

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

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

THURSDAY November 14, 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 September 12, 2024

Action Item

See attached draft meeting minutes.

4. Re-Imagine North Watt

Review and Comment

Josh Pilachowski, Senior Transportation Planner, DKS Associates, (916) 368-2000,

Josh@DKSAssociates.com

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

See attached staff report and presentation materials.

Estimated time: 20 min

5. Flashing Yellow Arrow Implementation in Sacramento County

Review and Comment

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

Doug Maas, Senior Transportation Engineer, SacDOT, (916) 875-5545, MaasD@saccounty.gov

See attached staff report and presentation materials.

Estimated time: 20 min

6. Sacramento County 101

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: 10 min

7. Informational Items

- Final Meeting Minutes of May 9, 2024

8. Staff Updates and Reports Back

- The Use of Green Color
- Assembly Bill 413 - Daylighting
- SACOG transportation funding

9. Future Agenda Items

- CalBike: Quickbuild Projects

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.

- Bell Street Safe Routes to School Project
- Committee Election for Chair and Vice-Chair
- SacBAC Annual Report
- Arden Way Complete Streets Project Phase 2
- Elkhorn Boulevard Complete Streets Project
- Madison Ave from Fair Oaks Boulevard to Hazel Avenue
- Sacramento County 101
 - Electric and micro-mobility in Sacramento County of Sacramento
 - Master Plan for the American River Parkway
 - Connections with other organizations (SacTMA, SABA, BARC, etc.)

10. Set Next Meeting Dates

- a) Next SacBAC meeting: January 9, 2024
- b) Adjourn SacBAC

COUNTY OF SACRAMENTO BICYCLE ADVISORY COMMITTEE

Meeting Minutes

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

6:01 p.m.

Present: Pat Perez, Evan Dudley, Arlete Hodel, Cayla McDonnell-Encina, Garrett Jensen

Excused: Dave Comerchero

Unexcused: None

2. Public Comment on Non-agenda Topics

6:02 p.m.

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

Action Item

See attached draft meeting minutes.

Motion: Approve meeting minutes of May 9, 2024 as is.

6:03 p.m.

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

Yes: Pat Perez, Evan Dudley, Arlete Hodel, Cayla McDonnell-Encina, Garrett Jensen

No: None

Abstain: None

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, JonesMe@saccounty.gov

See attached staff report and presentation materials.

Estimated time: 20 min

6:03 p.m.

- Several committee members expressed interest in physical barriers and green paint being incorporated into plans and bulb-outs at intersections
- Committee members asked to incorporate leading pedestrian intervals (LPI) into signal upgrades
- Committee member wanted assurance that designs follow ATP improvements on this segment
- Committee member asked if a connection/signage to the "Safe Routes to the American River Bikeway" was considered for these plans

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5. Letter of Support

Action Item

Makinzie Clark, Senior Planner, SacDOT, (916) 875-92923, ClarkM@saccounty.gov

See attached staff report and draft Letter of Support.

Estimated time: 10 min

6:18 p.m.

- Committee member felt “incident” doesn’t convey enough of the severity of the situation, requested stronger wording

Action: Motion/Second: Arlete Hodel, Evan Dudley

Yes: Pat Perez, Evan Dudley, Arlete Hodel, Garrett Jensen

No: None

Abstain: Cayla McDonnell-Encina

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

6:25 p.m.

- Committee members appreciated the presentation and requested annual updates

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

6:36 p.m.

- Committee member felt that vehicles volumes and crash data are important to consider outside of use cases
- Committee member said that design creates situations where green paint is necessary like slip lanes and weaving areas so avoiding these designs should be an additional priority
- Committee member was interested in use of green paint on longer rural areas, collectors, and other lower speed streets where bike lanes are much narrower
- Committee member was interested in presenting earlier renditions of the standard as “experiments” to more easily pilot them
- Committee member mentioned the potential for using green paint for grade separation

8. Informational Items

- Final Meeting Minutes of March 9, 2024

7:03 p.m.

9. Staff Updates and Reports Back

- Reduction to available ATP funding
- Sacramento County BCCC Committee Appreciation Event

7:04 p.m.

10. Future Agenda Items

- Arden Way Complete Streets Project Phase 2
- Madison Ave from Fair Oaks Boulevard to Hazel Avenue

- Sacramento County 101
- SacDOT Organization chart
 - 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, Slowdown Sacramento, etc.)
 - CalBike – Guiding policy suggestions
 - Quick build budget and county procedures
 - Vulnerable road user (VRU) ordinance – CalBike
 - Daylighting and “zone protection” implementation
 - County standards briefing
 - How a standard/policy becomes a standard/policy

7:06 p.m.

11. Set Next Meeting Dates

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

7:26 p.m.

Motion: Adjourn meeting.

7:26 p.m.

Action: Motion/Second: Arlete Hodel / Garrett Jensen

Yes: Pat Perez, Evan Dudley, Arlete Hodel, Cayla McDonnell-Encina, Garrett Jensen

No: None

Abstain:

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.gov

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 Purpose and Need Statement for the study has been identified as the following:

North Watt Avenue is currently a high speed and high traffic volume corridor through North Highlands, which is an Environmental Justice Community. North Watt serves local access for the surrounding residential, commercial, and employment centers while also acting as a commuter corridor for through traffic. The corridor is currently characterized by:

- Inconsistent sidewalk and bicycle facilities: Several sections of the corridor are missing these facilities. Bike lanes and sidewalks which do exist are inconsistent in horizontal clearance, width, and alignment creating a challenging environment to navigate for vulnerable road users.
- Lack of access to key locations and services: Several locations throughout the corridor do not meet current design standards for access by users of all abilities. Transit stops lack shade, shelter, benches, and other amenities that make them accessible for the travelling public.
- Growing vehicular demand: While the corridor does not currently incur excessive delays or queueing for vehicle traffic, demand is expected to grow significantly in the next 20 years. This growth is tied to both redevelopment in the local area as well as regional growth.
- High collision rates at key intersections: North Watt Avenue and Elkhorn Boulevard was identified in the County's Local Roadway Safety Plan as a high collision location.

This project seeks to re-imagine North Watt Avenue between the intersections of Peacekeeper Way and Antelope Road as a multimodal, sustainable, and safe corridor that meets the needs of all users today and in the future. A successful project will do the following:

- Improve access for pedestrians and bicyclists which will allow for connectivity along the entire corridor for all users and create a more comfortable and safer traveling environment for vulnerable road users.
- These facilities will meet current ADA requirements and County design standards, informed by State (AB 1358) and Caltrans (DP-37) complete street guidance and best practices.
- Support transit services by providing infrastructure which improves the transit user experience.
- Accommodate future growth without excessive traffic congestion.
- Improve safety for all road users, particularly at locations identified as higher collision risk.

The project has currently completed its review for existing conditions and alternative identification, screening, and evaluation. The project has completed two rounds of public outreach and engagement and has begun on the final round of public review for two remaining alternatives. These two alternatives are:

1. **Minimal Impact** – The current cross section will be maintained for most of the corridor with the focus of the project on filling in gaps in sidewalks and bike lanes, meeting current accessibility requirements, and meeting current County design standards. The sidewalk will be separated from the roadway with a planting strip where possible with minimal impacts to local residences and businesses.
2. **Hybrid Urban Boulevard**- Widen Watt Avenue to accommodate six lanes of traffic for most of the study corridor and incorporate the existing frontage road on the residential east side of Watt into a consistent one-way frontage road. Add Class IV buffered bike lanes on both sides of Watt avenue except in select locations on the east side where bikes will be encouraged to use a Class III shared facility on the frontage road. Fill gaps in sidewalks, meeting current accessibility requirements, and meeting current County design standards. The sidewalk will be separated from the roadway with a planting strip where possible.

These alternatives were moved forward and refined based on the public comments and survey responses received by the team. The most common requests from the community were to improve safety along the corridor and to improve pedestrian, transit, and bicycle facilities. The most common requests in the comments received online were:

- Address pavement quality
- Close gaps in the pedestrian and bicycle infrastructure
- Improve accessibility
- Add lanes (either direct requests or requests to reduce vehicle congestion)
- Improve lighting conditions

Additionally, we heard from stakeholder outreach and at the public workshops that there is a desire to minimize the impacts to adjacent parcels along the corridor.

Attached to this report are concept plans for the two options shown on corridor aerials. These are not design plans and will undergo significant refinement through later study and design phases before one is implemented on the corridor. These plans do not reflect full details of the corridor plan, many aspects of which will come through as policies that will be applied at the project design stage.

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

BICYCLE ADVISORY COMMITTEE NOVEMBER 14, 2024

JOSH PILACHOWSKI, EIT
TRANSPORTATION ENGINEER
josh@dksassociates.com
510.295.9741

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AGENDA



- **PROJECT BACKGROUND**
- **REVIEW OF ALTERNATIVES**
- **INITIAL EVALUATION**
- **NEXT STEPS**

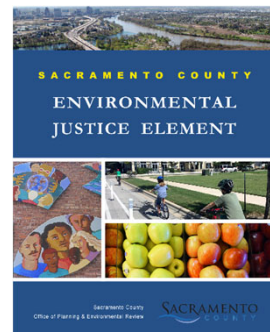
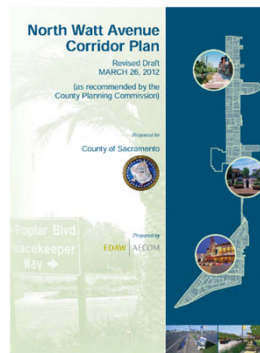
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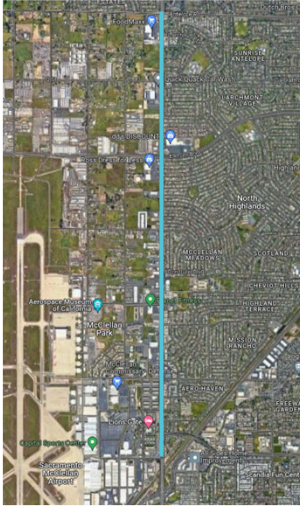
PROJECT BACKGROUND

- 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)



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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

PURPOSE AND NEED STATEMENT

- The corridor is characterized by:
 - > Inconsistent sidewalk and bicycle facilities
 - > Lack of access to key locations and services
 - > Growing vehicular demand
 - > High collision rates at key intersections
- Goal is to re-imagine North Watt Avenue as a multimodal, sustainable, and safe corridor that meets the needs of all users today and in the future. This project will:
 - > Provide a comfortable and safer traveling environment for vulnerable road users
 - > Improve facilities to meet current ADA requirements and County design standards
 - > Provide transit infrastructure which improves user experience
 - > Accommodate future traffic growth without traffic congestion
 - > Improve safety for all road users



ONE WAY COUPLET

CROSS SECTIONS ILLUSTRATIVE, ACTUAL DIMENSIONS FOR DESIGN WILL VARY BY LOCATION ALONG THE CORRIDOR



34th Street

CROSS SECTIONS GENERATED WITH OPEN STREETMIX



Watt Avenue

No-Project (Currently adopted improvement plan)

- Significant impact to 34th Street
- Difficult to transition from one-way to two-way flow
- Inconsistent with County vision

MINIMAL IMPACT

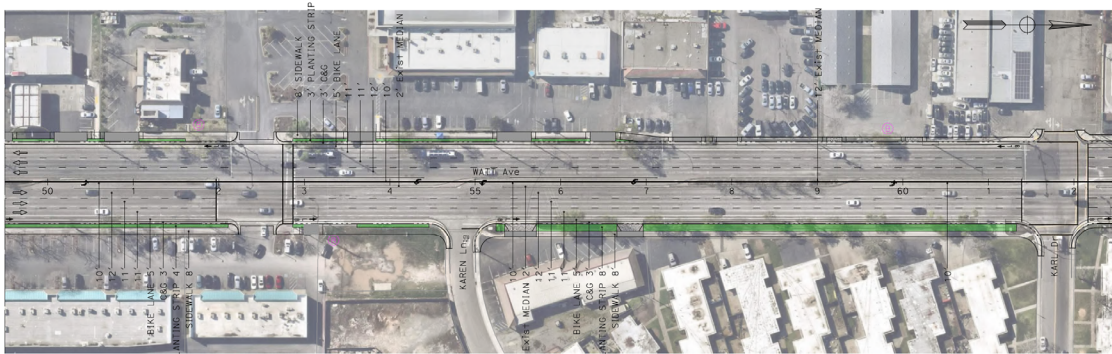
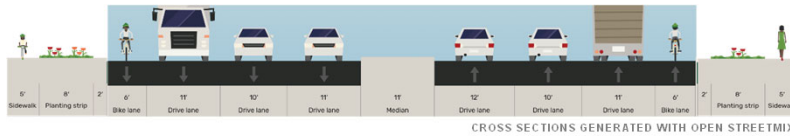


CROSS SECTIONS GENERATED WITH OPEN STREETMIX

- Maintain existing centerline and cross-section, as possible
- Consistent bidirectional Class II Bicycle lane and sidewalk
- Meet current accessibility standards
- Sufficient lanes to manage traffic growth
- Reduced sidewalk and landscaping to minimize ROW impacts

CROSS SECTIONS ILLUSTRATIVE, ACTUAL DIMENSIONS FOR DESIGN WILL VARY BY LOCATION ALONG THE CORRIDOR

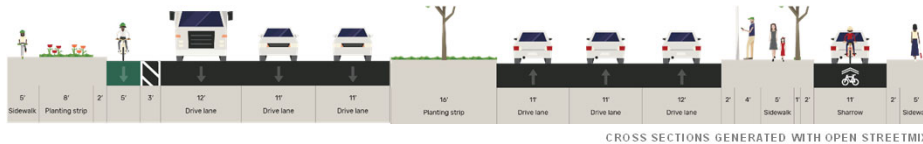
MINIMAL IMPACT



11

HYBRID URBAN BOULEVARD

CROSS SECTIONS ILLUSTRATIVE, ACTUAL DIMENSIONS FOR DESIGN WILL VARY BY LOCATION ALONG THE CORRIDOR



- Widen to accommodate six lanes and include one-way frontage road
- Consistent bidirectional Class IV Protected Bicycle lanes or low volume Class III Bicycle Boulevard on frontage road, and sidewalk
- Meet current accessibility standards
- Full 8' sidewalk and 8' planting strip where feasible to meet County design standards

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COMMUNITY AND PARTNER AGENCY FEEDBACK

- Address pavement quality
- Close gaps in the pedestrian and bicycle infrastructure
- Improve accessibility
- Add lanes (either direct requests or requests to reduce vehicle congestion)
- Improve lighting conditions
- Minimize Right of Way impacts on homes and local businesses
- Maintain viability of County land for future development
- Allow for future implementation of side-running BRT



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PURPOSE AND NEED EVALUATION

	Minimal Impact	Hybrid Urban
• Comfort and safety for vulnerable road users	No buffer on bike lane Reduced landscape buffer	Buffered bike lane Full landscape buffer
• Meet current ADA requirements and County design standards	ADA – Yes Design standards – somewhat	ADA – Yes Design standards – mostly
• Improves transit user experience and allow BRT	Improved amenities Not BRT adaptable	Improved amenities BRT adaptable
• Maintain traffic operations with forecasted growth	Yes	Yes
• Improve safety for all road users	ADA – Yes Design standards – somewhat	ADA – Yes Design standards – mostly
• Minimize Right-of-way impacts	Minimal business impacts No residential impacts	Some business/parking impacts Minimal residential impacts



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UPCOMING OUTREACH AND PROJECT TASKS

Presentations (December)

- Disability Advisory Commission presentation
- Corridor Advisory Team Presentation
- Community Town Hall

Documentation

- Implementation Plan and Draft Report

Analysis/Exhibits

- Urban greening and placemaking concept plans
- Corridor fly-bys
- Displacement analysis

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THANK YOU

SEAN CARNEY, EIT
TRANSPORTATION ENGINEER
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916.889.7203

To: Members of the County Bicycle Advisory Committee

Subject: Flashing Yellow Arrow Implementation in Sacramento County

Location/District: Countywide (Arden Way - Howe Avenue to Watt Avenue Pilot)

Recommendation: Review and Comment

Contacts: Melissa Jones, Principal Civil Engineer, Sacramento Department of Transportation (SACDOT), (916) 874-4243, jonesme@saccounty.gov or Doug Maas, Senior Transportation Engineer, Sacramento County Department of Transportation, (916) 875-5545, maasd@saccounty.gov

Summary: A pilot installation and operation of protected/permissive left turns (PPLTs) using flashing yellow arrow (FYA) indications is proposed on Arden Way at the intersections of Professional Drive, Morse Avenue, and Bell Street pending Board of Supervisors approval. New, four-section signal heads with the additional flashing yellow indication, plus appropriate signing, will be installed for the eastbound and westbound left turns at the respective intersections. Signal Operations staff will monitor the operation of the signals on the signal system and with existing traffic surveillance cameras in order to evaluate the safety and the anticipated benefits in reduced vehicle emissions and delays. It is additionally hoped to capture driver feedback to the change in operation as a subjective measure of the benefit of this type of operation.

Background Information: The use of a protected/permitted left turn operation with a four-section signal head containing a flashing yellow arrow (FYA) is being increasingly utilized throughout the United States including in California. The National Cooperative Highway Research Program NCHRP Report 493 Evaluation of Traffic Signal Displays for Protected/Permissive Left-turn Control, 2003 found that the four-section FYA head is easier for drivers to understand than the older five-section heads with green arrow and green ball indications.

It is an approved Federal Highway Administration (FHWA) traffic control device and is identified in the California Department of Motor Vehicles (CA DMV) Drivers Handbook Section 7: Laws and Rules of the Road, Subsection Traffic.

The significant benefit to protected/permissive left turns (PPLTs) is that they have shown to reduce vehicle emissions by 9%-12% and vehicle delays by 30%-50%. There are also multiple reports of driver acceptance of desire to see more of the use of the PPLTs.

In 2013, a group of agencies in the region discussed implementation of the FYA PPLTs as a joint effort to combine the public outreach and evaluation of the use of this type of operation. The City of Roseville and City of Elk Grove currently use FYA indications for PPLT and SACDOT would like to build on the expanded use of the operation throughout the region to improve traffic flow, reduce emissions, and improve the drivers experience.

The proposed pilot and locations are going to the Board of Supervisors in January.

Sacramento County DOT Flashing Yellow Arrow (FYA)

SacBAC
November 14th, 2024

Types of Left turn Signal Operation

CA-MUTCD

- **Permissive Mode**—turns made yielding to opposing traffic and pedestrians
 - Usually a green ball but can be a flashing yellow arrow or a flashing red arrow (after stopping)
- **Protected Mode**—turns made with a left-turn green arrow
- **Protected/Permissive Mode**—both modes can occur on an approach during the same cycle.
- **Variable Left-Turn Mode**—Can change among the protected only mode and/or the protected/permissive mode and/or the permissive only mode during different periods of the day or as traffic conditions change.

Flashing Yellow Arrow California

■ California DMV, California Driver Handbook

Solid Green Light



A green traffic signal light means GO. You should still stop for any vehicle, bicyclist, or pedestrian in the intersection. Only proceed if you have enough space without creating a danger to any oncoming vehicle, bicyclist, or pedestrian. Do not enter the intersection if you cannot get completely across before the traffic signal light turns red.

Green Arrow



A green arrow means GO in the direction the arrow is pointing. The green arrow allows you to make a protected turn. Oncoming vehicles are stopped by a red traffic signal light.



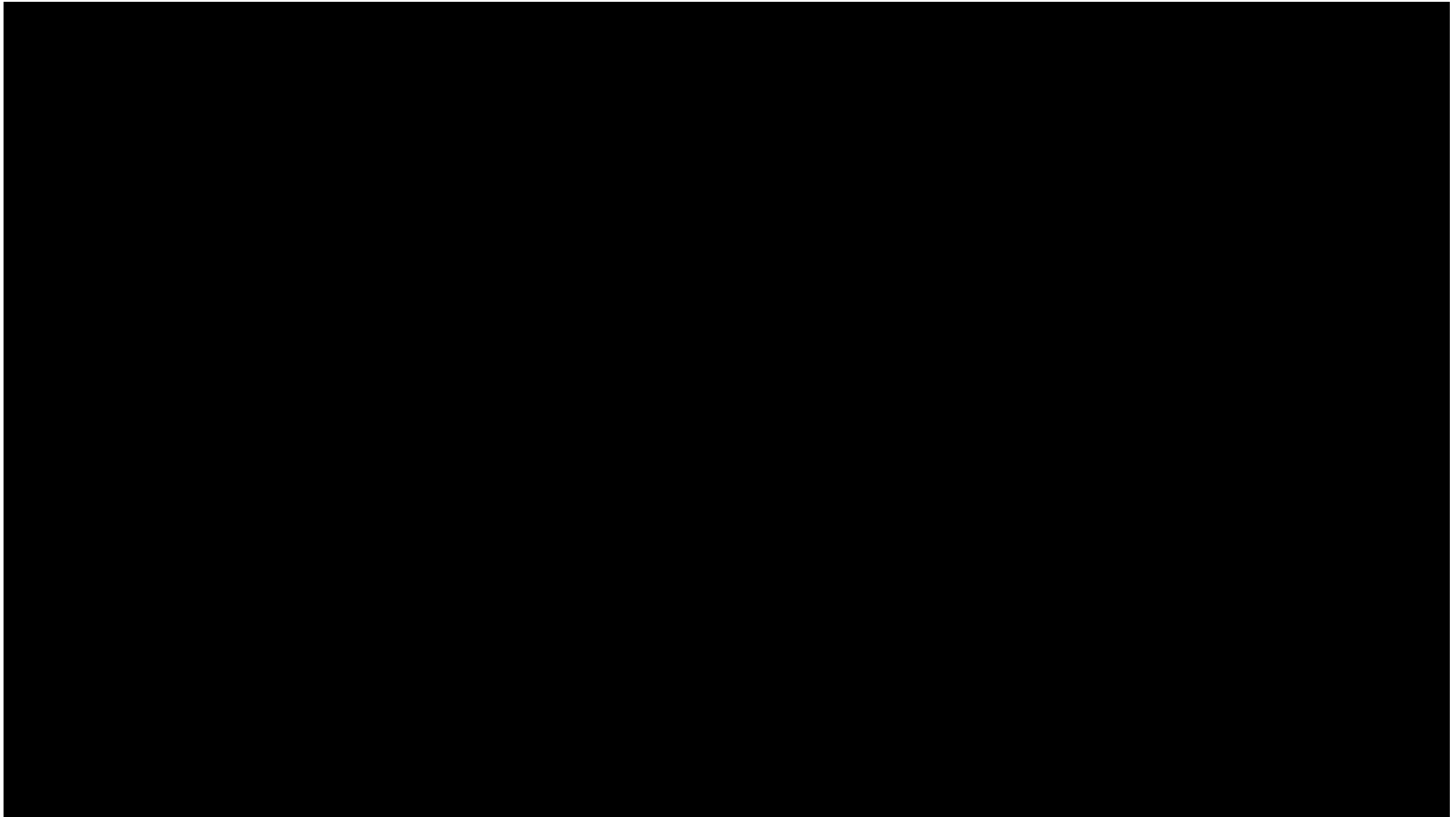
You can turn, but your turn is not protected from other traffic. Proceed to turn left after yielding to oncoming traffic and proceed with caution.

Why Use Flashing Yellow Arrow ?

- Offers more opportunities to make left turns when traffic volume is low in one or more directions.
- Can reduce emissions by 9-12% and delay by 30-50%
- Can be programmed to operate by Time of Day (TOD) or based on vehicle detection in the turn pockets.
- Still retains the function of protected left turns when needed.
- FYA operation is used throughout the United States including California.

Public Education

Alabama DOT FYA Video



Public Education Oregon DOT Information Brochure

Flashing Yellow Arrow Conflict Points

X = Conflict Points

When you are turning left and see a FYA, the traffic coming towards you has a green light and pedestrians may have a "WALK" signal. You must YIELD to these potential conflicts:

- Oncoming through traffic & bicyclists
- Oncoming right turn traffic
- Pedestrians in the crosswalk

Flashing Yellow Arrow Yield Before Turning

THE FLASHING YELLOW LEFT TURN ARROW

Flashing Yellow Arrow

What you need to know

OREGON DEPARTMENT OF TRANSPORTATION
Traffic Engineering Unit
4040 Fairview Industrial Drive S.E.
Salem, Oregon 97302-1142
Phone: 503.986.3568 • Ask ODOT: 888.775.6368
<http://www.oregon.gov/ODOT/HiW/ITS>

rev 2/12 Form 734-2632

Flashing Yellow Arrow vs Traditional

The new **Flashing Yellow Arrow (FYA)** now indicates when left turns are allowed after yielding to other traffic, which engineers call a "permissive" turn. It replaces the traditional signal with a mixture of round and arrow lights, which has a circular green indication for the same permissive movement. ODOT, cities, and counties are replacing older five-light signals with the new flashing yellow arrow signal.

FLASHING YELLOW ARROW SIGNAL

TRADITIONAL – FIVE SECTION SIGNAL

The Better Left Turn Signal

Safer – The Federal Highway Administration has found that up to 20% fewer crashes occur with FYA than the traditional signal. Drivers have less confusion and make fewer mistakes when turning with FYA.

Efficient – Traffic delays are reduced and engineers can adjust for varying traffic volumes throughout the day to save you time and fuel.

FYA Driver Responsibility

Steady Red Arrow
A steady red arrow means STOP. Remain stopped until the signal changes except for turns allowed on red arrow.

Steady Yellow Arrow
A steady yellow arrow warns you that the signal is about to turn red. Do not enter the intersection. If you are within the intersection or can not stop safely, cautiously complete the turn to clear the intersection.

Flashing Yellow Arrow
A flashing yellow arrow means you may cautiously enter the intersection only to make the movement indicated by the flashing yellow arrow. You must first yield to oncoming traffic, bicyclists, and crossing pedestrians. Carefully determine an adequate gap before making your turn.

Steady Green Arrow
A steady green arrow means you are permitted to proceed and make the movement indicated by the arrow.

Flashing Yellow Arrows In The Area

- City of Roseville first implemented one in 2019. They currently have fourteen with a goal to install four a year at existing locations. They choose based on feasibility, engineering judgement and citizens requests.
- City of Elk Grove initially installed FYAs at 10 locations. They are currently examining several new locations to install additional FYAs.
- City of Sacramento has multiple protected permissive left turn locations that still use the old five-section head design. They have two right turn FYAs and are planning to install left turn FYAs at several locations in the near future.

Where to Use Flashing Yellow Arrow

SACDOT Criteria

- Opposing Speed Limit less than 45 MPH
- Three or less opposing lanes (through + right)
- One left turn lane
- Meets Minimum sight distance
- Vehicle Peak Hour cross product (left turn X through)
- Five or less left turn collisions per year

SACDOT Implementation

Pilot Location

- Locations pending Board of Supervisors approval in January.
- Arden Corridor. (Implement as a group to enhance the exposure and education to drivers in a region.)
 - Arden & Professional
 - Arden & Morse
 - Arden & Bell
- Implementation to coincide with the Arden Way Complete Streets Phase 1 Project. Drivers should be more alert and likely to notice the change to protected/permissive signal operation.

SACDOT Implementation

Public Outreach and Education

- SACDOT has prepared informational packets
- The County PIO for SACDOT has prepared an educational video
- Signing will be posted on the roadway prior to activation alerting drivers that there will be a change in the signal operation.
- There will be signing at the intersection instructing drivers they must yield when the yellow arrow is flashing.
- Several news stations have recently run stories on the City of Roseville's latest installations. This type of regional exposure helps with general public education. It is intended to get news coverage of the County locations when they are ready to be turned on.

SACDOT Implementation

Operation of FYA in Sacramento County

- FYA operation will only be used where there are appropriate conditions to facilitate the safe use of the feature.
- FYA will not come on when a conflicting pedestrian movement is being served.
- FYA will be turned off at locations near school crossings during the times of school drop-off and pick-up. This is Time Of Day (TOD) operation.
- FYA operation can always be turned off to allow for Protected Only left turn operation with a simple change in timing programming if necessary.

SACDOT Implementation

Questions?

For more information contact:

Melissa Jones, Principal Civil Engineer

jonesme@saccounty.gov

916-874-4243

Doug Maas, Senior Transportation Engineer

maasd@saccounty.gov

916-875-5545

To: Members of the County Bicycle Advisory Committee

Subject: Sacramento County 101 Presentation

Location/District: Sacramento County

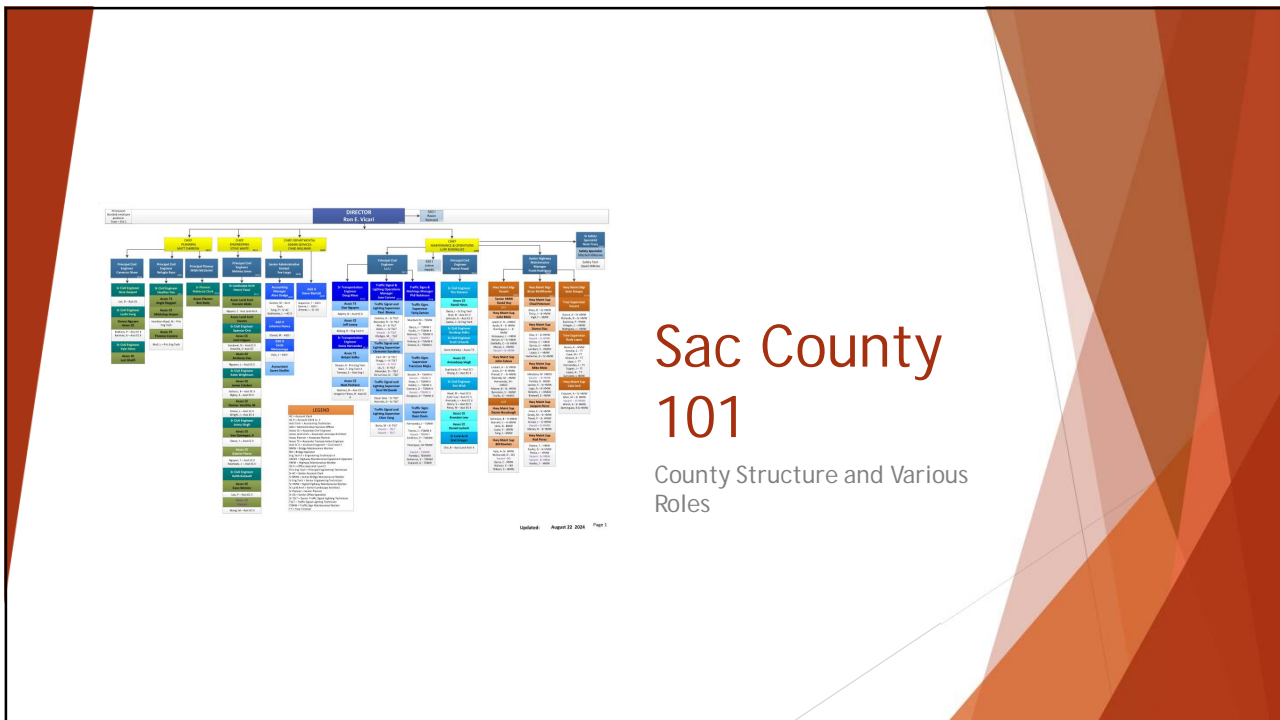
Recommendation: Informational

Contact: Benjamin Rady, Associate Planner, Sacramento County Department of Transportation (SacDOT), (916) 874-7917, RadyB@saccounty.gov and Aaron Pickett, Student Intern, SacDOT, (916) 875-5141, PickettA@saccounty.gov

Summary: Sacramento County's Department of Transportation has a large organizational structure. It is split into four divisions: planning, engineering, admin services, and maintenance & operations. Within these divisions there are four chiefs, five principals, twenty seniors, and five managers. The planning division works on long range plans, as well as securing funding for future and upcoming projects. Engineering works on already funded projects, providing plans, specifications, and estimates so that they can be constructed. Admin services focus on the administrative work that is required for the department. Maintenance and operations is the in-house team that works on the maintenance of the county roads as well as traffic signal operations.

Funding Source(s): N/A

Background Information: SacBAC requested a presentation about the overall structure of the county, and how the various roles and groups work with each other.



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General Structure

Broken into four main divisions, each with various groups

- ▶ Planning and Programs
 - ▶ Transportation
 - ▶ Programs
 - ▶ Alternative Modes
- ▶ Engineering
 - ▶ Design
 - ▶ Landscape Architecture
- ▶ Administration
 - ▶ Financial
 - ▶ Facility
- ▶ Maintenance and Operations
 - ▶ Transportation and Traffic
 - ▶ Signal Operations
 - ▶ Maintenance

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Planning -Transportation

- ▶ Review and process land use development projects
- ▶ Long-range County transportation planning including traffic studies and analysis
- ▶ Function as a catch-all for a variety of other planning activities/tasks



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Planning -Programs

- ▶ Works with grant funding management and updates
- ▶ Manages upcoming and available grants



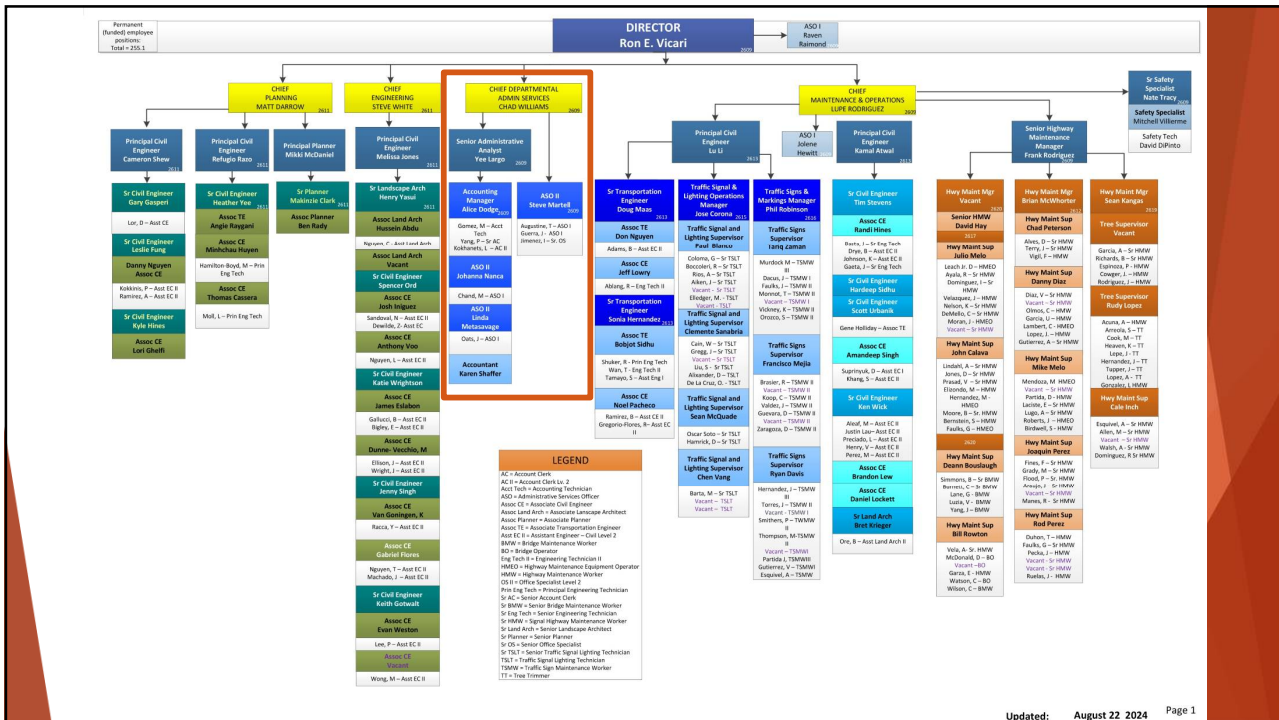
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Engineering

- ▶ 1 Chief, 1 Principal, 5 Seniors
- ▶ Focuses on the project delivery phase for larger projects, including the plans, specifications, and estimates (PS&E)
- ▶ 4 Engineering Design Groups
 - ▶ No specialties, random assignment of projects as they come in based on current workload
- ▶ 1 Landscape Architecture Group
 - ▶ Focuses on landscape work in right of way (ROW) and within medians
 - ▶ Issues permits for tree removal within county ROW



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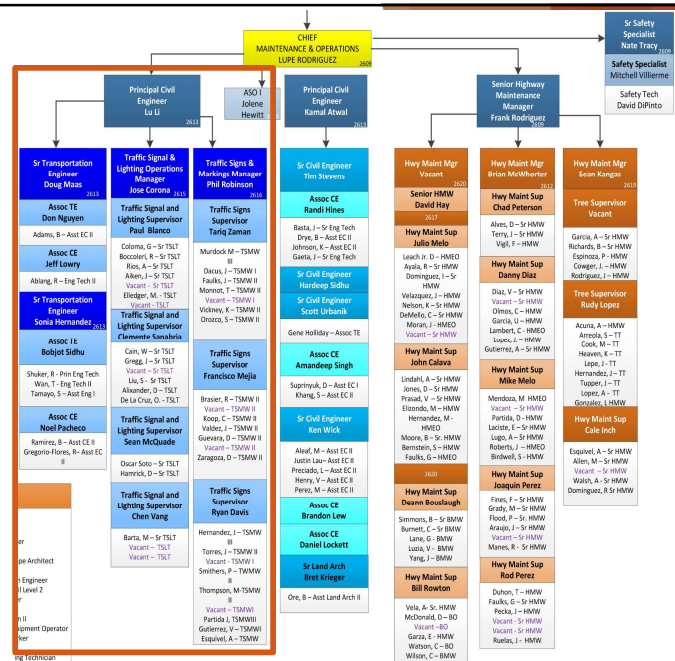


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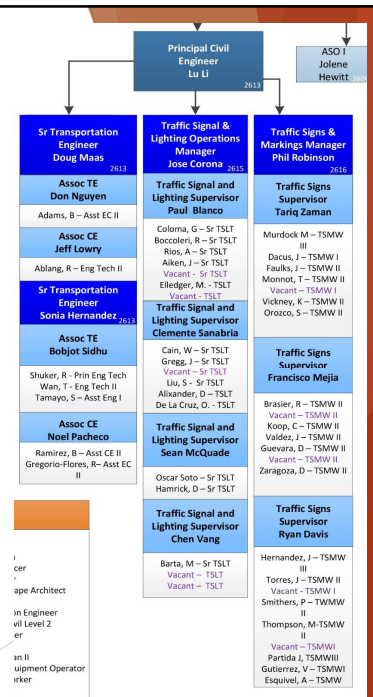
Maintenance & Operations

- ▶ 1 Chief, 2 Principals, 9 Seniors



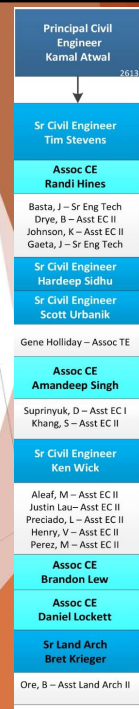
Maintenance & Operations -Transportation & Traffic

- ▶ Helps reviews design group's projects, and manages smaller scale work
- ▶ Sonia's group (traffic engineering) helps to review our projects and responsible for install
- ▶ Doug's group supervisor manages traffic and signal operations throughout county (command center)



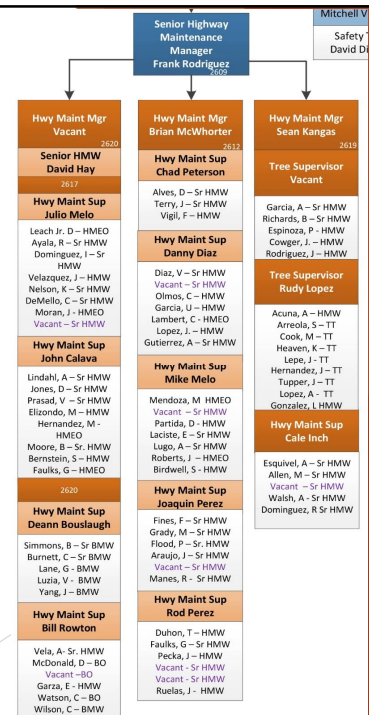
Maintenance & Operations -Transportation & Traffic

- ▶ Perform the PS&E design for maintenance work
- ▶ Ken Wick regularly presents about pavement rehabilitation projects



Maintenance & Operations -Field Crews

- ▶ In the field throughout the county installing and working on projects
- ▶ Broken into several groups focusing on various kinds of maintenance including signals, pavement repair, striping, and landscape maintenance work



**COUNTY OF SACRAMENTO
BICYCLE ADVISORY COMMITTEE**

Meeting Agenda

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

THURSDAY May 9, 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, 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

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. 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