

COUNTY OF SACRAMENTO BICYCLE ADVISORY COMMITTEE

Meeting Agenda

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

THURSDAY May 9, 2024 - 6:00 p.m.

Members of the public wishing to address the committee on any item not on the agenda may do so at the beginning of the meeting. We ask that members of the public request to speak and keep their remarks brief. Testimony will be limited to a total of ten (10) minutes.

1. Roll Call / Welcome and Introductions

Members: Dave Comerchero, Pat Perez, Sue Schooley, Arlete Hodel, Garrett Jensen, Cayla McDonnell-Encina, Evan Dudley

2. Public Comment on Non-agenda Topics

3. Review and Approve Meeting Minutes of March 20, 2024

Action Item

See attached draft meeting minutes.

4. Re-Invision North Watt

Review and Comment

Sean Carney, Transportation Engineer, DKS Associates, (916) 368-2000,
Sean.Carney@DKSAssociates.com

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

See attached staff report and presentation materials.

Estimated time: 20 min

5. ATIP and ATP Cycle 7

Action Item

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

See attached staff report and draft Letters of Support.

Estimated time: 15 min

6. Informational Items

- Final Meeting Minutes of November 15, 2023
- Final Meeting Minutes of January 17, 2024

7. Staff Updates and Reports Back

- Remote viewing of Committee Meetings update.

8. Future Agenda Items

- Greenback Lane Improvements and Undergrounding Update
- Arden Way Complete Streets Project Phase 2
- Madison Ave from Fair Oaks Boulevard to Hazel Avenue
- Sacramento County 101
- Update on SACOG transportation funding
- Master Plan for the American River Parkway
- Green paint and bollard policies update

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

9. Set Next Meeting Dates

- a) Next SacBAC meeting: May 15, 2024
- b) Adjourn SacBAC

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

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

WEDNESDAY March 20, 2024 - 6:00 p.m.

Members of the public wishing to address the committee on any item not on the agenda may do so at the beginning of the meeting. We ask that members of the public request to speak and keep their remarks brief. Testimony will be limited to a total of ten (10) minutes.

1. Roll Call / Welcome and Introductions

Members: Sue Schooley, Dave Comerchero, Pat Perez, Arlete Hodel, Garrett Jensen, Cayla McDonnell-Encina, Evan Dudley

6:03 p.m.

Present: Sue Schooley, Dave Comerchero, Pat Perez, Garrett Jensen, Evan Dudley

Excused: Arlete Hodel, Cayla McDonnell-Encina

Unexcused:

2. Public Comment on Non-agenda Topics

3. Review and Approve Meeting Minutes of November 15, 2023

Action Item

See attached draft meeting minutes.

Motion: Approve meeting minutes of September 20, 2023 as is.

6:06 p.m.

Action: Motion/Second: Perez/Jensen

Yes: Sue Schooley, Dave Comerchero, Pat Perez, Garrett Jensen, Evan Dudley

No: None

Abstain: None

4. Review and Approve Meeting Minutes of January 17, 2024

Action Item

See attached draft meeting minutes.

Motion: Approve meeting minutes of September 20, 2023 as is.

6:07 p.m.

Action: Motion/Second: Comerchero/Perez

Yes: Sue Schooley, Dave Comerchero, Pat Perez, Garrett Jensen, Evan Dudley

No: None

Abstain: None

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5. Stockton Boulevard Complete Streets: Draft Feasibility Study **Review and Comment**
Daniel Block, Senior Transportation Engineer, DKS Associates, (916) 368-2000, Daniel.Block@DKSAssociates.com
Cameron Shew, Senior Engineer, SacDOT, (916) 875-5940, ShewC@saccounty.gov
See attached staff report and presentation materials.
Estimated time: 20 min
6:20 p.m.

- Committee member would like to ensure that leading pedestrian signals are included.
- Committee member expressed expectation that green paint is to be at high volume bicycle/ vehicular conflict zones, especially for alternative 2.
- The project is intended to serve commuters and local riders.
- Committee recommends Alternative 1 siting safety and predictability factors.

6. Safe Streets and Roads for All: Stockton Boulevard Complete Streets Phase II **Action Item**
Benjamin Rady, Associate Planner, SacDOT, (916) 874-7917, radyb@saccounty.gov
See attached staff report and draft Letter of Support.
Estimated time: 15 min

Motion: To provide a Letter of Support for the SS4A application effort.
6:33 p.m.

Action: Motion/Second: Jensen/Perez
Yes: Sue Schooley, Dave Comerchero, Pat Perez, Garrett Jensen, Evan Dudley
No: None
Abstain: None

7. SacBAC Annual Report to the Board of Supervisors **Action Item**
Benjamin Rady, Associate Planner, SacDOT, (916) 874-7917, radyb@saccounty.gov
See attached staff report and presentation.
Estimated time: 15 min

Motion: To approve the 2023 SacBAC Annual Report to the Board of Supervisors
6:48 p.m.

Action: Motion/Second: Comerchero/Jensen
Yes: Sue Schooley, Dave Comerchero, Pat Perez, Garrett Jensen, Evan Dudley
No: None
Abstain: None

8. Non-Infrastructure Programming **Discussion**
Benjamin Rady, Associate Planner, SacDOT, (916) 874-7917, radyb@saccounty.gov
See attached staff report.
Estimated time: 15 min
6:58 p.m.

- The Committee made the following suggestions for non-infrastructure programs:
- Attending existing events to advertise projects.
 - Host a community event at project completion - ribbon cutting bike ride event with Board of Supervisor.
 - Create a formula of non-infrastructure programs and use it for every project.
 - Bi-lingual project awareness programming and marketing: bus signs, pre-ads, bus stops, ads, etc.

9. Committee Election for Chair and Vice-Chair Person

Action Item

Estimated time: 10 min

Motion: To approve Dave Comerchero as Chairperson Motion:
7:02 p.m.

Action: Motion/Second: Perez/Jensen

Yes: Sue Schooley, Pat Perez, Garrett Jensen, Evan Dudley

No: None

Abstain: Dave Comerchero

Motion: To approve Pat Perez as Vice-Chairperson Motion:
7:02 p.m.

Action: Motion/Second: Comerchero/Jensen

Yes: Sue Schooley, Dave Comerchero, Garrett Jensen, Evan Dudley

No: None

Abstain: Pat Perez

10. Informational Items

- Final Meeting Minutes of September 20, 2023
- Updates on Previous Actions

11. Staff Updates and Reports Back

- Remote viewing of Committee Meetings update.

12. Future Agenda Items

- Caltrans/California Transportation Commission Active Transportation Program Cycle 7
- Greenback Lane Improvements and Undergrounding Update
- Sacramento County 101
- Green paint and bollards policies update
- Re-Invision North Watt Plan SACOG transportation funding
- Master Plan for the American River Parkway

13. Set Next Meeting Dates

a) Next SacBAC meeting: **May 15, 2024 This is not the 2nd Thursday, it's May 9th!!!**

b) Adjourn SacBAC

Motion: Perez/Comerchero

7:19 p.m.

To: Members of the County Bicycle Advisory Committee

Subject: Re-Imagine North Watt Corridor Plan

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

Recommendation: Review and Comment

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

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

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

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

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

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

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

The project has finished a review of existing conditions and the first round of outreach and engagement, which focused on deficiencies and needs of the corridor. Alternative identification, screening, and evaluation is on-going, and the second round of outreach and engagement has begun with a Corridor Advisory Team meeting and a Public Workshop focused on alternative cross sections, and recommendations for amenities and infrastructure types and locations.

The four cross-section alternatives that have been identified at this point are:

1. **Minimal Impact** – The current cross section will be maintained with the focus of the project on filling in gaps in sidewalks and bike lanes, meeting current ADA requirements, and meeting current County designs standards with a planting strip separating sidewalks from the roadway.
2. **One-Way Couplet** – Identified during the previous corridor plan in 2012, this alternative transforms Watt into a three-lane one-way northbound corridor with a parallel three-lane one-way southbound corridor on 34th Street. Originally designed to also have a BRT lane on Watt, the current version has a two-way Class I Trail instead due to a lack of expected demand and frequency for a BRT lane. Due to several feasibility and public concerns, this is not a widely supported alternative.
3. **Vehicle/Bicycle Priority** – Widen Watt Avenue to accommodate six lanes of traffic for most of the study corridor and add Class IV buffered bike lanes on both sides of the street. Fill gaps in sidewalks, meeting current ADA requirements, and meeting current County designs standards with a planting strip separating sidewalks from the roadway.
4. **Hybrid Urban Boulevard** – Widen Watt Avenue to accommodate six lanes of traffic for most of the study corridor and incorporate the existing frontage road on the residential east side of Watt into a consistent and better-connected one-way frontage road. Add a Class IV buffered bike lane to the commercial west side of Watt. Fill gaps in sidewalks, meeting current ADA requirements, and meeting current County designs standards with a planting strip separating sidewalks from the roadway.

Funding Source(s): Caltrans Sustainable Transportation Planning Grant

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



RE-IMAGINE NORTH WATT CORRIDOR PLAN BICYCLE ADVISORY COMMITTEE MAY 9, 2024

SEAN CARNEY, EIT
TRANSPORTATION ENGINEER
sean.carney@dksassociates.com
916.889.7203

AGENDA



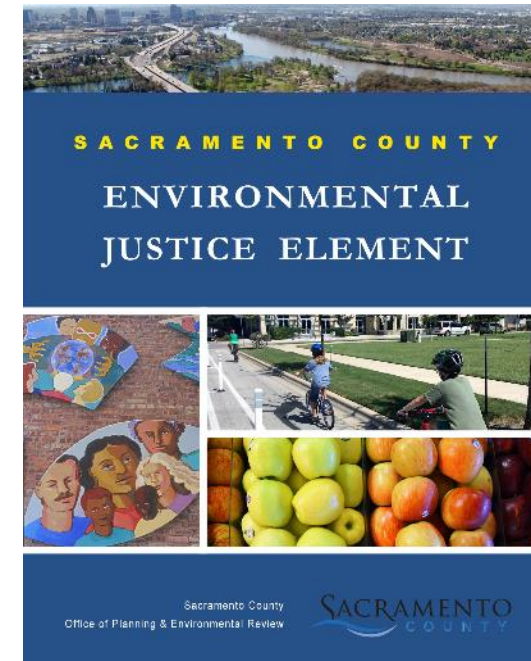
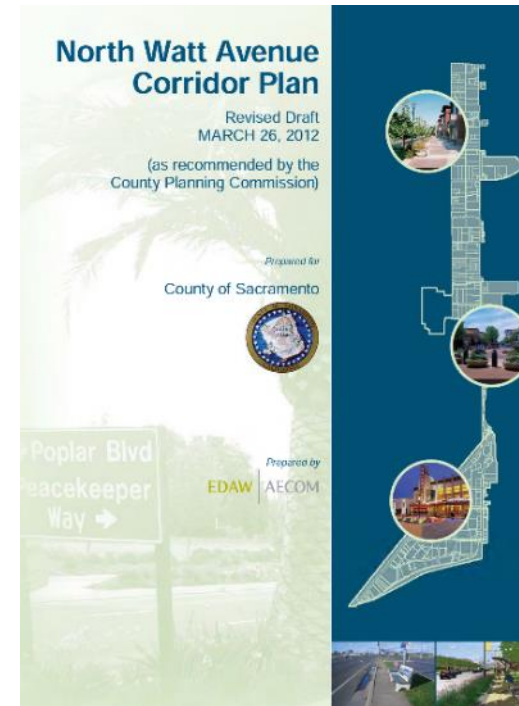
- ***PROJECT BACKGROUND***
- ***PROJECT TOOLBOX***
- ***ALTERNATIVE ANALYSIS***
- ***NEXT STEPS***

A blue-tinted photograph of a street intersection. In the foreground, a utility pole stands on the left side of the road. To the right, a street signpost holds two signs: the top one says 'Watt Ave' with an arrow pointing left and the number '7015', and the bottom one says 'Owens Way' with an arrow pointing right and the number '3600'. The sign also includes 'SACRAMENTO COUNTY'. The background shows a residential street with houses, trees, and a clear sky. A white pickup truck is visible on the left side of the road.

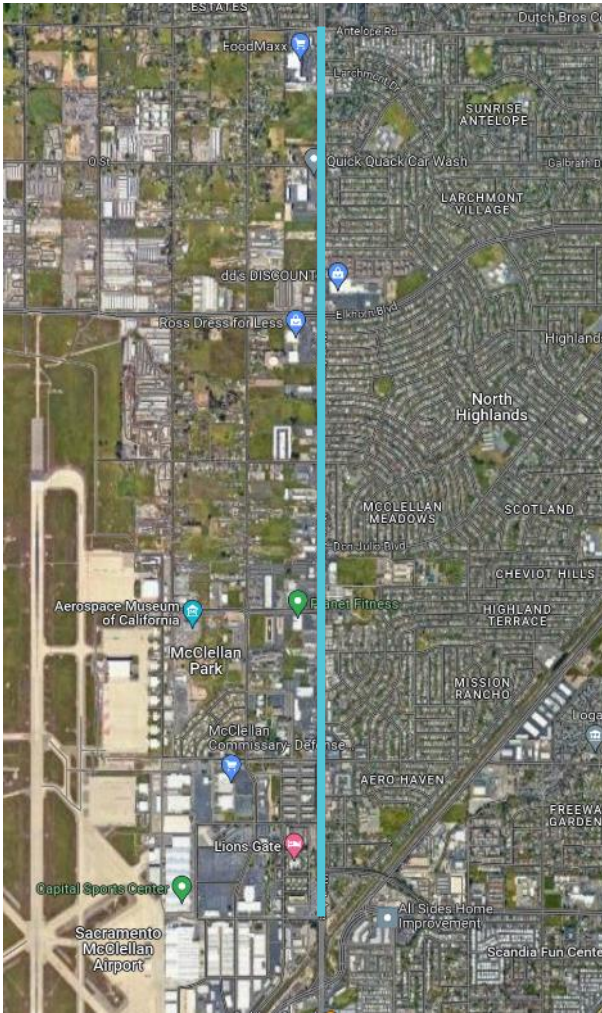
PROJECT BACKGROUND

PROJECT BACKGROUND

- North Watt Avenue Corridor Plan (2012)
 - > Guide infill growth and public improvements
 - > 20-year planning horizon
 - > Expansion of transit with mixed use development
- Designation of the Corridor as a Smart Growth Street
 - > Requirements for vehicle travel
 - > Need for continuous bike and pedestrian facilities that meet design standards
- Location of the Corridor within an Environmental Justice community (2019)
- Updated Corridor Plan funded by Caltrans Sustainable Communities Grant (2022)



STUDY AREA EXTENT



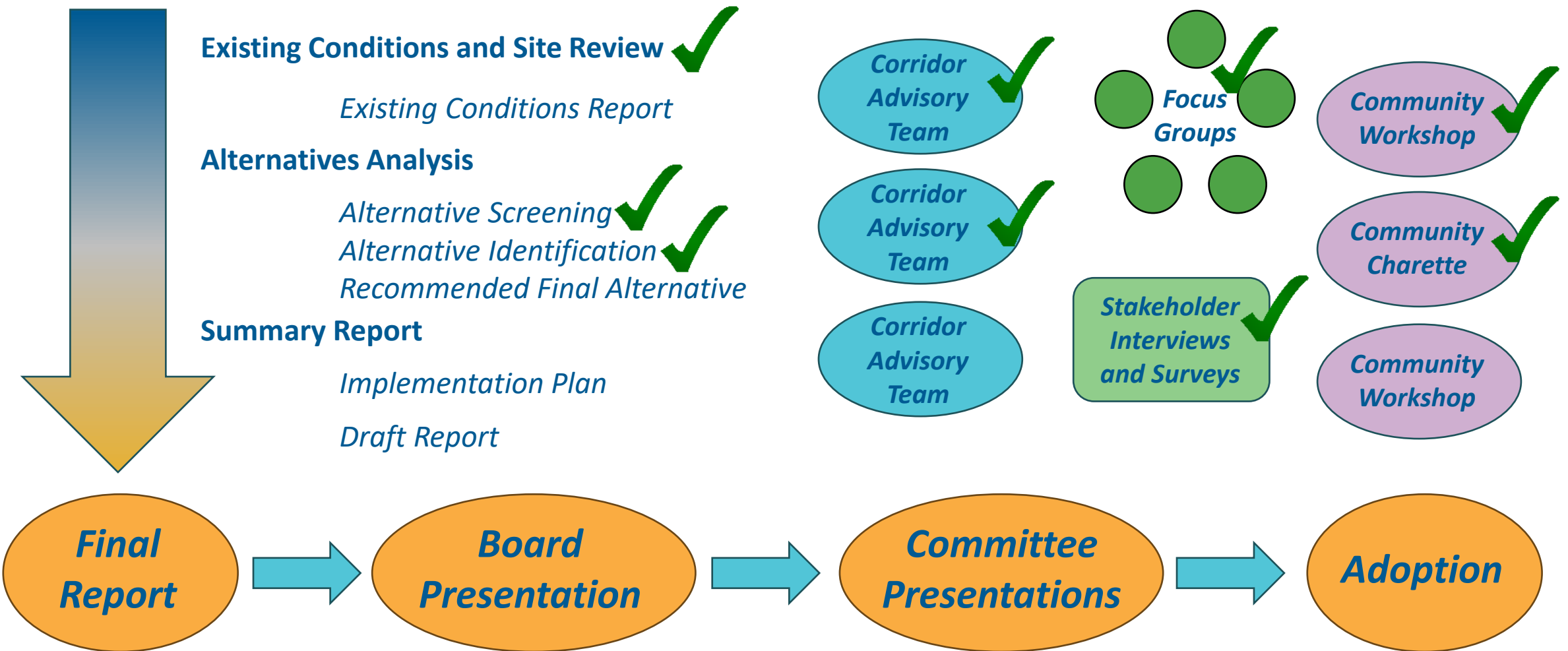
- North Watt Avenue
 - > Antelope Road to Peacekeeper Way
 - > 3.0 Mile Corridor
 - > 4-6 Lanes; 35 mph-45 mph speed limit
- Adjacent Land Use
 - > Variety of commercial use either directly adjacent or part of larger combined facilities
 - > Churches, schools, and community centers
 - > Residential uses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

PURPOSE AND NEED STATEMENT

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



SCHEDULE AND STATUS





PROJECT TOOLBOX

STREETSCAPE ELEMENTS OVERVIEW



MOBILITY



SAFETY



**STREET
FURNISHING**



LANDSCAPE



PLACEMAKING



MOBILITY



Bus-stops/ Shelters

Protected Bike Lanes

Micro-mobility



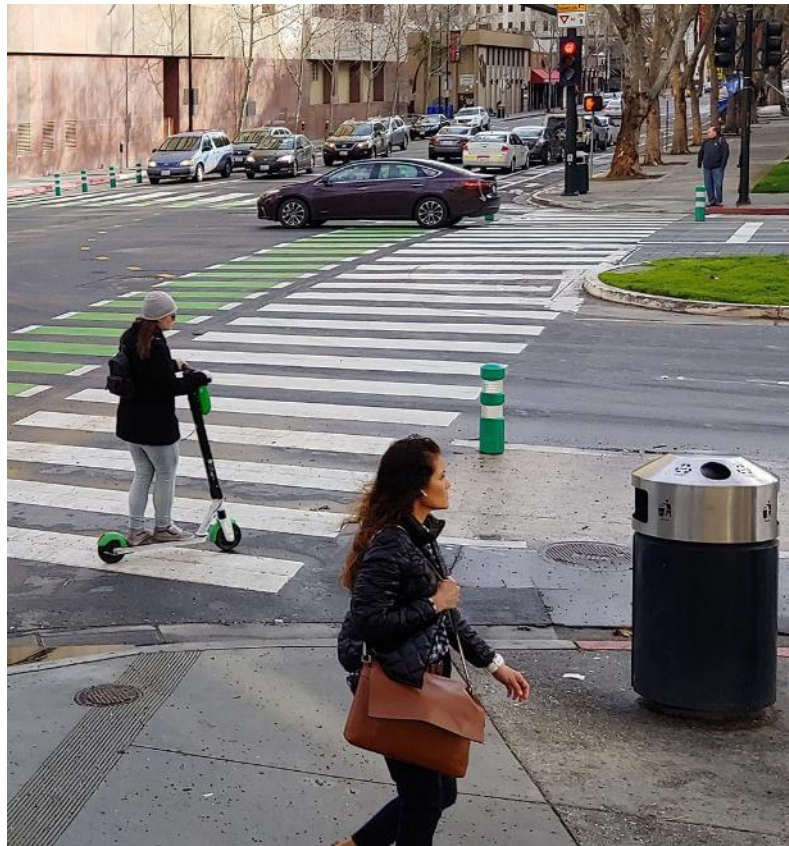
SAFETY



Bulb-outs



Pedestrian Beacons



Enhanced Crosswalks



LANDSCAPE



Street Planting & Landscape Strips



Rain Gardens



STREET FURNISHING



Seating/ Benches



Lighting



Signage/ Wayfinding



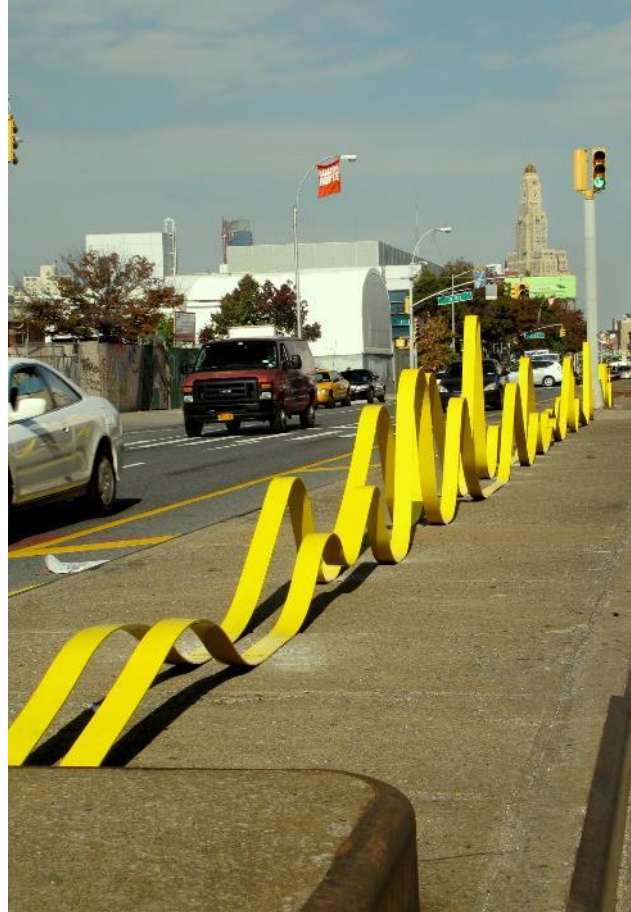
Trash Receptacles



PLACEMAKING



Public Art



Identity Signage



Gateway Element

ROADWAY ELEMENTS OVERVIEW



Transit

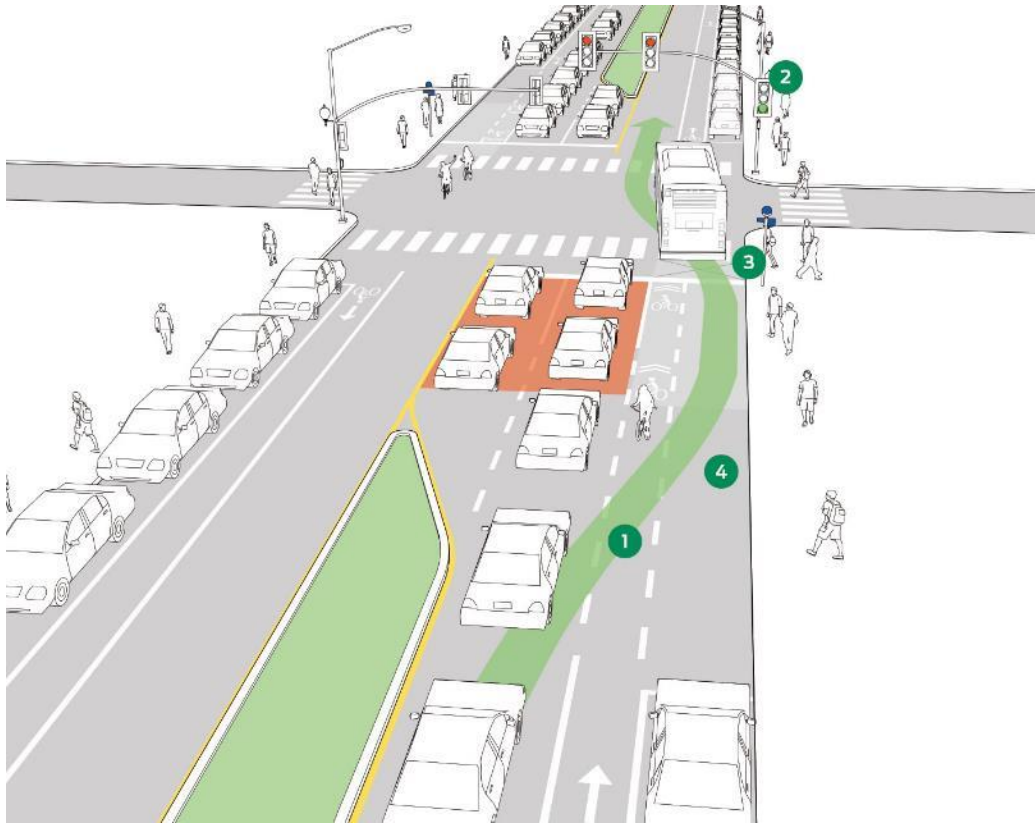


Vehicle

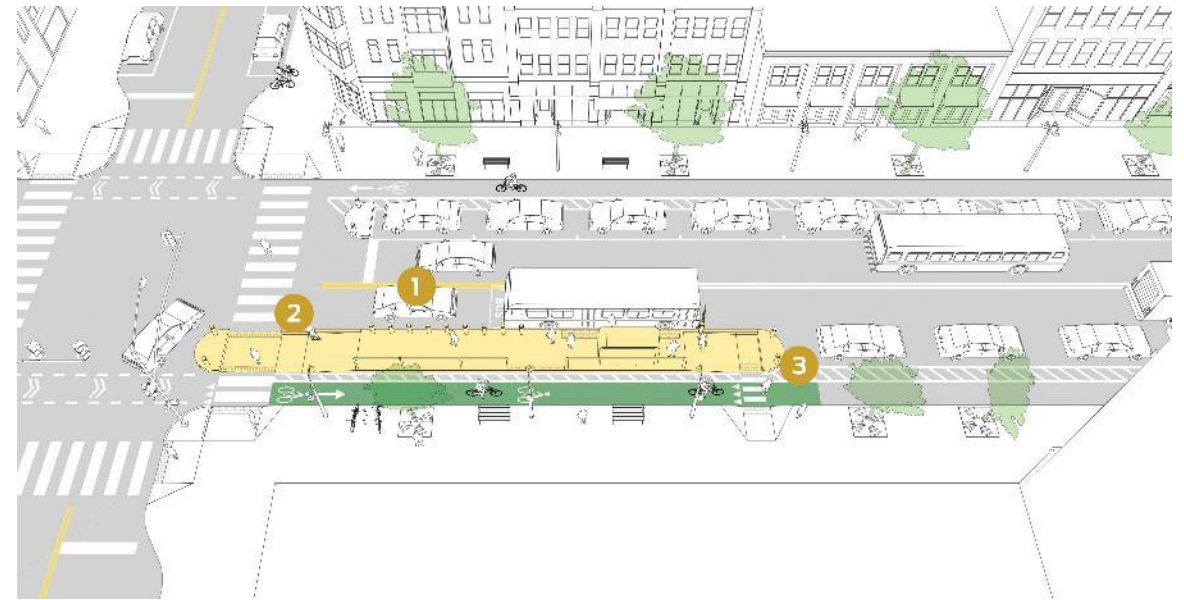


Bicycle

TRANSIT FACILITIES



Bus Queue Jumps



Island Stops

IMAGES SOURCE: TRANSIT STREET DESIGN GUIDE, NACTO, ACCESSED APRIL 9, 2024

ROADWAY FACILITIES

Urban Boulevard

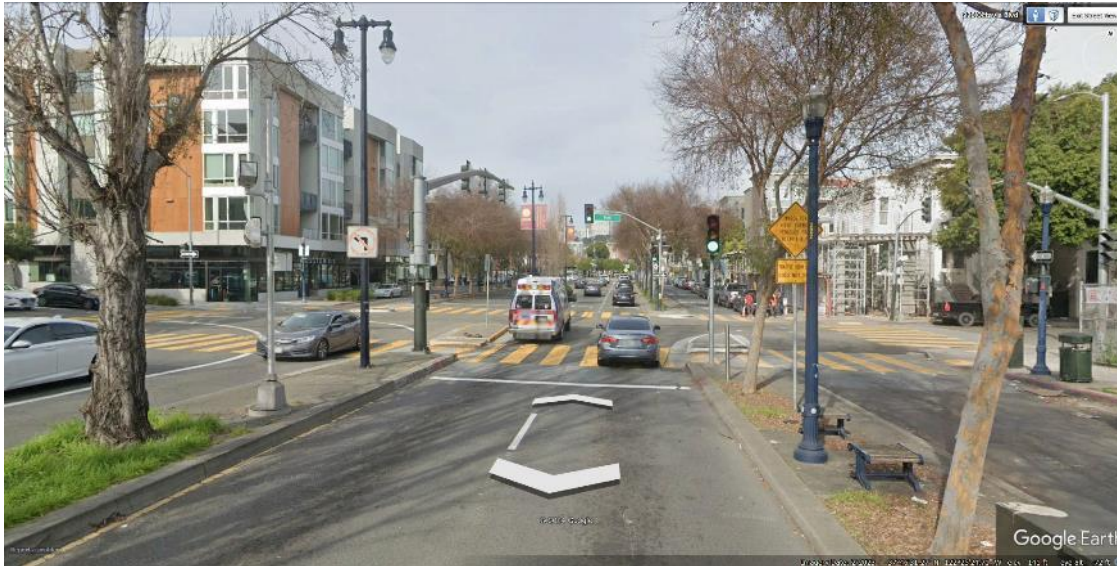


IMAGE SOURCE: GOOGLE EARTH STREET VIEW, OCTAVIA STREET, SAN FRANCISCO, CA



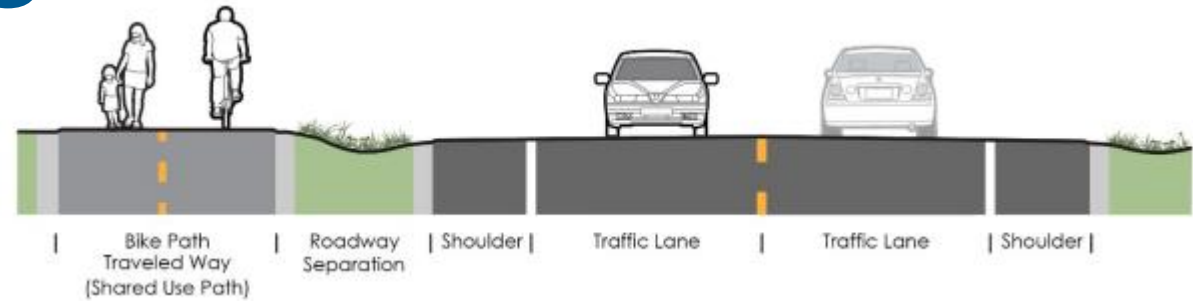
IMAGE SOURCE: *ESPLANADE CORRIDOR SAFETY AND ACCESSIBILITY STUDY*, CHICO, CA; W-TRANS, SEPTEMBER 9, 2016



IMAGE SOURCE: GOOGLE EARTH STREET VIEW, ESPLANADE, CHICO, CA

BICYCLE FACILITIES

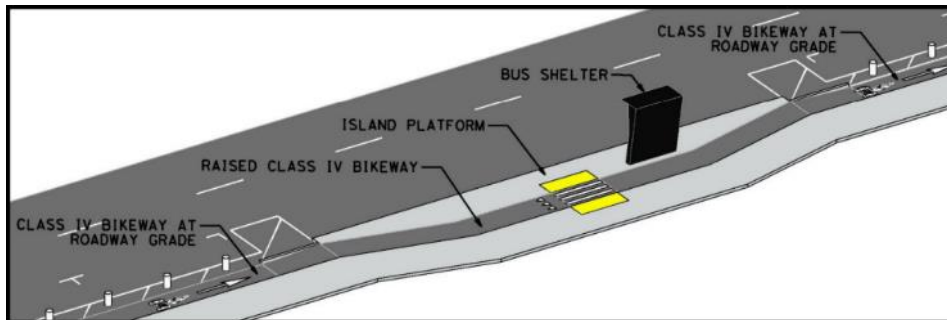
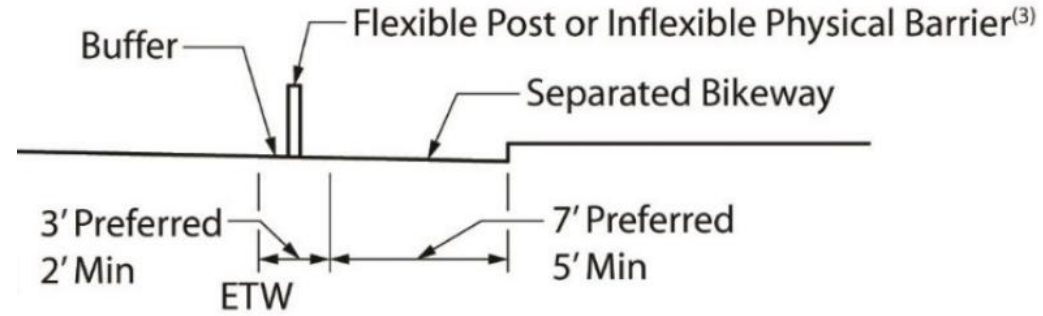
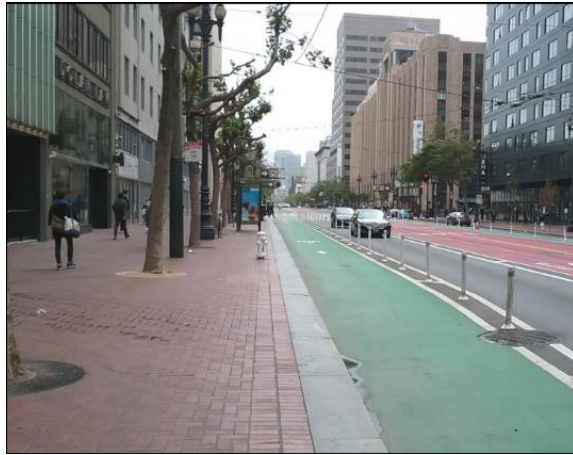
Class I Bike Trail



IMAGES SOURCE: *DIB 94 COMPLETE STREETS: CONTEXTUAL DESIGN GUIDANCE*, CALTRANS, JANUARY 16, 2024

BICYCLE FACILITIES

Class IV Bike Lanes



IMAGES SOURCE: *DIB 89-02 CLASS IV BIKEWAY GUIDANCE*, CALTRANS, FEBRUARY 7, 2022



ALTERNATIVES

PROJECT ALTERNATIVE CONCEPTS

Minimum Improvements

- Bring corridor up to current design standards including planting strip
- Sidewalk and bike lane gap closures

One-Way Couplet

- Conceives North Watt Avenue as one way northbound and 34th Steet as one way southbound
- Study from 2012 had this cross section as three travel lanes, one BRT lane, and one class II bike lane
- Current recommendation for this alternative based on feedback removes the BRT lane and replaces the Class II bike lanes with a Class I Trail on North Watt Avenue

Vehicle/Bicyclist Priority Improvement

- Widen to a consistent six lane cross section
- Install Class IV buffered bike lanes along both sides of Watt Avenue

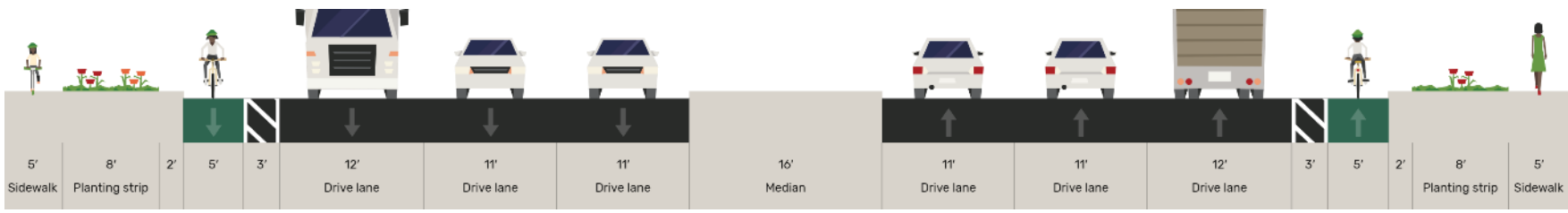
Hybrid Urban Boulevard

- Improve and expand the frontage road system along the east side of Watt Avenue
- Install Class IV buffered bike lanes along the west side of Watt Avenue
- Provide lower stress bicycle and pedestrian connections along the frontage roads
- Limit conflicting driveways for through traffic on Watt Avenue

PROJECT ALTERNATIVE CONCEPTS

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

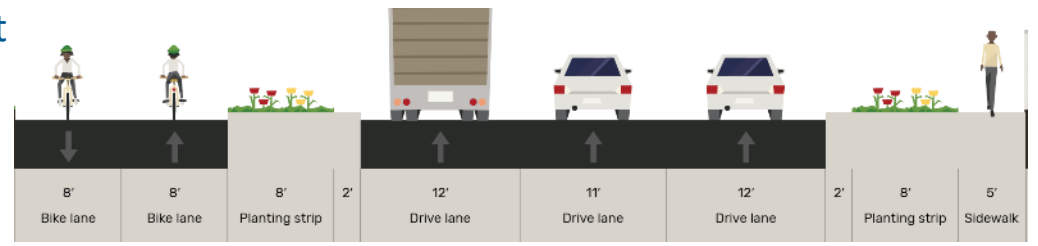
CROSS SECTIONS GENERATED WITH OPEN STREETMIX



Minimal Impact



34th Street

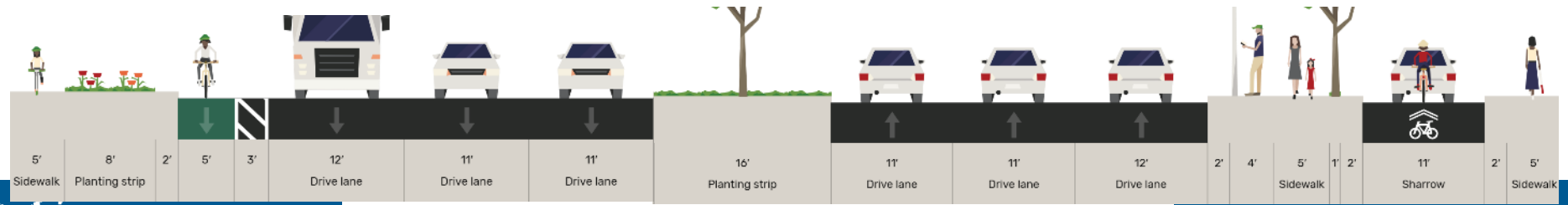


Watt Avenue

One-Way Couplet

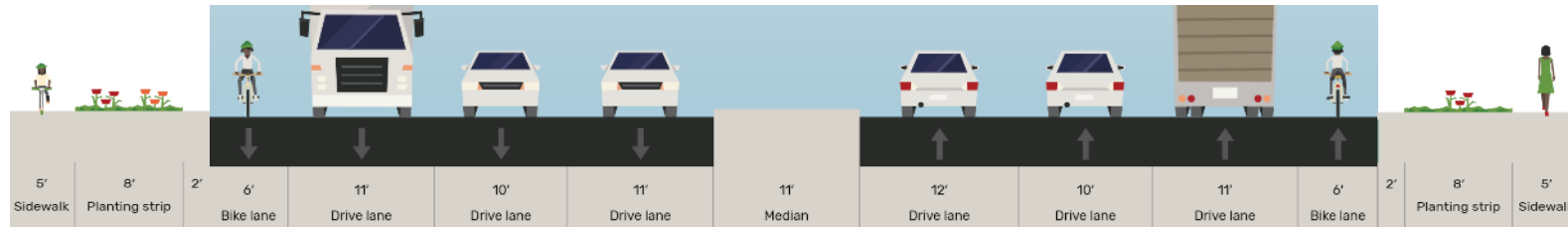


Vehicle/Bicyclist Priority Improvement



Urban Boulevard

MINIMAL IMPACT



CROSS SECTIONS GENERATED WITH OPEN STREETMIX

Key Aspects of Improvement

- Bring the existing sidewalks and bicycle lanes up to standard
- Close the existing gaps in pedestrian and bicycle infrastructure
- Add landscaping buffer between roadway and sidewalk
- Provide frontage improvements where feasible

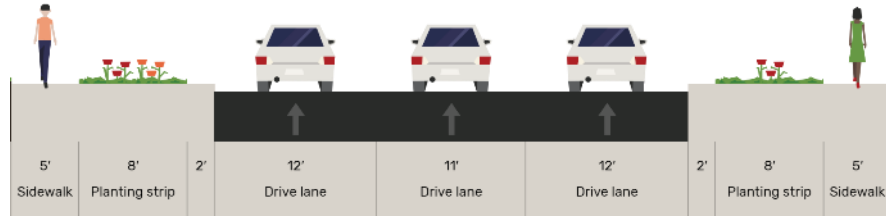
Outcomes

- Low Cost and Low Right of Way (ROW) Impact
- Brings the corridor in line with current engineering standards with minimal impact to existing homes and businesses
- Would not meet the needs of future traffic growth anticipated along Watt Avenue
- Corridor would still be high stress for pedestrians and Bicyclists

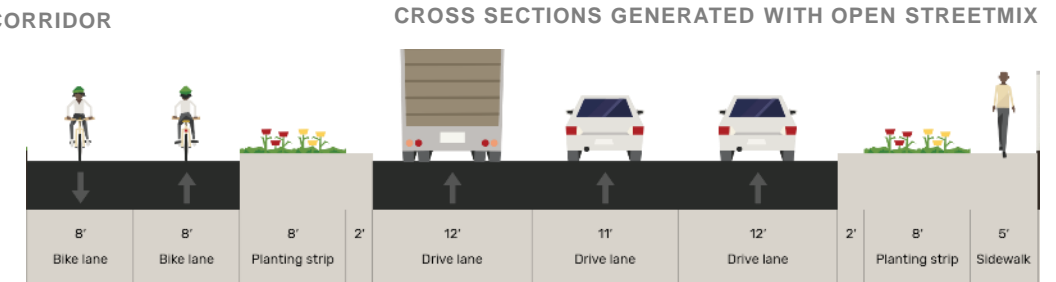
CROSS SECTIONS ILLUSTRATIVE, ACTUAL DIMENSIONS FOR DESIGN WILL VARY BY LOCATION ALONG THE CORRIDOR

ONE WAY COUPLER

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



34th Street



Watt Avenue

Key Aspects of Improvement

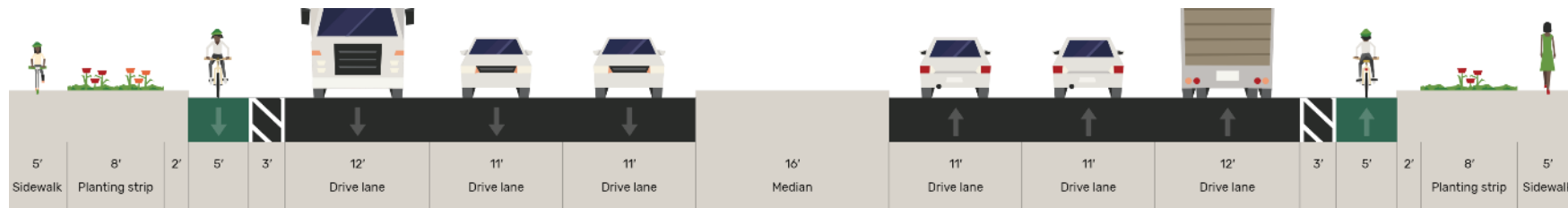
Narrows the existing Watt Avenue to three lanes Northbound and improves 34th Street to three lanes southbound

Provides a Class I Bike trail or Bus Rapid Transit (BRT) lanes in the corridor

Outcomes

- High cost of improvement and requires significant ROW acquisition on 34th Street
- Additional ROW and design challenges for transition points
- Brings the corridor in line with current engineering standards
- Provides sufficient through capacity for commuters
- Requires significant improvement on multiple cross streets between Watt Avenue and 34th street
- Would provide potential for significant improvement to bicycle access

VEHICLE/BICYCLE PRIORITY



CROSS SECTIONS GENERATED WITH OPEN STREETMIX

Key Aspects of Improvement

- Widens the existing Watt Avenue to accommodate six lanes of traffic for most of the study corridor
- Adds Class IV buffered bike lanes to both sides of the street
- Improves sidewalk and frontage to improve pedestrian comfort

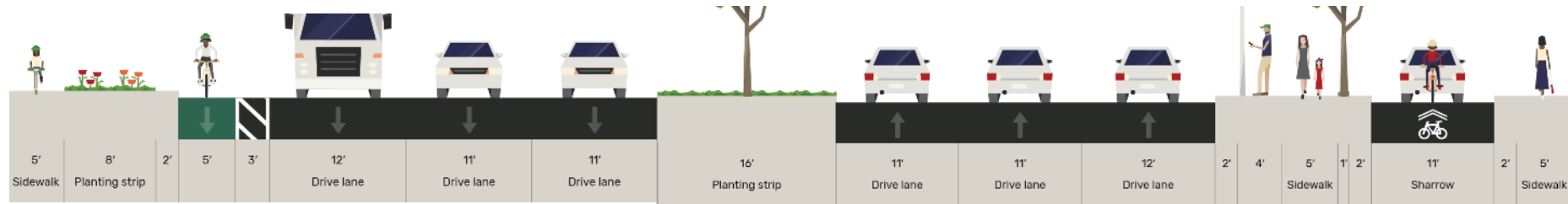
Outcomes

- Middle cost improvement with additional ROW only needed in portions of the corridor
- Brings the corridor in line with current engineering standards
- Provides sufficient through capacity for growth
- Does not impact 34th Street
- Would provide significant improvement to bicycle access

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

HYBRID URBAN BOULEVARD

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



CROSS SECTIONS GENERATED WITH OPEN STREETMIX

Key Aspects of Improvement

Widens the existing Watt Avenue to accommodate six lanes of traffic for most of the study corridor

Adds one way frontage road on the residential east side and converts existing two-way frontage to one way

Places a significant buffer between the main travel lanes and the frontage streets which prioritize pedestrian and bicycle activity

Adds Class IV buffered bike lanes to the commercial west side

Reduces vehicle conflicts for through lanes on Watt Avenue

Outcomes

- Highest cost improvement with additional ROW needed throughout the corridor
- Brings the corridor in line with current engineering standards
- Provides sufficient through capacity for growth
- Would provide significant improvement for pedestrians and bicyclists



THANK YOU

SEAN CARNEY, EIT
TRANSPORTATION ENGINEER
sean.carney@dksassociates.com
916.889.7203

To: Members of the County Bicycle Advisory Committee

Subject: Grant Letters of Support for Stockton Complete Streets Phase II, Watt Avenue Multimodal Improvement Project, and Whitney Avenue Road Diet and Multimodal Improvement Project

Location/District: Stockton Boulevard, Whitney Avenue, Watt Avenue

Recommendation: Action

Contact: Benjamin Rady, Associate Planner, Sacramento County Department of Transportation
SacDOT, (916) 874-7917, radyb@saccounty.gov

Summary: The Sacramento Department of Transportation is requesting four letters of support in seeking funding for the Stockton Complete Streets Phase II project, the Watt Avenue Multimodal Improvement Project, and the Whitney Avenue Road Diet and Multimodal Improvement Project. All three projects are seeking Active Transportation Program (ATP) grant funding for plan, specifications, and estimates (PS&E) documents and acquiring right of way (ROW) while only the Stockton Boulevard Complete Streets Phase II project will seek PS&E funding from the Active Transportation Infrastructure Investment Program (ATIIP) grant.

Stockton Boulevard Complete Streets Phase II's goals are to promote a shift to active transportation modes by providing lower-stress and safer facilities, closing existing gaps in the pedestrian, and cycling network, and improving access to transit facilities. Additionally, it aims to enhance access to community resources such as parks, schools, and essential services, and to create safer conditions for pedestrians and cyclists by reducing multimodal conflicts through separated facilities.

The Watt Avenue Multimodal Improvement Project will include the widening of Watt Avenue under a Union Pacific Railroad underpass to accommodate a sidewalk and bikeways from Roseville Road to Peacekeeper Way. This will significantly improve the existing pedestrian infrastructure, which is currently a small, paved path located on only one side of the roadway that goes under the railroad.

The Whitney Avenue Road Diet and Multimodal Improvement Project includes the reduction of lanes along Whitney Avenue between Watt Avenue and Walnut Avenue – a low volume corridor providing access to several elementary schools, a middle school, and a high school. This project will convert this section of Whitney Avenue from two-lanes to one-lane per direction (“road diet”) with buffered Class II bike lanes, 0.7-mile of sidewalk infill, curb extensions at several intersections, high visibility cross walks at several controlled intersections, and Americans with Disabilities Act (ADA) ramp improvements. The Project can turn Whitney Avenue into a strong active transportation corridor, benefiting many of the residents of this area, and schoolchildren, that are currently having to navigate it in its current state.

Funding Source: California Transportation Commission 2025 Active Transportation Program – Cycle 7 and the Federal Highway Administration Active Transportation Infrastructure Investment Program.

May 9, 2024

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Letter of Support: Stockton Boulevard Complete Streets Phase II

The Sacramento Bicycle Advocacy Committee (SacBAC) supports the application of Sacramento County Department of Transportation (SacDOT) to the California Transportation Commission (CTC) and California Department of Transportation (CalTrans) Active Transportation Program (ATP) Cycle 7 application for the Stockton Boulevard Complete Streets Phase II Project (Project).

The Project includes the installation of one-way cycle track (Class IV Bikeway) on both sides of the roadway, 0.9-mile of new sidewalk, signalization of the off-set intersection at Stockton Boulevard/ Pomegranate Avenue/ Walter Avenue, ADA ramp improvements, new bus stop pads, striping, and various programming initiatives. Combined with the planned improvements of the Multimodal Partnership and Bus Rapid Transit project with the City of Sacramento and Sacramento Regional Transit District, just North of the Project, Stockton Boulevard will be a much safer, and more viable regional active transportation artery for all active transportation road users following the construction of this project.

SacBAC reviewed, recommended, and strongly supports the application for the Project in the May 9, 2024 meeting. The Project will improve access to and safety of active transportation along Stockton Boulevard and will significantly increase the appeal of its use.

Sincerely,

Dave Comerchero
SacBAC Chairperson

Pat Perez
SacBAC Vice Chairperson

May 9, 2024

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Letter of Support: Whitney Avenue Road Diet and Multimodal Improvements

The Sacramento Bicycle Advocacy Committee (SacBAC) supports the application of Sacramento County Department of Transportation (SacDOT) to the California Transportation Commission (CTC) and California Department of Transportation (CalTrans) Active Transportation Program (ATP) Cycle 7 application for the Whitney Avenue Road Diet and Multimodal Improvements (Project).

The Project includes the reduction of lanes along Whitney Avenue between Watt Avenue and Walnut Avenue – a low volume corridor providing access to several elementary schools, a middle school, and a high school. This project will convert this section of Whitney Avenue from two-lanes to one-lane per direction (“road diet”) with buffered Class II bike lanes, 0.7-mile of sidewalk infill, curb extensions at several intersections, high visibility cross walks at several controlled intersections, and Americans with Disabilities Act (ADA) ramp improvements. The Project can turn Whitney Avenue into a strong active transportation corridor, benefitting many of the residents of this area, and schoolchildren, that are currently having to navigate it in its current state.

The Sacramento Bicycle Advocacy Committee reviewed and recommended the project in the May 9, 2024 meeting and strongly supports this application. The Project will support ongoing efforts to provide transportation equity, enhance safety and security for all travel modes, and reduce reliance on vehicle travel.

Sincerely,

Dave Comerchero
SacBAC Chairperson

Pat Perez
SacBAC Vice Chairperson

May 9, 2024

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Letter of Support: Watt Avenue Undercrossing Multimodal Improvements

The Sacramento Bicycle Advocacy Committee (SacBAC) supports the application of Sacramento County Department of Transportation (SacDOT) to the California Transportation Commission (CTC) and California Department of Transportation (CalTrans) Active Transportation Program (ATP) Cycle 7 application for the Watt Avenue Undercrossing Multimodal Improvements (Project).

The Project includes the widening of Watt Avenue under a Union Pacific Railroad underpass to accommodate a sidewalk and bikeways from Roseville Road to Peacekeeper Way. There is currently no pedestrian infrastructure along this section of road, instead requiring a detour around the bridge along a narrow tunnel walkway that is only available on one side of the roadway and is often flooded/ muddy in the wet season. Funding this project will be one more step towards drastically improving the active transportation network being built up along this corridor.

SacBAC reviewed, recommended, and strongly supports the application for the Project in the May 9, 2024 meeting. The Project will improve access to and safety of active transportation along Watt Avenue and will significantly increase the appeal of its use.

Sincerely,

Dave Comerchero
SacBAC Chairperson

Pat Perez
SacBAC Vice Chairperson

May 9, 2024

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

The Sacramento Bicycle Advocacy Committee (SacBAC) supports the application of Sacramento County Department of Transportation (SacDOT) to the United States Department of Transportation (USDOT) Active Transportation Infrastructure Investment Program (ATIIP) Discretionary Grant Opportunity for Fiscal Year 2024 for the Stockton Boulevard Compete Streets Phase II Project (Project).

The Project includes the installation of one-way cycle track (Class IV Bikeway) on both sides of the roadway, 0.9-mile of new sidewalk, signalization of the off-set intersection at Stockton Boulevard/ Pomegranate Avenue/ Walter Avenue, ADA ramp improvements, new bus stop pads, striping, and various programming initiatives. Combined with the planned improvements of the Multimodal Partnership and Bus Rapid Transit project with the City of Sacramento and Sacramento Regional Transit District, just North of the Project, Stockton Boulevard will be a much safer, and more viable regional active transportation artery for all active transportation road users following the construction of this project.

SacBAC reviewed, recommended, and strongly supports the application for the Project in the May 9, 2024 meeting. The Project will improve access to and safety of active transportation along Stockton Boulevard and will significantly increase the appeal of its use.

Sincerely,

Dave Comerchero
SacBAC Chairperson

Pat Perez
SacBAC Vice Chairperson

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

**Department of Transportation | 4100 Traffic Way, Sacramento, CA 95827
WEDNESDAY November 15, 2023 - 6:00 p.m.**

Members of the public wishing to address the committee on any item not on the agenda may do so at the beginning of the meeting. We ask that members of the public request to speak and keep their remarks brief. Testimony will be limited to a total of ten (10) minutes.

1. Roll Call / Welcome and Introductions

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

6:00 PM

Present: Sue Schooley, Dave Comerchero, Pat Perez, Arlete Hodel, Cayla McDonnell-Encina

Excused: Garrett Jensen

Unexcused:

2. Public Comment on Non-agenda Topics

Evan Dudley, [REDACTED] Sand Dollar Way, Sacramento, CA 95821

Would like to add Zoom to these meetings.

Staff will review with IT

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

Action Item

See attached draft meeting minutes.

Motion: Approve meeting minutes of September 20, 2023 as is.

6:02 p.m.

Action: Motion/Second: Hodel/Perez

Yes: Arlete Hodel, Pat Perez, Sue Schooley, Cayla McDonnell-Encina, Dave Comerchero

No: None

Abstain: None

4. Sacramento County Traffic Control Center Tour

Field Review

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

Estimated time: 30 min

6:04 p.m.

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

5. Bicycle and Pedestrian Grant Project Candidates

Review and Discuss

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

See attached staff report.

Estimated time: 30 min

6:54 p.m.

- Committee shared interest in safe routes to school projects.

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.

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

6. Informational Items

- Final Meeting Minutes of May 17, 2023
7:14 p.m.

7. Staff Updates and Reports Back

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

8. Future Agenda Items

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

9. Set Next Meeting Dates

- a) Next SacBAC meeting: January 17, 2024
- b) Adjourn SacBAC

Action: Motion/Second: Perez/Hodel

Yes: Arlete Hodel, Pat Perez, Sue Schooley, Cayla McDonnell-Encina, Dave Comerchero

No: None

Abstain: None

7:28 p.m.

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

**Department of Transportation | 4100 Traffic Way, Sacramento, CA 95827
WEDNESDAY January 17, 2024 - 6:00 p.m.**

Members of the public wishing to address the committee on any item not on the agenda may do so at the beginning of the meeting. We ask that members of the public request to speak and keep their remarks brief. Testimony will be limited to a total of ten (10) minutes.

1. Roll Call / Welcome and Introductions

Members: Sue Schooley, Dave Comerchero, Pat Perez, Arlete Hodel, Garrett Jensen, Cayla McDonell-Encina

6:00 p.m.

Present: Dave Comerchero, Pat Perez, Garrett Jensen

Excused: Sue Schooley, Arlete Hodel, Cayla McDonell-Encina

Unexcused:

2. Public Comment on Non-agenda Topics

3. Review and Approve Meeting Minutes of November 15, 2023

Action Item

See attached draft meeting minutes.

Motion: No vote, no quorum
6:01 p.m.

4. Stockton Boulevard Complete Streets Feasibility Study

Review and Comment

Josh Pilachowski, Senior Transportation Engineer, DKS Associates, (510) 295-9741,
josh@dksassociates.com

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

See attached staff report and presentation materials.

Estimated time: 15 min

6:15 p.m.

- Personal experience on Watt Avenue and Folsom Boulevard from a Committee member is that a two way facility feels less safe than one way on each side of the roadway.
- Member noted a concern in the area for getting across Stockton within the project boundary.
- A member noted that Class IV withs can make it difficult for faster cyclists to pass.

5. Re-Invision North Watt Plan

Review and Comment

Josh Pilachowski, Senior Transportation Engineer, DKS Associates, (510) 295-9741,
josh@dksassociates.com

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

See attached staff report and presentation materials.

Estimated time: 20 min

6:33 p.m.

- Committee members were supportive of the project.

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

- One member voiced concern about the need for additional public engagement. The presenter noted that the project is still in the existing conditions phase and that so far there has been a lack of “hidden” issues with the corridor.

6. Active Transportation Program Cycle 7: Project Candidates Update **Review and Comment**

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

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

See attached staff report and presentation materials.

Estimated time: 15 min

6:57 p.m.

- Committee member showed concern about if pursuing a quick build would put the project at a less competitive position when the County returns for a complete build.
- Committee members agreed that Class IV protection on Whitney will be better than only sidewalk gaps.
- Member of the public mentioned that quick builds influence behavior.
- Committee is supportive of all projects.

7. Low Stress Routes to the American River Parkway **Review and Comment**

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

See attached staff report and Draft Plan Set.

Estimated time: 15 min

7:12 p.m.

- Turn arrow following a previous turn arrow is inconsistent.
- There are gaps in leading people in one direction, but signing in the other direction is good.

8. Informational Items

- Final Meeting Minutes of September 20, 2023

9. Staff Updates and Reports Back

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

10. Future Agenda Items

- Committee Election for Chair Person and Vice-Chair Person
- SacBAC Annual Report to the Sacramento County Board of Supervisors
- Upcoming Grant Applications (ATP, SS4A, ATIIP)
- Annual project updates
- Sacramento County 101
- Why did Sac County BAC depart from City BAC? This history of this
- Who is the coordinator with Sac City BAC - can we get a copy of your green paint policy.
- (Greg Fishman) Authority that all new law that allows buses to add camera for bike lane enforcement (ask Sac RT)

11. Set Next Meeting Dates

- Next SacBAC meeting: TBD
- Adjourn SacBAC

Action: No vote, no quorum **Motion/Second:**
7:22 p.m.