

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

Department of Transportation | Videoconference

Online: <https://zoom.us/j/96420689807>

Dial-in: +16699006833,,96420689807# US (San Jose)

WEDNESDAY March 24, 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

2. Public Comment on Non-agenda Topics

3. Review and Approve Meeting Minutes of January 20, 2021

Action Item

See attached January 20, 2021 draft meeting minutes.

4. Sacramento Parks and Trails Strategic Development Plan

Review and Comment

Victoria Cacciatore, SACOG, vcacciatore@saccounty.net, (916) 340-6214
See Attachment 1 – Sacramento Parks and Trails Strategic Development Plan.

5. Greenback Lane Improvements, Orangevale

Review and Comment

Keith Gotwalt, SacDOT, gotwalt@saccounty.net, (916) 874-2818
Heather Yee, SacDOT, yeeh@saccounty.net, (916) 874-9182
See Staff Report - Greenback Lane, Attachment 1 – Greenback Lane Complete Streets Phase 1, and Attachment 2 – Greenback Lane Striping Plan.

6. Arden Way Complete Streets Master Plan

Review and Comment

See Staff Report - Arden Way Complete Streets Master Plan.

7. 2020 SacBAC Annual Report

Action Item

Mikki McDaniel, SacDOT, mcdanielm@saccounty.net, (916) 875-4769
See Attachment 1 – 2020 SacBAC Annual Report.

8. Active Transportation Plan – Non-Infrastructure Programs

Review and Comment

Mikki McDaniel, SacDOT, mcdanielm@saccounty.net, (916) 875-4769
See Attachment 1 – Draft ATP Programs Memo.

9. Sacramento County Bicycle Advisory Committee Officer Elections

Action Item

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

10. Informational Items

- Final Meeting Minutes, November 18, 2020
- Local Road Safety Plan Presentation – March 11, 2021

11. Staff Updates and Reports Back

- Chiefs of Staff meetings
- Slow Streets
- ATP Workshops in May
 - May 18, 2021; 6-7:30 p.m.
 - May 20, 2021; 12-1:30 p.m.

12. Future Agenda Items

- Active Transportation Program Cycle 6 Project Candidates
- South Watt
- Active Transportation Plan Update: Recommendations and Prioritization Metrics
- May is Bike Month
- Local Road Safety Plan

13. Set Next Meeting Dates

- a) Next SacBAC meeting: May 19; Location: Online: <https://zoom.us/j/96420689807>
Dial-in only: +16699006833,,96420689807# US (San Jose)
- b) Adjourn SacBAC

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

Department of Transportation | Videoconference

Online: <https://zoom.us/j/96420689807>

Dial-in: +16699006833,,96420689807# US (San Jose)

WEDNESDAY January 20, 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: 6:00PM

Present: Thomas Cassera, Robert Goss, Katherine Koumis, Erin Stumpf, Jack Wursten, Dave Comerchero

Absent Excused: Sue Schooley

Absent Unexcused:

2. Public Comment on Non-agenda Topics

3. Review and Approve Meeting Minutes of November 18, 2020

Action Item

See attached November 18, 2020 draft meeting minutes.

Motion/Second: Robert Goss/Thomas Cassera

Ayes: Thomas Cassera, Robert Goss, Katherine Koumis, Erin Stumpf, Jack Wursten, Dave Comerchero

Noes:

Abstain:

Absent: Sue Schooley

4. Re-Envision West Arden Complete Streets Plan

Review and Comment

Kristi Grabow, Planning and Environmental Review, grabowk@saccounty.net, (916) 874-5345
See Attachment 1 – Re-Envision West Arden Arcade Presentation.

5. Elverta Road Widening: Dutch Haven to Watt

Review and Comment

Spencer Ord, SacDOT, ords@saccounty.net, (916) 876-6601
Melissa Wright, SacDOT, wrightme@saccounty.net, (916) 874-4243
See Attachment 1 – Elverta Road Striping Plan and Attachment 2 – Elverta Road Bridge – General Plan.

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.

6. Active Transportation Plan Update

Review and Comment

Otto Melara, Alta Planning, (510) 540-5008, ottomelara@altaplanning.com
Libby Nachman, Alta Planning, (510) 540-5008, libbynachman@altaplanning.com
See Attachment 1 – Active Transportation Plan Update.

7. Informational Items

- Final Meeting Minutes, October 21, 2020
- Active Transportation Plan – Revised Safety Memo
- Final Letter of Support – Dry Creek Parkway Trail, Phase 2

8. Staff Updates and Reports Back

- Upper Westside Master Plan
- Slow Streets

9. Future Agenda Items

- 2020 SacBAC Annual Report
- Sacramento Parks and Trails Strategic Development Plan
- Greenback Lane Improvements, Orangevale
- Local Road Safety Plan

10. Set Next Meeting Dates

a) Next SacBAC meeting: March 17; Location: Online: <https://zoom.us/j/96420689807>
Dial-in only: +16699006833,,96420689807# US (San Jose)

b) Adjourn SacBAC

End Time: 8 p.m.

What motivates our trail connections?

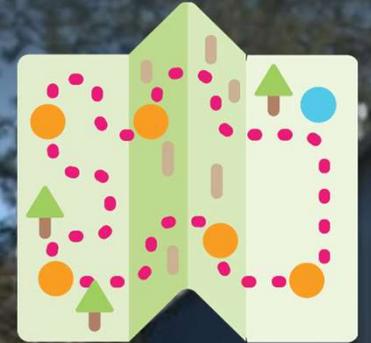


Reducing greenhouse gas emissions

Supporting the economy

Strengthening our communities

Existing Trail Access



Existing trail network
–
trails 0.5 miles or
longer

381,000 dwelling
units within a half
mile (41% of region
dwelling units)

**540,000 households
without access**

400,500 jobs within a
half mile (38% of
region jobs)

**660,200 jobs without
access**

25% of the mileage is
located in
disadvantaged
communities

Access for disadvantaged community residents, with an income lens

45 percent non-disadvantaged residents can access longer trails

35 percent disadvantaged residents can access longer trails

Changing conditions for trails



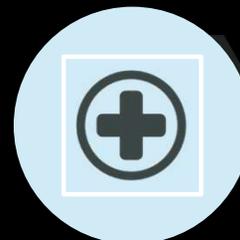
Competitive funding
prioritizing investments in
marginalized communities



Better data supporting trail
potential and connections



Increased interest in trails
as part of an all ages, all
abilities network



Role of physical activity
supporting physical and
mental health

Goals that inform our planning

Environmental
justice

Safety

All ages and
abilities

Economic
Vitality

Health

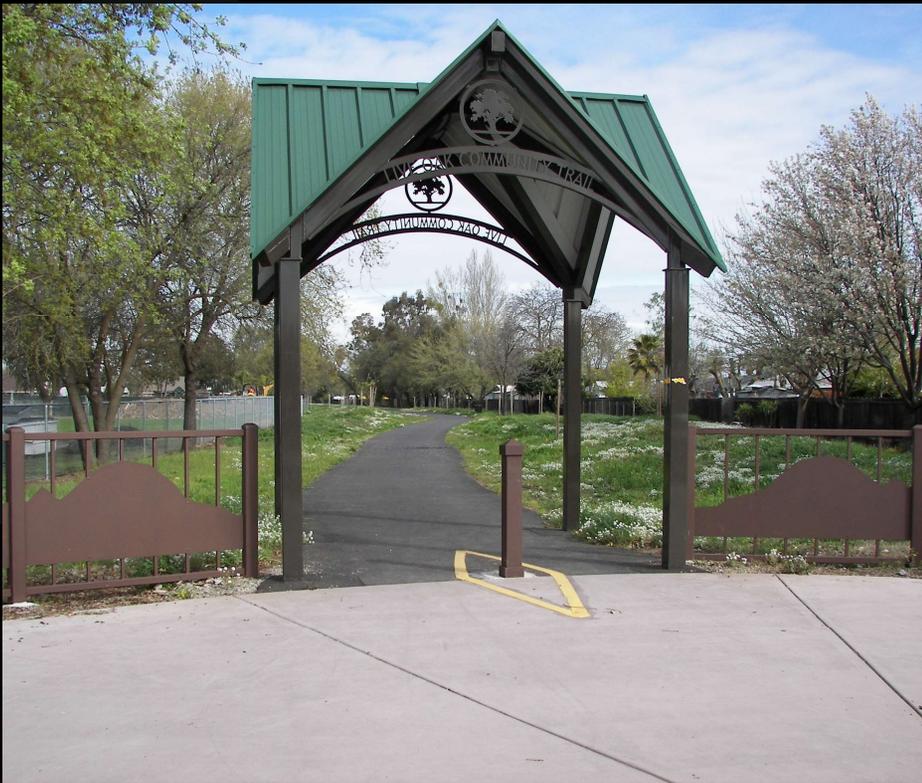
Recreation

Locally prioritized destinations

- Parks and open Space
- Regional Connectivity/
Coordination
- Employment
- Commercial
- Education and Institutions
- Transit



Up next...



- Public engagement on important destinations and values:
March 15 – April 30
- Identifying the network
- <https://www.sacog.org/sacramento-region-parks-and-trails-strategic-development-plan>

To: Members of the County Bicycle Advisory Committee

Subject: Greenback Lane Complete Streets Improvements, Phase 1

Location/District: Chestnut Avenue to Walnut Avenue

Recommendation: Review and Comment

Contact: Heather Yee, Senior Civil Engineer, Sacramento County Department of Transportation (SACDOT), (916) 874-9182, yeeh@SacCounty.NET

Summary: The proposed project would be the first phase of many in the Greenback Lane corridor. Proposed streetscape improvements include separated sidewalks with landscaping, continuous bike lanes, conversion of an existing, two-way turn lane to a median with trees and landscaping, bus turn out, improved street lighting, traffic signalization, and traffic signal improvements. The project will be relocating the existing median Orangevale sign further east. Later phases will extend these improvements to the Folsom City/ Sacramento County border. This is in an effort to encourage bicycle, pedestrian and transit use along Greenback Lane.

Funding Source(s): Preliminary engineering and environmental clearance efforts are using the County Measure A Sales Tax. The design, right of way, and construction of this project are not yet funded. The County has applied for a competitive SACOG grant in the Community Design Program.

Background Information: In 2016, the Sacramento County Board of Supervisors adopted the Greenback Lane Special Planning Area, which included the Downtown Orangevale Commercial Design Guidelines and the Downtown Orangevale Streetscape Master Plan. These aspirational planning and regulatory documents chart a path towards a dynamic corridor and fostering economic development and growth. The Greenback Lane Complete Streets Phase 1 Project implements the Orangevale community's and Sacramento County's vision for Downtown Orangevale.

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

The environmental review and preliminary design process are underway. If funded, construction could begin Summer 2023.

Greenback Lane Complete Streets Improvements Project – Phase 1

Sacramento County Bicycle Advisory Committee

Heather Yee

March 17, 2021

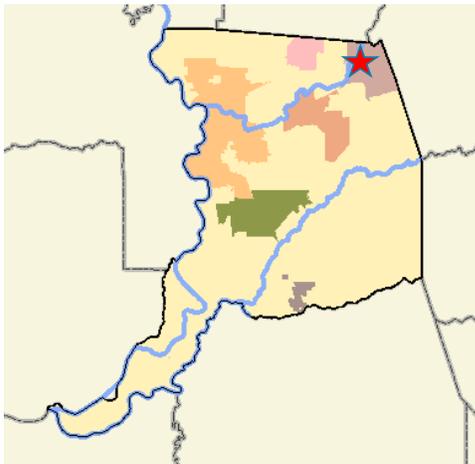
Keith Gotwalt

COUNTY OF SACRAMENTO

DEPARTMENT OF TRANSPORTATION



Project Setting



- Downtown Orangevale
- Multi-Phase Project
- Seeking Phase 1 Funding

Project Benefits

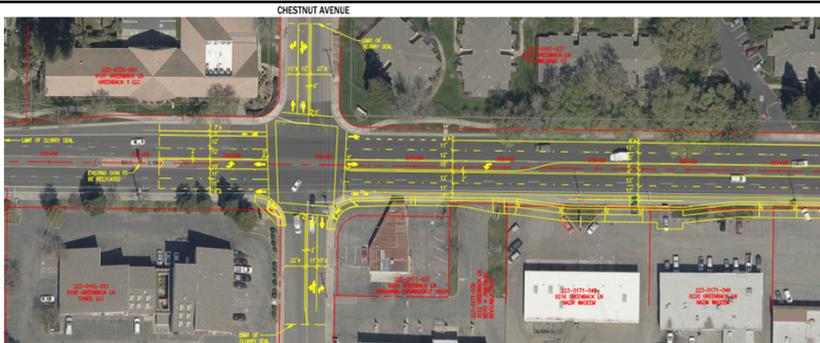
- ❖ Transform Greenback Lane from an automobile-oriented commercial corridor to a walkable, mixed-use, economically and environmentally sustainable community
- ❖ Revitalize the Corridor
- ❖ Support Continued Economic Redevelopment
- ❖ Catalyst for Land Use Changes

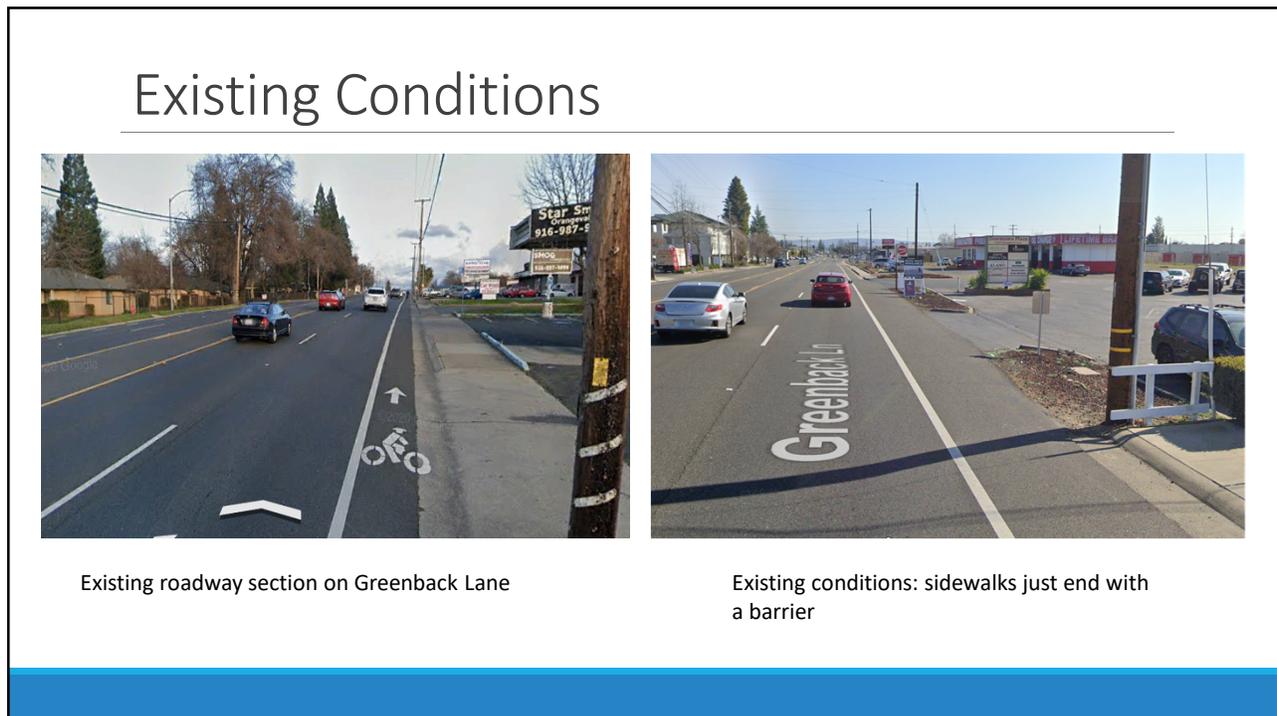
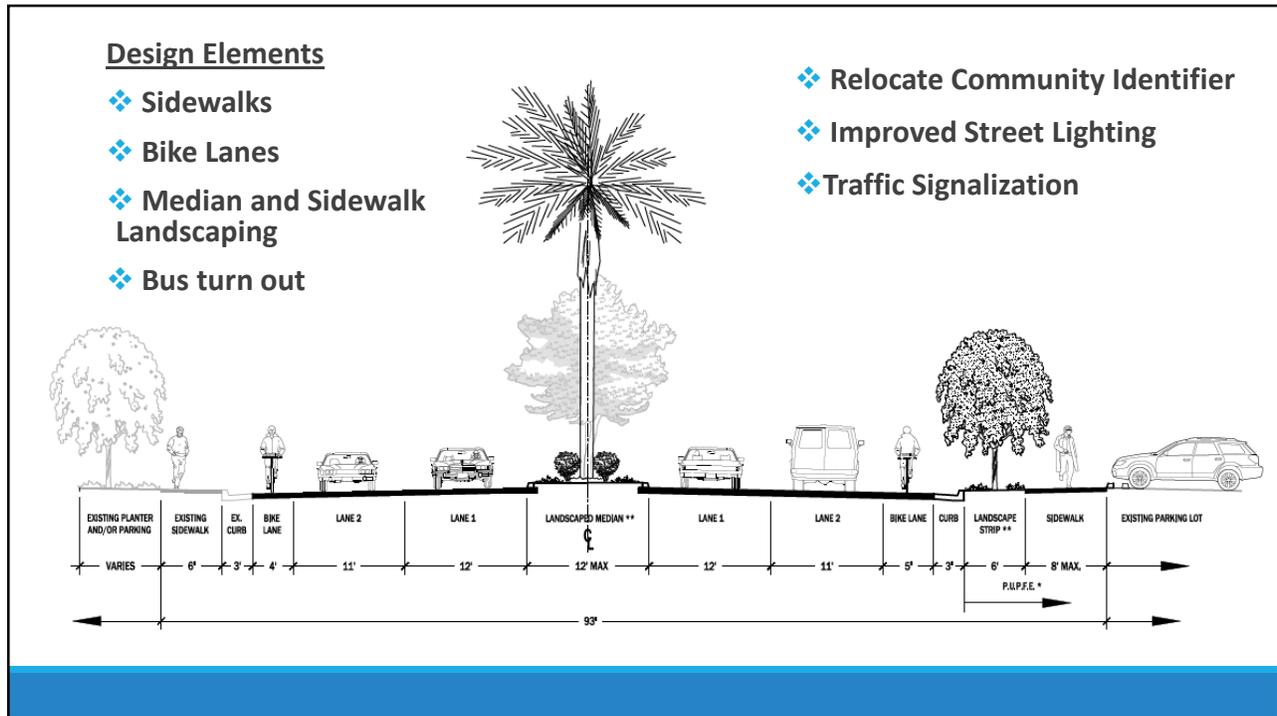
**** Bike lane is shown as green to emphasize the lane in the sketch.**



Project Limits

- ❖ Full Request: Chestnut to Walnut
- ❖ Minimum Request: Chestnut Intersection and 1/3 length to Walnut (purple line)





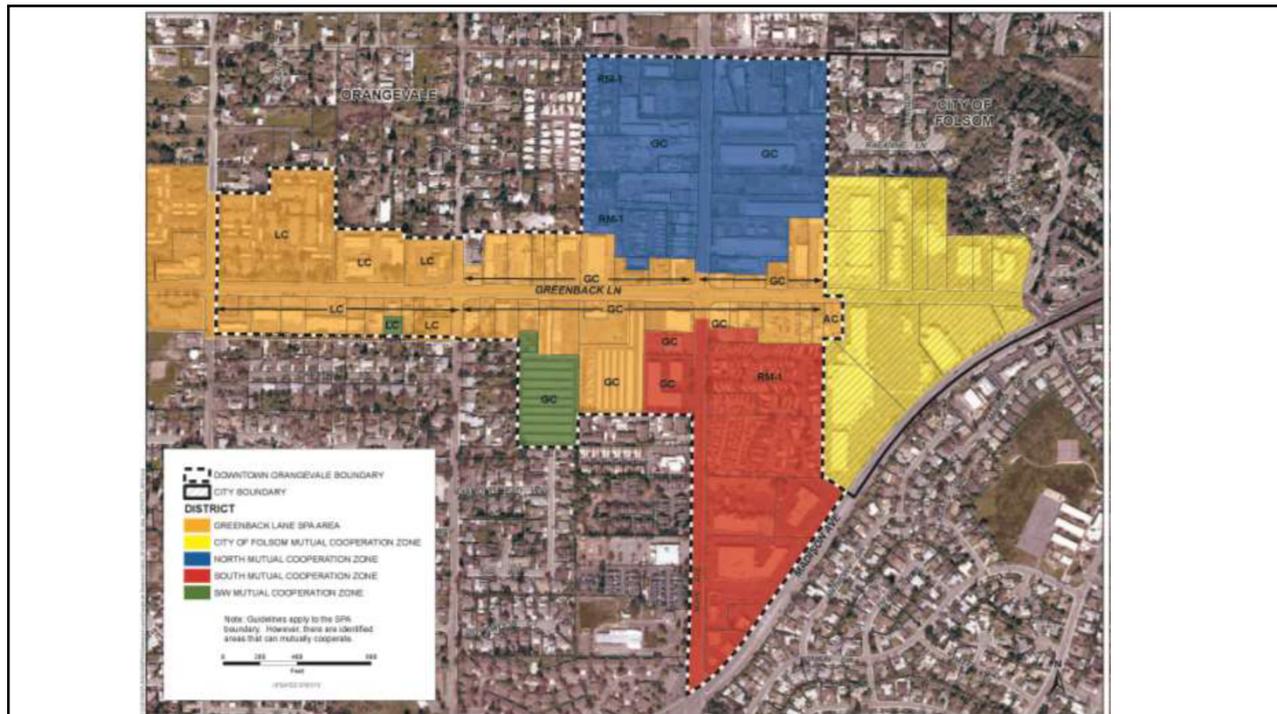
Existing & After Streetscape Concepts



Existing Condition: the endless driveway



Streetscaping concept for Greenback Lane



Record Revitalization Results in Orangevale (2018-2020)

New Orangevale Chamber office
Revitalized Building in 2019



Landscapes by Cochran New
Outdoor Craft Fair & Event Venue



Downtown Orangevale
monument

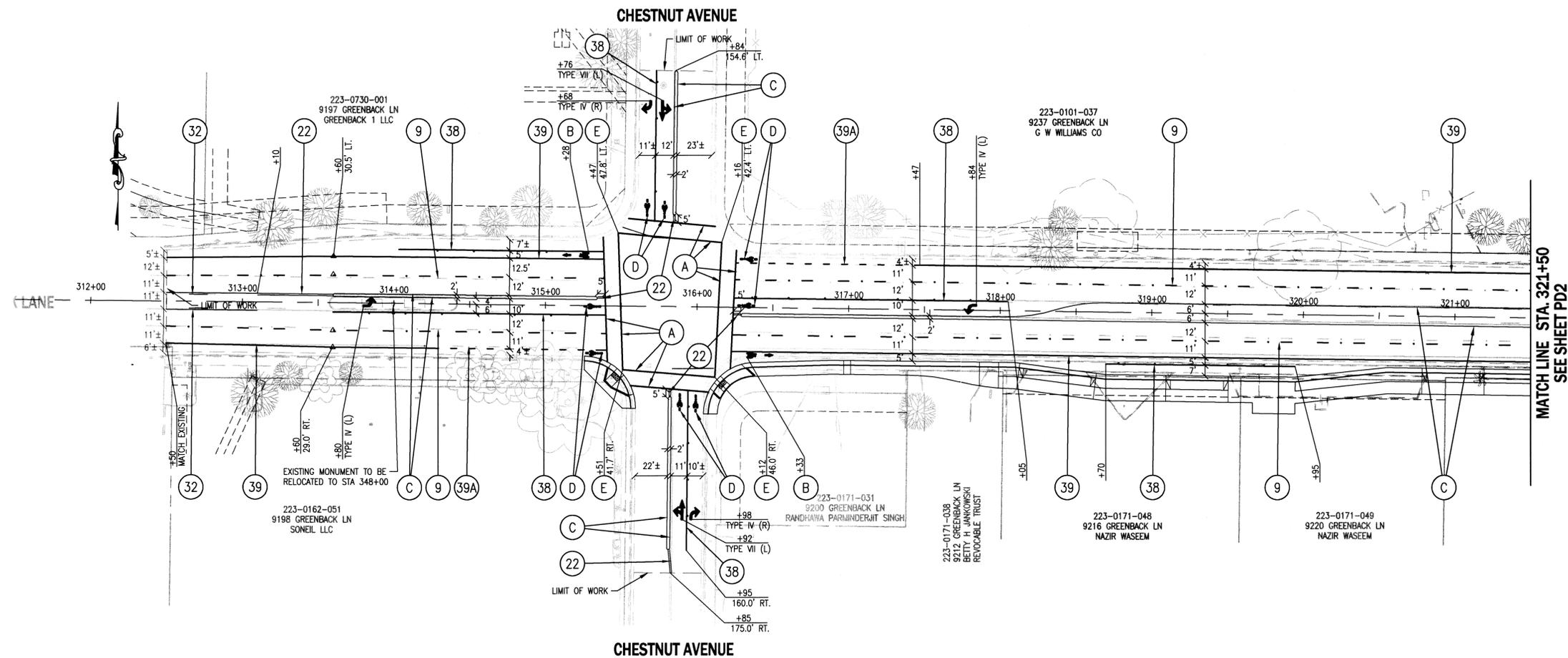


Orangevale Farmers' Market
2020 was 10th anniversary



Planned to expand Orangevale Farmers' Market at new
empty lot location as new "Downtown Orangevale"





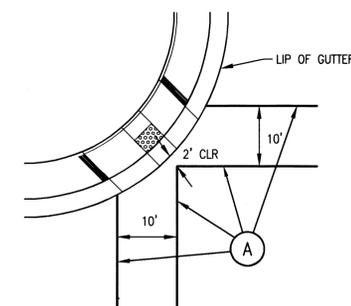
GREENBACK LANE

1" = 40'

STRIPING LEGEND	
#	REFERENCE TO STRIPING DETAILS IN THE LATEST STATE STANDARD PLANS (EXCEPT DETAIL 26)
A	12" WIDE WHITE CROSSWALK OR LIMIT LINE
B	BIKE LANE LEGEND, SEE SACRAMENTO COUNTY STANDARD DRAWING 4-77.
C	DENOTES TYPE "H" MARKER, PER SACRAMENTO COUNTY STANDARD DRAWING 4-77.
D	BICYCLE LOOP DETECTOR SYMBOL, SEE SACRAMENTO COUNTY STANDARD DWG 4-77.
E	INTERSECTION CROSSWALK LANE DIMENSION DETAIL, SEE DETAIL THIS SHEET.

GENERAL STRIPING & PAVEMENT MARKING NOTES:

- STRIPING, MARKINGS, AND PAVEMENT MARKERS SHALL CONFORM TO THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES: THE LATEST EDITION: PART 3 "MARKINGS".
- NEW STRIPES SHALL MATCH EXISTING STRIPE PATTERN AT LIMIT OF WORK (CONFORM TO EXISTING).
- UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE FROM THE CENTER OF STRIPES.
- ALL CROSSWALKS SHALL BE 10' IN WIDTH (MEASURED CENTER OF LINE TO CENTER OF LINE), UNLESS OTHERWISE NOTED.



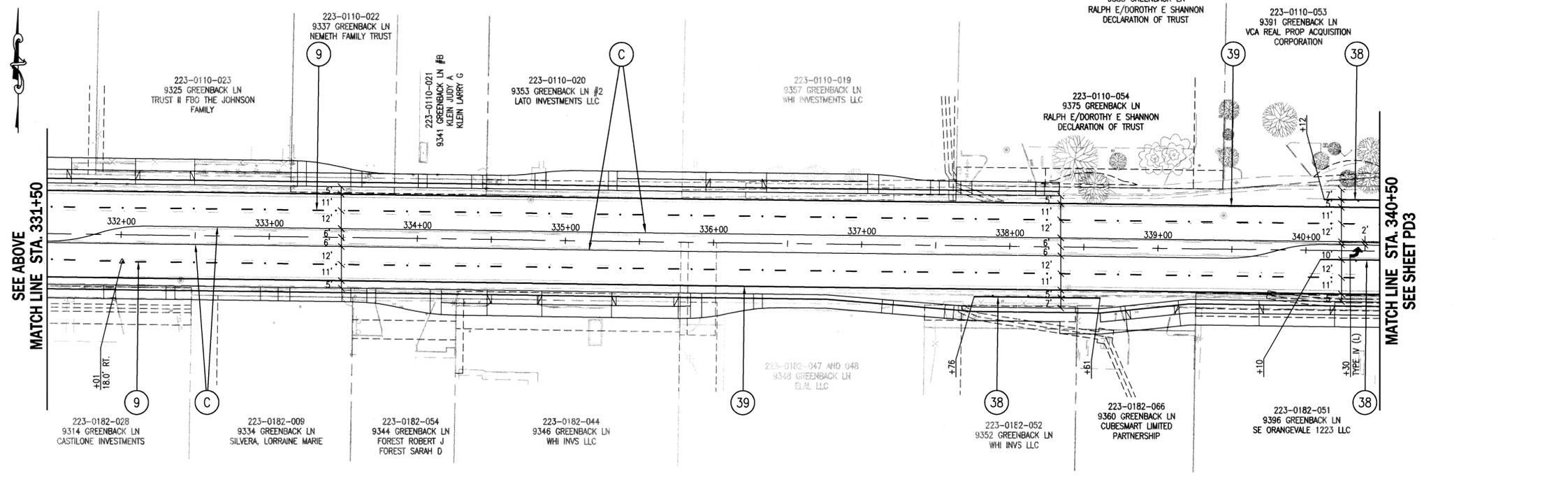
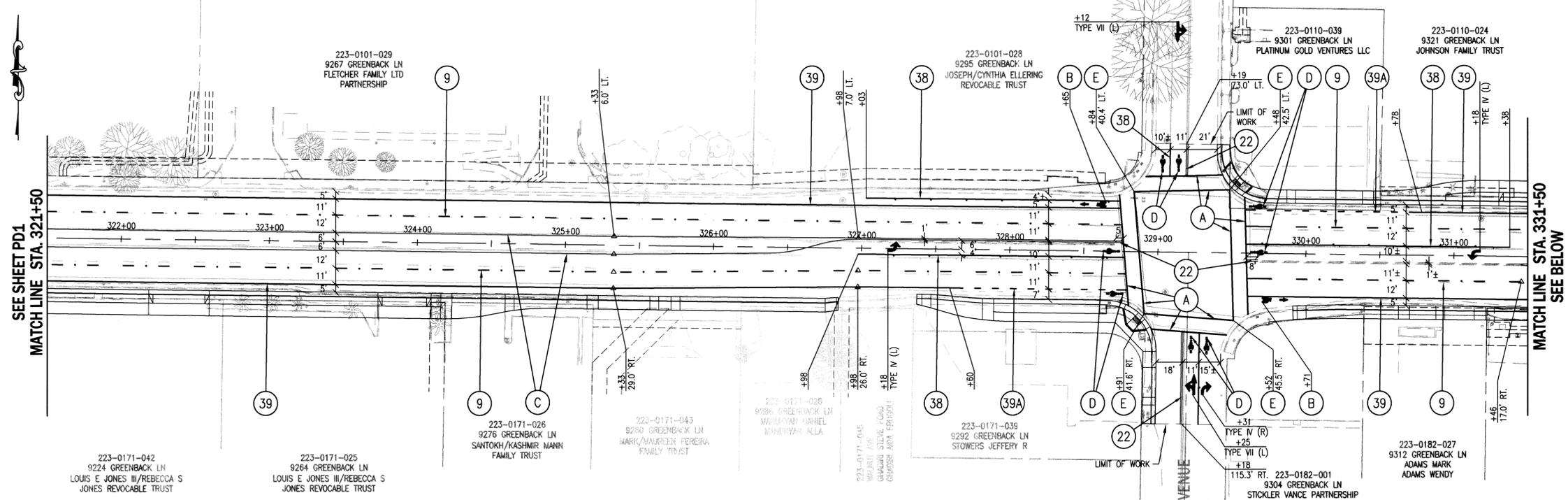
E INTERSECTION CROSSWALK LANE DIMENSION DETAIL
NO SCALE

**PRELIMINARY PLANS
NOT FOR CONSTRUCTION**

STRIPING PLAN APPROVED BY:
[Signature] 11/19/2020
STEPHEN V. WHITE, CHIEF DATE
DEPARTMENT OF TRANSPORTATION

DATE	
REVISIONS	
APPR.	
COUNTY OF SACRAMENTO PUBLIC WORKS & INFRASTRUCTURE AGENCY DEPARTMENT OF TRANSPORTATION STRIPING PLAN GREENBACK LANE IMPROVEMENT PROJECT PHASE 1 CHESTNUT AVENUE TO FOLSOM CITY LIMIT	
PREPARED BY	DATE
SURVEY: G139	8/2020
DRAWN: THN	10/2020
DESIGN: THN	10/2020
CHECK: KRG	10/2020
SCALE	
HORIZONTAL:	1"=40'
VERTICAL:	
DRAWING	
PD1 OF PD3	
SHEET	
- OF -	

P:\SHARED FOLDERS\PROJECTS\GREENBACK LANE - CHESTNUT AVE TO FOLSOM CITY LIMIT\AUTOCAD\PLAN SHEETS\STRIPING PLAN.DWG Last Saved: 11/19/2020 3:06 PM WONGM



GREENBACK LANE

1" = 40'

**PRELIMINARY PLANS
NOT FOR CONSTRUCTION**

STRIPING PLAN APPROVED BY:

 STEPHEN V. WHITE, CHIEF
 DEPARTMENT OF TRANSPORTATION
 DATE: 11/19/2020

DATE	
REVISIONS	
APPR.	
COUNTY OF SACRAMENTO PUBLIC WORKS & INFRASTRUCTURE AGENCY DEPARTMENT OF TRANSPORTATION	
STRIPING PLAN GREENBACK LANE IMPROVEMENT PROJECT PHASE 1 CHESTNUT AVENUE TO FOLSOM CITY LIMIT	
PREPARED BY	DATE
SURVEY: G139	8/2020
DRAWN: THN	10/2020
DESIGN: THN	10/2020
CHECK: KRG	10/2020
SCALE	
HORIZONTAL: 1"=40'	
VERTICAL: _____	
DRAWING	
PD2 OF PD3	
SHEET	
- OF -	

P:\SHARED FOLDERS\PROJECTS\GREENBACK LANE - CHESTNUT AVE TO FOLSOM CITY LIMIT\AUTOCAD\PLAN SHEETS\STRIPING PLAN.DWG. Last Saved: 11/19/2020 3:06 PM WongM

To: Members of the County Bicycle Advisory Committee

Subject: Arden Way Complete Streets Master Plan – Community Advisory Committee

Location/District: Howe Avenue to Morse Avenue

Recommendation: Provide 1 primary and 1 alternative member to participate on Community Advisory Committee

Contact: Heather Yee, Senior Civil Engineer, Sacramento County Department of Transportation (SACDOT), (916) 874-9182, yeeh@SacCounty.NET

Summary:

Sacramento County is in the process of redesigning a 1.3-mile stretch of Arden Way, from Howe Avenue to Morse Avenue, with a goal of improving safety and mobility for people walking, biking, taking transit, driving, and spending time along the corridor. You may be familiar with the Phase I of the Arden Way redesign, from Morse Avenue to Watt Avenue; this project, the Arden Way Complete Streets Master Plan comprises Phase II of this effort.

We are seeking one member of the Sacramento County Bicycle Advisory Committee to join the Community Advisory Committee (CAC) for the Arden Way Complete Streets Master Plan. It is important that our proposed design aligns with the priorities of the local residential and business communities, and we are forming a CAC to solicit this targeted insight. The Committee will be made up of a small group of business and community leaders with unique local knowledge and perspective. As a desired member of the Committee, you will be asked to advise on the project and weigh in on design decisions. This select group will meet three times between late March 2021 and August 2021, with each meeting lasting 1-1.5 hours. Given the nature of the COVID-19 pandemic, meetings will be held virtually via Zoom. The first meeting is tentatively scheduled the week of March 22, 2021.

2020 ANNUAL REPORT TO SACRAMENTO COUNTY BOARD OF SUPERVISORS

March 17, 2021

Committee Members:

Thomas Cassera

Robert Goss

Katherine Koumis

Sue Schooley

Jack Wursten

Erin Stumpf

David Comerchero

Staff: Mikki McDaniel, SacDOT

Sacramento County Bicycle Advisory Committee, Activities 2020

- ▶ **Committee established in December 2018**
- ▶ **March 25th 2020 Meeting**
 - Arden Way Complete Streets (Morse to Watt) Grant Awards and Pursuits (Review and Comment)
 - Project Review at SacBAC (Review and Comment)
- ▶ **May 13th 2020 Meeting**
 - Fair Oaks Boulevard Bicycle and Pedestrian Mobility Project, Phase II Review and Comment
 - Upper Westside Master Plan Review and Comment
 - Project Candidates for ATP Cycle 5 (Informational)
- ▶ **July 8th 2020 Meeting**
 - City of Sacramento Bicycle Master Plan (Informational)
 - Howe Avenue Bicycle and Pedestrian Improvement Project (Review and Comment)
 - Active Transportation Plan Update (Review and Comment)

Sacramento County Bicycle Advisory Committee, Activities 2020

▶ **September 9th 2020 Meeting**

- South Watt Avenue Improvement Project (Informational)
- Slow Streets (Review & Comment)
- Active Transportation Plan Update (Review & Comment)
- Thomas Edison Non-Infrastructure Program Update (Review & Comment)

▶ **October 21th 2020 Meeting**

- Slow Streets (Action Item)

▶ **November 18th 2020 Meeting**

- Slow Streets (Informational)
- Letter of Support for Dry Creek Parkway Phase II (Action Item)
- Upper Westside (Review & Comment)
- Active Transportation Plan Update (Review & Comment)
- SR 70/99 Comprehensive Multimodal Corridor Plan (Review & Comment)

Auburn Blvd Bike/Pedestrian Improvements

(Sidewalk construction and bike lane upgrade on Auburn Blvd west of Annadale Lane to Winding Way)



Before

After

Old Florin Town Streetscape

(Sidewalks and bike lanes on Florin Rd from Power Inn Rd to Florin Perkins Rd)



Before

After



Bike Lanes Completed in 2020

STREET	LOCATION	DISTANCE (mi.)	LANE MILES
Auburn Blvd	Annadale Ln to Winding Way	1.29	1.29
Florin Road	Power Inn Rd to Florin Perkins Rd	0.97	1.05
	TOTAL	2.26	2.34

Bicycle Education Programs



- The County of Sacramento sponsored 50 Corridor for May Is Bike Month 2020.

Activities:

- Purchased 125 gift cards from small local businesses to give as incentives. Businesses included Karen's Bakery in Folsom, Angel's Ice Cream and Petali Italian in Rancho Cordova, and River's Edge Café and Fit Eats in the unincorporated County. These gift cards were sent to randomly selected trip loggers every Friday. For small businesses that did not have gift cards, the 50 TMA designed and distributed digital gift cards via e-mail.
- Made instructional videos for how to log your trips on MIBM.com, fit your helmet, and bring your bike on local transit.
- Hosted a Zoom bicycle center
- Hosted Zoom bike themed picture book read-alongs for kids
- Launched a Social Media challenge to engage a wider audience

Results: According to SACOG, the region experienced an approximate 65% drop in participation from prior years. The 50 TMA experienced about a 50% drop in participation, however, the 341 participants surpassed their pledges in both miles and trips:

May Is Bike Month Total Participants	667 people
Pledged Miles	67,763 mi
Actual Miles Logged	82,738 mi
Pledged Trips	4,164
Actual Trips Logged	5,292

Bicycle Education Programs

- The County of Sacramento sponsored Sacramento TMA for May Is Bike Month 2020.
- ▶ The Sacramento TMA expanded the spring bicycle crusade through the fall, offering support at three levels: people that needed to bike, individuals previously bicycling, and employers.
- ▶ The TMA encouraged people to try their bicycle commute route while the streets were quiet, particularly downtown where the last half mile to the working environment can be the most confusing and worrisome.
- ▶ The Sacramento TMA gave \$2,100 in gift cards to people who logged bicycle trips on sacregion511.org May through October.
- ▶ The TMA additionally gave gift vouchers to individuals who bicycled for the first time. TMA staff, every avid bicyclist, worked with people who wanted to try bicycling, offering individual assistance by email and instruction by Zoom classes on skills and tips about riding on the street, putting their bicycle on a bus and picking the best route.
- ▶ The Sacramento TMA supported employers by giving them email messages of encouragement to send to employees.
- ▶ The TMA sent Commute Coordinators a spreadsheet of individuals from their organization that participated in May Is Bike Month 2020 so they could track progress toward their goal of exceeding 2019 participation. .
- ▶ The Sacramento TMA sent 9,023 emails out to individual people regarding information about bicycling and how to register for and participate in the bike month campaign.



Thank you



MEMORANDUM



To: Mikki McDaniel, Sacramento County DOT

From: Otto Melara and Libby Nachman, Alta Planning + Design

Date: March 11, 2021

Re: **Active Transportation Plan Programs Memo**

Active Transportation Plan Programs

The following programs are proposed for inclusion in the Sacramento County Active Transportation Plan. The programs listed below are organized by program type: education, encouragement, support, safe routes to schools, evaluation, and infrastructure. All program implementation is dependent on securing funding.

Educational Programs

- **Adult Bicycle Education**
 - These courses are typically based on a curriculum from the League of American Bicyclists that focuses on how people bicycling should behave so they are safer, more predictable, and more confident riding on streets both with and without dedicated bicycle facilities. Class topics may also include bicycle maintenance, riding at night/in bad weather, and other important topics. These programs are usually maintained through a partnership between the jurisdiction and local advocacy groups.
- **Driver Education Programs/Campaigns**
 - The California Office of Traffic Safety (OTS) regularly has grant opportunities to fund educational campaigns that support pedestrian, bicycle, and roadway safety. These programs support OTS goals of reducing injuries and fatalities of people walking and bicycling. Programs attempt to raise awareness about traffic rules, rights, and responsibility for people driving, walking, or biking.

Encouragement Programs

- **Social Walking and Biking**
 - People who are uncomfortable bicycling or walking alone, or who are unfamiliar with the best routes to use, will benefit from having a group to show them the way. Outings can also be used as informal education opportunities to remind participants about safe walking and bicycling behavior. Activities can be targeted at different modes and different user groups (kids, seniors, people with mobility impairments, etc.) The development of this program should be implemented in partnership with the Department of Regional Parks. Youth centers, senior centers, and community centers also have potential to be partners organizing and hosting these activities.

MEMORANDUM



- **Bicycle Friendly Business Program**
 - Bicycle Friendly Business programs recognize businesses who make it easy and convenient for both employees and customers to arrive by bicycle. This asks businesses to implement different strategies to accommodate the needs of customers and employees. Some of these strategies include providing bicycle parking (or being close to publicly available parking), providing discounts to bicyclists, supporting/encouraging employees to bike to work, or participating/sponsoring in special biking focused events. The County could help promote these businesses, improve/provide nearby infrastructure, and create a consistent “Sacramento County Bicycle Friendly Business” logo or identity.
- **Adopt-A-Trail Program**
 - The Adopt-A-Trail Program would partner with local groups and associations to assist with the cleanup and maintenance of trail facilities within Sacramento County. When groups adopt a trail, they agree to periodically organize clean-up efforts to assist with the maintenance of the trail. A sign or other indication acknowledging the support of the outside organization can be installed along the trail. The County could also provide trash bags and gloves and setup a system of loaner tools/equipment to make it easier for more groups to participate.

Support Programs

- **Earn a Bike/Bike Build Program**
 - The County could partner with local community-based organizations and advocacy groups to create a program where community members learn and practice bicycle maintenance skills and over time earn a bicycle they built or repaired.
- **Bike Match Program**
 - A Bike Match program could match donated bikes in good condition to essential workers or others who need a bicycle for transportation. This program could coordinate pick-up/drop-off directly between the donator and recipient, both of whom sign a liability waiver relieving the sponsoring organization of any responsibility for the bicycle’s quality or condition.
- **Bikeway Maps and Safety Information**
 - As Sacramento County’s bicycle network continues to grow, it will be important to maintain an up-to-date map of current facilities. This map should be made available online and also in print form (refreshed periodically). Maps can be distributed at bike shops, libraries, and other destinations. Both print and online resources are opportunities to share safety tips and other topical information.
- **Bicycle Repair**
 - Partner with local advocacy groups to offer bicycle repair classes and other resources for the public.

- Partner with local advocacy groups or bike shops to host pop-up bike repair clinics in locations where there are no bicycle shops nearby. These pop-up events should be targeted in Environmental Justice Areas and other disadvantaged areas to help reach the most vulnerable populations.

Safe Routes to Schools Programs (working with local partners and school districts)

- Education
 - Bike Education
 - Bicycle education ranges from learning to ride to learning the rules of the road and on-bike drills practice during a ‘bike rodeo.’ These are typically held during PE classes or after school, depending on the arrangement with the school. Typically, bicycle education classes or rodeos are organized by grade level, with an age-appropriate program for elementary, middle, and high school students.
 - Pedestrian Education
 - Pedestrian rodeos teach students, typically 1st and 2nd grade students, how to walk safely, including crossing intersections, walking where there is no sidewalk, and being aware at driveways.
 - Transit Education
 - Partner with SacRT to develop a simple education curriculum to teach middle and high school students the basics of how to read transit maps and how to use transit throughout Sacramento County. It should also include discussions of any available youth discounts and other fare programs.
 - Education programs can also encourage student creativity and task them with developing their own educational or promotional related materials.
- Encouragement
 - Crossing Guards
 - Crossing guards are critical community assets that help make it safer and more comfortable for students and families to cross the street. Sacramento County currently has a crossing guard program that can place a limited number of crossing guards at locations near elementary schools throughout Unincorporated County. These locations should be routinely reevaluated to confirm need and adjusted if necessary.
 - Walking School Buses and Bike Trains
 - Walking School Buses and Bike Trains are organized groups of students walking or biking to school under the supervision of a guardian/adult volunteer. These groups follow predetermined routes and can operate occasionally or daily depending on interest from families. The County can support this program by offering route

mapping, promotional, equipment (i.e. high-visibility vest for the adult chaperone) and other technical assistance.

- Safe Passages Program
 - Safe Passages programs station adult ambassadors within communities to build relationships with youth and provide them with the tools they need to stay calm and appropriately react to situations they encounter while walking and rolling. Safe Passages programs are typically run using prevention-based approaches including supervision, community building, and de-escalation. Safe Passages programs are typically intensive programs that include a mentorship aspect between adult ambassadors and youth.
- Corner Greeters
 - A Corner Greeter Program is similar to a Safe Passages Program but is less structured. In a Safe Routes to School context, corner greeters help build community and place additional eyes on the street when kids are walking to and from school. Corner greeters can also take on more festive and placemaking roles by setting up pop-up-style events at highly-traveled locations to engage passersby and help build community. Community groups may sponsor Corner Greeter programs and provide volunteers to help implement events.
- Suggested Route Maps
 - Suggested Walking and Biking Routes to School Maps can help parents overcome fears related to traffic and/or lack of knowledge of family-friendly routes to school. These maps can show stop signs, traffic signals, crosswalks, paths, crossing guard locations, and provide additional safety tips. These maps can also promote park and locations, walking school buses, and bike trains. The County can provide mapping services to develop these maps for schools. The County can offer this on an as-requested basis or systematically create them for all public schools Unincorporated areas.
- Adopt-A-Bike
 - Adopt-A-Bike combines a bicycle donation program with educational components that help teach students how to work on and maintain their new bikes. Adopt-A-Bike can also be structured as “Earn-A-Bike” where youth learn and practice bicycle maintenance skills and over time earn a bicycle they built or repaired.

Evaluation Programs

- Annual Bike/Ped Counts
 - Conducting regular walking and bicycle counts is important to understand how travel behavior is changing across the County. Counting methodology should be consistent with other regional metrics. The County should consider selecting multiple locations

across Unincorporated County and count those same locations annually. These locations should include a variety of surrounding uses, densities, and contexts. If the County chooses to count the same locations, it can consider installing permanent counters.

- Before and after project counts are another great method to help judge the impacts of active transportation projects and help support future projects.
- Student Travel Tallies
 - Conduct annual travel tallies at participating schools to understand how mode share is changing over time. Consider making this data easily accessible to the public by posting a summary to a central SRTS website.
- Parent Surveys
 - Parent surveys can provide valuable insights into the why students are traveling the way they are. Implement parent surveys once every two or three years to supplement travel tally data and learn additional insights about parents’ concerns and perceptions of walking and bicycling.
- Program Evaluation
 - An annual “active transportation report card” assesses the County’s progress toward the goals and objectives outlined in this Plan, implementation of its projects and programs, and changing mode share. The County, in coordination with the SacBAC, should determine specific monitoring metrics. This report card can be presented to the Sacramento County Bicycle Advisory Committee and Sacramento County Board of Supervisors annually.

Infrastructure Programs

- Bike Rack Installation Programs
 - Bike rack programs coordinate and streamline bike rack installations. This staff-managed program would develop guidelines for installation (i.e. only near commercial areas, parks, libraries, etc.) and process requests from residents and businesses. Racks would be installed on the sidewalk within County right-of-way. The County should establish/refresh bike rack standards, and ensure that the racks selected for this program meet strong safety and security thresholds.
 - Other potential program components can include: long-term parking elements (lockers), end-of-trip facilities, decorative bike racks, and others.
- Bike share and Micromobility
 - Bike share and micromobility (scooters, e-bikes, and other personal mobility devices) are becoming an increasingly important component of the transportation environment. These mobility devices can be personally owned and rented as part of shared mobility systems. Shared micromobility systems can be operated under many different operating models and sizes to fit the specific needs and goals of the County and the community.

Implementation of these systems creates additional flexible, lower-cost transportation options within the service area.

- Micromobility systems should be implemented in manner that equitably and successfully serves Environmental Justice Areas and areas with high concentrations of walking and biking.
 - Micromobility systems should include accessible vehicles within their fleets. The County and system operator should conduct targeted outreach to the appropriate stakeholder groups to better define and plan for their specific needs.
 - The County may consider pursuing a Bike Share or Micromobility Feasibility Study to determine where and how to implement a micromobility program in conjunction with feedback from the community.
- Wayfinding
 - Wayfinding signs provide important destination, distance, and navigation information to roadway users. Specific wayfinding signs designed for people walking and bicycling should be implemented at key locations across the County to further support active transportation.
- Tactical Urbanism and Slow Streets/School Streets
 - Tactical Urbanism/Demonstration Projects are short-term, temporary installations of infrastructure that allow the jurisdiction and community to “test out” different roadway configurations/infrastructure treatments prior to detailed design and permanent construction. Demonstration projects can last anywhere from 1 day to several months depending on the objectives and data collection/observation needs of the project.
 - These projects are also a great way to add a placemaking element to the project by adding public art, decorative crosswalks, or other community-inspired features.
 - Slow Streets and School Streets are streets with either limited or closed access to motor vehicle traffic in order to provide more space and safety for bicyclists and pedestrians. These streets allow all modes to mix within the roadway area. Slow Streets that front schools can be considered School Streets and can be designed with school/student-specific treatments that account for arrival and dismissal travel needs.
- Quick Build
 - Some infrastructure components like curb extensions and medians can be implemented faster in the short- to medium-term using quick build strategies and materials. Materials typically include paint, thermoplastic, and bollards/delineators (or other sturdy but removable materials). These improvements share many of the same safety benefits of their permanent counterparts, but can be implemented faster and cheaper, allowing the



County to be more responsive to safety concerns while still planning for long-term funding and implementation.

Resources

Throughout Sacramento County, there are a variety of community-based organizations, advocacy groups, and agencies that can assist the County in supporting walking, biking, and rolling. The matrix on the following page provides information on how active transportation-related organizations may be able to partner with the County to implement the programs outlined in this memo.

Organization	Educational Programs	Encouragement Programs	Support Programs	Safe Routes to School Programs	Evaluation Programs	Infrastructure Programs
AARP Sacramento Chapter	●	●				
After School Education and Safety Programs	●			●		
Bike Lab	●		●			
Black Girls Do Bike: Sacramento	●	●				
Boys and Girls Club	●			●		
City Year				●		
Contagious Wheels		●				
Health Education Council		●				
Pro Youth and Families	●			●		
Project Hero		●	●			
Property Business Improvement Districts			●			●
Sacramento Area Bicycle Advocates	●	●	●	●		
Sacramento Bike Hikers	●	●	●			
Sacramento Wheelmen Bicycle Group		●				
Transportation Management Agencies	●	●	●		●	●
WALKSacramento	●	●	●	●	●	

● = Organization may be a fit for partnering with County to implement programs in the indicated category.

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

Department of Transportation | Videoconference

Online: <https://zoom.us/j/98333665123>

Dial-in: +16699006833,,98333665123# US (San Jose)

WEDNESDAY November 18, 2020 - 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: 6:00PM

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

Absent Excused:

Absent Unexcused: Katherine Koumis

2. Public Comment on Non-agenda Topics

3. Review and Approve Meeting Minutes of October 21, 2020

Action Item

See attached October 21, 2020 draft meeting minutes.

Motion/Second: Jack Wursten/Dave Comerchero

Ayes: Thomas Cassera, Sue Schooley, Jack Wursten, Katherine Koumis, Dave Comerchero, Erin Stumpf

Noes:

Abstain:

Absent: Katherine Koumis

4. Slow Streets

Informational

Deb Banks, Executive Director, Sacramento Area Bicycle Advocates, 916-444-6600, deb@sacbike.org
See Attachment 1 – Slow Streets Presentation.

5. Letter of Support for Dry Creek Parkway Phase II

Action Item

Liz Bellas, Director of Sacramento County Regional Parks, (916) 875-5925, bellase@saccounty.net
See Attachment 1 – Project Description and Attachment 2 – Draft Letter of Support.

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.

Motion/Second: Dave Comerchero/Sue Schooley

Ayes: Thomas Cassera, Sue Schooley, Jack Wursten, Katherine Koumis, Dave Comerchero, Erin Stumpf

Noes:

Abstain:

Absent: Katherine Koumis

- 6. Upper Westside** **Review and Comment**
Mikki McDaniel, SacDOT, (916) 875-4769, mcdanielm@saccounty.net
See staff report and Attachment 1 – Upper Westside Bikeways and Roadway Cross Sections and Attachment 2 – Staff Report to Planning and Environmental Review – June 2020.
- 7. Active Transportation Plan Update** **Review and Comment**
Mikki McDaniel, SacDOT, (916) 875-4769, mcdanielm@saccounty.net
See Attachment 1 – Safety Analysis Memo and Attachment 2 – Stakeholder Meeting Minutes – July to September 2020.
- 8. SR 70/99 Comprehensive Multimodal Corridor Plan** **Review and Comment**
Mikki McDaniel, SacDOT, (916) 875-4769, mcdanielm@saccounty.net
See staff report and Attachment 1 – SR 70/99 Segment 1 Map and Attachment 2 – Sacramento County Bicycle Master Plan, Existing and Planned Bikeways Map A-5, and Attachment 3 – SR 70/99 CMCP Draft Goals, Objectives, and Performance Metrics.
- 9. Informational Items**
- Final Meeting Minutes, September 9, 2020
- 10. Staff Updates and Reports Back**
- Sacramento Northern Trail Landscaping
 - Alternative Modes Intern
- 11. Future Agenda Items**
- 2020 SacBAC Annual Report
 - Sacramento Parks and Trails Strategic Development Plan
 - Re-envision West Arden
- 12. Set Next Meeting Dates**
- a) Next SacBAC meeting: January 20; Location: Online: <https://zoom.us/j/96420689807>
Dial-in only: +16699006833,,96420689807# US (San Jose)
 - b) Adjourn SacBAC
End Time: 8:00 PM

SACRAMENTO COUNTY LOCAL ROAD SAFETY PLAN

STAKEHOLDER KICK-OFF MEETING

JOSH PILACHOWSKI, PHD, PE, RSP₁
SENIOR TRANSPORTATION ENGINEER
josh@dksassociates.com
510.295.9741

SHAPING A SMARTER
TRANSPORTATION EXPERIENCE™
DKSASSOCIATES.COM
AN EMPLOYEE-OWNED COMPANY



AGENDA

1 / INTRODUCTIONS

- County Team
- Consultant Team
- Stakeholders

2 / BACKGROUND

- Safety Project History
- LRSP Requirements and Guidance
- FHWA Safe Systems Guidance
- Schedule

3 / SAFETY EMPHASIS AREAS

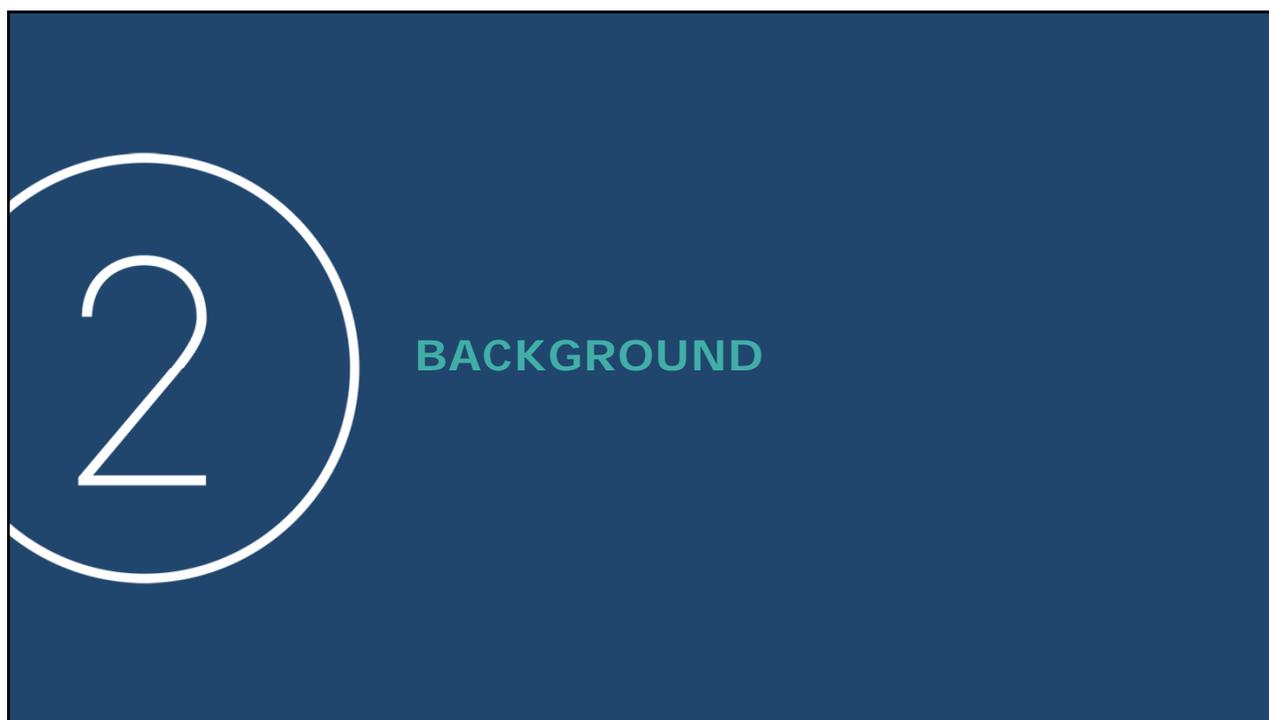
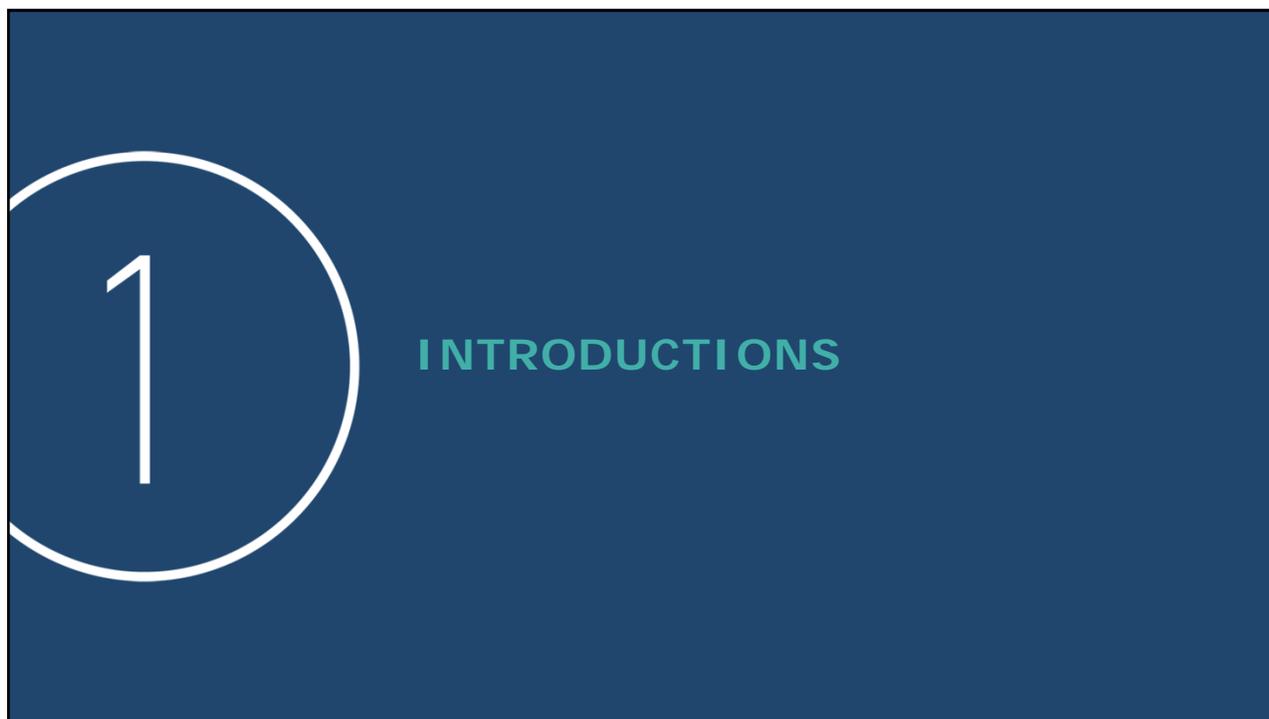
- Discussion of Plan Vision Statement
- Purpose of Emphasis Areas
- Example Emphasis Area with Goals

4 / WORKSHOP AND DISCUSSION

- Roundtable Discussion of Priorities
- Potential Community Emphasis Areas
- Presentation of Preliminary Data Results

NEXT STEPS AND CLOSING





SACRAMENTO COUNTY SAFETY PROJECT HISTORY



This Local Roadway Safety Plan comes as part of a continued commitment to safety planning in Sacramento County

1. Ongoing SacDOT monitoring of crash records (Crossroads)
2. Neighborhood Traffic Management Program
3. Sacramento Active Transportation Plan (ongoing)
4. HSIP Applications



**SACRAMENTO COUNTY HAS BEEN
AWARDED \$17M IN HSIP SAFETY
FUNDING – JUST APPLIED FOR
\$8.7 MORE IN CYCLE 10**

LOCAL ROADWAY SAFETY PLAN REQUIREMENTS AND FUNDING

- Introduction and Purpose
- Mission and Vision Statement
- Crash Analysis Findings
- Emphasis Areas
- Objectives and Goals
- Prioritized Strategies and Action Items to Achieve Goals
- Performance Measures to Evaluate Success
- Funding Sources for Implementation
- Plan for Ongoing Monitoring of Progress and Evaluation of Goals

PLAN DEFINITION

PLAN IMPLEMENTATION

PLAN ACCOUNTABILITY

FHWA SAFE SYSTEMS GUIDANCE

SAFE SYSTEM PRINCIPLES		
 <p>Death/Serious Injury is Unacceptable</p> <p>While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.</p>	 <p>Humans Make Mistakes</p> <p>People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.</p>	 <p>Humans Are Vulnerable</p> <p>People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.</p>
 <p>Responsibility is Shared</p> <p>All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.</p>	 <p>Safety is Proactive</p> <p>Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.</p>	 <p>Redundancy is Crucial</p> <p>Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.</p>



Safe Road Users



Safe Vehicles



Safe Speeds



Safe Roads



Post-Crash Care

SOURCE: [HTTPS://SAFETY.FHWA.DOT.GOV/ZERODEATHS/DOCS/FHWA_SAFESYSTEM_BROCHURE_V9_508_200717.PDF](https://safety.fhwa.dot.gov/zerodeaths/docs/fhwa_safesystem_brochure_v9_508_200717.pdf)

PROJECT SCHEDULE



SAFETY EMPHASIS AREAS

PLAN VISION STATEMENT

"ELIMINATE FATAL AND SERIOUS INJURY CRASHES BY 2035"

"NO DEATHS OR LIFE-CHANGING INJURIES ON STATE ROADWAYS BY 2035"

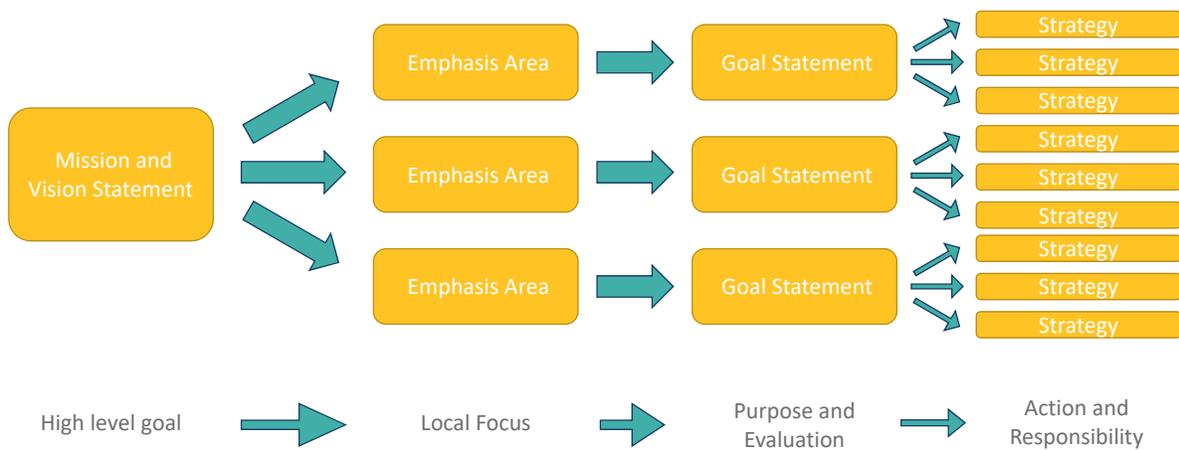
"TO HAVE A SAFE TRANSPORTATION SYSTEM FOR ALL USERS"

"TO HELP ALL USERS REACH THEIR DESTINATION SAFELY"

THE VISION STATEMENT FOR A LOCAL ROAD SAFETY PLAN IS BIG PICTURE.

HOW DO WE ADD DETAIL?

PURPOSE OF EMPHASIS AREAS



EXAMPLE EMPHASIS AREA WITH GOALS



PEDESTRIANS

Pedestrians are some of the most vulnerable users of a roadway network. Increasing pedestrian safety can increase the number of people choosing to make short trips by walking.

EMPHASIS AREA WITH DESCRIPTION

GOAL: To reduce pedestrian severe and fatal crashes by 20% by 2025.

GOAL STATEMENT

STRATEGIES:

- **Strategy #1 (Engineering)** – Increase occurrence and visibility of pedestrian crosswalks – *Public Works*
- **Strategy #2 (Enforcement)** – Provide speed enforcement in areas with high pedestrian demand and high observed speeds – *Local Police*
- **Strategy #3 (Education)** – Provide education to schools about the need to be alert when crossing high speed/volume streets – *School Board*

BREAKDOWN OF STRATEGIES WITH ASSOCIATED RESPONSIBILITY



WORKSHOP AND DISCUSSION

ROUNDTABLE DISCUSSION OF PRIORITIES

- 1 / WHAT IS YOUR GOAL FOR THIS PROJECT?
- 2 / WHAT ARE THE NEEDS OF YOUR GROUP/COMMUNITY?
- 3 / WHAT INFORMATION CAN YOU PROVIDE TO THE GROUP?
- 4 / WHAT OPPORTUNITIES/VALUE CAN WE PROVIDE TO YOU?

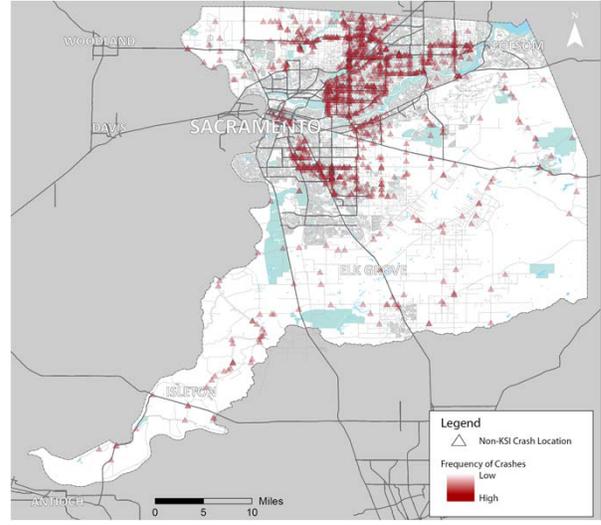


DKS

WHAT IS AN EMPHASIS AREA FOR YOU AND YOUR COMMUNITY?



PRELIMINARY DATA RESULTS



POTENTIAL EMPHASIS AREAS

- DRIVERS AND PASSENGERS
- VULNERABLE USERS
- INFRASTRUCTURE
- POST-CRASH RESPONSE
- SAFETY MANAGEMENT



STAKEHOLDER KICK-OFF MEETING – MARCH 11, 2021

NEXT STEPS AND CLOSING

WHAT ARE YOUR NEXT STEPS?

1 / RAISE AWARENESS OF THIS PROJECT IN YOUR GROUP/COMMUNITY

- Project Website: <https://www.sacountylrsp.com/>
- What is important to your group/community?

2 / WHAT ARE YOUR EMPHASIS AREAS?

- What didn't the data reveal?
- Where are the perceived gaps in safety?

3 / BRAINSTORM NON-ENGINEERING STRATEGIES

- Education and Enforcement Programs
- Inter-Group Coordination
- Funding Sources for Implementation



THANK YOU

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

SHAPING A SMARTER
TRANSPORTATION EXPERIENCE™
DKSASSOCIATES.COM
AN EMPLOYEE-OWNED COMPANY

