

COUNTY OF SACRAMENTO
BICYCLE ADVISORY COMMITTEE
Meeting Agenda

Department of Transportation | Videoconference

Online: <https://zoom.us/j/98729158988?pwd=YkY1T3d3VXpjZ0EydIRabnZpTIYxdz09>

Dial-in: +1 669 900 6833 US,,98729158988#,,,,*778340#

WEDNESDAY August 25, 2021 - 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, Robert Goss, Sue Schooley, Erin Stumpf, Jack Wursten, Dave Comerchero

2. Public Comment on Non-agenda Topics

3. Review and Approve Meeting Minutes of May 19, 2021 and July 21, 2021

Action Item

See attached May 19, 2021 and July 21, 2021 draft meeting minutes.

4. Fair Oaks Bicycle and Pedestrian Mobility Phase 2

Review and Comment

Leslie Fung, (916) 876-5836, funl@saccounty.net

See attached staff report, Attachment 1 – Fair Oaks Mobility Phase 2 Plans, and Attachment 2 – Traffic Safety Barrier System.

Estimated time: 15 min

5. Active Transportation Plan Update

Review and Comment

Mikki McDaniel, Transit and Bicycle Coordinator (916) 875-4769, mcdanielm@saccounty.net

See attached staff report, Attachment 1 – Draft Goals and Objectives, Attachment 2 – Draft ATP Implementation and Funding Chapter.

Estimated time: 10 min

6. Informational Items

- Sacramento County Local Road Safety Plan Emphasis Areas
- Examples of Community Stories – Active Transportation Plan

7. Staff Updates and Reports Back

- Active Transportation Committee
- Personnel Changes

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.

8. Future Agenda Items

- Active Transportation Program Cycle 6 Project Candidates
- Capital Corridor Southeast Connector
- Re-envision Arden Arcade Complete Streets Plan
- Non-Infrastructure Programs Consulting Services

9. Set Next Meeting Dates

a) Next SacBAC meeting: Sept 15

Online: <https://zoom.us/j/98729158988?pwd=YkY1T3d3VXpjZ0EydIRabnZpTIYxdz09>

Dial-in: +1 669 900 6833 US,,98729158988#,,,, *778340#

b) Adjourn SacBAC

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

Department of Transportation | Videoconference

Online: <https://zoom.us/j/98729158988?pwd=YkY1T3d3VXpjZ0EydIRabnZpTIYxdz09>

Dial-in: +1 669 900 6833 US,,98729158988#,,,,*778340#

WEDNESDAY May 19, 2021 - 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, Robert Goss, Katherine Koumis, Sue Schooley, Erin Stumpf, Jack Wursten, Dave Comerchero

Start Time: 6:02 PM

Present: Robert Goss, Sue Schooley, Jack Wursten, Dave Comerchero, Thomas Cassera

Absent Excused: None

Absent Unexcused: Erin Stumpf, Katherine Koumis

2. Public Comment on Non-agenda Topics

3. Review and Approve Meeting Minutes of March 24, 2021

Action Item

Motion: Approve with one change to minutes: Under SACOG Parks and Trails Plan, rewrite comment to state that SACOG should advocate for legislation to provide immunity for private property owners with public trail easements.

Motion/Second: Robert Goss/Dave Comerchero

Ayes: Sue Schooley, Jack Wursten, Thomas Cassera, Robert Goss, Dave Comerchero

Noes: None

Abstain: None

Absent: Erin Stumpf, Katherine Koumis

4. South Watt Widening Project

Review and Comment

Heather Yee, SacDOT, yeeh@saccounty.net, (916) 874-9182

- Committee liked the Class I multi-use path and favored a Class II conspicuous or green lane and merge between the Class I bike path.
- A suggestion was made to plant trees along the Class I facility. There was concern about contraflow in the bike facility.

5. Active Transportation Plan – Draft Recommendations

Review and Comment

Libby Nachman, Alta Planning, (510) 540-5008, libbynachman@altaplanning.com

- Staff was asked to investigate whether a web map could be kept available as an on-going reporting tool, after the plan is adopted.
- Environmental Justice communities need to continue to be the focus of outreach and targeted advertisement for soliciting input for the plan.

- The web map with draft infrastructure recommendations will be available on the website to take comment through June 30th. Finalization of recommendations will take place after the comment period ends.
- Top plan priorities from the Committee include safety, connectivity, equity, and access.

6. Slow Streets Update

Review and Comment

Mikki McDaniel, Transit and Bicycle Coordinator, mcdanielm@saccounty.net; (916) 875-4769
See attached staff report and count data.

- The data is not encouraging, but the Committee would still like staff to continue investigation.

7. SacBAC Annual Report, 2020

Action Item

Mikki McDaniel, Transit and Bicycle Coordinator, mcdanielm@saccounty.net; (916) 875-4769

Motion: Approve the SacBAC Annual Report, 2020 and request that the report be forwarded to the Board of Supervisors.

Motion/Second: Robert Goss / Dave Comerchero

Ayes: Sue Schooley, Jack Wursten, Thomas Cassera, Robert Goss, Dave Comerchero

Noes: None

Abstain: None

Absent: Erin Stumpf, Katherine Koumis

8. Informational Items

- Final Meeting Minutes, January 20, 2021

9. Staff Updates and Reports Back

- May is Bike Month
- Non-Infrastructure Programs – Active Transportation Plan
- Meeting Format: Virtual or In-person
 - Committee requested that staff investigate the possibility of a hybrid in-person and virtual meeting.

10. Future Agenda Items

- Active Transportation Program Cycle 6 Project Candidates
- Local Road Safety Plan
- Policy Considerations – September 2021
- Vehicle Miles Traveled – SB 743 Implementation

11. Set Next Meeting Dates

a) Next SacBAC meeting: July 21

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b) Adjourn SacBAC

End Time: 7:55 PM

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

Department of Transportation | Videoconference

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Dial-in: +1 669 900 6833 US,,98729158988#,,,,*778340#

WEDNESDAY July 21, 2021 - 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

6:03 p.m.

Present: Thomas Cassera, Katherine Koumis, Sue Schooley, Jack Wursten,

Absent Excused: Robert Goss, Dave Comerchero

Absent Unexcused: Erin Stumpf

No quorum.

2. Public Comment on Non-agenda Topics

No comment.

3. Review and Approve Meeting Minutes of May 19, 2021

Action Item

No action taken due to lack of quorum. Item moved to next meeting agenda.

**4. Implementation of Vehicle Miles Traveled Analysis and Senate Bill 743 (SB 743)
Review and Comment**

Cameron Shew, SacDOT, (916) 875-5940, shewc@saccounty.net

- Should the committee be looking at particular aspects of projects that could reduce VMT? How should the committee evaluate projects with regard to VMT? Reviewing projects for connectivity to plan areas is important. California Air Pollution Control Officers Association has documented VMT measures. That document is currently undergoing a major update.
- The Transportation Impact Analysis guide on page 46 needs to reference Active Transportation Plan and not the Bicycle Master Plan and Pedestrian Master Plan. The program Guaranteed Ride Home is now called Emergency Ride Home.

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5. Local Road Safety Plan

Review and Comment

Josh Pilachowski, Senior Transportation Planner, DKS Associates, josh@dksassociates.com
6:33 p.m.

- A Local Road Safety Plan (LRSP) is needed in order for jurisdictions to be eligible for future rounds of Highway Safety Improvement Program (HSIP) grant funding. In recent cycles, the County has been awarded \$19M in HSIP funding.
- A bicycle traffic school is needed in Sacramento County for bicyclist infractions. A free helmet program could be helpful.
- Do police give out tickets for helmet infractions now in unincorporated County?
- The Committee would like to hear about strategy identification for LRSP in September 2021.
- Public comment: Signage cautioning drivers coming out of alleys to watch for bicycles could be helpful.
 - This is a tactic that is at too detailed a level for the LRSP.
- Send emphasis areas for LRSP and any other documents on to the Committee by email.

6. Active Transportation Plan Update

Review and Comment

Mikki McDaniel, Transit and Bicycle Coordinator (916) 875-4769, mcdanielm@saccounty.net
7:18 p.m.

- In ATP infrastructure recommendations, the bike facilities listed as study areas should have a note that a bike facility is expected so that developers understand the expectation.
- Committee requested an explanation on how to add up the scoring for the prioritization metrics table.
- Committee requested that WalkSacramento add the Active Transportation Plan to their list of current projects on their organization's website.
- Staff will confirm whether all committee members on GovDelivery.
- Committee members wish to discuss policies further.

7. Slow Streets

Review and Comment

Mikki McDaniel, Transit and Bicycle Coordinator (916) 875-4769, mcdanielm@saccounty.net
7:49 p.m.

- DOT Traffic Engineering staff evaluated the City of Sacramento's pilot with Slow Streets and does not recommend implementation of a pilot for unincorporated County.

8. Informational Items

7:51 p.m.

- Final Meeting Minutes, March 24, 2021
- Active Transportation Score Cards

9. Staff Updates and Reports Back

7:53 p.m.

- Active Transportation Plan Web Map
- SacBAC and DOT Vacancy
- Meeting Format: Virtual or In-person

10. Future Agenda Items

- Active Transportation Program Cycle 6 Project Candidates
- Policy Considerations – September 2021
- Capital Corridor Southeast Connector
- Local Road Safety Plan Update in September
- Active Transportation Plan Update

11. Set Next Meeting Dates

- a) Next SacBAC meeting: Sept 15

Online: <https://zoom.us/j/98729158988?pwd=YkY1T3d3VXpjZ0EydlRabnZpTIYxdz09>

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- b) Adjourn SacBAC

Motion/Second: Jack Wursten/Thomas Cassera

8:02 p.m.

To: Members of the County Bicycle Advisory Committee

Subject: Fair Oaks Boulevard Bicycle and Pedestrian Mobility Project, Phase II

Location/District: Fair Oaks Boulevard between Howe Avenue and Munroe Street

Recommendation: Review and Comment

Contact: Tim Stevens, Senior Civil Engineer, Sacramento County Department of Transportation (SACDOT), (916) 874-6291, stevensti@SacCounty.NET

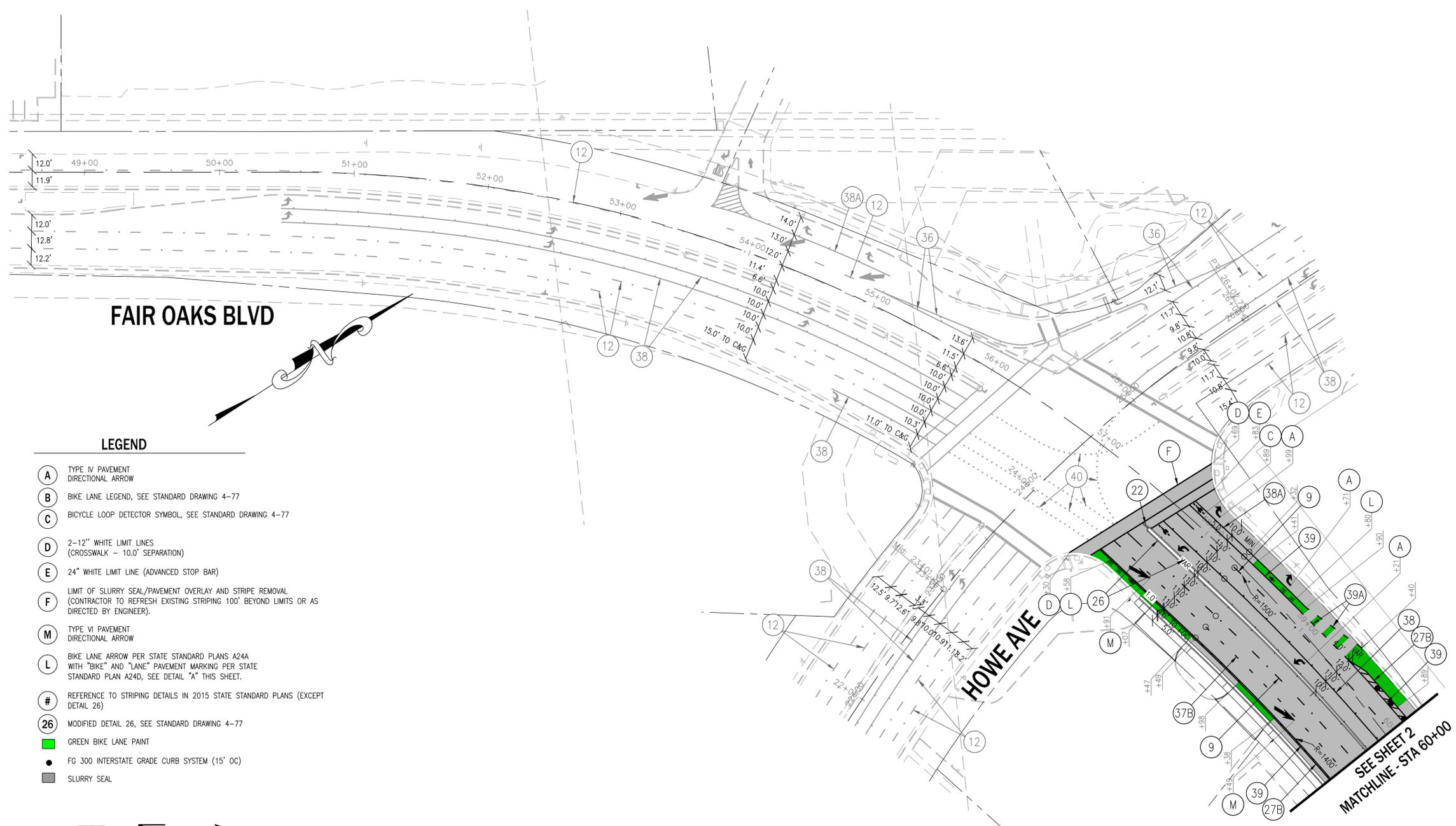
Leslie Fung, Associate Civil Engineer, SACDOT, (916)876-5836, fungl@saccounty.net

Summary: The first phase of this project constructed two pedestrian signals between Howe Avenue and Munroe Street, as well as signal interconnect along the Fair Oaks Corridor to connect these and future signals to improve signal timing.

This second phase The project includes construction of a variety of improvements along Fair Oaks Boulevard between Howe Avenue and Munroe Street that were designed to slow automobile traffic and increase bicycle and pedestrian safety along the corridor; improvements were chosen based on community input, collision history, and transportation needs. Multiple context-sensitive design features are included in the project. Fair Oaks Boulevard would be reduced from six lanes to four lanes and the outside travel lanes would be converted to separated bikeways, and green paint conflict markings will be added to accommodate bicyclists. Wider sidewalks, additional crosswalks, energy efficient street lighting, and landscaping will be installed to enhance the pedestrian environment, while minimizing impacts to the existing mature tree canopy. Two new traffic signals will be installed, one at University Avenue/ Fair Oaks Boulevard and one at Fulton Avenue/ Fair Oaks Boulevard, and intersection improvements at the Munroe Street/ Sierra Boulevard intersection will be made to assist with slowing traffic and enhancing the bicycle/pedestrian environment, creating better connections to the surrounding neighborhoods.

Funding Source(s): SACOG Regional Funding Program - Federal CMAQ (Congestion Mitigation and Air Quality), County Measure A Sales Tax and County Road Fund.

Background Information: The Fair Oaks Boulevard corridor and surrounding community hosts a vibrant mix of land uses including employers that support approximately 5,900 retail and non-retail jobs and over 2,800 singly-family and multi-family households. The study area is situated near 3 river crossings making it an important regional link carrying over 30,000 vehicles a day. Narrow sidewalks, lack of ADA compliant ramps, numerous driveways and existing utility poles make the corridor uncomfortable for pedestrians. Bike lanes do not exist causing bicyclists to either ride in the travel lanes along high-speed traffic, on narrow sidewalks, or use an alternative roadways. Fair Oaks Boulevard is listed as a "Smart Growth Street" in the General Plan and as a Pedestrian District and Commercial Corridor Segment in Sacramento County's Improvement Standards, emphasizing the need for bicycle and pedestrian amenities. The community supports The Complete Street Plan. The environmental review is complete; CEQA and NEPA been cleared. Construction is estimated to begin in Summer 2023.



FAIR OAKS BLVD

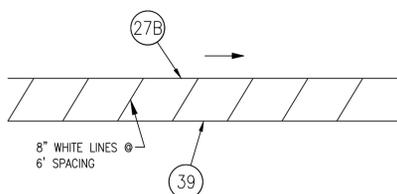
HOWE AVE

LEGEND

- (A) TYPE IV PAVEMENT DIRECTIONAL ARROW
- (B) BIKE LANE LEGEND, SEE STANDARD DRAWING 4-77
- (C) BICYCLE LOOP DETECTOR SYMBOL, SEE STANDARD DRAWING 4-77
- (D) 2-12" WHITE LIMIT LINES (CROSSWALK - 10.0' SEPARATION)
- (E) 24" WHITE LIMIT LINE (ADVANCED STOP BAR)
- (F) LIMIT OF SLURRY SEAL/PAVEMENT OVERLAY AND STRIPE REMOVAL (CONTRACTOR TO REFRESH EXISTING STRIPING 100' BEYOND LIMITS OR AS DIRECTED BY ENGINEER).
- (M) TYPE VI PAVEMENT DIRECTIONAL ARROW
- (L) BIKE LANE ARROW PER STATE STANDARD PLANS A24A WITH "BIKE" AND "LANE" PAVEMENT MARKING PER STATE STANDARD PLAN A24D, SEE DETAIL "A" THIS SHEET.
- (#) REFERENCE TO STRIPING DETAILS IN 2015 STATE STANDARD PLANS (EXCEPT DETAIL 26)
- (26) MODIFIED DETAIL 26, SEE STANDARD DRAWING 4-77
- GREEN BIKE LANE PAINT
- FG 300 INTERSTATE GRADE CURB SYSTEM (15' OC)
- SLURRY SEAL



DETAIL "A"



DETAIL "B"

-PRELIMINARY PLANS-
NOT FOR CONSTRUCTION

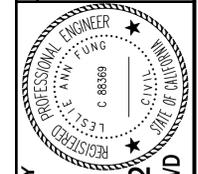
ACCEPTED BY: _____ DATE _____

DAVID EDROSOLAN, P.E., T.E. CITY TRAFFIC ENGINEER, CITY OF SACRAMENTO (FOR STRIPING WITHIN CITY RIGHT OF WAY ONLY)

STRIPING PLAN APPROVED BY: _____ DATE _____

STEPHEN V. WHITE, CHIEF DEPARTMENT OF TRANSPORTATION

REVISIONS	DATE



COUNTY OF SACRAMENTO PUBLIC WORKS & INFRASTRUCTURE AGENCY
DEPARTMENT OF TRANSPORTATION

PAVEMENT DELINEATION
FAIR OAKS BL BIKE & PEDESTRIAN MOBILITY PROJECT - PH2
HOWE AVENUE TO MUNROE ST AND FULTON AVE: FAIR OAKS BLVD TO SIERRA BLVD



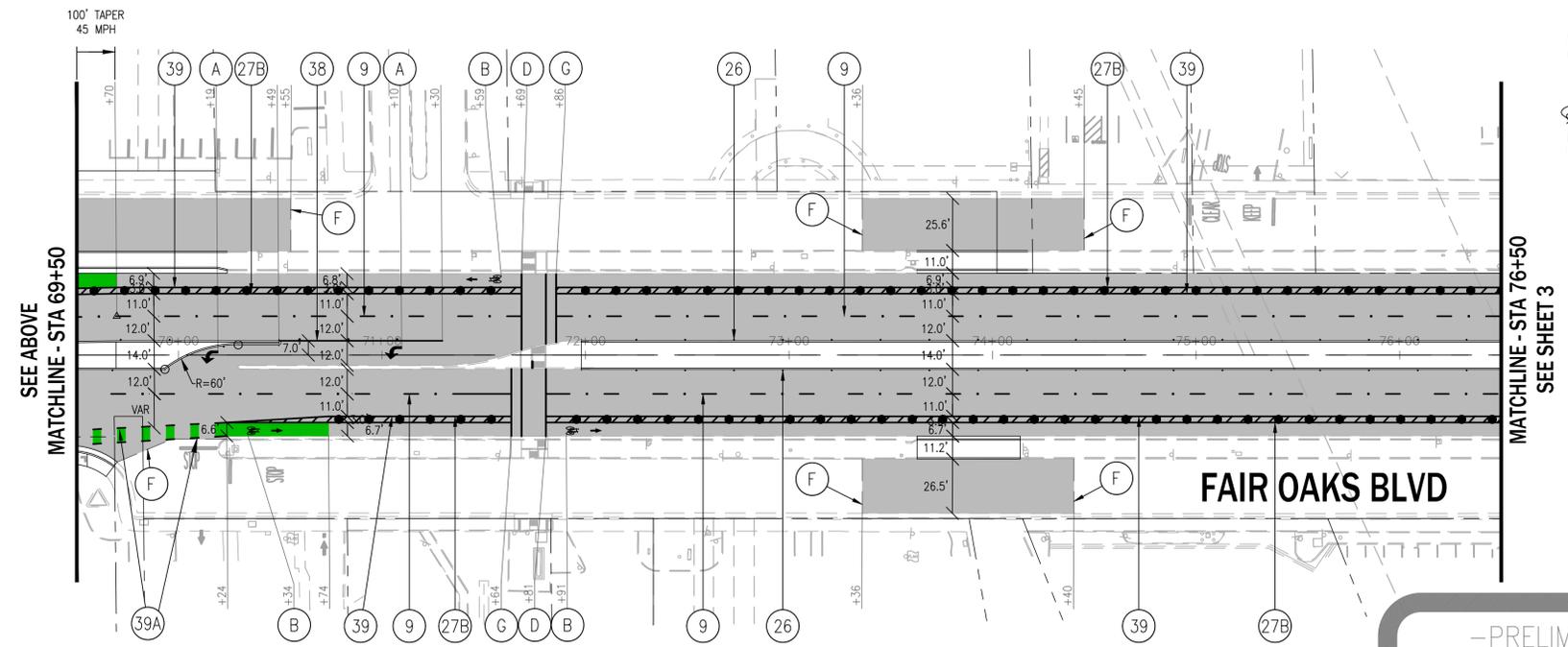
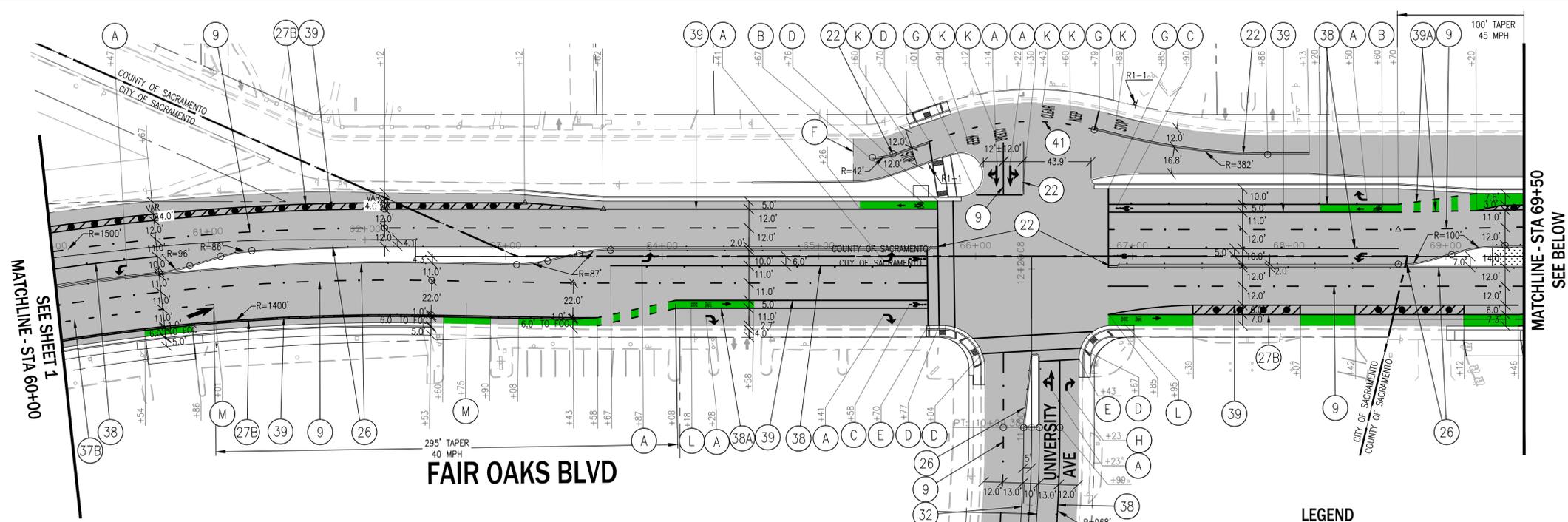
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SURVEY: F328	03/2018
DRAWN: MOW	05/2021
DESIGN: LAF	05/2021
CHECK: TRS	05/2021

SCALE	
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PD01	OF PD05
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1	OF 5

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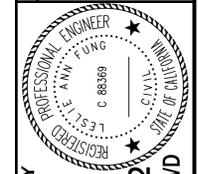
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-PRELIMINARY PLANS-
NOT FOR CONSTRUCTION

- ### LEGEND
- (A)** TYPE IV PAVEMENT DIRECTIONAL ARROW
 - (B)** BIKE LANE LEGEND, SEE STANDARD DRAWING 4-77
 - (C)** BICYCLE LOOP DETECTOR SYMBOL, SEE STANDARD DRAWING 4-77
 - (D)** 2-12" WHITE LIMIT LINES (CROSSWALK - 10.0' SEPARATION)
 - (E)** 24" WHITE LIMIT LINE (ADVANCED STOP BAR)
 - (F)** LIMIT OF SLURRY SEAL/PAVEMENT OVERLAY AND STRIPE REMOVAL (CONTRACTOR TO REFRESH EXISTING STRIPING 100' BEYOND LIMITS OR AS DIRECTED BY ENGINEER).
 - (G)** 12" WHITE LIMIT LINE
 - (H)** TYPE A7R PAVEMENT DIRECTIONAL ARROW
 - (I)** CROSSWALK DETAIL, SEE STANDARD DRAWING 4-82
 - (K)** PAVEMENT MARKING PER STATE STANDARD A24D
 - (L)** BIKE LANE ARROW PER STATE STANDARD PLANS A24A WITH "BIKE" AND "LANE" PAVEMENT MARKING PER STATE STANDARD PLAN A24D, SEE DETAIL "A" DRAWING PD01.
 - (M)** TYPE VI PAVEMENT DIRECTIONAL ARROW
 - #** REFERENCE TO STRIPING DETAILS IN 2015 STATE STANDARD PLANS (EXCEPT DETAIL 26)
 - 26** MODIFIED DETAIL 26, SEE STANDARD DRAWING 4-77
- GREEN BIKE LANE PAINT
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 - SLURRY SEAL

REVISIONS	DATE



PAVEMENT DELINEATION
FAIR OAKS BL BICYCLE & PEDESTRIAN MOBILITY PROJECT - PH2
 HOWE AVENUE TO MUNROE ST AND FULTON AVE: FAIR OAKS BLVD TO SIERRA BLVD



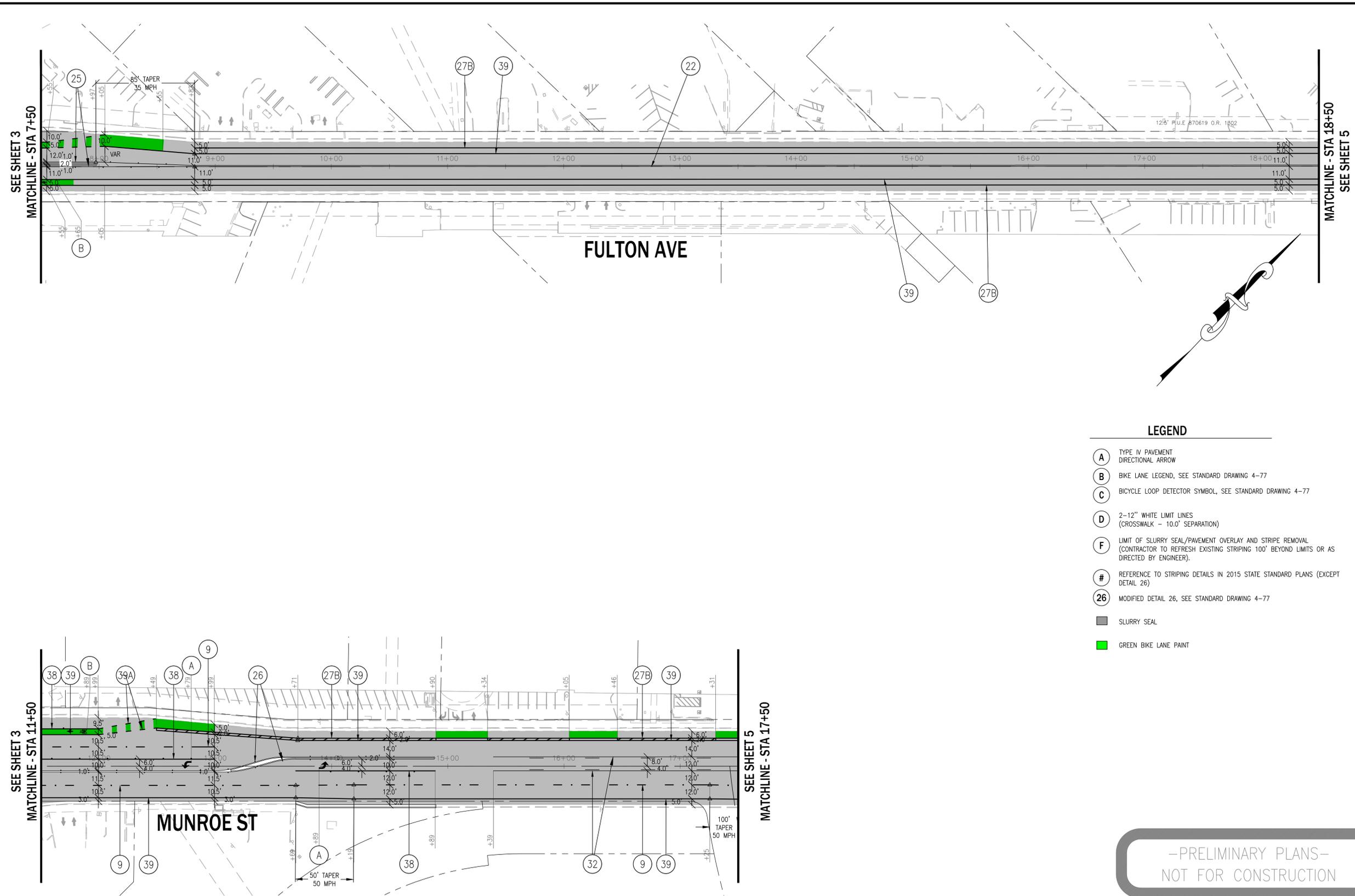
PREPARED BY	DATE
SURVEY: F328	03/2018
DRAWN: MOW	05/2021
DESIGN: LAF	05/2021
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ACCEPTED BY: _____ DATE _____
 DAVID EDROSOLAN, P.E., T.E.
 CITY TRAFFIC ENGINEER, CITY OF SACRAMENTO
 (FOR STRIPING WITHIN CITY RIGHT OF WAY ONLY)

STRIPING PLAN APPROVED BY: _____ DATE _____
 STEPHEN V. WHITE, CHIEF
 DEPARTMENT OF TRANSPORTATION

SCALE	
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SHEET	
2	OF 5

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- LEGEND**
- (A) TYPE IV PAVEMENT
DIRECTIONAL ARROW
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-PRELIMINARY PLANS-
NOT FOR CONSTRUCTION

STRIPING PLAN APPROVED BY: _____ DATE _____

STEPHEN V. WHITE, CHIEF
DEPARTMENT OF TRANSPORTATION

DATE	REVISIONS

COUNTY OF SACRAMENTO PUBLIC WORKS & INFRASTRUCTURE AGENCY
DEPARTMENT OF TRANSPORTATION

PAVEMENT DELINEATION

FAIR OAKS BL BICYCLE & PEDESTRIAN MOBILITY PROJECT - PH2

HOWE AVENUE TO MUNROE ST AND FULTON AVE: FAIR OAKS BLVD TO SIERRA BLVD

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DRAWN: MOW	05/2021
DESIGN: LAF	05/2021
CHECK: TRS	05/2021

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SHEET	
4	OF 5

Bicycle Safety



The Need for Safer Bicycle Lanes

Cities across the country are making more room for the cyclist population a priority. The motivation is fueled by the need to reduce congestion and improve overall safety for all who use our nation's roadways.

Separated bike lanes have been shown to be safer than biking in the street and more likely to encourage biking. State-of-the-art designs are being implemented nationwide to create separated spaces for cyclists. Channelizing posts are an important tool in the "cycle track" tool box.



Bicycle Friendly Posts Offer High Performance, Durability and Improved Safety

For traffic engineers designing bike tracks, tubular markers are an invaluable tool to prevent cars from encroaching on bike lanes. They can also alert and slow down drivers and cyclists as they approach a hazardous intersection.

Pexco's polyurethane posts are both tough for long life and forgiving for cyclists. They are soft and pliable. They have proven durability and long life resulting in reduced maintenance costs.

Pexco's FG 300 UR, EFX and City Posts are offered in a variety of configurations to improve bicycle safety.



The Benefits of Bicycle Friendly Posts for Bike Lanes:

- Provides clear delineation and physical separation
- Highly visible day and night
- Reduces vehicle entry
- Improves cyclist and pedestrian safety
- Allows for emergency vehicle access
- Recognized traffic control device
- Low maintenance

For more information on Bike Lane Safety Products, including links to helpful resources like the FHWA's Separated Bike Lane Planning and Design Guide, visit www.pexco.com/traffic.



To: Mikki McDaniel, Sacramento County
From: Brett Hondorp and Libby Nachman, Alta Planning + Design
Date: August 17, 2021
Re: ATP Revised Draft Goals and Objectives

Goal 1: Safety & Comfort

Sacramento County will be a safe and comfortable place for all residents to walk, bike, and roll.

Implementation Measures:

- Increase walking and bicycle trips by 100% for all trips by 2030.
- Invest in new or upgraded bicycle and pedestrian facilities that increase the level of comfort and safety for people of all ages and abilities.
- Increase the safety and comfort for people walking, bicycling, and rolling along high-collision corridors.
- Provide safety enhancements at major intersections near important community destinations, such as schools, parks, and transit stops.
- Reduce the number of severe injuries and fatalities involving people walking, bicycling, and rolling through infrastructure, education, and encouragement programs. Direct education programs at all roadway users, people walking, biking, rolling, and driving.
- Reduce bicycle- and pedestrian-involved collisions and injuries by 50% of 2010 levels by 2030.
- Improve the safety and security of people walking, bicycling and rolling in rural parts of the County, historically disadvantaged communities, and areas of concern for people with disabilities.
- Improve lighting in neighborhoods and along designated walking and biking routes.
- Create a comfortable and aesthetically interesting street environment for people walking, biking, and rolling.
- Strive to adopt innovations in design and engineering, and participate in new best practices from Caltrans and other state leaders in active transportation.
- Apply for recognition as Bicycle Friendly Community as determined the League of American Bicyclists.
- Monitor bicycle and pedestrian collision data to identify trends and specific problem areas.

Goal 2: Connectivity & Access

Sacramento County residents can access neighborhood destinations by walking, bicycling, and rolling, and can seamlessly connect to networks in incorporated cities; Sacramento County residents will travel more by active transportation modes.

Implementation Measures:

- Ensure walking, bicycling and rolling routes connect to both neighborhood-serving destinations—such as schools, libraries, parks, and transit stations—and regional destinations such as job centers and major commercial areas.
- Make bicycling more attractive than driving for short trips of five miles or less by developing and maintaining a bikeway system that provides direct, safe, and convenient travel by active transportation throughout all neighborhoods in Sacramento County with connections to adjacent municipalities.

- Eliminate gaps in the bicycle and pedestrian networks to improve connectivity between neighborhoods and destinations.
- Implement the *Sacramento County ADA Transitions Plan*. Refer to the ADA transition Plan for more details.
- Integrate land use and transportation planning to provide for more and safer walking and bicycling trips.
- Provide connections across creeks, freeways and high-speed/high volume arterials and through existing gated communities, walls and cul-de-sacs to access schools, activity centers and transit stops.
- Provide walking, bicycling and rolling amenities (e.g. bike racks, water fountains, shade trees, benches, lighting, etc.), especially bike parking and other end-of-trip facilities at key destinations such as job centers, transit stops, and parks.
- Collaborate with local jurisdictions within the County as well as adjacent counties and SACOG to integrate existing active transportation facilities, and cooperate in developing new facilities in order to create a uniform and connected active transportation network.
- Develop a regional active transportation wayfinding system that allows people to easily navigate to major destinations and trail systems.
- Through partnerships with community groups and coordination with local and regional agencies, develop programs, including Safe Routes to School, that promote and encourage active transportation as a viable means of travel throughout the County.

Goal 3: Equity

Active transportation improvements will prioritize the needs of communities in Sacramento County that rely on walking, biking, rolling, and transit.

Implementation Measures:

- Focus on improving active transportation connections to transit stops, giving priority to connections in disadvantaged communities.
- Partner with community and advocacy groups to provide educational resources (for all road users) and walking and biking accessories (lights, helmets, etc.) to disadvantaged communities.
- Create accessible and culturally appropriate opportunities for all people regardless of race, color, national origin, or income to engage in the decision-making process.

Goal 4: Maintenance

Keep the active transportation network in a state of good repair and high usability.

Implementation Measures:

- Develop a multi-year maintenance and rehabilitation program that identifies cost-effective enhancements to existing or missing pedestrian and bicycle facilities.
- Coordinate with maintenance stakeholders, across departments and jurisdictions, to share resources and establish facility inspection schedules.
- Maintain designated facilities to be comfortable and free of hazards to people walking, bicycling, and rolling.
- Prioritize clean up responses to hazards on commute corridors. Ensure that repair and construction of transportation facilities minimizes disruption to the bicycling and walking environment.
- Monitor and maintain bicycle parking and other support facilities.
- Promote Sacramento County's "311" system as one method for the public to report hazard and maintenance issues throughout the County.
- Develop a communication protocol for facility closures/detours and network updates.
- Develop and enforce a sidewalk maintenance program to ensure that adjacent property owners properly maintain the sidewalks (consistent with the County's Curb, Gutter, and Sidewalk Repair and Replacement Policy, 1992).

Goal 5: Educate and Encourage

Expand established education and encouragement programs, and develop new education programs to encourage and support walking and bicycling.

Implementation Measures:

- Expand established outreach programs by securing ongoing funding, and expand and develop new education programs (for people walking, biking, rolling, and driving).
- Expand and support education programs targeted at people driving, including commercial drivers.
- Work with the County's Department of Health and Human Services on decreasing obesity, increasing physical fitness, and working towards other public health objectives.
- Work with Sacramento County schools and school districts to expand the Safe Routes to School Program. Encourage bicycle and walking education classes for students and their families.
- Support programs that help low-income residents own and operate a road-ready bicycle.
- Support bicycle parking at major events and event centers.
- Provide encouragement programs by seeking grant funding and other funding sources.

Goal 6: Implementation

Active transportation projects are implemented across Sacramento County through ongoing street maintenance and improvements, private development requirements, and external grant funding.

Implementation Measures:

- Continue to allocate CIP and other County resources to implementing bicycle and pedestrian facilities.
- Actively seek grant funding for bicycle and pedestrian facility planning, design, and implementation.
- Assess the use of developer fees and/or improvement districts, and enforce fee submittal and compliance to contribute to improved active transportation facilities.
- Require land development projects to finance and install bicycle and pedestrian facilities within the development as appropriate and where recommended in the Active Transportation Plan. This will ensure connectivity within the development and to existing or planned facilities that connect to the development.
- Encourage bicycle parking, showers, changing facilities, and lockers at public buildings.
- Prioritize pedestrian amenities at areas near transit stops and key community destinations (schools, parks, libraries, etc.).
- Conduct bicycle and pedestrian counts at selected locations annually (during the same days and times) to monitor changes in bicycle and pedestrian trips and opinions about active transportation facilities.
- Measure the success of the Active Transportation Plan through user satisfaction surveys.
- Track and report annually to SacBAC and the Board of Supervisors the success of the Active Transportation Plan based on the percent completed of the total bicycle and pedestrian networks and the results of user surveys.



DRAFT Chapter 5: Implementation and Funding

This chapter describes the process for evaluating and funding project recommendations to help Sacramento County prioritize projects that generate the highest community value at the lowest direct cost to the County. Community feedback and support was considered throughout the process.

Infrastructure Project Prioritization Methodology

The project prioritization process includes the following steps:

- **Identification of categories:** Development of prioritization categories that align with the identified goals for the active transportation plan.
- **Weighting of Criteria:** Establish the weighting of each prioritization metric.
- **Project Scoring and Calibration:** Score the projects using the identified metrics and weights. Recalibrate the weighting, if necessary, to ensure project weighting accurately reflects the stated goals.

Prioritization Categories

Prioritization categories respond to a range of local needs (Figure X). For full details on the prioritization methodology, please see Appendix E.

- **Safety and Comfort (40%)**
 - Does the project improve an area where people walking and biking have been injured in the past? Does it make an area more comfortable to walk, bike, or roll?
- **Connectivity and Access (30%)**
 - Does the project improve connectivity to a school or transit stop? Does it improve the connectivity of the regional pedestrian and bicycle networks?
- **Equity (10%)**
 - Is the project located within an Environmental Justice Community or improve access to important community destinations for EJ Community residents?
- **Implementation (20%)**
 - How complex and feasible is the project?

Prioritization Results

[Pedestrian prioritization table]

[Top priority ped recommendations map(s)]

[Brief commentary on pedestrian prioritization]

[Bicycle prioritization table]

[Top priority bicycle recommendations map(s)]

[Brief commentary on bicycle prioritization]

Project Funding

Funding Strategy

Identifying and securing funding for programs and infrastructure recommendations is essential to achieving the goals established in this Plan. Appendix E contains detailed descriptions of local, regional, state, and federal funding opportunities. Table X below breaks down funding sources by eligible project types (planning, design, constructions, programs, etc.).

Funding Source	Planning/ Design/ Construction	On-Street Bikeways	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Programs	Studies
Local and Regional Programs								
Measure A (STA)	D/C	●	●	●	●	●		
SACOG Regional Program (SACOG)	D/C	●	●	●	●	●		
Sustainable Transportation Equity Project (CARB)	P/D/C	●	●	●	●	●		
Transportation Development Act Article 3 (SACOG)	D/C	●	●	●	●	●		
New Developments/Resurfacing Projects (Sacramento County)	D/C	●	●			●		
Assessment Districts (Sacramento County)	P/D/C	●	●	●	●	●	●	●
Impact Fees (Sacramento County)	P/D/C	●	●	●	●	●	●	●
Competitive Grant Programs								
Active Transportation Program (CTC)	P/D/C	●	●	●	●	●	●	●
Sustainable Transportation Planning Grants (Caltrans)	P							●
Highway Safety Improvement Program (Caltrans)	D/C	●		●	●	●		
Solutions for Congested Corridors (CTC)	C	●	●			●		
Office of Traffic Safety (CA OTS)	-						●	
Recreational Trails Program (CA DPR)	C		●					
Affordable Housing & Sustainable Communities (CA HCD)	C	●			●		●	
Urban Greening Grants (CA NRA)	C	●	●	●	●			
Statewide Park Program (CA DPR)	C		●					
Other State Funds								
Local Partnership Program (CTC)	C	●		●	●	●		
Road Maintenance and Rehabilitation Program (Controller's Office)	D/C	●		●	●			

Cost Estimates

Table X provides planning-level cost estimates for many pedestrian infrastructure treatments. Detailed engineering design work will be necessary to determine the specific costs of individual projects. Table X in Appendix E provides cost estimates for recommended pedestrian projects.

[Table of planning-level pedestrian improvement costs]

Table X provides planning-level cost estimates for each class of bicycle facility. These are planning-level cost estimates; additional detailed engineering design work will be necessary to determine specific costs of individual projects. Table X in Appendix E provides cost estimates for recommended bicycle projects.

[Table of planning-level bicycle costs per facility type per mile]

Maintenance

Proper maintenance of bicycle facilities, shared used paths, and sidewalks is essential for safe and comfortable use. Inadequately maintained facilities can create hazardous conditions and reduce the accessibility and connectivity of the bicycle and pedestrian networks. Providing safe, comfortable, and well-maintained walking, bicycling, and rolling facilities allows these modes to serve as viable travel options. Chapter X provides specific maintenance policies that the County should implement.

Maintenance Costs

Forecasting the maintenance costs of bicycle facilities is an important part of the annual budgeting processes. Table X provides planning-level maintenance costs for bicycle facilities broken down by facility type.

Facility Type	Cost per mile per year	Recommended Miles	Total Annual Cost	Notes
Class I Shared Use Paths	\$8,500	X	X	Lighting, debris cleanup, and removal of vegetation overgrowth
Class II Bicycle Lanes and Class IIB Buffered Bicycle Lanes	\$1,500	X	X	Repainting the lane strips and stencils, sign replacement as needed
Class III Bicycle Route/ Boulevards	\$1,000	X	X	Sign and shared-lane stencil replacement as needed
Class IV Separated Bikeways	\$4,000	X	X	Debris removal, repainting stripes and stencils, sign replacement, replaced damaged barriers
Total				

Interagency Coordination

Some of the recommendations in this Plan are in the rights-of-way of agencies other than Sacramento County. These projects will need to be carefully coordinated with the appropriate stakeholder(s) for planning, design, funding, and implementation. These partner agencies may have the final say on these projects, even if they are located within unincorporated Sacramento County.

Quick Build Projects

Some infrastructure improvements (especially pedestrian projects and intersection geometry changes) can be completed using signage, striping, and other quick build strategies (e.g., paint-and-post and other temporary materials) until additional funding for design and construction can be secured and completed for permanent, more expensive design iterations.

Appendix E: Prioritization Methodology Memo

Introduction

The purpose for this memorandum is to present an approach for prioritizing the list of active transportation projects that will be identified countywide. This approach includes a summary of the prioritization process, identification of preliminary prioritization categories that will be presented for review and review of the proposed criteria used for scoring of each category. A brief overview of additional factors that can affect the programming of projects for implementation after prioritization has been finalized. are presented at the end of this memorandum. These questions include a discussion of how equity and Environmental Justice Communities should be considered.

The type of project will affect the prioritization process. For example, bicycle facilities are generally used for longer distance or regional travel, and so will be scored at the corridor level, while pedestrian projects have more local relevance and will be score at the individual project level. However, it is possible to bundle both bicycle and pedestrian projects together to form larger "Complete Streets" improvement packages.

Prioritization Process

The project prioritization process includes the following steps:

- **Identification of categories.** Development of the prioritization categories in coordination with the project team along with a breakdown of the meaning and relevance of each category to confirm purpose and understanding of the purpose and scope of the process. The categories used in the process follow the identified goals for the project.
- **Weighting of Criteria.** The criteria will be weighted to determine their overall contribution to the project score.
- **Initial Project Scoring and Calibration.** Based on the selected weighting factors and local scoring criterion, the prioritization analysis will be performed to establish a preliminary ranking of projects for review by the project team. To facilitate the team's review, the summary may include development of charts, maps, tables and/or infographics.

Prioritization Categories

Prioritization categories address a range of local needs and allow differences between projects to be identified. To ensure that the prioritization process follows the identified goals of the project, each of the proposed categories are associated with a goal as follows:

- **Safety and Comfort** – This project is located on a facility with an observed high crash frequency and has potential to improve safety. Safety factors will include whether or not a project is located on a High Injury Corridor and if any recent crashes have occurred related to that specific location or segment. Comfort factors depend on if this project improved the ranking of the facility with regards to the Bicycle or Pedestrian Level of Traffic Stress analysis and the Caltrans Bikeway Selection Guide.
- **Connectivity and Access** – This project improves accessibility to key destinations via the bicycle or pedestrian network and connects to networks in incorporated cities or regional trails.
- **Equity** – This project is located within an Environmental Justice Community.
- **Implementation** – While many factors affecting implementation cannot be quantified easily before prioritization, community support represents a critical element of project feasibility. Projects that are community-identified challenge areas or recommendations will be prioritized.

While this list is expected to include most prioritization categories, additional categories can be identified if desired. Also, specific categories of projects can be pulled out to be ranked or identified separately, such as bicycle versus pedestrian projects, or regional trails.

Prioritization Scoring Criteria

DKS will first assign scores to each category, and then create a combined score by weighting the score for each category by the relevant local weighting factor. Each prioritization category has been given a recommended scoring criterion based on various factors related to each category. The proposed prioritization scoring for bicycle and pedestrian projects are provided in Table X. Preliminary recommendations for criteria scores are also provided.

TABLE X: PROPOSED PRIORITIZATION SCORING FOR BICYCLE AND PEDESTRIAN PROJECTS

CATEGORY/SUBCATEGORY	CRITERIA	POINTS
SAFETY AND COMFORT		10
CRASH FREQUENCY	Tier 1 – Located on a High Injury Corridor	5
	Tier 2 – Recent Pedestrian- or Bicycle-involved Collisions (5 years)	3
USER COMFORT	Meets all ages and ability criteria based on Level of Traffic Stress	5
	Doesn't meet all ages and abilities but closes a gap in the existing network	3
	Doesn't meet all ages and abilities and doesn't close a gap in the existing network	0
CONNECTIVITY AND ACCESS		10
SCHOOL AND TRANSIT (BUS OR RAIL) ACCESSIBILITY	Allows low stress access via the roadway and/or trail network. The project is within a half-mile radius of a school and an existing or planned transit line.	5
	Allows low stress access via the roadway and/or trail network. The project is within a half-mile radius of a school or an existing or planned transit line.	4
	The project is within a half-mile radius of a school or an existing or planned transit line, not accounting for user stress.	3
	The project is within a two-mile radius of a school or an existing or planned transit line, not accounting for user stress.	1
	The project is located more than two miles from a school or transit line	0
REGIONAL CONNECTIVITY	Connection to regional trails or existing/planned facility in an incorporated city and in an area with a high percentage of short trips	5
	In area with high percentage of short trips, no regional trail/City connection	3
	Regional trail/City connection only	3
	Does not connect to regional trail/City and is in an area with a low percentage of short trips	0

CATEGORY/SUBCATEGORY	CRITERIA	POINTS
EQUITY		5
	Project is located within an Environmental Justice community	5
	Project improves transit connectivity for bus or rail lines that serve Environmental Justice communities	3
	Project improves bicycle or pedestrian connectivity to schools that serve over 70% of students eligible for free or reduced-price meals	3
	Project does not meet equity criteria	0
IMPLEMENTATION		10
FEASIBILITY/COMPLEXITY	High Feasibility/Low Complexity	5
	Medium Feasibility/Complexity	3
	Low Feasibility/High Complexity	1
COMMUNITY NEED	Project was identified during public engagement as a problem area or desired improvement	5
	Project was not identified during public engagement	0

Weighting of Prioritization Categories

An appropriate weight for each prioritization category will be in consultation with the county and other relevant stakeholders. Criteria may be weighted equally or assigned different weights to emphasize the criteria of one category over another.

TABLE 2: CRITERIA WEIGHTING

CATEGORY/ SUBCATEGORY	WEIGHTING
SAFETY AND COMFORT	
<i>CRASH FREQUENCY</i>	25%
<i>USER COMFORT</i>	15%
CONNECTIVITY AND ACCESS	
<i>SCHOOL AND TRANSIT ACCESS</i>	15%
<i>REGIONAL CONNECTIVITY</i>	15%
EQUITY	10%
IMPLEMENTATION	
<i>FEASIBILITY/COMPLEXITY</i>	15%
<i>COMMUNITY NEED</i>	5%
TOTAL	100%

Moving From Prioritization to Implementation

While a final prioritized list of projects will provide valuable guidance moving forward, it ultimately provides guidance and implementation order can vary based on additional factors including funding opportunities, local maintenance schedules, community support, and other feasibility considerations. As such, the County will consider these factors when programming, and implementing recommended projects. This will further advance Goal 4: Implementation.

Appendix F: Funding Sources and Cost Estimates

Project Cost Estimates

[Bicycle Recommendations Table with Project Costs]

[Pedestrian Recommendations Table with Project Costs]

Funding Sources

This section provides a brief overview of the available local, state, and federal funding streams for active transportation-related projects. The funding opportunities include competitive grants, impact fee/assessment district strategies, and formula-based funding methods.

Local and Regional Funding

Sacramento Transportation Authority (STA) Measure A

This funding source is derived from a ½ cent sales tax imposed in Sacramento County, administered by STA, and distributed to incorporated cities and unincorporated Sacramento County to fund specific transportation maintenance and projects. Measure A included three ongoing programs: Traffic Safety, Bicycle/Pedestrian Safety, and Maintenance funds. Additionally, there is a capital component to help fund large capital improvement projects identified in the Countywide Transportation Expenditure Plan.

Funds are programmed by STA.

Sacramento Area Council of Government (SACOG) Regional Program

SACOG's Regional Program funds cost-effective transportation projects that advance the goals established in SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). These goals include decreasing vehicle miles traveled, increasing the number of bicycle and pedestrian trips, and reducing greenhouse gas emissions, among others. The Regional program will fund projects identified explicitly in the MTP/SCS or lump-sum category projects, such as "Bike/Ped" or "Capacity" projects. The program seeks to promote effective and efficient use of limited state and federal resources to develop and maintain the regional transportation network.

Funds are programmed by SACOG.

Transportation Development Act (TDA) Article 3

TDA is administered by Regional Transportation Planning Agencies (RTPA) such as the Sacramento Area Council of Governments (SACOG). This act allocated federal funding toward transit and transportation projects, including bicycle and pedestrian facilities. 2% of the funding allocated to

Sacramento County is designated for bicycle and pedestrian projects under the TDA Local Transportation Fund (LTF).

Funds are programmed by SACOG.

Sustainable Transportation Equity Project (STEP)

The Sustainable Transportation Equity Project (STEP) is a grant program that will provide safe, environmentally sustainable, accessible, and affordable transportation options to low-income communities and communities of color. STEP applicants can either apply for either a Planning and Capacity Building grant or an Implementation Grant. The Implementation grant program will help fund the construction of new pedestrian, bicycle, and complete streets facilities.

Funds are programmed by the California Air Resources Board (CARB).

New Development or Redevelopment/Rehabilitation

Future new development and redevelopment projects including new road construction, resurfacing, and construction projects, are one method of providing pedestrian improvements and bike facilities. To ensure that pedestrian and bicycle improvements are included in these projects, the review process must include an individual (designated active transportation coordinator) or group (BPAC) to monitor the process.

Funds are programmed by Sacramento County.

Assessment Districts

Different types of assessment districts can be used to fund the construction and maintenance of bikeway facilities. Examples include Mello-Roos Community Facility Districts, Infrastructure Financing Districts (SB 308), Open Space Districts, or Lighting and Landscape Districts. These types of districts have specific requirements relating to the establishment and use of funds.

Funds are programmed by Sacramento County.

Impact Fees

Another potential local source of funding is developer impact fees, typically tied to trip generation and traffic impacts resulting from proposed projects. A developer may be required to help mitigate the overall impact of vehicular trips by paying an impact fee; the City should ensure that planning policies consider bicycle and pedestrian planning, design, and construction costs to be an eligible use of these fees.

Funds are programmed by Sacramento County.

State and Federal Funding

California Active Transportation Program

California's Active Transportation Program (ATP) funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years, typically in the spring or early summer. Eligible projects include the construction of bicycling and walking facilities, safe routes to schools projects, new or expanded programmatic activities, or projects that include a combination of infrastructure and non-infrastructure components. Typically, no local match is required, though extra points are awarded to applicants who identify matching funds.

Funds are programmed by the California Transportation Commission (CTC).

Sustainable Transportation Planning Grants

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Communities are typically required to provide an 11.47 percent local match, but staff time or in-kind donations are eligible to be used for the match provided the required documentation is submitted.

Funds are programmed by Caltrans.

Highway Safety Improvement Program

Caltrans offers Highway Safety Improvement Program (HSIP) grants every one to two years. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. HSIP focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness.

Funds are programmed by Caltrans.

Solutions for Congested Corridors Program

Funded by SB1, the Congested Corridors Program strives to reduce congestion in highly-traveled and congested roads through performance improvements that balance transportation improvements, community impacts, and environmental benefits. This program can fund a wide array of enhancements, including bicycle facilities and pedestrian facilities. Eligible projects must be detailed in an approved corridor-focused planning document. These projects must include aspects that benefit all modes of transportation using an array of strategies that can change travel behavior, dedicate right of way for bikes and transit, and reduce vehicle miles traveled.

Funds are programmed by the CTC.

Office of Traffic Safety

Under the Fixing America's Surface Transportation (FAST) Act, five percent of Section 405 funds address non-motorized safety. These funds may be used for law enforcement training related to pedestrian and bicycle safety, enforcement campaigns, and public education and awareness campaigns.

Funds are programmed by the California Office of Traffic Safety.

Recreational Trails Program

The Recreational Trails Program helps provide recreational trails for both motorized and non-motorized trail use. Eligible products include trail maintenance and restoration, trailside and trailhead facilities, equipment for maintenance, new trail construction, and more.

Funds are programmed by the California Department of Parks and Recreation.

Affordable Housing and Sustainable Communities Program

The Affordable Housing and Sustainable Communities Program (AHSC) funds land-use, housing, transportation, and land preservation projects that support infill and compact development that reduces greenhouse gas (GHG) emissions. Projects must fall within three project area types: transit-oriented development, integrated connectivity project, or rural innovation project areas. Fundable activities include affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and program costs.

Funds are programmed by the Strategic Growth Council and implemented by the Department of Housing and Community Development.

Urban Greening Grants

Urban Greening Grants support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes, or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways and non-motorized urban trails that provide safe routes for travel between homes, workplaces, commercial centers, and schools.

Funds are programmed by the California Natural Resources Agency.

Habitat Conservation Fund

The Habitat Conservation Fund Program supports projects that bring urban residents into park and wildlife areas, protect plant and animal species, and acquire and develop wildlife corridors and trails.

Funds are programmed by the California Department of Parks and Recreation.

Statewide Park Program (SPP)

The Statewide Park Program solicits competitive grants to fund new parks and recreation opportunities in critically underserved communities across California. Funds can be used to create and expand/renovate existing parks. All projects must include at least one "recreation feature," which includes non-motorized trails. No match is required.

Funds are programmed by the California Department of Parks and Recreation.

WHO WILL THIS TRAIL SERVE?

**Eric Peabody, 41,
Sarah Peabody, 41
& children
(ages 6 and 8)**

A father and vacation rental-owner in the area who regularly bicycles on trails with his family in the Russian River area. He is excited about the potential economic benefit of the trail to the area.



Eric isn't the only one who feels this way:

8%

of survey respondents said they would use the trail with a **STROLLER**

7%

of survey respondents said they would use the trail with a **WHEELCHAIR OR OTHER MOBILITY DEVICE** if the trail were accessible

70%

of survey respondents said **TRAIL CONNECTIVITY TO DESTINATIONS AND COMMUNITIES**

“

A trail would certainly bring more businesses, and would attract more people to our vacation rental. It would benefit guests by providing a safe place to ride a bike to reach nearby towns or as a nice stroller path, and it would benefit us.”

– ERIC PEABODY

Roberta Delgado, 70

Longtime resident of the Russian River area who regularly bicycles on roads and trails.



“

I could see myself going to Guerneville for the sheer pleasure of biking along that river, which holds memories with my late husband, where we used to fish. I support and encourage these trail building efforts. We're doing something for generations to come.”

– ROBERTA DELGADO

Based on an online survey, we found:

ONE IN FIVE PEOPLE

in the Lower Russian River area is over **65** years old, rising to one in two people in Jenner

93%

of survey respondents said they would use the trail for **RECREATION**

81%

of survey respondents said they would prefer a **SCENIC TRAIL ALONG THE RIVER**



Jim Sullivan, 65

Longtime visitor to the Russian River area who frequently visits to bicycle and hike.

“

Finding a route where we could ride separated from traffic would be key, especially for the older folks. I also think a trail should be optimized for all types of users—people who will be hiking, biking long distances, dog walkers. Crossings will have to be very well marked and signed for both cyclists and drivers.”

– JIM SULLIVAN

Jim isn't the only one who feels this way:

42%

of survey respondents said they would use the trail to **WALK A DOG**

81%

of survey respondents said **SEPARATION FROM VEHICLE TRAFFIC** was important to them

52%

of survey respondents said **HIGH QUALITY TRAIL CROSSINGS** are important to them



Karen Gatewood, 64

A resident in the Russian River area who bicycles regularly on roads and trails with her partner. She wants access to trails where she can safely ride longer distances.

“

We bike mainly on roads, but occasionally will drive to ride shared use paths in the area, such as the Joe Rodota Trail. We have access to short paths that connect neighborhoods, but not many places to ride for longer stretches without stopping.”

– KAREN GATEWOOD

Karen isn't the only one who feels this way:

73%

of survey respondents said they would use the trail for **LEISURELY BIKE RIDES**

59%

of survey respondents said they would use the trail for **LONG DISTANCE BICYCLING**

58%

of survey respondents said they would typically travel **MORE THAN 6 MILES** on the trail



Stephanie Miller, 64

A Santa Rosa resident who regularly visits the Russian River area.

“

I have friends in Guerneville, and I eat along the way to the coast. The taqueria and the beaches are destinations, as well as some places in Jenner. However, it’s really the whole region that draws me equally, I typically don’t have favored destinations or favorite areas along the river.”

– STEPHANIE MILLER

Stephanie isn’t the only one:

24%

of survey respondents **LIVE IN SANTA ROSA**

69%

of survey respondents said they would use the trail to get to **DESTINATIONS** such as parks, beaches, restaurants, businesses, or a family/friend’s house

70%

of survey respondents said they would use the trail to **WALK**



SACRAMENTO COUNTY LRSP COMPONENTS

DATE: August 6, 2021

TO: Sonia Hernandez | Sacramento County

FROM: Josh Pilachowski | DKS Associates
Brian Chandler | DKS Associates

SUBJECT: Sacramento County Local Road Safety Plan
Final Vision Statement and Emphasis Areas

Project #20198-000

INTRODUCTION

The purpose of this memo is to propose a draft Vision Statement and Emphasis Areas to be incorporated into a Local Road Safety Plan (LRSP). These components are derived from an analysis of reported crash data (2016-2020) from throughout unincorporated Sacramento County, highlighting crash types, causal factors, and vulnerable users that are involved in crashes at higher than statewide average rates or that represent a large proportion of reported crashes, as well as emphasis areas identified by stakeholders as important topics to focus safety programs and policies on improving.

The Vision Statement for the Plan represents a high-level overarching purpose and goal for the plan, while the Emphasis Areas provide focus as well as quantifiable and achievable goals for each identified crash type. Following review and refinement of the components in this document, the next step will be to identify strategies across a range of stakeholders and approaches (Engineering, Education, Enforcement, Emergency Access) to help in achieving the goals.

VISION STATEMENT

To progressively reduce Fatal and Severe Injury crashes in Sacramento County.

EMPHASIS AREAS

Emphasis Areas give context and focus to the Vision Statement, providing a firm foundation to a LRSP, and organization to strategies that will help to reduce crashes. Each identified Emphasis Area will identify a focus, in the form of a type of crash, a causal factor, or a vulnerable user type. The identified Emphasis Areas (in alphabetical order) are:

- Bicycles
- Emergency Response and Access
- Equity
- Impaired Driving
- Intersections
- Lane Departures
- Motorcycles
- Pedestrians
- Speeding
- Unbelted/Improperly-belted Collision

Each focus will have a description of the why it is an emphasis area (reported crash data and/or stakeholder identification), why it is important to a safe transportation environment, and a goal statement to be achieved or advanced by the next evaluation. Ultimately, these goal statements will inform specific strategies and define responsible stakeholders for each, however that will occur later in the project.

BICYCLES



This emphasis area focuses on crashes which involve someone riding a bicycle. Many bicycle facilities place users in close proximity with fast moving cars with little to no protection, making riders vulnerable to severe injuries in the event of a collision. Census and crash data show that while only 0.4% of commute trips are made on bicycle, they make up 5.7% of injury crashes and 10.6% of fatal or severe injury crashes. Also, older riders involved in a crash are twice as likely to suffer fatal or severe injuries. In 83% of bicycle crashes the bicyclist did not wear a helmet, which resulted in a much higher occurrence of fatal or severe injuries than when a helmet was worn.

Goals	<ul style="list-style-type: none"> • Achieve 50% helmet usage among bicyclists by 2030. • Reduce fatal and severe injury crash rates for bicyclists by 50% by 2035 (compared to 2016-2020 rates).
Strategies	<ul style="list-style-type: none"> • TBD

EMERGENCY RESPONSE AND ACCESS



This emphasis area focuses on the response time of paramedics and other emergency personnel after a collision happens. Improved reporting and response times can decrease the ultimate injury severity outcome of crashes due to quicker treatment. This Emphasis Area was identified by multiple stakeholders during roundtable discussions.

Goals	<ul style="list-style-type: none"> • Develop emergency-access score metric and set appropriate reporting quality goal. • Reduce the emergency response time by 25% by 2030 compared to 2021 response time.
Strategies	<ul style="list-style-type: none"> • TBD



EQUITY

This emphasis area focuses on where safety projects are identified and how funds for safety improvements are distributed to ensure that disadvantaged communities are equitably represented. This Emphasis Area was identified by stakeholders during roundtable discussions.

Goals

- Obtain funding for identified safety improvement projects located in Environmental Justice communities from state and federal grants.
- Improve reporting of racial demographics in crash statistics

Strategies

- TBD



IMPAIRED DRIVING

This emphasis area focuses on crashes in which the driver was under the influence of alcohol or drugs (DUI). DUI crashes account for 9% of all crashes but make up 25% fatal and severe injury crashes. In addition, the frequency of fatal and severe injury DUI crashes were disproportionately higher during weekends and late night/early morning (between 10 pm and 2 am) periods. Nearly half of all fatal and severe injury crashes during this period were DUIs, while only a fifth of fatal and severe injury crashes during the other time periods involved an impaired driver.

Goals

- Reduce rate of collisions from impaired driving during key time periods (weekends/late night/early morning) by 50% by 2030.
- Reduce total rate of collisions from impaired driving by 50% by 2035 (compared to 2016-2020 rates).

Strategies

- TBD

INTERSECTIONS



This emphasis area focuses on crashes associated with intersection operations. Crashes in Sacramento County during the study period that occurred at intersections were more than twice as likely to result in fatal or severe injuries than other crashes. The most common types of fatal and severe injury intersection collisions include the following:

- Broadside collisions (29%)
- Pedestrian collisions (25%)
- Fixed object collisions (14%)

Goals

- Obtain funding for identified safety improvement projects focused on intersections (e.g. visibility, crossing, timing, and clearance projects) from state and federal grants.
- Reduce fatal and severe injury crash instances at intersections by 50% by 2035 (compared to 2016-2020 crashes).

Strategies

- TBD

LANE DEPARTURES



This emphasis area focuses on crashes that fall within two categories: crashes caused by crossing into the opposing lane and crashes caused by running off the road. Lane departure crashes are over three times more likely to result in fatal or severe injuries than all other crash types. Improper turning (56%), DUI (21%), and unsafe speed (12%) are the three most common contributing factors to lane departure crashes.

Goals

- Obtain funding for identified safety improvement projects focused on reducing lane departure crashes (e.g. guardrails, increased shoulder clearance, and median treatments) from state and federal grants.
- Reduce fatal and severe injury collision instances due to lane departure by 50% by 2035 (compared to 2016-2020 crashes).

Strategies

- TBD

MOTORCYCLES



This emphasis area focuses on crashes which involve someone riding a motorcycle. Motorcycle crashes account for less than 3% of total crashes but nearly 20% of fatal or severe injury crashes. The top three primary collision factors were unsafe speed (28%), motorcycles approaching too close to a car (23%), and improper turning (17%). In 6% of the motorcycle-involved crashes the motorcyclist did not wear a helmet, and those crashes were almost twice as likely to result in fatal or severe injuries.

Goals

- Approach 100% helmet usage among motorcyclists by 2030.
- Reduce fatal and severe injury crash instances for motorcyclists by 50% by 2035 (compared to 2016-2020 crashes).

Strategies

- TBD

PEDESTRIANS



This emphasis area focuses on crashes involving someone walking or rolling on a personal conveyance (e.g., wheelchair). Pedestrians are some of the most vulnerable users of a roadway network, more likely resulting in fatal or severe injuries. Pedestrian-involved crashes make up less than 3% of total crashes but 25% of fatal or severe injury crashes. More than half of all pedestrian-involved crashes happened due to pedestrian entering a roadway at a non-protected time (Don't Walk signal) or place (midblock), with most of these occurring at midblock locations. Pedestrian-involved crashes occurring outside of a crosswalk are twice as likely to result in a fatal or severe injury as those that occurred in a crosswalk.

Goals

- Decrease the occurrence of pedestrian-crossing violations by 50% by 2035.
- Reduce fatal and severe injury crash instances among pedestrians by 50% by 2035 (compared to 2016-2020 crashes).

Strategies

- TBD



SPEEDING

This emphasis area focuses on speeding as a driving behavior that put the driver and other road users at risk. Rear end, hit object, and broadside are the three main resulting collision types that encompass 60% of total fatal and severe injury crashes that involve speeding. Also, nearly 15% of pedestrian-involved fatal or severe injury crashes are caused by speeding.

Goals	<ul style="list-style-type: none"> • Review speeds on High Injury Corridors and reduce to appropriate design speeds per MUTCD standards and current state of practice. • Review speeds along high pedestrian-demand corridors and reduce to appropriate design speeds per MUTCD standards. • Reduce fatal and severe injury crash rates due to unsafe speeds by 50% by 2035 (compared to 2016-2020 rates).
Strategies	<ul style="list-style-type: none"> • TBD



UNBELTED/IMPROPERLY-BELTED COLLISIONS

This emphasis area focuses on crashes in which the occupant (driver or passenger) did not properly use occupant protection devices (lap and shoulder harness). In over a third of crashes, the data about occupant protection usage was not recorded. Out of all fatal or severe injury crashes, 20% included someone not wearing a seatbelt and those crashes were significantly more likely to result in a fatality or severe injury.

Goals	<ul style="list-style-type: none"> • Achieve 100% seatbelt usage among occupants by 2030. • Increase recording of seatbelt usage in crash reporting to 90% by 2030. • Reduce fatal and severe injury crash rates due to not using occupant protection by 100% by 2035 (compared to 2016-2020 rates).
Strategies	<ul style="list-style-type: none"> • TBD