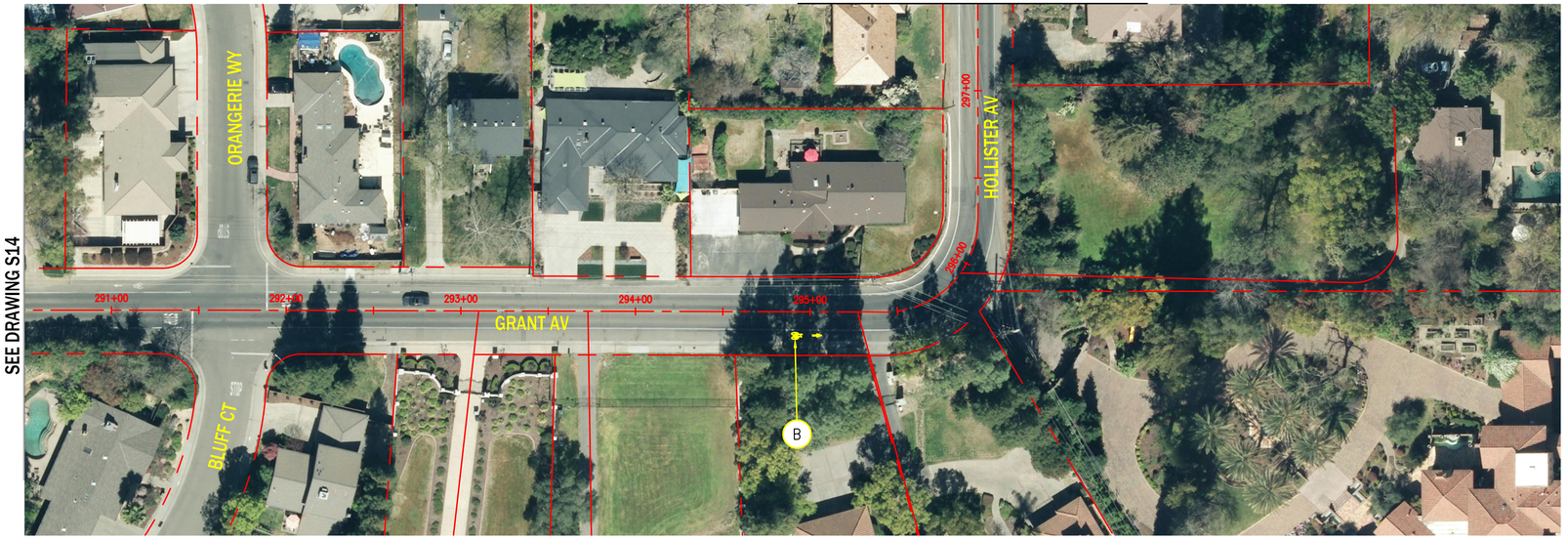
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SHEET 15 OF 20

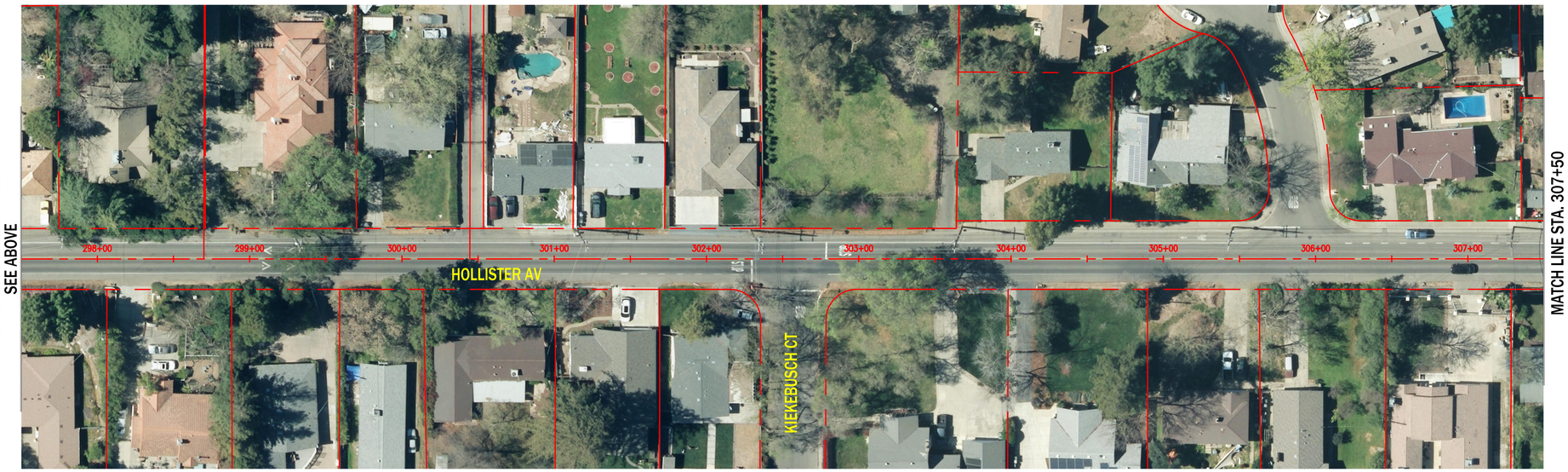
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STATE OF CALIFORNIA
C58307
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SACRAMENTO
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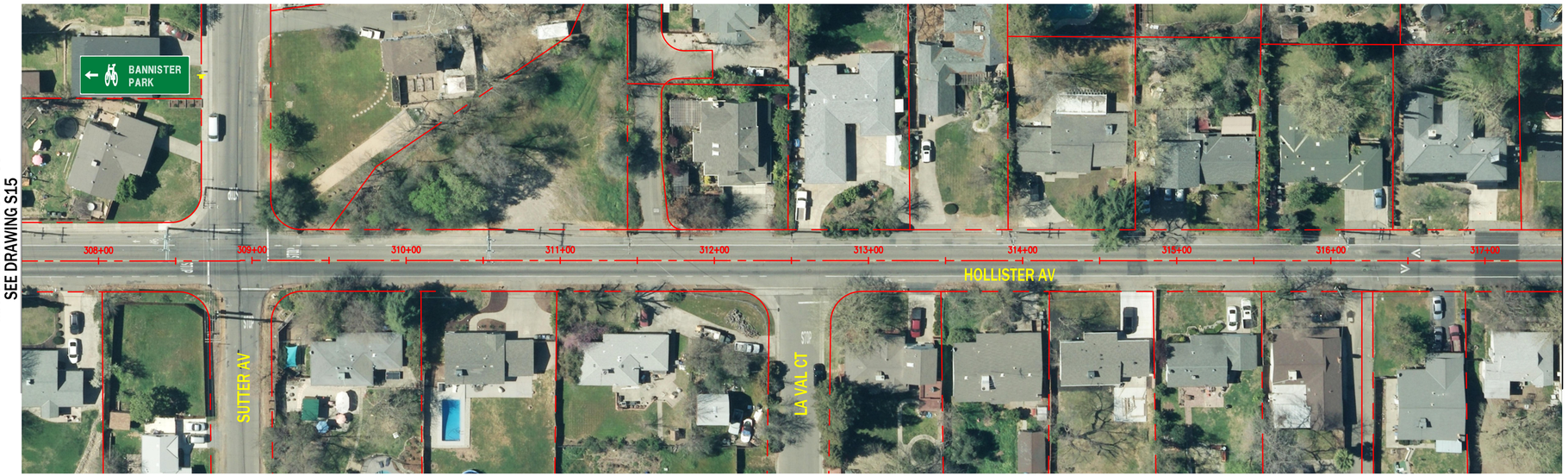
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16 OF 20

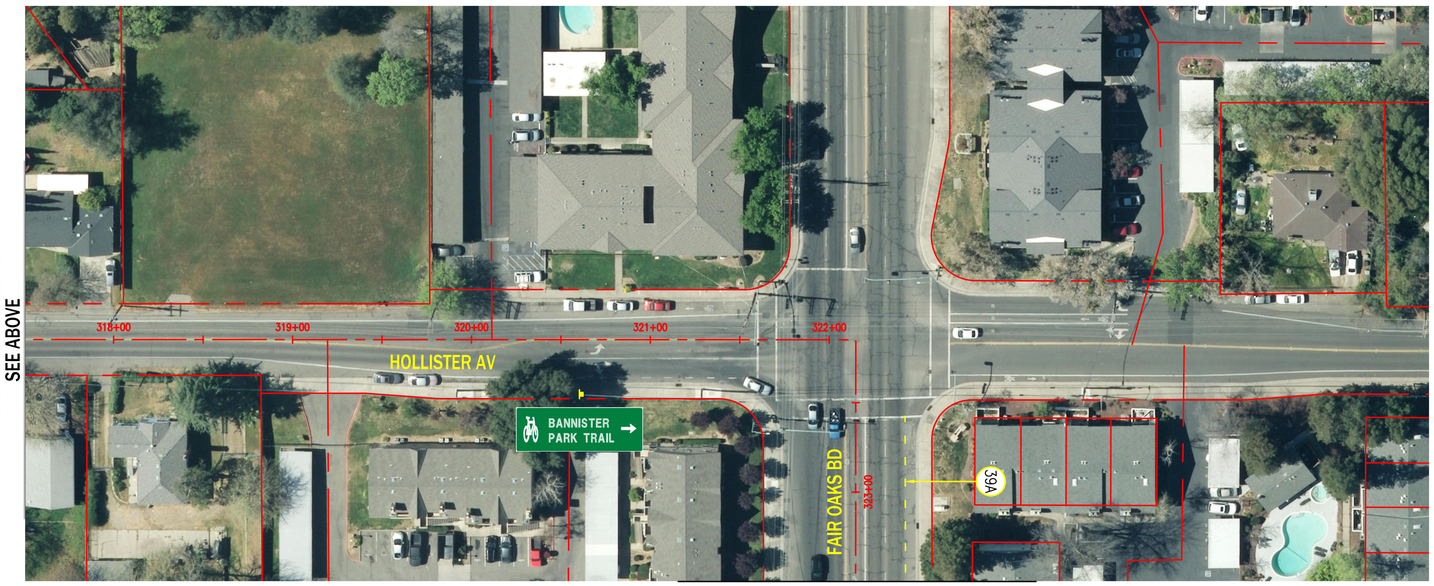
LOW STRESS BIKEWAY NETWORK TO THE AMERICAN RIVER PARKWAY

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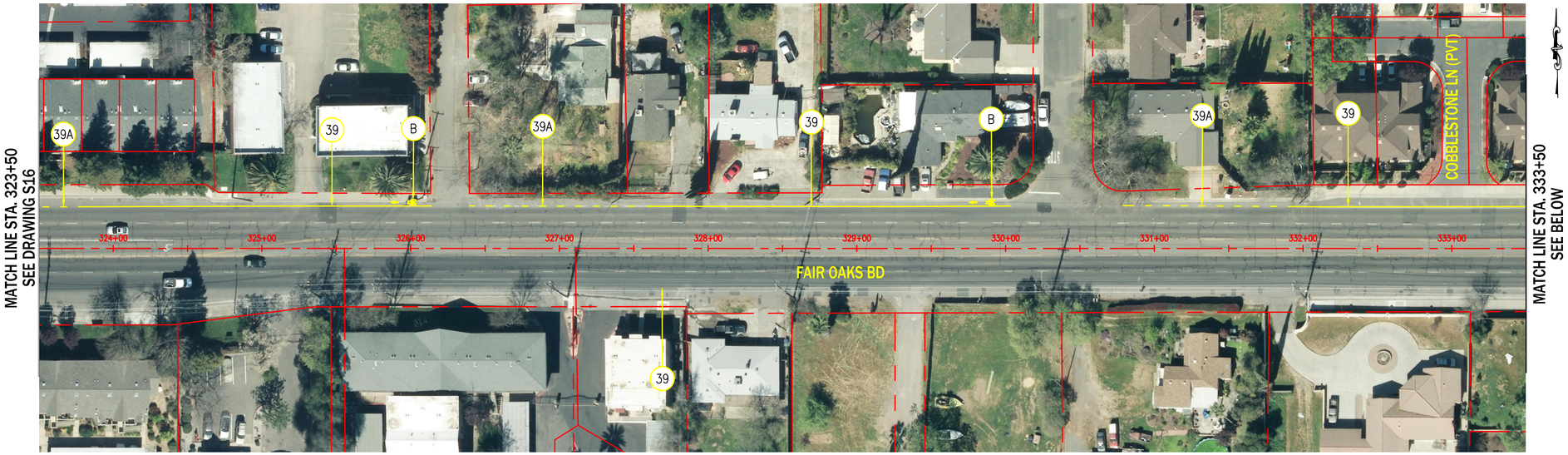
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S16 OF S19

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17 OF 20

LOW STRESS BIKEWAY NETWORK TO THE AMERICAN RIVER PARKWAY

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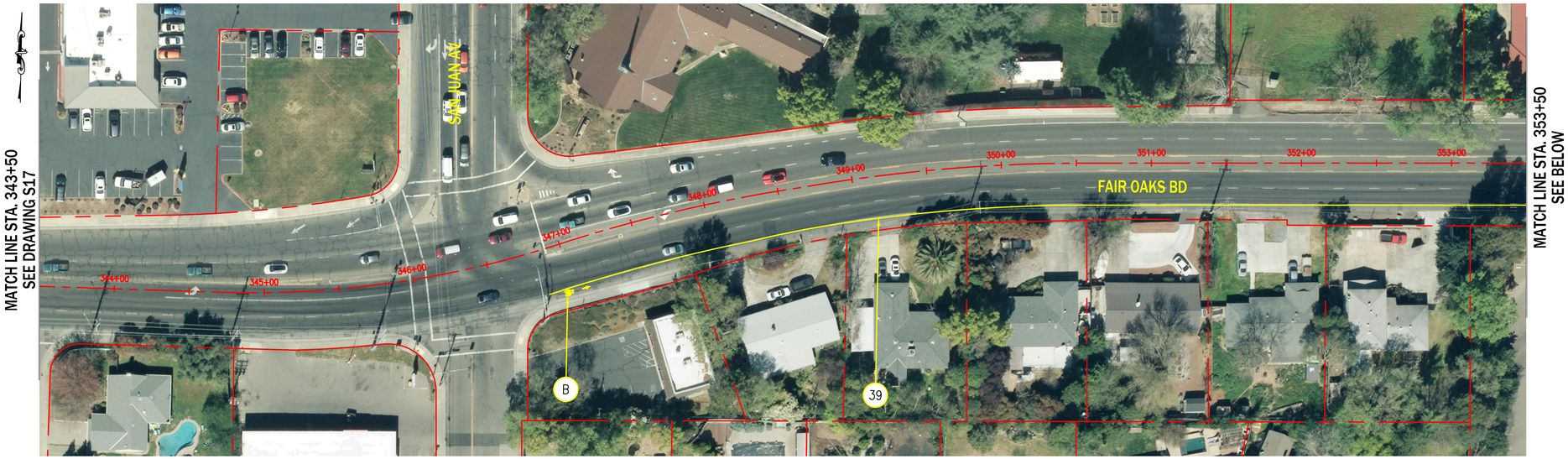
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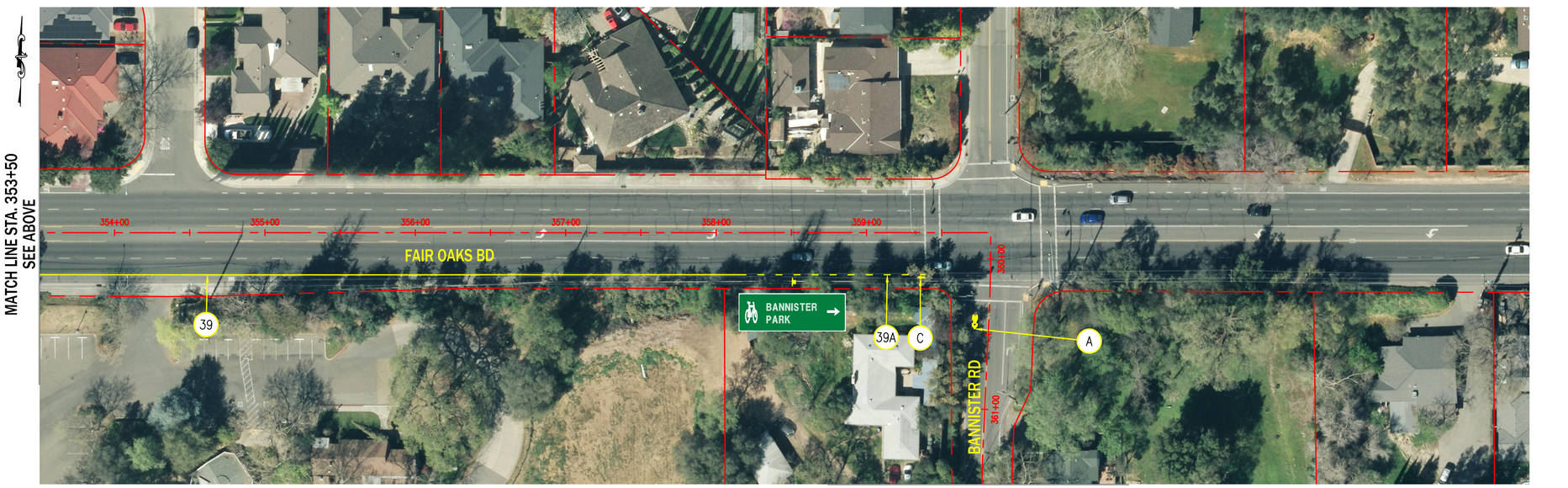
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COUNTY OF SACRAMENTO
BICYCLE ADVISORY COMMITTEE
DRAFT Meeting Minutes
Department of Transportation | 4100 Traffic Way, Sacramento, CA 95827
WEDNESDAY September 20, 2023 - 6:00 p.m.

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, Dave Comerchero, Pat Perez, Arlete Hodel, Garrett Jensen, Cayla McDonnell-Encina
   6:02 p.m.

   Present: Sue Schooley, Pat Perez, Arlete Hodel, Garrett Jensen, Cayla McDonnell-Encina
   Excused: Dave Comerchero
   Unexcused: None

   Thomas Cassera has resigned from the Committee.

2. **Public Comment on Non-agenda Topics**
   None

3. **Review and Approve Meeting Minutes of May 17, 2023** **Action Item**

   Motion: Approve meeting minutes of May 17th, 2023 as is.
   6:04 p.m.

   Action: **Motion/Second**: Perez/Hodel
   Yes: Pat Perez, Arlete Hodel, Sue Schooley, Cayla McDonnell-Encina
   No: None
   Abstain: None

   Garrett Jensen was absent from the vote.

4. **Folsom Boulevard Complete Streets Improvements Phase 2 Project** **Review and Comment**
   Anthony Voo, Associate Civil Engineer, SacDOT, (916) 874-7871, vooa@saccounty.gov
   Spencer Ord, Senior Civil Engineer, SacDOT, (916) 876-6601, ords@saccounty.gov
   6:07 p.m.
   - Member expressed that they would prefer physical bollards to be used as bike lane separation. Staff agreed to review available widths.
   - Member expressed support for southern pedestrian path and was curious of feedback from multi-family residents.
   - Given housing density and proximity to the project, member expressed concerns around the lack of a raised median along this segment, as pedestrian crossings are likely to occur at unsignalized/uncontrolled crossing areas.

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

- Committee followed up on the policy that the County will be adopting in regards to use of green thermoplastic paint for bike lanes, and prompted staff to include the use of green paint in more grant applications. Staff clarified that the long-term policy is still under development with management and is being written into more grants in the meantime.

5. Active Transportation Program, Cycle 7 **Review and Comment**

Benjamin Rady, Associate Planner, SacDOT, (916) 874-7917, radyb@saccounty.gov
6:50 p.m.

- Committee suggested that DOT staff narrows down the project recommendations to 8-10 projects, before further discusion.
- Members advised both the Committee and staff to consider which projects provide the broadest benefit for the County, and which will have a better chance of being granted funding.
- Staff is to send narrowed down list to Committee prior to the next meeting.

6. Informational Items

- Final Meeting Minutes of January 18, 2023

7. Staff Updates and Reports Back

- Upper Westside Update
- Green Bicycle Lanes
- Impact of Transportation Measures

8. Future Agenda Items

- Madison Ave – Fair Oaks Blvd to Hazel Ave
- Arden Way Complete Streets Project Phase 2
- Greenback Lane Improvements and Undergrounding
- Command Center Tour

    - Members suggested to staff to create a summary of planning and transportation acronyms and terms, and a brief primer on County design standards. Committee and staff can then go over this during meetings with less items on the agenda.

9. Set Next Meeting Dates

a) Next SacBAC meeting: November 15, 2023
b) Adjourn SacBAC

Action: **Motion/Second:** Jensen/Hodel
Yes: Garrett Jensen, Arlete Hodel, Pat Perez, Sue Schooley, Cayla McDonnell-Encina
No: None
Abstain: None
7:17 p.m.