

# COUNTY OF SACRAMENTO BICYCLE ADVISORY COMMITTEE

## Meeting Agenda

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

**THURSDAY January 9, 2025 - 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, Rob Youngren

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

### 3. Review and Approve Meeting Minutes of November 14, 2024

**Action Item**

See attached draft meeting minutes.

### 4. CalBike: Quick Build Projects

**Review and Comment**

Kendra Ramsey, Executive Director, California Bicycle Coalition, (707) 469-3387, [Kendra@calbike.org](mailto:Kendra@calbike.org)

See attached staff report and presentation materials.

Estimated time: 20 min

### 5. Draft Green Paint Guidelines

**Review and Comment**

Makinzie Clark, Senior Planner, SacDOT, (916) 875-2923, [ClarkMa@saccounty.gov](mailto:ClarkMa@saccounty.gov)

Benjamin Rady, Associate Planner, SacDOT, (916) 874-4479, [RadyB@saccounty.gov](mailto:RadyB@saccounty.gov)

See attached staff report and presentation materials.

Estimated time: 30 min

### 6. Letter from SacBAC: City of Sacramento State of Emergency

**Action Item**

See attached staff report and draft letter.

Estimated time: 45 min

### 7. Committee Election for Chairperson and Vice-Chairperson

**Action Item**

Estimated time: 10 min

### 8. Informational Items

- Final Meeting Minutes of September 10, 2024

### 9. Staff Updates and Reports Back

- Remote viewing of Committee Meetings update.

### 10. Future Agenda Items

- SacBAC Annual Report
- Arden Way Complete Streets Project Phase 2
- Bell Street Safe Routes to School Project

*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.*

- 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.)

**11. Set Next Meeting Dates**

- a) Next SacBAC meeting: March 13, 2025
- 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](mailto:EslabonJ@saccounty.gov)

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

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

*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. Letter of Support

Action Item

Makinzie Clark, Senior Planner, SacDOT, (916) 875-92923, [ClarkM@saccounty.gov](mailto: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](mailto:PickettA@saccounty.gov)

Benjamin Rady, Associate Planner, SacDOT, (916) 874-7917, [radyb@saccounty.gov](mailto: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](mailto: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:** Quick Build Projects

**Location/District:** Countywide

**Recommendation:** Review and Comment

**Contact:** Kendra Ramsey, Executive Director, California Bicycle Coalition, (707) 469-3387,  
[Kendra@calbike.org](mailto:Kendra@calbike.org)

**Summary:** Quick-Build is the best tool for achieving safe, equitable streets safely and affordably.

Biking is up in many communities in California, including those that started with low rates of bicycling, as people seek out healthy and safe transportation and recreation. Californians are discovering they can be healthier and happier simply by getting out on two wheels.

Meanwhile, agency budgets are down. Plans to spend millions on infrastructure may no longer be realistic. More than ever, the public demands that transportation projects are equitable and responsive to the needs of neglected communities.

Quick-build is a method of building bike and pedestrian safety improvements—protected bike lanes, pedestrian crossings, slow streets, parklets, and more—now, within your budget. In challenging times, quick-build projects are crucial to building trust in the government’s ability to deliver public benefit. And quick-build infrastructure can engage the public better than ever, and be more inclusive and equitable than traditional infrastructure.

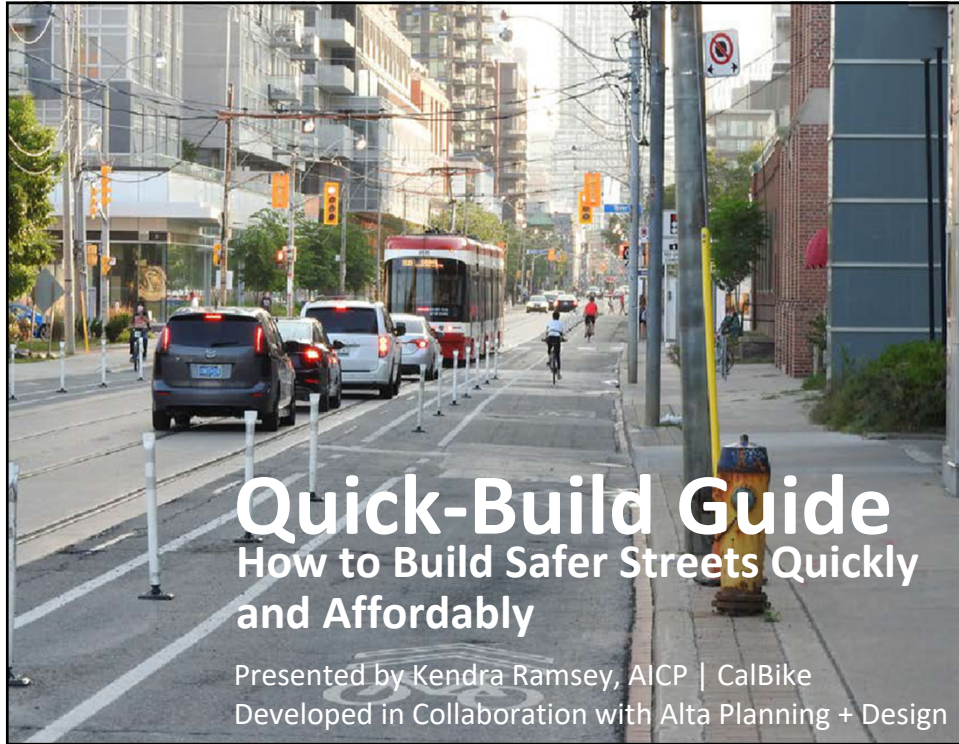
The California Bicycle Coalition, along with Alta Planning + Design, created a Quick-Build toolkit to help local agencies implement the Quick-Build process locally to make their streets safer, more quickly.

The toolkit walks through how to implement Quick-Build bicycle networks, addressing everything needed, from engineering tips to political considerations. We hope you'll read it and share it widely, so that everyone who can help move California toward a healthier, safer, and more sustainable future has the tools they need to be effective.

**Funding Source(s):** PPP

**Background Information:** The California Bicycle Coalition, or CalBike, advocates for equitable, inclusive, and prosperous communities where bicycling helps to enable all Californians to lead healthy and joyful lives. We envision a California where people can get where they need to go safely and comfortably, regardless of age, ability, socioeconomic status, race, gender, or neighborhood where they live.

During the COVID-19 pandemic, CalBike partnered with Alta Planning + Design to develop a Quick-Build Bicycle Network Toolkit for quickly and inexpensively creating safe spaces for bicycling and walking.



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### What is Quick-Build?

- Quick-Build projects install bicycle, pedestrian or traffic safety improvements using low-cost materials that can be installed quickly
- Quick-Build projects are NOT pop-up or demonstration projects that are intended to be removed after a short period of time





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### Why Quick-Build?

- Provide much needed pedestrian and bicycling improvements using low cost materials
- Deliver projects on compressed timelines
- Allows community to benefit immediately from the improvements with flexibility for public input to shape final design



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### Quick-Build Process

- Planning
- Design
- Implementation
- Maintenance



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## How to Quick-Build - Planning

- Build the team
- Set and communicate project goals
- Take stock of available resources
- Use existing contract when in-house resources are lacking
- Take advantage of predictable opportunities
- Advocate for more funding for quick-build



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## How to Quick-Build - Design

- Apply Appropriate Standards
- ADA – PROWAG
- Local Agency Guidelines
- CA MUTCD
- NACTO Urban Street and Bike Design Guides














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## How to Quick-Build - Design

- Avoid Reconstruction
- Detailed Design Plans and Traffic Control Plans

**CONSTRUCTION NOTES**

1. DETAIL SHALL BE SUBMITTED FOR APPROVAL
2. DETAIL SHALL BE SUBMITTED FOR APPROVAL
3. DETAIL SHALL BE SUBMITTED FOR APPROVAL
4. DETAIL SHALL BE SUBMITTED FOR APPROVAL
5. DETAIL SHALL BE SUBMITTED FOR APPROVAL
6. DETAIL SHALL BE SUBMITTED FOR APPROVAL
7. DETAIL SHALL BE SUBMITTED FOR APPROVAL
8. DETAIL SHALL BE SUBMITTED FOR APPROVAL

Red Lounge

alta

Glendora Village Parked Improvements  
Glendora, CA

CALBIKE

alta

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## How to Quick-Build - Design

GLENDORA AVE

GLENDORA AVE TYPICAL SECTION

GRAPHIC SCALE

1" = 10'

8

## How to Quick-Build - Implementation



Photo Credit: Active SGV



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## How to Quick-Build - Implementation



Photo Credit: Active SGV



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## How to Quick-Build - Implementation



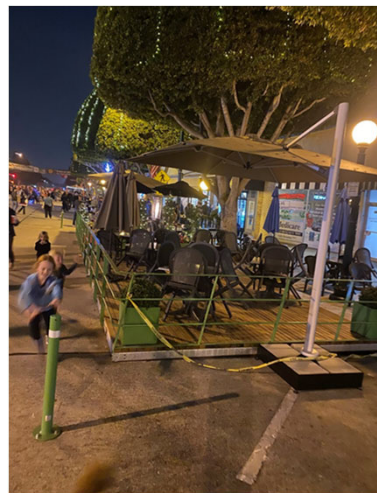
Photo Credit: Active SGV



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## How to Quick-Build - Maintenance

- How long does the installation need to last?
- Is there sufficient access for maintenance equipment?
- Who's responsible?



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For More Information:

Quick Build Guide can be  
downloaded here:  
[Calbike.org/quickbuild](https://calbike.org/quickbuild)

Any questions?

Kendra Ramsey, AICP  
Executive Director  
California Bicycle Coalition

[Kendra@calbike.org](mailto:Kendra@calbike.org)



# QUICK-BUILD BIKEWAY NETWORKS FOR SAFER STREETS

## Delivering Safer Streets in Weeks or Months, Instead of Years

*How to Meet Public Demand for Safe Bikeway Networks—Affordably, Quickly, and Inclusively*



*Adeline Street in Berkeley got protected bike lanes 20 years ahead of schedule, when Bike East Bay worked closely with the city to incorporate planned lanes into the repaving schedule, saving time and money by simply adding bike infrastructure to an existing project, one funded through a local infrastructure bond measure. The City of Berkeley garnered extensive public input on the Adeline Corridor, making this a great example of quick-build speeding up existing bike infrastructure planning, bringing bike lanes to Berkeley in 2019 instead of 2039.*

### WHY QUICK-BUILD? WHY NOW?

Biking is up in many communities in California, especially those that started with low rates of bicycling, as people seek out healthy and safe transportation and recreation. Californians are discovering they can be healthier and happier simply by getting out on two wheels.

Meanwhile, agency budgets are down. Plans to spend millions on infrastructure may no longer be realistic. More than ever, the public demands that transportation projects are equitable and responsive to the needs of neglected communities.

Quick-build is a method of building bike and pedestrian safety improvements—protected bike lanes, pedestrian crossings, slow streets, parklets, and more—now, within your budget. In challenging times, quick-build projects are crucial to building trust in the government’s ability to deliver public benefit. And quick-build infrastructure can engage the public better than ever, and be more inclusive and equitable than traditional infrastructure.

***“We as transportation experts need to be thinking strategically about whether or not we need to spend three years talking about doing something important, or three weeks to just try something.”***

— Warren Logan

*Transportation Policy Director of  
Mobility and Interagency Relations at  
Oakland Mayor’s Office*



## WHAT IS QUICK-BUILD?

### The Basics

- **Use materials that can be installed quickly and at low cost.** Build projects from posts, planters, and stripes of paint, not new pavement or curb alignments.
- **Installed as temporary projects.** You can adjust or remove elements in response to public feedback. Successful projects may become permanent, exactly as installed, or upgraded with more durable materials.
- **Incorporate rigorous community engagement, when done right.** A project on the ground is community engagement—much better than a PowerPoint or rendering!



*In August of 2020, the City of San Luis Obispo converted one of the three motor vehicle lanes of downtown Higuera Street into a buffered bike lane, as part of Open SLO, the city's pilot program to expand the use of public spaces (with parklets and bike/ped spaces) during the COVID-19 pandemic. The project was installed with paint, took less than a week to install, and cost a mere \$15K instead of the more than \$150K it would have taken to put in a traditional bike lane by sealing and restriping the whole street as the city would normally do. Photo credit: Bike SLO County*

### Materials

From paint, traffic cones, and A-boards to concrete curb barriers, planters, and temporary raised crosswalks, you can use a wide variety of materials in quick-build projects. The full Quick-Build Toolkit provides thorough, detailed descriptions of the materials that can make for an effective and inexpensive project to meet your community's needs.



## WHO?

### Your Quick-Build Project Team



**Team leader.** Quick-build projects need a “chief” (usually city staff) tasked with project facilitation, keeping the momentum going, establishing lines of communication, and accepting and evaluating feedback.



**Community leaders.** Because evaluation and adjustment are essential for successful quick builds, make sure community leaders are on board from the beginning. Look to businesses, residential associations, places of worship, and nearby schools. Bring in bike/ped advocacy organizations and other CBOs. Include representatives of disadvantaged communities.



**Department liaisons.** Your project may impact transit, street sweeping, parking enforcement, maintenance, waste management and recycling, and emergency response. Involve other agencies as necessary to ensure you don't forget a critical aspect.



**Elected Officials.** They have the power to improve funding for this and other quick-build projects. They will hear from constituents, so communication channels between the project team and electeds must be open for effective project evaluation.



**Communications.** Ideally, include a dedicated communications person on your team. Because this is a new method, and people are used to years of discussion, publicize quick-build's temporary nature. Talk about the project's intended benefits, and listen to feedback about the actual impacts.

### Community Engagement

Public outreach needn't take years, but community engagement is incredibly important in a quick-build project. It can also be more effective. Here are the keys:

- Do **start before you install** the project.
- Do **be inclusive** in your outreach.
- **Emphasize the project's temporary nature**, and the ability to change the project after it's installed.
- Implement effective **feedback mechanisms** during the project.



*The El Cajon Boulevard Business Improvement Association ("The Boulevard") got city councilmembers and the mayor on board to fund a pilot bus and bike lane along a 3-mile stretch of San Diego's El Cajon Boulevard. The Boulevard staff brought in diverse stakeholders and built on longstanding relationships to push the city to dedicate a lane for El Cajon Boulevard's new bus rapid transit line, and got bikes included on this Vision Zero corridor. The entire three-mile project, which launched in January 2020, cost \$100K, funded by San Diego's general fund. Photo credit: Holly Raines*



## WHERE?

### Which Projects are Best for Quick-Build?

Some projects are better than others for the quick-build method.

- **Look to existing plans.** Your community's current active transportation plan already identifies key improvements and priorities. Most such plans will take decades to complete with traditional methods and funding. Quick-build can take those plans to reality much sooner.
- **Fill gaps in the bikeway network, especially now when more people are bicycling.** Look to improve intersections that are dangerous to navigate, short sections of crosstown routes that use busy streets, or long sections of streets that could become "slow streets" to connect neighborhoods.
- **Put disadvantaged communities first.** If your plan doesn't already incorporate an equity analysis to set priorities, this is your chance.

If a project is funded and on schedule to be built within a year or two, turn your attention to projects that will take years without quick build. Projects that require expensive modifications—new traffic signals, bridges, reconfigured curbs—are not good quick-build candidates.



### Funding for Quick-Build

#### POTENTIAL FUNDING SOURCES IN CALIFORNIA

Available funding for quick-build projects varies a lot from one municipality to the next. But here are a few ideas.

- Public works departments' essential repaving and repair work is the best opportunity to put in a quick-build project at low cost.
- Local and regional funds such as general fund, sales tax revenue, and Air Quality Management District funds can be used for quick-build projects.
- Tack on costs to another publicly-funded transportation project, or even a private project. For example, a development project that is required to repave and stripe new bike lanes might be required to install a protected bike lane using quick-build materials instead.
- In 2020, the **Active Transportation Program** piloted a special quick-turnaround funding pot for quick-build with a summer deadline. Keep an eye on the ATP to see if they continue to offer this funding in future years. CalBike will be pushing them to do so.
- PeopleForBikes has a **small grant program** for infrastructure projects.
- AARP's **Community Challenge grant** could fund a quick-build project.



**To:** Members of the County Bicycle Advisory Committee

**Subject:** Draft Green Paint Guidelines

**Location/District:** Unincorporated Sacramento County

**Recommendation:** Discuss and Comment

**Contact:** Makinzie Clark, Senior Planner, SacDOT, (916) 875-2923, [ClarkMa@saccounty.gov](mailto:ClarkMa@saccounty.gov), Benjamin Rady, Associate Planner, SacDOT, (916) 874-7917, [radyb@saccounty.gov](mailto:radyb@saccounty.gov)

**Summary:** The use of the color green on bicycle facilities have become increasingly significant over the last several years. Whether to improve safety on bicycle facilities, to develop more competitive projects for grant application purposes, or as a catalyst for mode shift, the color green is a significant aspect to bicycle facilities. The County of Sacramento does not currently have set guidelines or policies on when to use the color green on bicycle facilities. This presentation outlines draft Green Paint Guidelines for the County of Sacramento Department of Transportation.

**Funding Source(s):** N/A

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

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

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

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

The purpose of this presentation is to outline and explore draft Green Paint Guidelines for the County of Sacramento Department of Transportation.



# Developing Green Paint Guidelines

Sacramento County Dept of Transportation  
December 11, 2024

Makinzie Clark & Benjamin Rady

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## What we know

### Safety statistics

**Vehicle-to-Bicyclist Collision Data (1/2017 – 10/2024)**

Collision Severity: 87% resulted in a fatality or injury

- 31 fatalities, 158 severe injuries, and 1,022 other injuries

Location & Driver Action:

- Intersection: 75% of total collisions
  - Driver Action: Making Right Turn (28%)
    - i.e., where turning vehicles cross the bicycle path (bike lane/shoulder/none)
- Non-Intersection: 25% of total collisions
  - Driver Actions: Entering Traffic (20%), and Making Right Turn (17%)
    - i.e., where vehicles enter/exit traffic via driveways

Map of vehicle-to-bicyclist collisions where the driver made a right turn (at intersections or driveways)

January 2017 - October 2024 vehicle-to-bicyclist collision data  
Note: Intersection collisions are considered to be collisions occurring within 250' of an intersecting roadway

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## What we know

### SacDOT priorities & the role of green paint

- Increasing safety for bicyclists and pedestrians is a priority for SacDOT.
- Additional bicycle lane safety & visibility features, such as green paint and physical protection, increase grant application competitiveness.
- There are real maintenance and financial concerns and many unknowns.
- We are learning about the **effectiveness of green paint** to *increase driver awareness of bicyclists* and *better define the bicycling space* within the roadway (with sources!):
  - [Reduces right turn vehicle speeds by 11-15%](#),
  - [Reduces driver encroachment in bike lane by ~9%](#);
  - Increases motorist yielding to bicyclists by [9%](#) to [15%](#),
  - [Reduces bicycle-related crashes](#) (limited documentation at this time), and
  - [Makes bicyclists feel safer & increases use of bike lanes](#).

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## Federal MUTCD Update

### Green-colored pavement guidelines: Section 3H.06

Green-colored pavement is used to enhance the conspicuity of locations where bicyclists are expected to operate and areas of potentially conflicting, weaving, or crossing movements.

- If used, green “shall” be limited to
  - Bicycle lanes,
  - Extension of bicycle lanes through intersections,
  - Extension of bicycle lanes through areas where motor vehicles enter a mandatory turn lane in which motor vehicles must weave across bicyclists in bicycle lanes,
  - Two-stage turn boxes,
  - Bicycle boxes,
  - As a background for bicycle detector symbols.
- Within separated bikeways, green-color should only be used at entrances, or at conflict, weaving, or crossing locations.
- Green-colored pavement may be installed for the entire length of a bicycle lane, bicycle lane extension, physically-separated bikeway, or for only a portion (or portions).

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## Draft SacDOT Green Paint Guidelines

SacDOT should consider the installation of green paint when one or more of the following criteria categories are met:

- **Design & Vehicle Volume:** High-volume, high-speed, and/or multi-lane roadways and their intersections.
- **Collisions:** Where there are high rates of vehicle-to-bicyclist collisions.
- **Roadway Context:** Where the roadway provides access to destinations where bicycling could be anticipated or encouraged.
- **Public Input:** Locations where there is documented public concern or request for bicycle safety improvements.

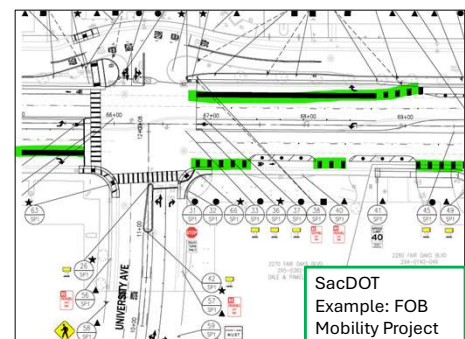
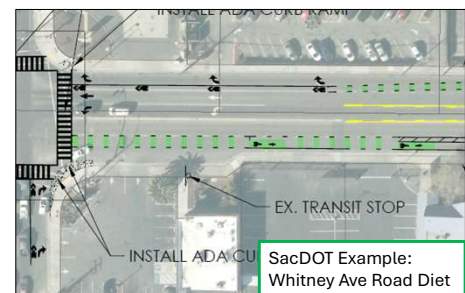
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### Green Paint Guideline Categories:

## Design & Vehicle Volume

High-volume, high-speed, and/or multi-lane roadways and their intersections, especially in high-conflict areas where:

- Two major roadways (arterials or collectors) intersect;
- The intersection design allows for high vehicle turning speeds (i.e., channelized right turns, wide turn radius), typically through a break in the bicycle lane;
- There is high access point density along a segment (i.e., driveways (non-single family residential), parking lots/garages, etc.);
- Roadway design requires vehicles merge into the bike lane (i.e., bus stops, on-street parking, loading zones, etc.);
- The bicycle lane is substandard (i.e., too narrow, ambiguous, or otherwise not well defined), or
- There is a break in a protected (Class IV) or separated (Class I) bikeway, where a bicyclist must temporarily share the roadway space with vehicles.



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Green Paint Guideline Categories:

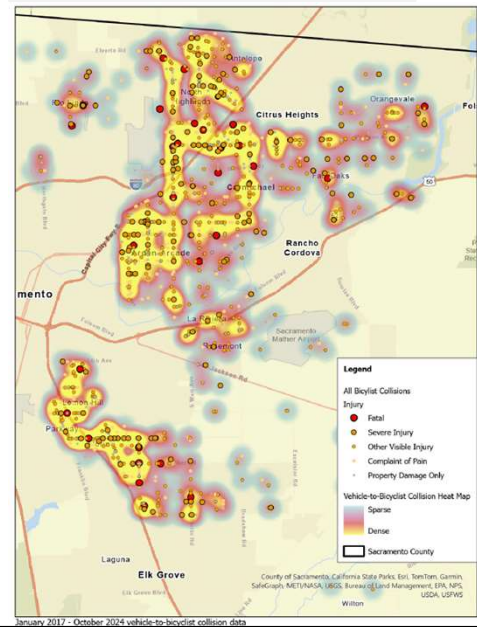
# Collisions

Where there are high rates of vehicle-to-bicyclist collisions, such as:

- Priority intersections and segments along the bicycle high-injury networks (HIN) as identified in the ATP.
- Other intersections and segments not on a HIN with high rates of fatal or severe injury (FSI) vehicle-to-bicycle collisions.

*>Recommendation: Look at crash data to identify areas where the “driver error” can be addressed with the green paint countermeasure, such as where driver’s made right turns.*

Heatmap of vehicle-to-bicyclist collisions



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Green Paint Guideline Categories:

# Roadway Context

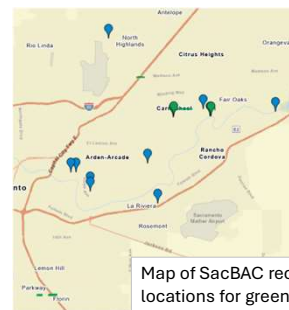
Where the roadway provides access to destinations where bicycling could be anticipated or encouraged, such as community destinations (libraries, parks, etc.), schools, retail, etc., or as identified via count data to establish presence of bicycle trips.

Retail area along Fair Oaks Boulevard, east of Howe Avenue



# Public Input

Locations where there is documented public concern or request for bicycle safety improvements (i.e., within the ATP, Infor, or other planning documents), including recommendations made by Supervisors, SacBAC, DAC, among others.



Map of SacBAC recommended locations for green paint

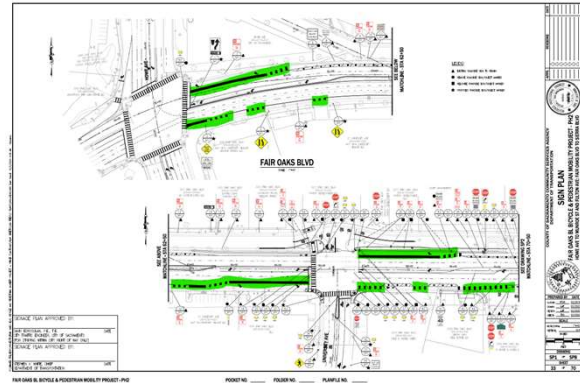
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## Case Study: Fair Oaks Blvd Multimodal Project (funded)

### High-volume commercial corridor

- ✓ Design & Vehicle Volume: High volume, high-speed roadway with major intersections.
- ✓ Safety: Moderate rate of vehicle-to-bicyclist collisions. High rate of collisions at Howe Ave.
- ✓ Roadway Context: High access-point density with access to shopping centers, multi-family apartments, and the American River Pkwy.
- ✓ Public Input: ATP priority location and strong community support.

Striping Plan (green highlight added)



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## Case Study: Whitney Ave Road Diet (submitted)

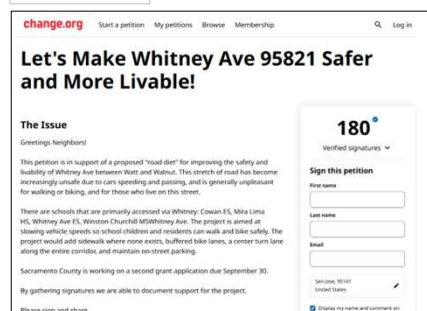
### High-speed residential & school corridor

- ✓ Design & Vehicle Volume: Moderate volume, high-speed roadway with 4-5 lanes.
- ✓ Safety: Moderate rate of vehicle-to-bicyclist collisions. High rate of collisions at Watt Ave.
- ✓ Roadway Context: High access-point density with residential driveways and several schools.
- ✓ Public Input: ATP priority location and strong community support.

Concept-level design for ATP grant application



Public petition



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## Where next? Fair Oaks Blvd at Manzanita Ave

### Where multiple conditions overlap

- ✓ Design & Vehicle Volume: High-volume, high-speed, multi-lane roadway and a major intersection.
- ✓ Safety: High rates of vehicle-to-bicyclist collisions at the FOB/Manzanita intersection, within the HIN.
- ✓ Roadway Context: High access-point density with access to shopping centers, multi-family apartments, and the American River Pkwy.
- ✓ Public Input: SacBAC members identified this area as a priority for green paint.



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## Next Steps

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**To:** Members of the County Bicycle Advisory Committee

**Subject:** Letter from SacBAC: City of Sacramento State of Emergency

**Location/District:** Unincorporated Sacramento County

**Recommendation:** Action Item

**Contact:** Benjamin Rady, Associate Planner, SacDOT, (916) 874-7917, [radyb@sacounty.gov](mailto:radyb@sacounty.gov)

**Summary:** In response to the proposal request from a Councilmember to the City of Sacramento Law and Legislation Committee to provide direction on a proposal regarding Declaring a State of Emergency Regarding Traffic Deaths, SacBAC requested time during the following SacBAC meeting to develop a letter of support of the declaration.

**Funding Source(s):** N/A

**Background Information:** The proposal will officially declare a state of emergency in the City of Sacramento regarding the epidemic of bicyclist and pedestrian fatalities on City streets, and:

1. Recognize the disproportionate impact on vulnerable populations, especially in lower-income communities
2. Direct the City Manager to identify funds for an immediate and comprehensive public awareness campaign to educate drivers about traffic safety
3. Direct the City Manager to work with the Police Department to ramp up enforcement of traffic laws, especially around distracted driving, speed enforcement, and crosswalk violations
4. Reaffirm commitment to Vision Zero and eliminating traffic deaths by 2027
5. Direct the City Manager to work with staff on 'quick-build' and 'tactical urbanism' improvements that can be implemented in the short term in high-risk areas
6. Direct the City Auditor to prioritize the planned audit on pedestrian safety
7. Provide a quarterly update to the public on our progress reaching these goals

Heading: To Mayor McCarty and Council

The Sacramento County Bicycle Advisory Committee (SCBAC or Committee) was created by Resolution of the County Board of Supervisors (2017-0864) following the dissolution of the Joint Bicycle Advisory Committee between the City of Sacramento and the County. SCBAC serves in an advisory, voluntary capacity to the Sacramento County Board of Supervisors and focuses on projects, initiatives and programs that are intended for the unincorporated areas of the County of Sacramento.

Recently, one of our members alerted the Committee to the proposal request for a Declaration of a State of Emergency Regarding Traffic Deaths of bicyclists and pedestrians fatalities in the City of Sacramento by the City's Law and Legislation Committee. The proposal has numerous recommendations including:

- Identifying funds for an immediate and comprehensive public awareness campaign to educate drivers about traffic safety;
- Increased enforcement of traffic laws, especially around distracted driving, speed enforcement, and crosswalk violations;
- Identifying 'quick-build' and 'tactical urbanism' improvements that can be implemented in the short term in high-risk areas; and,
- A reaffirmed commitment to the City's Vision Zero to eliminate traffic deaths by 2027.

Supplemental material provided with the Law and Legislation Committee's proposal included a summary report of crashes within the City between 1-1-2021 to 3-1-2024 and although the preponderance of the incidents in this report involved vehicle/pedestrian situations, a significant number (18.6%, 49 incidents) involved vehicle/bicycle incidents.

SCBAC recognizes that the Declaration of a State of Emergency is strictly a City of Sacramento consideration. However, owing to the geographic and cultural connections between the City and County, and in consideration that a committed and vibrant bicycle awareness and safety campaign contributes to the health and wellbeing of individuals in both communities, SCBAC is unanimously supportive of the Declaration. To be clear, this support is provided by SCBAC in its limited capacity as an advisory body only as SCBAC does not speak for nor represent the County of Sacramento.

Signed:



**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.**

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*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, Rob Youngren

6:09 p.m.

**Present:** Pat Perez, Evan Dudley, Arlete Hodel, Garrett Jensen, Dave Comerchero, Rob Youngren

**Excused:** Cayla McDonnell-Encina

**Unexcused:** None

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

6:10 p.m.

**3. Review and Approve Meeting Minutes of September 12, 2024**

**Action Item**

See attached draft meeting minutes.

**Motion:** Approve meeting minutes of September 12, 2024 as is.

6:10 p.m.

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

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

**No:** None

**Abstain:** Dave Comerchero

**4. Re-Imagine North Watt**

**Review and Comment**

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

[Josh@DKSAssociates.com](mailto:Josh@DKSAssociates.com)

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

See attached staff report and presentation materials.

Estimated time: 20 min

6:11 p.m.

- Expressed dissatisfaction with the minimal impact option due to its lack of increased safety
- Consensus for strong support for the hybrid urban boulevard alternative
- Expressed concern about sharrow sections in hybrid alternative leads to conflict

**Motion:** Recommend alternative urban hybrid boulevard.

6:43 p.m.

*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.*

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

**Yes:** Pat Perez, Evan Dudley, Arlete Hodel, Garrett Jensen, Dave Comerchero

**No:** None

**Abstain:** None

**5. Flashing Yellow Arrow Implementation in Sacramento County** **Review and Comment**

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

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

See attached staff report and presentation materials.

Estimated time: 20 min

6:44 p.m.

- Expressed strong support for the program
- Requested bicyclist representation in future informational videos
- Requested consideration for leading pedestrian intervals implemented alongside this program

**6. Sacramento County 101** **Informational**

Aaron Pickett, Student Intern, SacDOT, (916) 875-5141, [PickettAa@saccounty.gov](mailto:PickettAa@saccounty.gov)

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

See attached staff report and presentation materials.

Estimated time: 10 min

7:15 p.m.

- Member inquired about the County's immediate response to fatal injuries. Notified public notice posted in San Francisco identify what happened at fatal crash sites.

**7. Informational Items**

- Final Meeting Minutes of May 9, 2024

7:38 p.m.

**8. Staff Updates and Reports Back**

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

7:40

**9. Future Agenda Items**

- CalBike: Quickbuild Projects
- Bell Street Safe Routes to School Project
- Support for Emergency Declaration from City to be paralleled in county
- 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 DOT 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

**Motion:** Adjourn meeting.

7:51 p.m.

**Action: Motion/Second:** Arlete Hodel / Garrett Jensen

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

**No:** None

**Abstain:** None