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Sacramento County Active Transportation Plan

PLAN WITH APPENDICES

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Contents

Ex

Executive Summary
p.1

01

Introduction, Vision, and Goals
p. 04

02

Existing Conditions
p. 14

03

Public
Engagement
p. 64

04

Infrastructure
Recommendations
p. 74

05

Program
Recommendations
p. 138

06

Implementation
and Funding
p. 154

Appendices

A

A-1: Existing Conditions and Technical Summary
p. 188

A-2: Safety Analysis Report
p. 222

A-3: High Injury Collisions Nearby Schools (Quarter-Mile Radius)
p. 258

A-4: High Injury Collisions Nearby Schools (Two-Mile Radius)
p. 264

B

Community
Engagement
p. 272

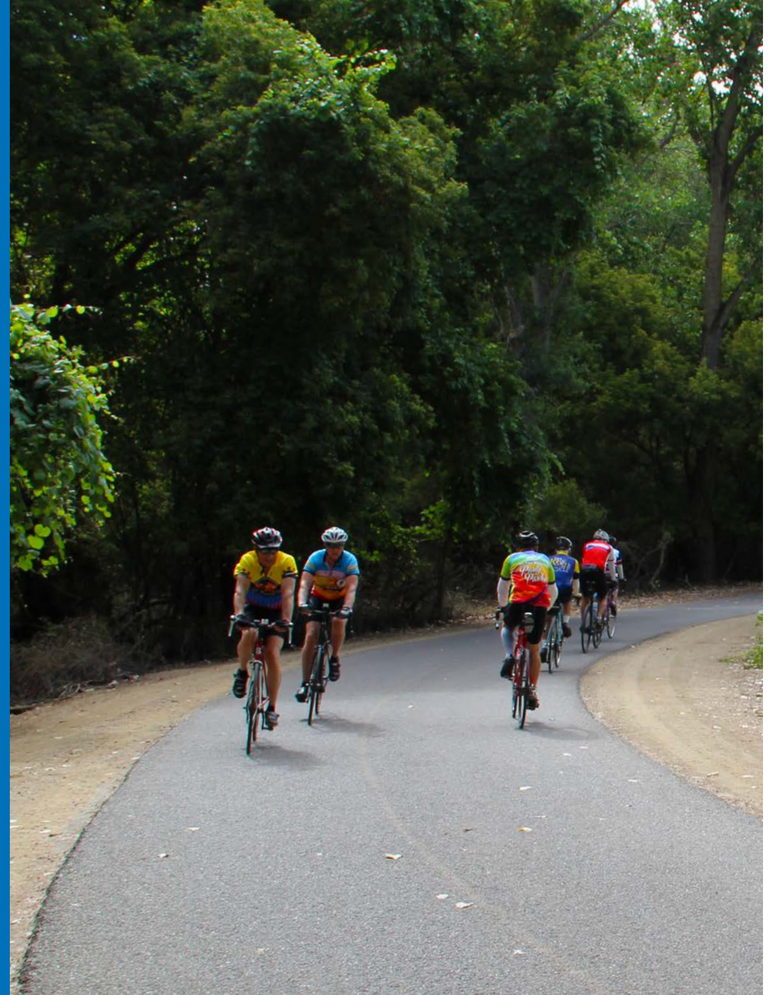
C

Project
Recommendations
and Prioritization
p. 404

D

Procedure for
Incorporating Active
Transportation Plan
(ATP) Changes into GIS
p. 642

Executive Summary



Goals

The 2022 Active Transportation Plan for unincorporated Sacramento County is a tool for guiding County staff, public officials, residents, and developers to build a balanced transportation system that supports and encourages active modes of travel. Active transportation includes walking, biking, and rolling (mobility devices, skateboards, scooters, etc.). The primary purpose of this Plan is to promote and encourage people to choose walking, biking, and rolling through the creation of safe, comfortable, connected, and accessible walking, rolling and biking networks, encourage alternatives to single-occupancy vehicle trips and improve access to transit. Specifically, this plan seeks to:

- Create safe and comfortable places for residents, workers, and visitors to walk, bike, and roll
- Provide active transportation access to neighborhood destinations and neighboring cities and counties
- Prioritize active transportation improvements in communities that rely on walking, biking, rolling, and public transportation
- Maintain the active transportation network in a state of good repair
- Support and expand educational programs that support walking, biking, and rolling
- Implement the recommended infrastructure projects using all available funding sources

This Plan provides a prioritization method to implement infrastructure recommendations in a phased, manageable way. This Plan will replace the Pedestrian Master Plan (2007) and the Bikeway Master Plan (2011) within the Sacramento County General Plan.

Investing in improvements to countywide walking and bicycling networks creates lasting impacts on both individuals and their communities. Developing safe, comfortable, and accessible physical environments has been shown to:

- Increase the livability and quality of life of an area
- Increase recreational opportunities through improved access to our spaces and amenities
- Decrease the risk of pedestrian- and bicycle-involved injuries
- Provide affordable transportation options for low-income and disadvantaged residents
- Reduce visual and noise pollution from automobiles
- Support improved access to public transportation
- Improve air quality through reductions in vehicle miles traveled and reduction in single-occupancy vehicle trips

Many existing and proposed projects will continue to transform Sacramento County's local and regional transportation environment. As both infrastructure and travel patterns shift from new developments and changing office environments, there is potential to build infrastructure more supportive of neighborhood trips. The recommendations proposed in this Plan lay the foundation for a more active, connected, accessible, and safer Sacramento County.

Recommendations

The County developed the 2022 Active Transportation Plan through a robust community engagement process. Throughout two engagement phases, the County engaged with hundreds of residents and received thousands of online interactions from County stakeholders. The engagement process led to recommendations of 194 pedestrian improvement locations, 192 miles of sidewalk gap closures, 1,218 miles of bicycle facilities, and a collection of policy and programmatic recommendations.

The County prioritized infrastructure projects for implementation based on the following factors:

- Safety and comfort
- Connectivity and access
- Equity
- Project complexity

The ATP ranked all recommendations, then determined a priority network which includes 55 pedestrian spot improvement locations, 32 miles of sidewalk gap closures, and 185 miles of bicycle recommendations. Priority network projects directly respond to the the safety, connectivity, comfort, and equity concerns raised through the needs analysis and community engagement process. Many prioritized projects fall on either the pedestrian- or bicycle-high injury network, directly responding to safety needs, or close a vital gap/remove a barrier to walking, biking, and rolling in unincorporated Sacramento County.

Prioritized projects are one piece of the overall active transportation network; the Plan also provides recommendations on programs in multiple categories: education, encouragement, support, safe routes to school, evaluation, and infrastructure.

These improvements across the County supporting active modes will transform the transportation environment, making it safer, more practical, and more enjoyable to walk, bike, or roll around Sacramento County.

Chapter 1: Introduction, Vision, and Goals

Vision

The 2022 Sacramento County Active Transportation Plan for unincorporated Sacramento County aims to improve the safety, health, and quality of life of people who live, work, and play in unincorporated Sacramento County through transportation infrastructure, programs, and policy improvements. These enhance the safety, comfort, and practicality of walking, biking, rolling for people of all ages and abilities.

Purpose

The 2022 Plan is Sacramento County's first active transportation plan. The Plan focuses on walking, biking, and rolling (wheeled mobility devices used by people with disabilities, strollers, scooters, skateboards, etc.). The Sacramento County Active Transportation Plan (ATP) analyzes existing conditions and provides policy, program, and infrastructure recommendations to improve active transportation within unincorporated Sacramento County. Throughout the development of the Plan, community members shared their experiences, challenges, and vision of walking, biking, and rolling across the County. The ATP will:

- Recommend infrastructure improvements for people who walk, bike, and roll
- Propose new routes for people who walk, bike, and roll
- Work towards making walking, biking, and rolling easier, safer, and more comfortable for people of all ages and abilities

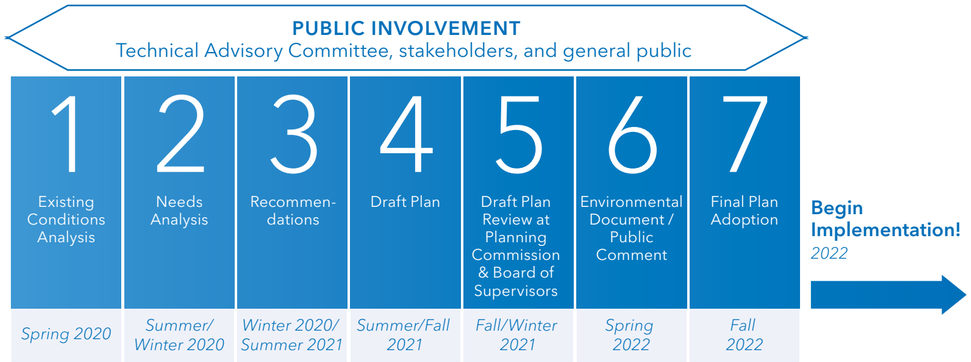
The County recognizes the importance of regional connectivity and has coordinated with neighboring jurisdictions to foster compatibility with other planning efforts and improve connectivity and access across the entire County. The Plan does not provide recommendations within the County's seven incorporated cities: Citrus Heights, Elk Grove, Folsom, Galt, Isleton, Rancho Cordova, and Sacramento City.

Plan Development

The County developed the ATP over five phases to gain approval and begin implementation. Each phase built upon the analysis and community feedback from the prior phases. The timeline in **Figure 01** lists each stage and when it occurred during the Plan's development.

The Sacramento County Active Transportation Plan development was closely coordinated with neighboring jurisdictions, local cities, and regional entities. The project team reviewed over 14 planning documents and policies from Sacramento County and neighboring jurisdictions (see "Plan and Policy Review" beginning on page 17). The County coordinated with neighboring jurisdictions throughout the process. In the first engagement phase, the County hosted a "County Agencies" stakeholder meeting with staff from multiple jurisdictions. The County also held individual meetings with the City of Rancho Cordova, Sacramento County Regional Transit, and the City of Citrus Heights (see "Stakeholder Meeting and Pop-up Summaries" beginning on page 284 of Appendix B). The County sent project recommendations to neighboring jurisdictions for review. Comments from neighboring jurisdictions can be found in Tables B-2 and B-3, beginning on page 344 of Appendix B. Any comments from the public about neighboring jurisdictions were collected and passed along to the appropriate entity.

Figure 01. Plan Development



Climate Change

The ATP works towards many of the goals and measures of Sacramento County's Climate Action Plan (2021). Implementing infrastructure, policies, and programs from the ATP is one of the tools that Sacramento County can use to follow through on Climate Action Plan measures to reduce greenhouse gas emissions from community-wide activities and government operations by 2030. The Plan supports the following measures from the Climate Action Plan:

- Measure GHG-11: Reduce emissions from new residential and office/ business professional development vehicle miles traveled (VMT). The County will achieve a 15% reduction in daily VMT compared to the regional average for all new residential and office/business professional development in the County
- Measure GHG-15: Improved pedestrian networks and facilities. The County will update the Pedestrian Master Plan to reduce barriers to walking and increase mobility for all users of the roadways
- Measure GHG-17: Improved bicycle network and facilities. The County will improve the bicycle network to provide for safe and convenient bicycle travel through implementation of the Bicycle Master Plan and the improvement of bicycle infrastructure

Goals and Objectives

The goals and objectives of the ATP reflect the priorities expressed by the community throughout the public engagement process. Through discussions with the Sacramento County Bicycle Advisory Committee (SacBAC) and Disability Advisory Commission and listening to the community throughout the engagement process, the County established four goals based on community priorities and their vision for the future. Each goal includes a set of specific implementation measures. These goals and objectives guide infrastructure and program recommendations and the work of County staff to improve livability and active transportation safety, connectivity, comfort, and practicality across Sacramento County.

Goal 1: Safety and Comfort

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

Implementation Measures:

- Increase walking and biking commute trips annually by 100% of 2010 numbers (2010 trips are about 4,000 and 4,500 trips respectively) for all trips by 2030
- Invest in new or upgraded bicycle and pedestrian facilities that increase the level of comfort and safety for people of all ages and abilities
- Increase the safety and comfort for people walking, bicycling, and rolling along high-injury corridors
- Provide safety enhancements at major intersections near important community destinations, such as schools, parks, and transit stops
- Reduce the number of severe injuries and fatalities involving people walking, bicycling, and rolling through infrastructure, education, and encouragement programs. Direct education programs at all roadway users, people walking, biking, rolling, and driving
- Reduce bicycle- and pedestrian-involved collisions and injuries by 50% of 2010 levels (2010: 208 collisions) by 2030
- Increase tree canopy coverage (percent of land covered) over pedestrian and bicycle facilities across unincorporated communities.
- Improve lighting in neighborhoods and along designated walking and biking routes
- Create a comfortable and aesthetically interesting street environment for people walking, biking, and rolling
- Strive to adopt innovations in design and engineering and participate in new best practices from federal, state, regional and local leaders in active transportation
- Monitor bicycle and pedestrian collision data to identify trends and specific problem areas
- Provide walking, bicycling, and rolling amenities (e.g., water fountains, shade trees, benches, lighting, parking) at key destinations such as job centers, transit stops, and parks

Goal 2: Connectivity and Access

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

Implementation Measures:

- Ensure walking, bicycling, and rolling routes connect to both neighborhood-serving destinations—such as schools, libraries, parks, and transit stations—and regional destinations such as job centers and major commercial areas
- Make bicycling more attractive than driving for short trips of five miles or less by developing and maintaining a bikeway system that provides direct, safe, and convenient travel by active transportation throughout neighborhoods in Sacramento County with connections to adjacent municipalities
- Eliminate gaps in the bicycle and pedestrian networks to improve connectivity and physical access between neighborhoods and destinations
- Implement the Sacramento County ADA Transition Plan (2020). Refer to the ADA transition Plan available on the County's website for more details
- Use Universal Design Principles when designing separated and/or protected bikeways to ensure curb accessibility for people taking transit or paratransit and for people of all abilities who need direct curb access. Design Principles may include providing transit boarding islands, designing buffer areas that are wide enough to allow loading and unloading from vehicles (including transit and paratransit vehicles), and providing connections to safe crossing points that provide sidewalk access
- Integrate land use and transportation planning to provide for more, safer, and accessible walking and bicycling trips
- Provide connections across creeks, railroad crossings and rivers, freeways, and high-speed/high volume arterials and through existing gated communities, walls, and cul-de-sacs to access schools, activity centers, and transit stops
- Provide safe and secure bike parking and other end-of-trip facilities at key destinations such as job centers, transit stops, and parks
- Collaborate with local jurisdictions within the County as well as adjacent counties and SACOG to integrate existing active transportation facilities and cooperate in developing new facilities to create a uniform, physically accessible and connected active transportation network
- Develop a regional active transportation wayfinding system that allows all people, regardless of ability, to easily navigate major destinations and trail systems

Goal 3: Equity

- Through partnerships with community groups and coordination with local and regional agencies, develop programs, including Safe Routes to School, that promote and encourage active transportation as a viable means of travel throughout the County
- Promote Sacramento County's 311 system for the public to suggest locations for new bikeways and walkways on an on-going basis
- Consider implementing a shared micromobility program to increase low-cost and environmentally-friendly transportation options within the County. This program should be implemented equitably across EJ areas and other locations with high contractions of people walking and bicycling
- Study developing mobility hubs near SacRT light rail stations, high-ridership bus stops, and other high-demand walking, bicycling, and rolling areas

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

Implementation Measures:

- Improve the safety and security of people walking, bicycling, and rolling in rural parts of the County, historically disadvantaged communities, and areas of concern for people with disabilities
- Focus on improving active transportation connections to transit stops and community destinations, giving priority to connections in disadvantaged communities
- Partner with community and advocacy groups to provide educational resources (for all road users) and walking and biking accessories (lights, helmets, etc.) to disadvantaged communities
- Create accessible and culturally appropriate opportunities for all people regardless of race, color, national origin, disability, age, sexual orientation, or income to engage in the decision-making process
- Coordinate with the ADA Transition Plan (2020) to maximize opportunities to create universally accessible sidewalks, intersections, and transit stops

Goal 4: Maintenance

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

Implementation Measures:

- Develop a multi-year maintenance and rehabilitation program that identifies cost-effective enhancements to existing or missing pedestrian and bicycle facilities
- Coordinate with maintenance stakeholders across departments and jurisdictions to share resources and establish facility inspection schedules
- Maintain (including street sweeping) designated facilities to be comfortable and free of hazards to people walking, bicycling, and rolling.
- Prioritize clean-up responses to hazards on commute corridors
- Ensure that the repair and construction of transportation facilities minimize disruption to the bicycling and walking environment. Walking and bicycling facilities will be reconstructed in the same or better condition than prior to construction or repairs. When closures or detours are necessary, provide or clearly indicate where accessible alternatives are
- Monitor and maintain bicycle parking and other support facilities
- Promote Sacramento County's 311 system for the public to report hazard and maintenance issues throughout the County
- Develop a communication protocol for facility closures/detours and network updates
- Develop and enforce a sidewalk maintenance program to ensure that adjacent property owners properly maintain the sidewalks (consistent with the County's Curb, Gutter, and Sidewalk Repair and Replacement Policy, 1992)

Goal 5: Educate and Encourage

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

Implementation Measures:

- Expand established outreach programs by securing ongoing funding, and expand and develop new education programs (for people walking, biking, rolling, and driving)
- Expand and support education programs targeted at people driving, including commercial drivers
- Promote educational and encouragement programs using community-specific messaging using all relevant communication mediums including local media, social media, print collateral, email lists, and partnerships with community-based groups
- Work with the County's Department of Health Services on increasing physical fitness and working towards other public health objectives
- Work with Sacramento County schools and school districts to expand the Safe Routes to School Program. Encourage bicycle and walking education classes for students and their families
- Promote active transportation-related events and new facilities through local new media, and other relevant stakeholder groups
- Apply for recognition as Bicycle Friendly Community as determined by the League of American Bicyclists
- Support programs that help low-income residents own and operate a road-ready bicycle
- Support bicycle parking (bike valet) at major events and event centers
- Provide encouragement programs by seeking grant funding and other funding sources
- Support and expand programs that promote shared micromobility programs and help residents access, afford, and learn how to use the program(s)

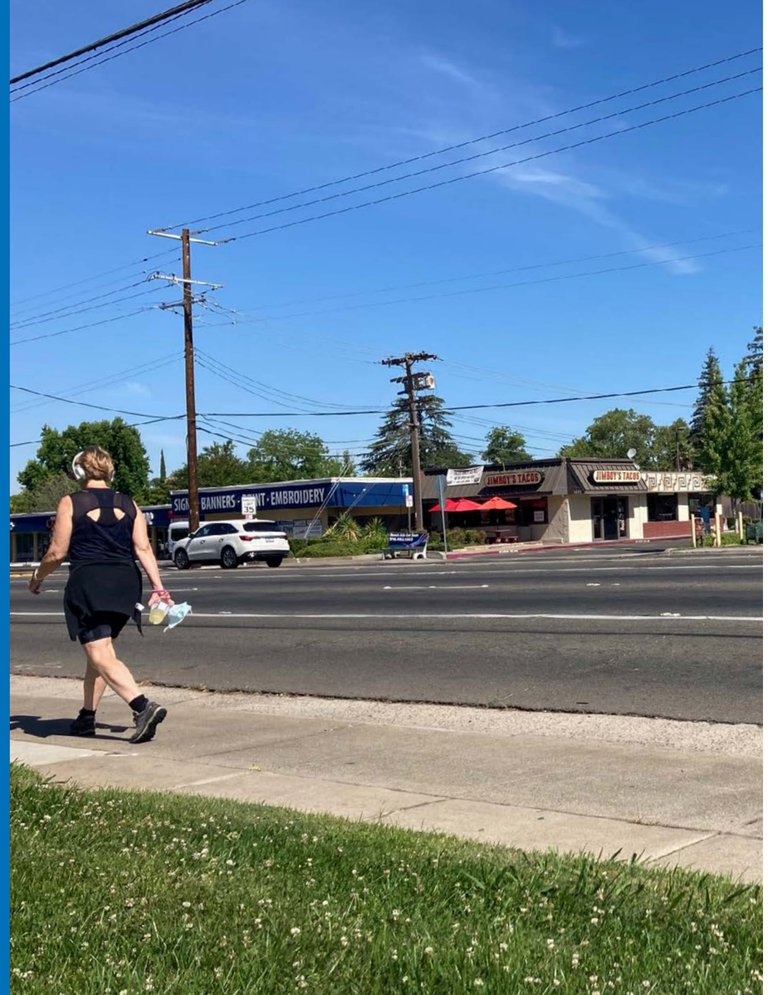
Goal 6: Implementation

Active transportation projects will be implemented across Sacramento County through street maintenance and improvements, private development, and external grant funded projects.

Implementation Measures:

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

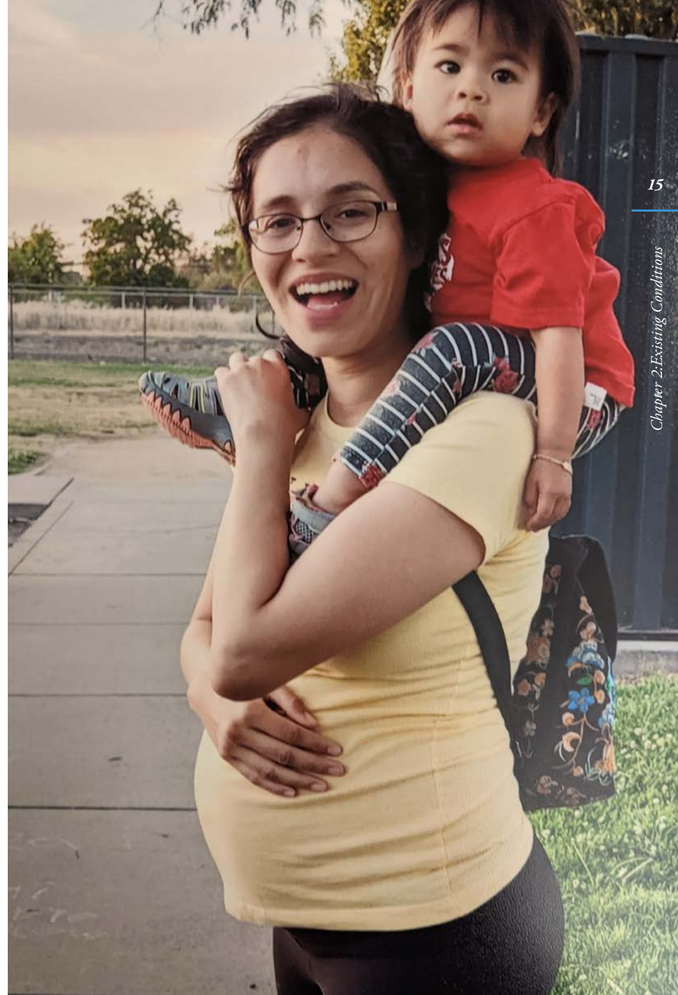
Chapter 2: Existing Conditions



"The Active Transportation Plan would benefit my family and I by getting our streets safe enough to walk and feel secure in choosing to walk over driving. Also, exciting places to walk to would help encourage and uplift our community [to be] less reliant on fossil fuels to enjoy everyday life."

Anna Fairehrenreich

Stay-at-home mom, age 34
South Sacramento County resident for 6 years



Walking and biking are closely linked to health and economic benefits[1]

Increased physical fitness and health

Low-or no-cost transportation options

Access to community assets and destinations

parks, schools, health care, shopping

Reduced congestion and parking costs

Increased individual mobility

Connectivity and visibility of local businesses

Vibrant and welcoming streetscapes

[1]*Cullen McCormick, "York Blvd: The Economics of a Road Diet," (2012)*

Green infrastructure, sidewalks, and speed feedback sign on Florin Road near Kanelos Lane.

Plan and Policy Review

Current active transportation documentation, plans, and policies that the future Sacramento County Active Transportation Plan will influence and be influenced by have been reviewed. Each document differs in overarching focus and approach related to the most relevant active transportation needs in the area, however general commonalities are present.

Goals and Performance Measures

The following goals are consistent between many long-range planning and bicycle and pedestrian planning documents throughout the region with access, mobility, connectivity, safety, education, encouragement, and awareness being the most common goals.

- Provide a connected pedestrian and bicycle network throughout the jurisdiction
- Improve and/or enhance safety of people walking and bicycling
- Reduce emissions caused by vehicle travel
- Provide education to all residents, including people driving, walking and bicycling
- Support the enforcement of safety for all roadway users, including people walking and bicycling
- Acquire sufficient funding by identifying federal, state and local sources

A summary of Focus and Goal Categories found across regional and local plans is shown in **Table 01**.

The various plans were relatively inconsistent in their identification of goals, focus areas, objectives, strategies, policies, and implementation actions, however there were often common topics that were repeated across many of the plans. A full matrix of policies and actions found across the regional and local plans is included

A person biking along the Florin Creek Trail.

as an appendix to this document. The common topics generally relate back to the following:

- Invest in bicycle and pedestrian infrastructure as healthy transportation options
- Improve safety for people walking and bicycling
- Increase and improve access to employment, economic centers, and environmental justice communities
- Establish and expand on education, encouragement, enforcement, and evaluation programs
- Improve access to transit
- Collaborate with nearby jurisdictions to support a regional bicycle network
- Prioritize projects that improve access to environmental justice communities, improve safety, close gaps in the network, and low cost or privately funded improvements

Several active transportation documents adopted in the region have policies, goals or actions to implement active transportation related programs. These programs may include education, encouragement, enforcement, and/or evaluation. However, the actual implementation or expansion of these programs is difficult to determine, or not documented.

Table 01. Goals and Focus Areas of Prior Planning Efforts

Categories/Goals	SACOG	Regional Bike/Ped/Trail Plan	Sacramento (County) Bike Plan (2011)	Sacramento (County) Ped Plan (2007)	Countywide ADA Transition Plan (2020)	Sacramento (City) Bike Plan (2016)	Sacramento (City) Ped Plan (2006)	Citrus Heights Bike Plan (2015)	Citrus Heights Ped Plan (2016)	Rancho Cordova Bike Plan (2016)	Galt Bike Plan (2011)	Folsom Bike Plan (2007)	Folsom Ped Plan (2014)	Elk Grove Bike, Ped, and Trails Plan (2021)
Access/Mobility/Connectivity	•	•		•	•	•	•	•	•	•	•	•	•	•
Multimodal Transportation	•											•		
Quality and Operation		•			•									
Safety		•	•	•	•	•	•	•	•	•	•	•	•	
Increase Mode Share		•	•			•		•						•
Network Expansion		•	•		•						•		•	
Education, Encouragement and Awareness		•		•				•	•	•	•	•	•	•
Comprehensive Countywide		•			•									
Collaboration/Partnership		•					•				•	•		
Data Collection		•			•				•					
Funding/Finance/Cost Effectiveness			•	•				•		•	•	•		
ADA Accessibility				•	•									
Streetscaping, Context, and Land Use				•			•	•	•				•	
Equity					•	•								

Table 01 continued

Categories/Goals	SACOG	Regional Bike/Ped/Trail Plan	Sacramento (County) Bike Plan (2011)	Sacramento (County) Ped Plan (2007)	Countywide ADA Transition Plan (2020)	Sacramento (City) Bike Plan (2016)	Sacramento (City) Ped Plan (2006)	Citrus Heights Bike Plan (2015)	Citrus Heights Ped Plan (2016)	Rancho Cordova Bike Plan (2016)	Galt Bike Plan (2011)	Folsom Bike Plan (2007)	Folsom Ped Plan (2014)	Elk Grove Bike, Ped, and Trails Plan (2021)
Commuting								•						
Enforcement								•						•
Environmental/Development								•				•		
Routes to Schools											•			
Opportunities					•							•		
Phasing					•							•		
Support Facilities												•		
Implementation and Maintenance					•							•		
Consistency between Plans													•	
Roadway Design														•

Active transportation in a rural setting is also an area of weakness in active transportation plans in the region. Very low density creates a network void of connected facilities and requires long distances to travel to reach destinations. As a result, the pedestrian mode share is far lower than suburban areas. The bicycle mode share suffers as well as most facilities that do exist are located on high speed, narrow roadways.

There are ample opportunities in suburban areas of the County to improve connectivity. Both pedestrian and bicycle networks can be expanded to ensure gapless connections to transit routes and create desirable routes to destinations within walking distances of various destinations. Active transportation in the County would be made further desirable by offering support facilities such as water fountains for people walking and dedicated bicycle parking facilities for people bicycling at key destinations.

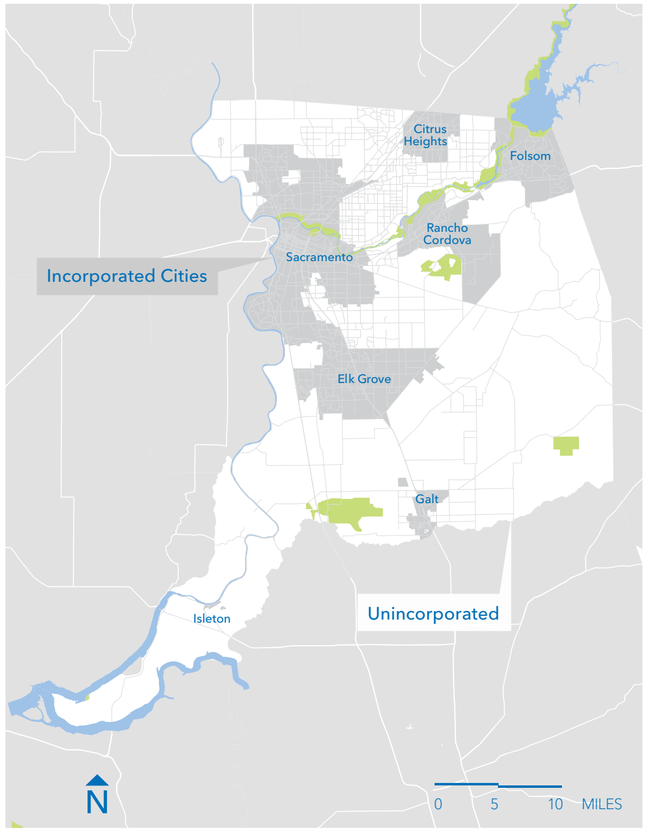
This extensive review of active transportation documents is considered a baseline understanding for the goals and objectives that the Sacramento County Active Transportation Plan will need to address. Also, pointing out the differences and shortcomings between plans in the region will support the success of this plan.

Unincorporated Sacramento County Overview

PLAN AREA OVERVIEW

This Active Transportation Plan covers the unincorporated areas of Sacramento County (**Figure 02**). Sacramento County is located in the middle of the 400-mile long Central Valley, 87 miles east of San Francisco, and 100 miles west of Lake Tahoe. Sacramento County has seven incorporated cities: Sacramento, Elk Grove, Citrus Heights, Folsom, Galt, Isleton, and Rancho Cordova. The County also contains a number of mature and new communities in the unincorporated area. Encompassing a total of 994 square miles, the County surrounds Interstate 80 (I-80) and US Route 50 (US 50) east of Yolo County and Interstate 5 (I-5) and State Route 99 (SR 99) north of San Joaquin County and east of Solano County. The County's unincorporated area is 764 square miles or about 80% of the total area.

Figure 02. Unincorporated Sacramento County



The unincorporated County is mostly-developed and densely populated along the I-80 and US 50 corridors and along parts of the SR 99 corridor. The remainder of the unincorporated County is more sparsely populated with agricultural uses or undeveloped land.

The unincorporated areas of Sacramento County have a population of 592,911 (2019), which is approximately 40% of the total population of the County.[2] The unincorporated population has grown 5.3% since the 2010 Census, and the median age for the entire county has increased from 34.8 to 36.6 over the last ten years.

[2]*United States Census American Community Survey (ACS), 2018*

River Road and the Sacramento River.

ENVIRONMENTAL JUSTICE COMMUNITIES

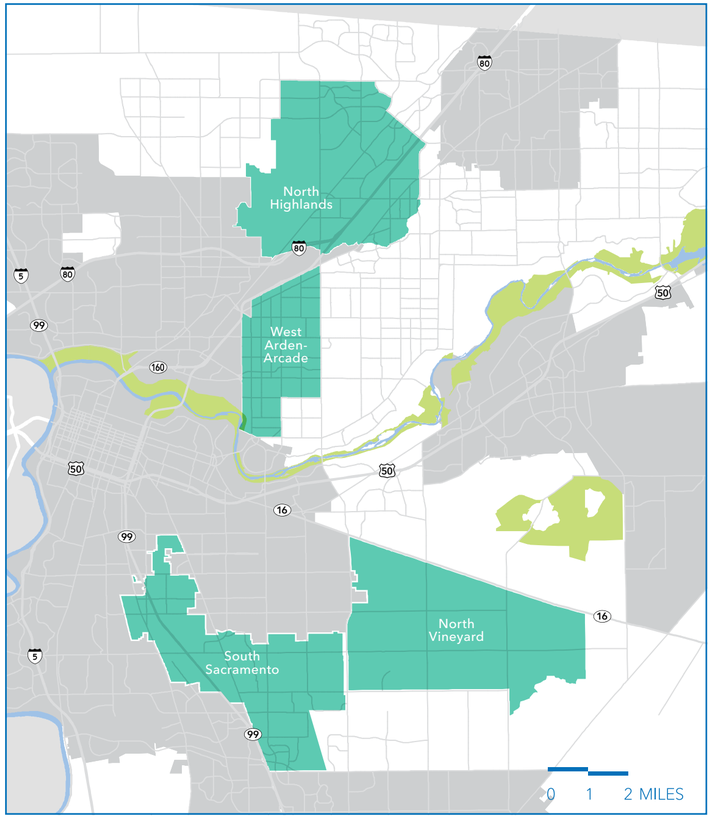
The Sacramento County General Plan Environmental Justice (EJ) Element (2019) identified EJ Communities that are considered disadvantaged compared to other parts of the unincorporated County. Focusing on EJ Communities allows the County to identify increased health risks and other environmental justice issues, including transportation, these residents experience. The EJ Element used the California Communities Environmental Health Screening Tool (CalEnviroScreen 3.0) and the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) to identify disadvantaged communities based on socioeconomic and environmental characteristics.

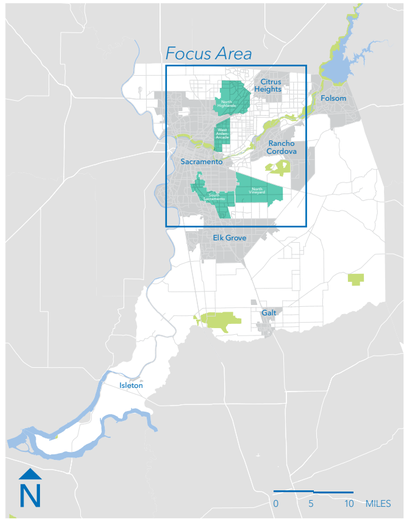
The four designated EJ Communities are North Highlands, West Arden-Arcade, South Sacramento, and North Vineyard. These communities are shown in **Figure 03**.

Man waits to cross street on Watt Avenue

A placemaking entry sign in Arden-Arcade.

Figure 03. Environmental Justice Areas





Legend

- Environmental Justice Community
- Unincorporated
- Incorporated Cities

Median household income is much lower in the EJ Communities than in other unincorporated communities in Sacramento County. While all four County EJ Communities have relatively similar land areas, South Sacramento is the densest community with 67,362 residents. North Vineyards is the least dense, with only 1,733 residents and primarily rural agricultural land uses. Across the entire County, the areas with the highest population density are within unincorporated areas. Multiple neighborhoods within the South Sacramento area and communities within and around North Highlands are denser than any of the incorporated cities. The Arden-Arcade area is also one of the ten most dense areas of the County. Looking only at unincorporated areas, EJ Communities tend to have higher population densities than non-EJ Communities.

Sacramento County's EJ Communities are a focus throughout this Active Transportation Plan. Transportation issues are intertwined with many of the concerns of EJ Community residents:

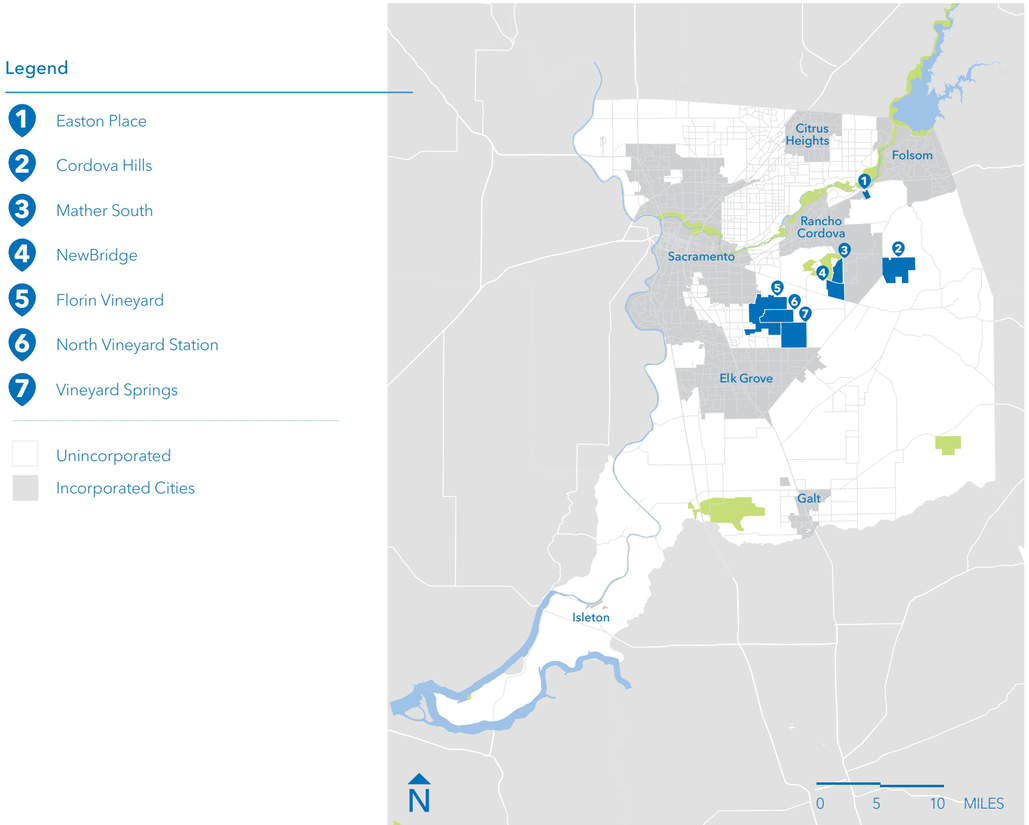
- Lack of connected, comfortable, and low-stress walking and bicycling infrastructure
- Poor access to healthy food
- Minimal physical activity
- Poor access to public facilities like parks, libraries, services, medical offices, and schools
- Exposure to air pollution
- Lack of tree canopy

FUTURE POPULATION AND JOB GROWTH

Many parts of unincorporated Sacramento County are experiencing growth, responding to high demand for additional housing and jobs. The County expects most future growth to occur in master planned communities (in various planning and development phases).[3] New developments will result in the potential for increased vehicle trips to and from these areas, and connecting these areas to the larger walking and bicycle networks (as well as transit) can facilitate walking, biking, and rolling trips and reduce automobile dependence for workers and residents of these areas. Sacramento County has approved eight Master Plan/ Specific Plan areas (**Figure 04**) for future residential and commercial development which include Florin Vineyard, Vineyard Station, Vineyard Springs, Cordova Hills, Glenborough, Easton, Mather South, and New Bridge.

[3]*Sacramento County expects most growth to happen within Master Plan development areas. However, data from SACOG suggests that there may also be additional infill growth in other areas of the County. Analysis of future growth for this plan relies on County data showing the majority of growth in the Master Plan areas.*

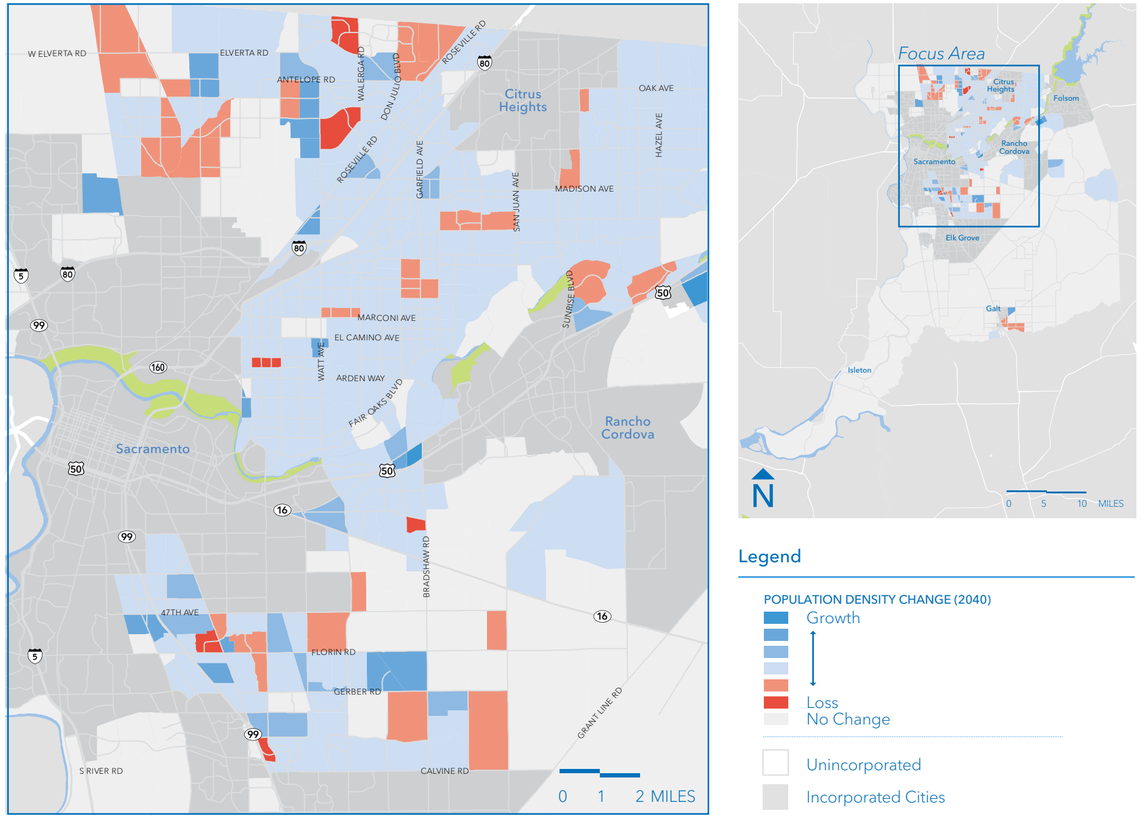
Figure 04. Master Plan Areas



Many of the master plan areas are within the North Vineyard EJ Community. Other master plan developments are in more eastern parts of the County, east of Rancho Cordova.

Population and job growth will not be limited to those master plan areas. Population and job growth models from the Sacramento Area Council of Governments (SACOG) predict population and job growth throughout the unincorporated County (**Figure 05** and **Figure 06**), especially in the South Sacramento and north-central parts of the County (the area between the City of Sacramento and Folsom). There are also multiple pockets of projected dense job growth along the Sacramento Regional Transit light rail corridors.

Figure 05. Population Density (2040)

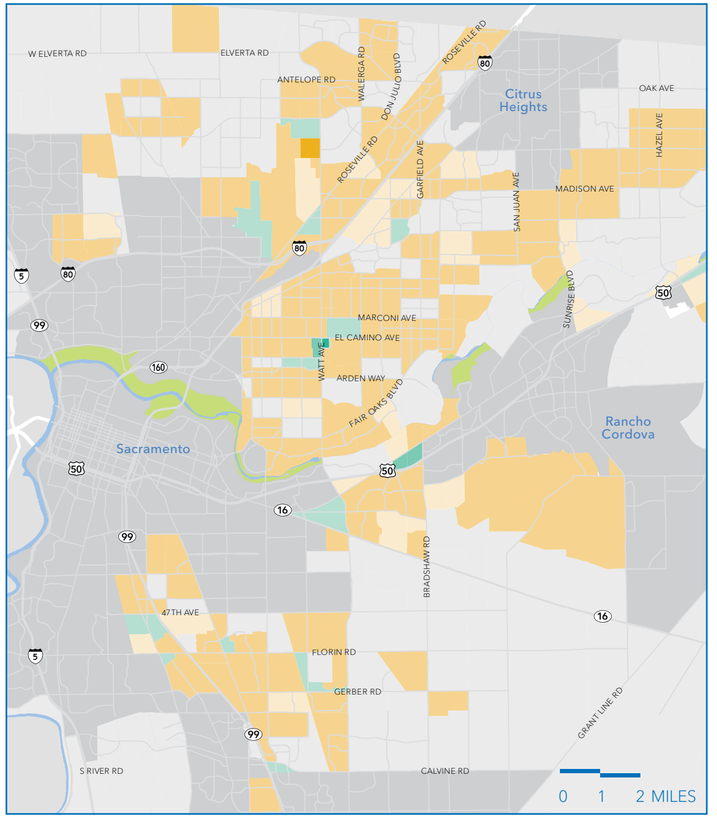


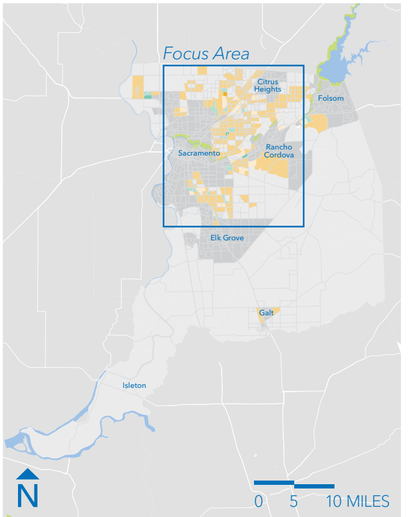
Legend

POPULATION DENSITY CHANGE (2040)
- Growth
- Loss
- No Change

Unincorporated
Incorporated Cities

Figure 06. Job Growth (2040)





Legend

JOB GROWTH (2040)
- More Growth
- Less Growth
- Loss
- No Change

Unincorporated
Incorporated Cities

TRAVEL PATTERNS

Based on the 2019 ACS[4], there are approximately 270,600 workers 16 years or older in unincorporated Sacramento County. The majority of workers commute by car, either alone (77.2%) or carpooling (10.2%), while 1% walk to work and fewer than 0.5% commute by bicycling. People taking transit represents 2.5% of workforce and over 8% work from home. The average commute time for all workers is 28 minutes (**Figure 07**).

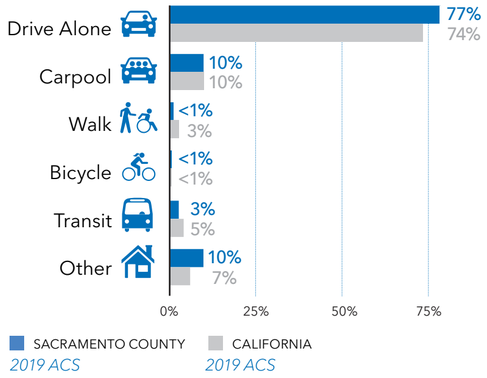
While most unincorporated residents use cars to get to work, walking and biking have a more prominent role for neighborhood-focused trips. SACOG regional data indicates that about 9% of all-purpose trips are completed by walking and biking, which has increased from 7% in 2000. These local trips include people walking and biking to schools, parks, libraries, stores, community centers, and other essential services and neighborhood destinations.

[4]*Based on the total workers in Sacramento County minus the workers in each incorporated City.*

Figure 07. Commute Mode Share and Travel Time

MODE SHARE FOR WORKERS 16 YEARS AND OLDER IN SACRAMENTO COUNTY:

Based on the total workers in Sacramento County minus the workers in each incorporated City.



The average commute time for all workers is

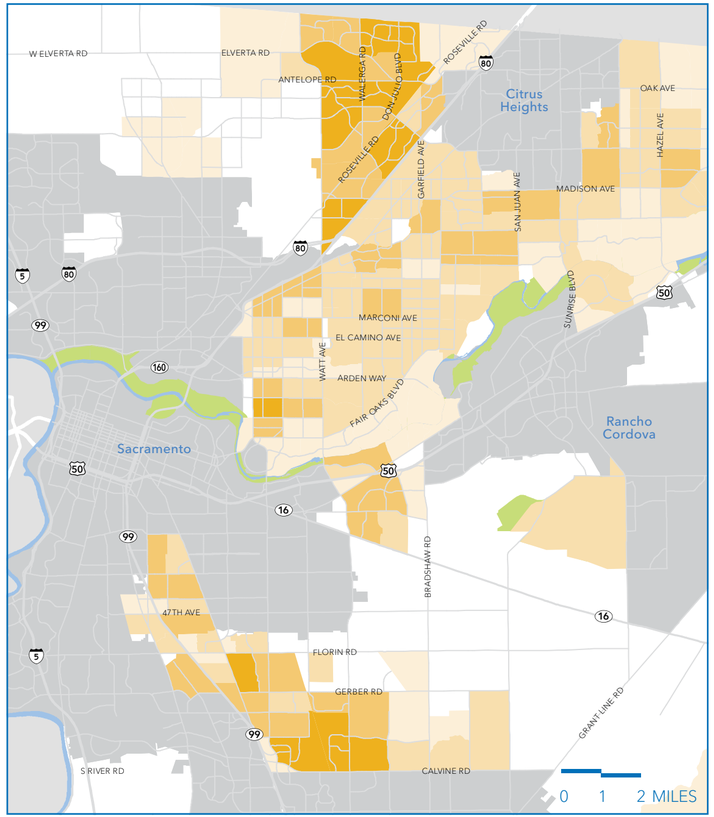
28

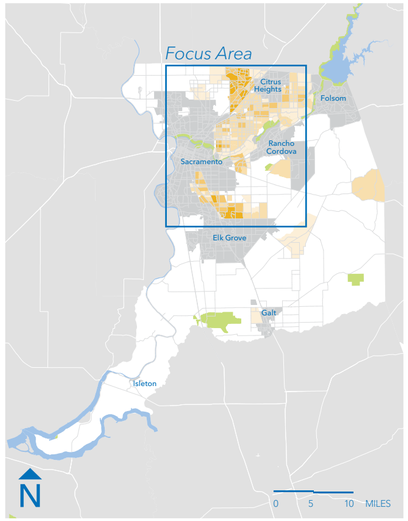
MINUTES *2019 ACS*

Based on the SACOG Travel Demand Model, South Sacramento, West Arden-Arcade, and North Highlands have the highest current densities of trips under five miles in length in the unincorporated County. These relatively short trips are key opportunities to convert car trips to walking or biking trips with a safe and comfortable active transportation network. This is shown in **Figure 08**.

A bike lane on Power Inn Road, entering the Florin Neighborhood, north of Geneva Pointe Drive.

Figure 08. Concentration of Trips Less Than Five Miles





Legend

TRIPS LESS THAN FIVE MILES

More

Fewer

Unincorporated

Incorporated Cities

PUBLIC TRANSPORTATION

Sacramento Regional Transit (SacRT) buses and light rail run throughout the County, with a total annual ridership of about 21 million passengers in 2019. Across the County, SacRT has over 5,000 bus stops; about 1,050 bus stops (21%) are within unincorporated Sacramento County. The light rail carries an average of 40,000 trips per day, SacRT buses carry 37,000 passengers per day (weekday average). Most light rail routes run within the City of Sacramento; however, the Gold Line runs along Folsom Boulevard between Sacramento and Folsom, with five stops in unincorporated areas. Those stations are Watt/Manlove, Starfire, Tiber, Butterfield, and Hazel. In addition to those Gold Line stations, residents near South Sacramento may also use the Blue Line that, in this segment, generally runs north-south.

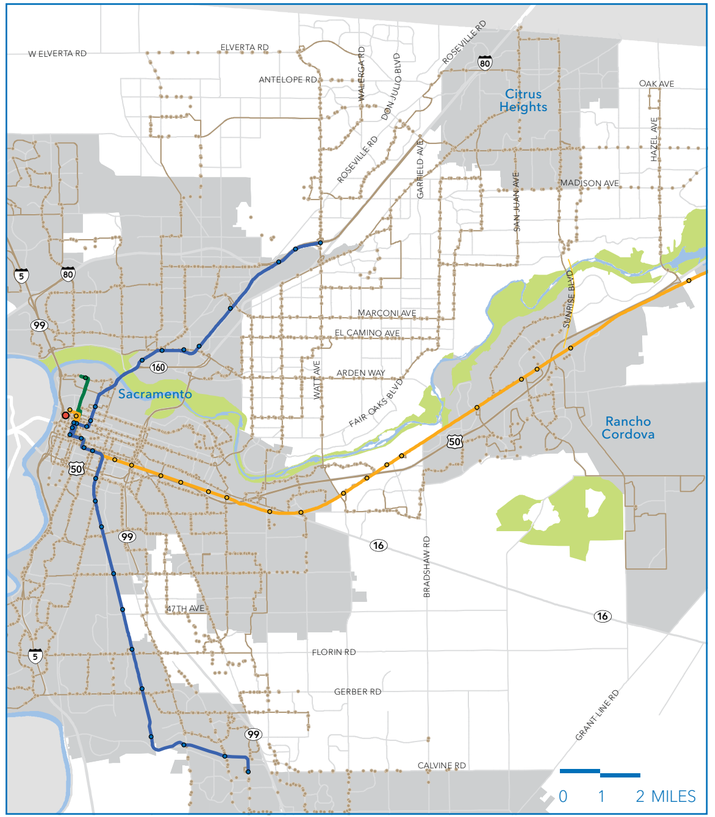
A SacRT bus stopped on Morse Avenue. The bus stop includes a shelter.

A shaded bus stop with a bench on Butano Dr

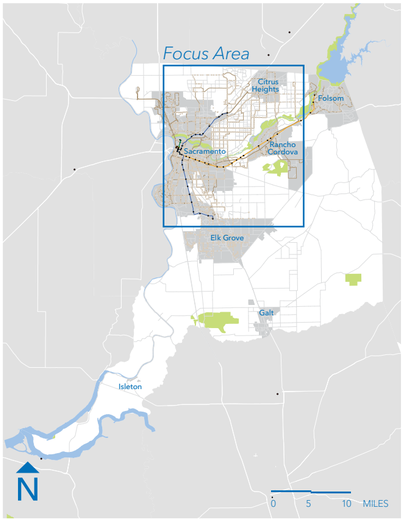
Improving walking, biking, and rolling access to bus and light rail stations will make it easier and more comfortable for transit riders to reach stops. The improvements, combined with projects previously identified by the ADA Transition Plan, can also potentially generate additional riders by providing practical options to walk, bike, or roll to and from the transit stop. In addition to sidewalks, trails, and bicycle facility improvements, stop amenities (benches, trash cans, shelters, etc.) can enhance the streetscape and create a more pleasant place for transit riders to wait for their vehicle away from elements. SacRT's system map can be seen in **Figure 09**.

Figure 09. Public Transportation

Focus Map



Key Map



Legend

TRANSIT
- Bus Route and Stop
- Gold Line and Stop
- Blue Line and Stop
- Green Line and Stop
- Amtrak Station

- Unincorporated
- Incorporated Cities

Active Transportation Network

The active transportation network in Sacramento County consists of sidewalks, bikeways, and shared use paths (trails), along with amenities that improve safety, comfort, and convenience for people biking or walking.

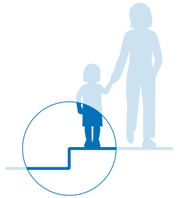
Sidewalk with a rolled curb along Marconi Avenue.

SIDEWALKS

Sidewalks provide dedicated space for people walking and using mobility devices to travel (**Figure 10**). Sidewalks are raised from the roadway and sometimes have a planting strip to increase separation from the car and provide greenery and potentially shade trees. Sidewalks are separated from the roadway by a curb. There are two types of curbs, rolled and vertical. Rolled curbs are sloped and can allow vehicles to park partially on the sidewalk, typically accommodating vehicle parking on narrow roads. This behavior can obstruct the travel path for people walking or rolling. Vertical curbs rise straight up to the sidewalk level and do not facilitate sidewalk mounting. Vertical curbs are the current standard within Sacramento County.

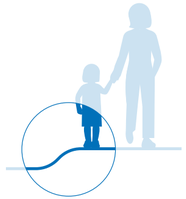
EXISTING SIDEWALK TYPES

Figure 10. Sidewalk and Curb Types



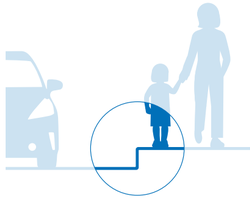
Vertical Curbs

Curbs rise straight up to the sidewalk level and are the current standard within Sacramento County.



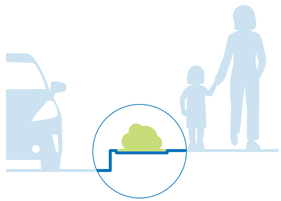
Rolled Curbs

Curbs are sloped and can allow vehicles to encroach onto the sidewalk, providing more roadway width at the expense of pedestrian pathway conflicts.



Attached Sidewalks

Connect directly to the curb and provide minimal lateral separation from the roadway.



Detached Sidewalks

Separated from the curb with a buffer area, typically a planting strip or special paving material to provide greater separation from the roadway.

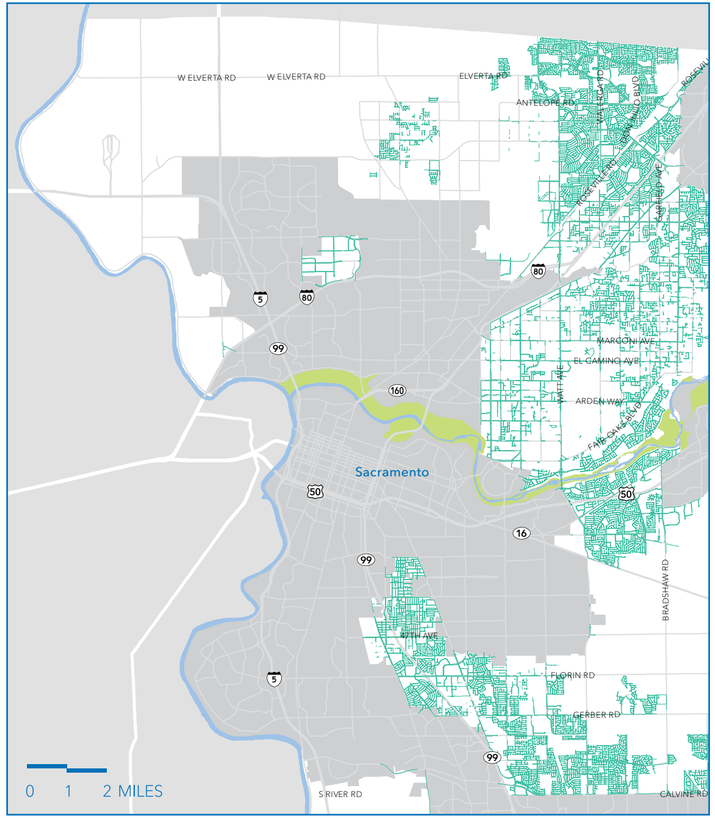
There are roughly 1,100 miles of roads throughout unincorporated Sacramento County. Only 13% of those roads have sidewalks on both sides of the street (**Figure 11**). Twenty-one percent of streets have sidewalks on one side of the street, while 66% of streets have no sidewalks. Combined, 87% of roads either have no sidewalks or sidewalks only on one side of the street. The concentration of sidewalks varies by community across the County. Sidewalks are generally complete on both sides of the road in the northern and central parts of unincorporated County which are more urbanized. Sidewalks are inconsistent and missing more frequently in unincorporated areas south of the City of Elk Grove, due to the rural nature of the southeast area of the County. Most roads in the North Highlands and South Sacramento communities have connected sidewalks. However, significant sidewalks gaps are present in the West Arden-Arcade and North Vineyard EJ Communities. Walking along streets without sidewalks or needing to access destinations on the side of the street without them places people walking closer to moving vehicles with no barrier or grade separation. These are stressful experiences for people walking and are not conducive to making walking a comfortable, practical option for most residents.

In addition to sidewalks, many other infrastructure components contribute to the pedestrian environment. Crosswalks, curb ramps, trails, crossing enhancements, lighting, tree canopy, street furniture, bus shelters, and other streetscape items can affect the safety, comfort, and routing decisions of people walking (and taking transit). Many of these items contribute to people's perceived safety and actual safety, both in terms of traffic safety and personal safety. Items like street furniture (benches, trash cans, etc.) and bus shelters make streets more comfortable, practical places to be. The placement of street furniture and utilities needs to ensure sufficient clear space to maintain accessibility. Most people perceive an attractive walking environment as both safe and comfortable.

A person walking on a sidewalk with a vertical curb on Florin Road near SR-99.

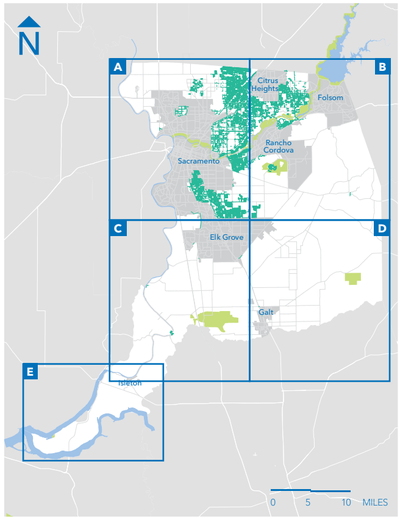
Figure 11. Existing Sidewalks

Focus Map



Focus Map A

Key Map

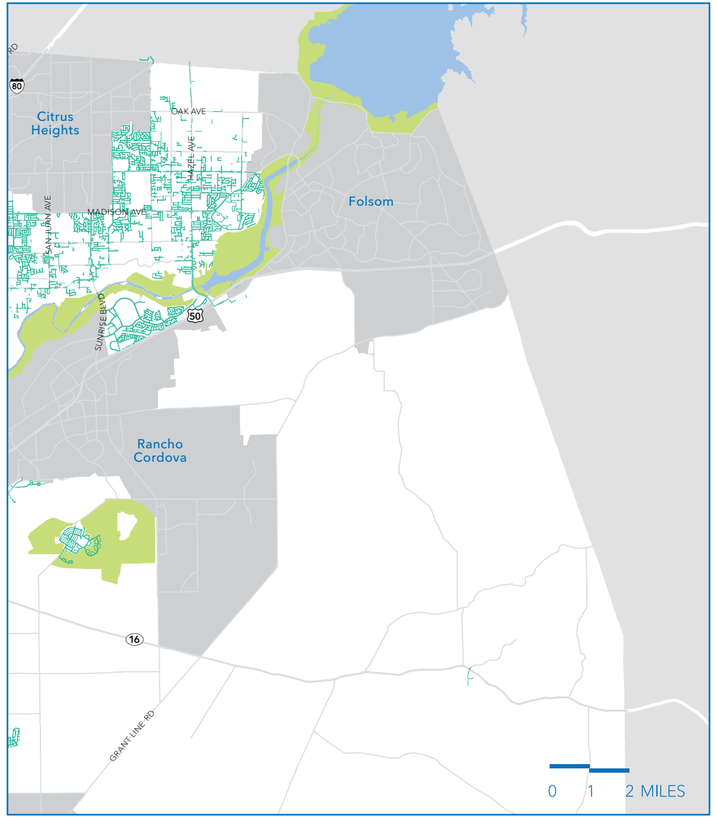


Legend

- Sidewalks
- Unincorporated
- Incorporated Cities

Sidewalk inventory conducted in 2019. Only sidewalk segments longer than 250 feet are shown.

Figure 11. Existing Sidewalks, continued



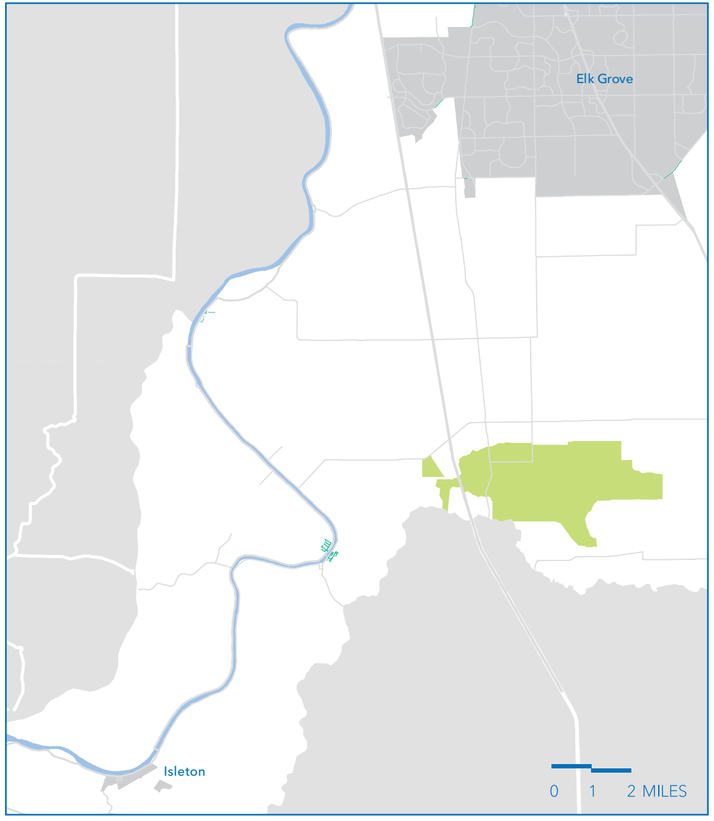
Focus Map B

Legend

- Sidewalks
- Unincorporated
- Incorporated Cities

Sidewalk inventory conducted in 2019. Only sidewalk segments longer than 250 feet are shown.

Figure 11. Existing Sidewalks, continued



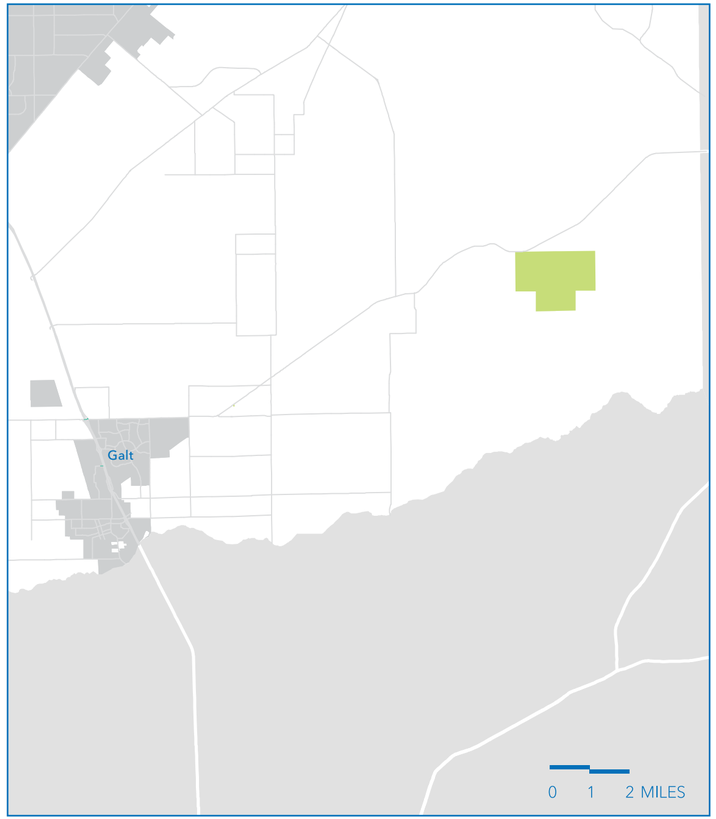
Focus Map C

Legend

- Sidewalks
- Unincorporated
- Incorporated Cities

Sidewalk inventory conducted in 2019. Only sidewalk segments longer than 250 feet are shown.

Figure 11. Existing Sidewalks, continued



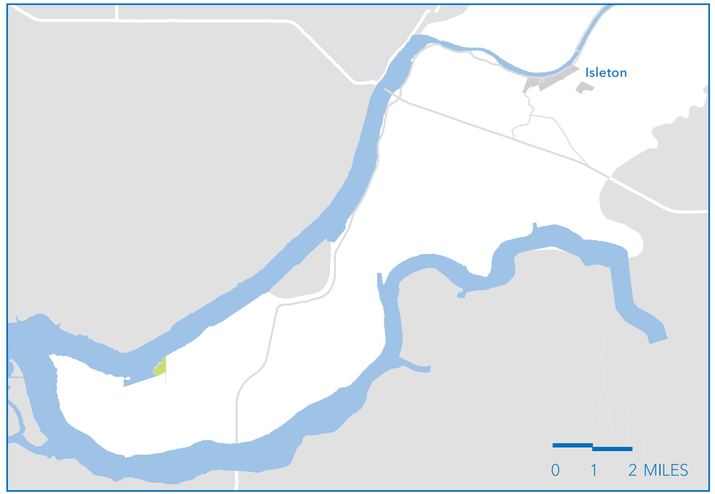
Focus Map D

Legend

- Sidewalks
- Unincorporated
- Incorporated Cities

Sidewalk inventory conducted in 2019. Only sidewalk segments longer than 250 feet are shown.

Figure 11. Existing Sidewalks, continued



Focus Map E

Legend

- Sidewalks
- Unincorporated
- Incorporated Cities

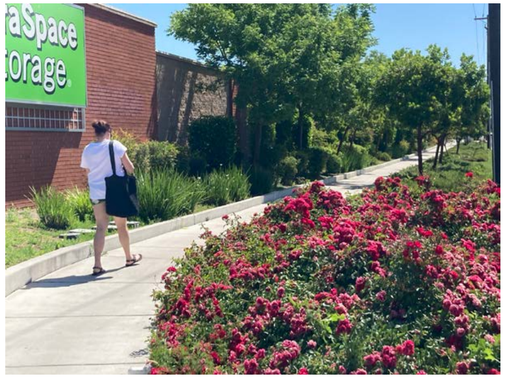
Sidewalk inventory conducted in 2019. Only sidewalk segments longer than 250 feet are shown.

A signalized school crossing of Calvine Road at Cliffcrest Drive.

Pedestrian Experience

Crossing the street, especially large-multilane streets, at mid-block locations or across slip lanes (free right turn lanes) can be uncomfortable. In many cases, aggressive driving and inadequate pedestrian crossing facilities create conditions that frequently lead to drivers failing to yield, improper stopping (stopping too close to the crosswalk), parking too close to intersections (limiting driver visibility of people walking), and other issues. Even on residential streets with less traffic, fast and aggressive driving can discourage walking trips. These concerns are heightened for the seniors and children, some of the most vulnerable roadway users, and most likely to access more neighborhood-focused destinations.

A slip lane at the intersection of Madison Avenue/Garfield Avenue. Source: GoogleMaps



A detached sidewalk with landscaping on Marconi Avenue

Sidewalk approaching an I-80 interchange in North Highlands

Throughout unincorporated Sacramento County, few residents can walk to a grocery store or their local school. There are large areas of unincorporated County without a large grocery store. Most unincorporated County residents cannot walk to a grocery within ten minutes; 20% of unincorporated residents and only 10% of EJ Community residents can complete this walk using low-stress roads. Improving connections to grocery stores within EJ Communities is consistent from EJ Element Policy EJ-13, providing safe, convenient opportunities to access healthy foods within these neighborhoods.

Fewer than half of unincorporated residents (40%) can access their closest school within a ten-minute, low-stress walk. Only 17% of EJ Community residents can access their local school within a ten-minute low-stress walk.

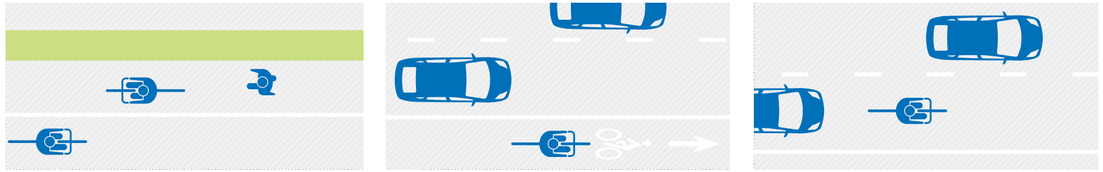
Further, poor walking conditions can hinder access to public transportation and limit potential bus stop amenities. Within a half-mile of all transit stops in unincorporated County, only 55% of the roads have complete sidewalks on both sides of the street. Almost 60% of unincorporated residents are within a low-stress ten-minute walk of a bus stop or light rail station. However, only 27% of EJ Community residents live within a ten-minute low-stress walk of a bus stop or light rail station. Improving walking infrastructure and crossing conditions will place more residents within a reasonable low-stress walking distance to stores, schools, public transit, and other essential neighborhood destinations.

BICYCLE FACILITIES

The unincorporated County's bicycle network includes a mix of shared-use paths, bicycle lanes, and signed bicycle routes (**Figure 12**). There are about 304 miles of bicycle facilities, mostly bicycle lanes, across unincorporated Sacramento County (**Figure 13**). Although the bicycle network can be dense in many urban regions, given the vast geography of the unincorporated County, the network as a whole lacks connectivity.

Bike lane on Marconi Avenue. The Marconi Avenue/Mission Avenue intersection includes actuated bicycle signal detection.

Figure 12. Existing Bikeway Types



Shared-Use Paths (Class I)

Dedicated paths for walking and bicycling completely separate from the roadway.

Bicycle Lanes (Class II)

Striped lanes for bicyclists. Bicycle lanes can also include striped "buffer" areas between the bicycle and travel lane or between the bike lane and parked cars (sometimes both).

Bicycle Routes (Class III)

Signed routes for bicyclists on low-speed, low-volume streets where roadway space is shared with motorists.

A bike lane on Fulton Avenue, near El Camino Avenue.

EXISTING BIKEWAY TYPES

Shared-use paths (Class I): Dedicated paths for walking and bicycling completely separate from the roadway.

One of the trail bridges over the American River

Bicycle lanes (Class II): Striped lanes for people bicycling. Bicycle lanes can also include striped "buffer" areas between the bicycle and travel lane or between the bike lane and parked cars (sometimes both).

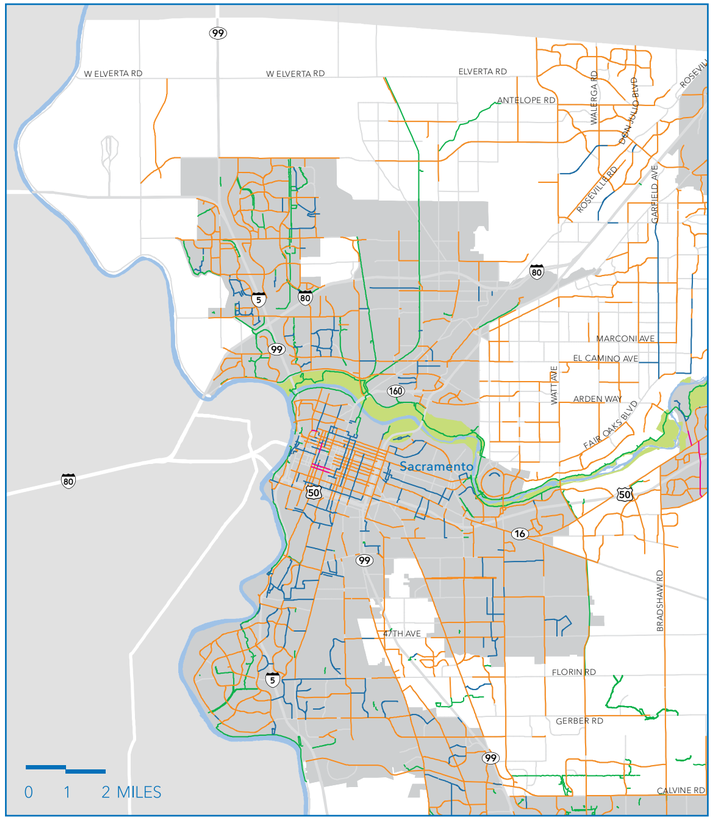
A bike lane on Butano Drive near Country Club Centre

A buffered bike lane on Hurley Way in West Arden

Bicycle routes (Class III): Signed routes for people bicycling. In more urbanized areas, these are typically lower-speed, lower-volume roadways. In more rural areas, especially in areas without paved shoulders, bike routes can be on higher-speed and higher-volume roadways.

A bike route with shared lane marking (sharrow), UC Irvine campus.

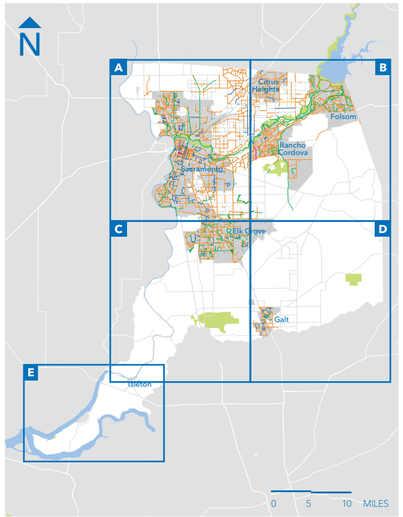
Figure 13. Existing Bikeways



Focus Map A

Focus Map

Key Map

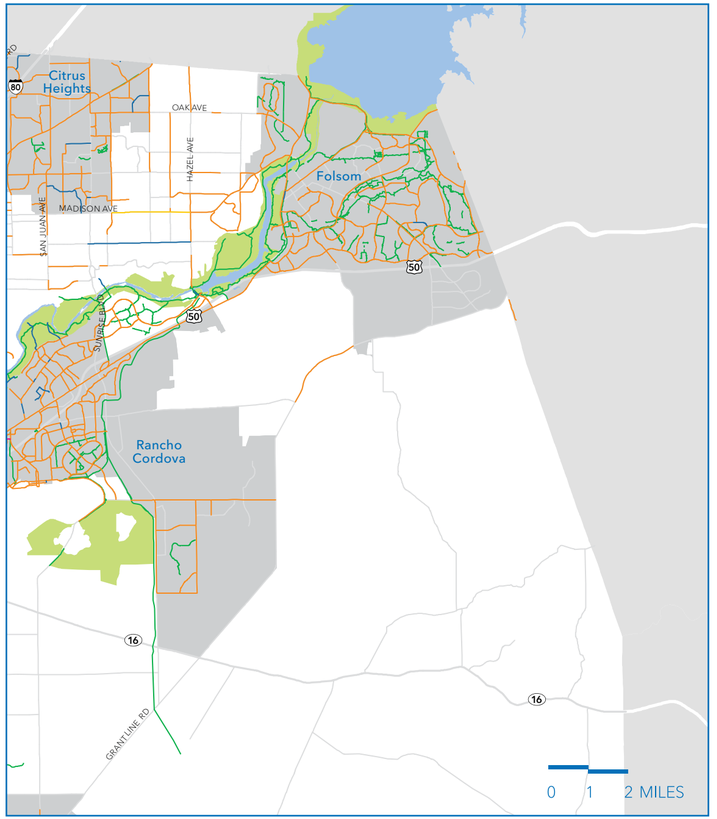


Legend

- Shared Use Paths (Class I)
- Bicycle Lanes (Class II)
- Buffered Bicycle Lanes (Class IIB)
- Bicycle Routes (Class III)
- Separated Bikeway (Class IV)

- Unincorporated
- Incorporated Cities

Figure 13. Existing Bikeways, continued



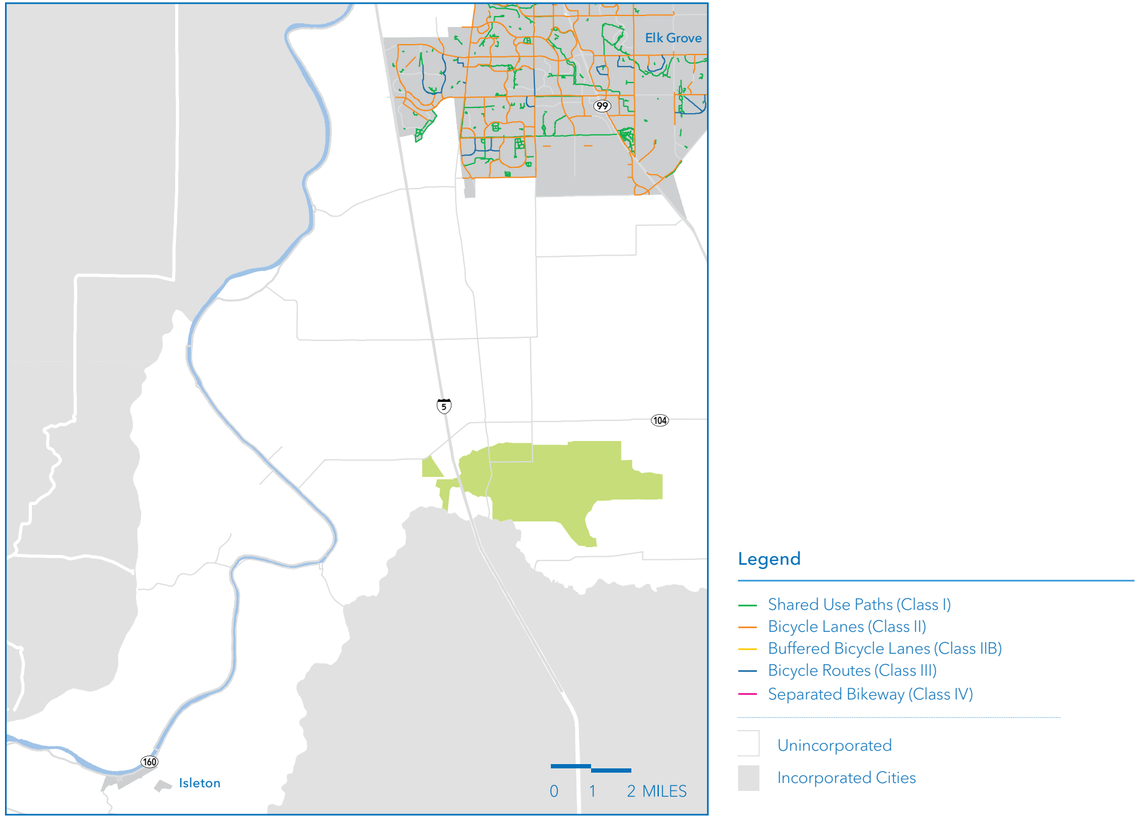
Focus MapB

Legend

- Shared Use Paths (Class I)
- Bicycle Lanes (Class II)
- Buffered Bicycle Lanes (Class IIB)
- Bicycle Routes (Class III)
- Separated Bikeway (Class IV)

- Unincorporated
- Incorporated Cities

Figure 13. Existing Bikeways, continued



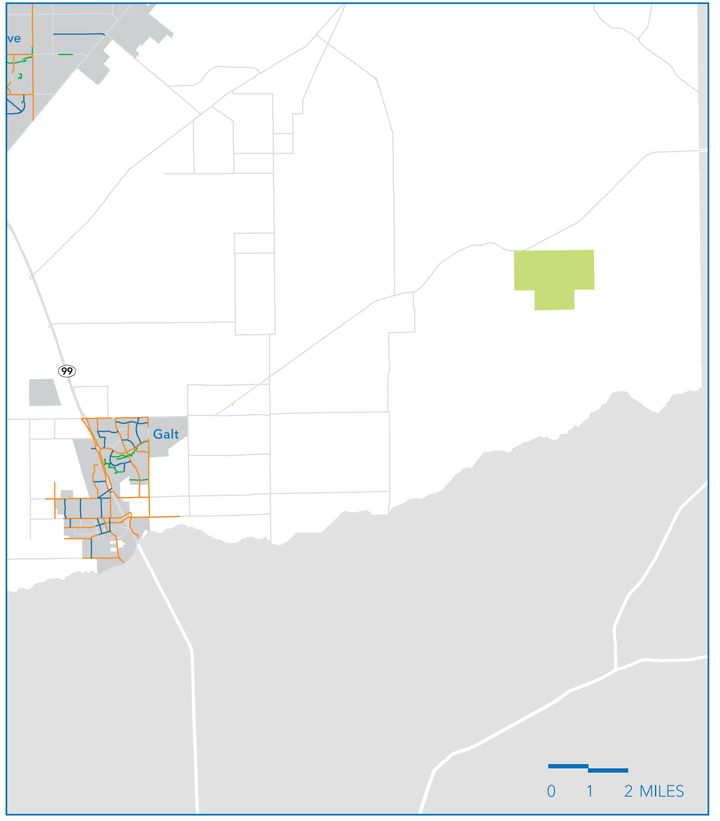
Focus Map C

Legend

- Shared Use Paths (Class I)
- Bicycle Lanes (Class II)
- Buffered Bicycle Lanes (Class IIB)
- Bicycle Routes (Class III)
- Separated Bikeway (Class IV)

- Unincorporated
- Incorporated Cities

Figure 13. Existing Bikeways, continued



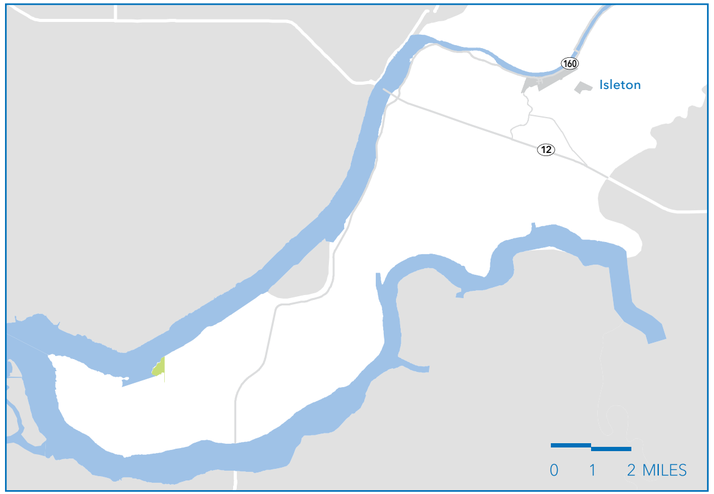
Focus Map D

Legend

- Shared Use Paths (Class I)
- Bicycle Lanes (Class II)
- Buffered Bicycle Lanes (Class IIB)
- Bicycle Routes (Class III)
- Separated Bikeway (Class IV)

- Unincorporated
- Incorporated Cities

Figure 13. Existing Bikeways, continued



Focus Map E

Legend

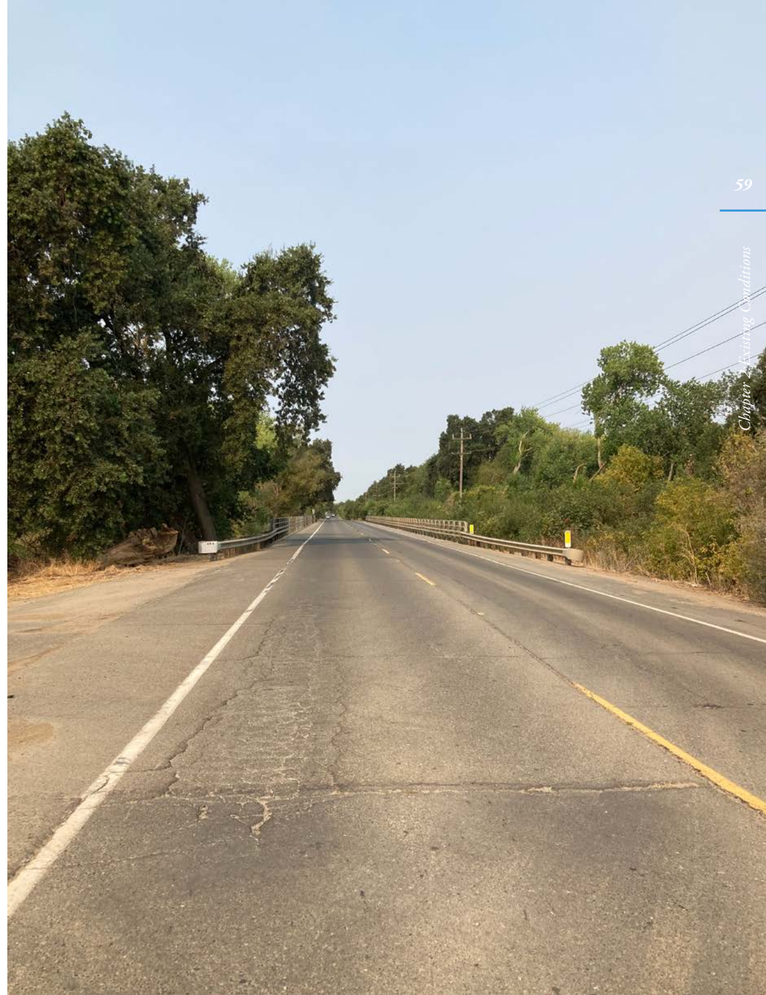
- Shared Use Paths (Class I)
- Bicycle Lanes (Class II)
- Buffered Bicycle Lanes (Class IIB)
- Bicycle Routes (Class III)
- Separated Bikeway (Class IV)

- Unincorporated
- Incorporated Cities

ACTIVE TRANSPORTATION COMFORT

Sidewalks and bike lanes alone are not enough to provide a comfortable and inviting walking or bicycling experience in Sacramento County. Sacramento County experiences extreme heat in the summertime, with average temperatures above 85 degrees Fahrenheit between May and September. Shade, often provided by tree canopy, can encourage physical activity in hotter temperatures while beautifying and supporting the natural environment. Within EJ Communities, North Highland and South Sacramento have a smaller portion of their roadways with shade cover than other unincorporated communities. West Arden-Arcade roughly has a proportional amount of tree canopy compared to non-EJ Communities. The lack of continuous walking and bicycling facilities and inconsistent shade cover can create uncomfortable and stressful conditions for those who walk and bike.

Twin Cities Road in the southern Delta area of Sacramento County.



Walking and Bicycling Safety

Between January 1, 2015 and December 31, 2019, there were 2,038 injury or fatal collisions involving someone walking or biking reported in unincorporated Sacramento County. Of these collisions, 1,000 involved a vehicle colliding with someone walking, and 1,038 involved a collision between a vehicle and someone biking (SWITRS - Statewide Integrated Traffic Records System). A summary of the frequency and relative severity of these collisions is presented in **Table 02**. During the analysis period, there were roughly the same number of pedestrian- and bicycle-involved collisions. The average severity of a collision involving someone walking is more than twice as severe as a collision involving someone biking and more than three times as severe as compared to the average severity across all injury crashes.

Tree-lined sidewalk along Power Inn Road south of Calvine Road.

An analysis of collision location and frequency revealed the following trends:

- Far more collisions involving people walking or biking (approximately 3 times as many) occur at intersections as compared to mid-block locations. This is likely due to the increased number of potential conflict points where vehicles and people walking or biking can interact.
- While many more collisions occur at intersections, the severity of injuries incurred along segments is slightly higher, potentially due to increased vehicle speed
- Based on collision severity, collisions involving people walking have twice the injury severity level as collisions involving people biking and more than three times the average severity level over all crashes

Collision types, frequency, and severity in the EJ Communities areas were further analyzed to help focus future investment towards locations that would directly improve any safety deficiencies in these communities. This analysis found that overall, the North Vineyard area had a very low occurrence of collisions involving people walking or biking, due to low density and geography of the area. The other three EJ Communities had comparable collision frequency and severity for collisions involving people walking and biking. The EJ Element also provides a comparison of bike and pedestrian collision rates per 1,000 residents[5], showing that non-EJ Communities have the lowest collision rate with North Vineyard having a collision rate only slightly higher. South Sacramento however has a rate almost twice as high as non-EJ areas. North Highlands and West Arden-Arcade both have a rate more than twice that of non-EJ areas.

[5]*Sacramento County Environmental Justice Element (2019), Figure 11*

Table 02. Number of Collisions by Mode and Injury Severity

Collision Type	Number of Collisions	Fatal/ Severe Injury Collisions
Pedestrian Collisions	1,000	348
Bicycle Collisions	1,038	139
Vehicle Collisions	16,190	1,150

CONTRIBUTING COLLISION FACTORS

Collision factors provide some clarification on what actions or conditions contributed to each collision. These can include built environment conditions (street type/condition, lighting, etc.), environmental conditions (time of day, weather, etc.), and human behavior. People driving not yielding to people in crosswalks and people crossing not yielding to drivers at non-crosswalk locations were the most frequent contributing factors for collisions involving someone walking in Sacramento County. People failing to yield to vehicles outside of a legal crosswalk was by far the most frequent cause of collisions involving people walking regardless of the collision location, occurring more often than the next four primary causes combined in all scenarios and location types (vehicles violating pedestrian ROW, improper vehicle turning, unsafe speed, and unsafe starting or backing).

In terms collisions involving people biking, riding on the wrong side of the road (biking against the main direction of traffic) and improper turning (making an unsafe turning movement, or failure to signal) were the most frequent contributing factors to collisions. Riding on the wrong side of the road occurring more often than the next five primary causes combined at signalized intersections (traffic signal/sign violation, improper turning, person biking violating vehicle ROW, other hazardous violation, and unsafe speeds) and the next three primary causes combined along stop-controlled segments (improper turning, person biking violating vehicle ROW, and traffic signal/sign violation).

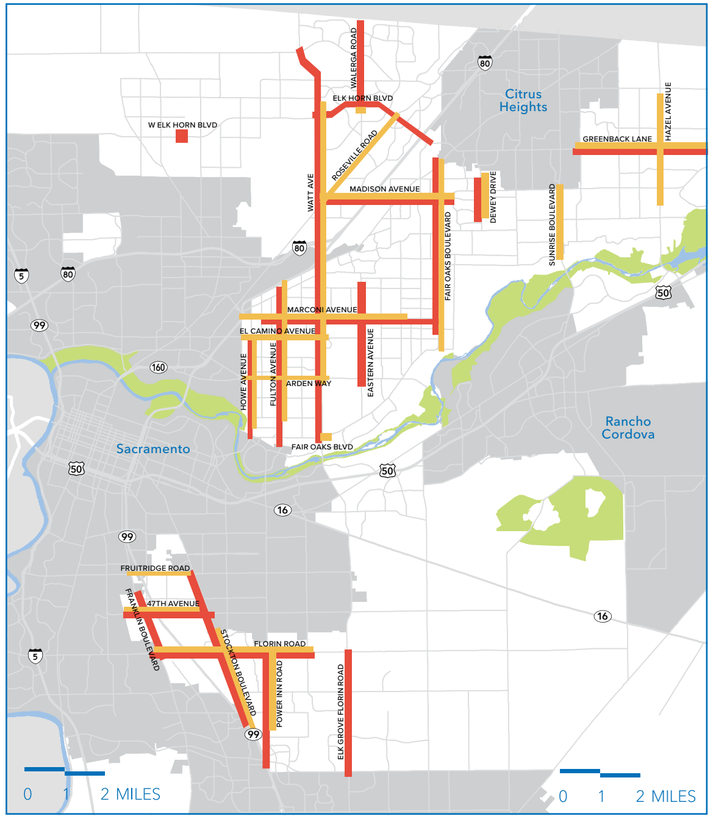
Pedestrian-involved collisions with high speed as a contributing factor resulted in the highest or second-highest injury severity across all locations. Bicycle-involved collisions with the high-speed factor caused the highest average collision injury severity at non-intersection locations.

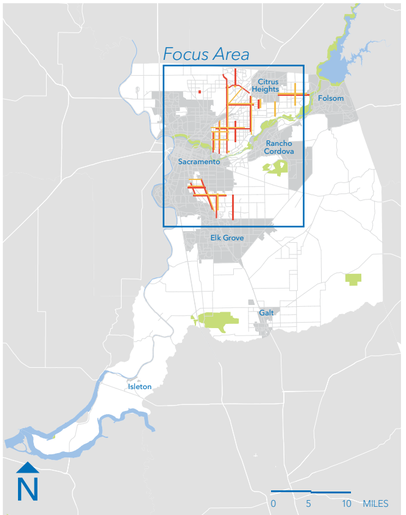
HIGH INJURY NETWORK

High-injury networks (HINs) were created to highlight corridors that have high concentrations of pedestrian-involved and bicycle-involved collisions, respectively. Each HIN is made of about 20 corridors. Corridors were selected for the HIN based on the both the frequency of pedestrian- or bicycle-involved collisions and the severity of the injuries. **Figure 14** shows the pedestrian and bicycle HINs.

The complete safety analysis, including information on the bicycle and pedestrian HINs, can be found in Appendix A-2.

Figure 14. High Injury Network

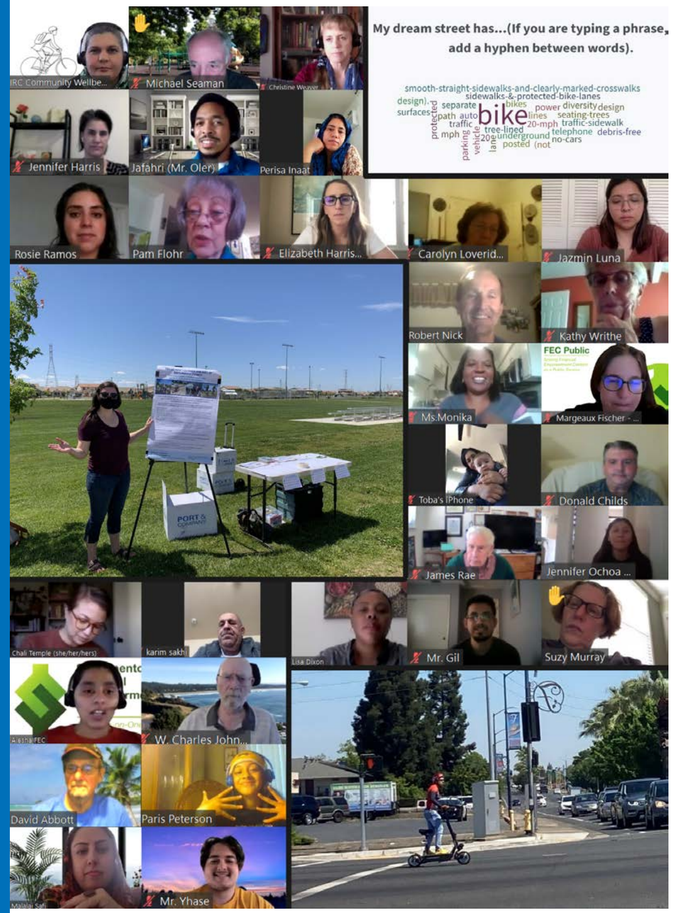




Legend

- Bike
- Pedestrian
- Unincorporated
- Incorporated Cities

Chapter 3: Public Engagement



"I currently walk in Fruitridge Manor. I feel like our community can prosper if we were given the resources to have more outdoor centered activities. …I would like to walk around areas with a lot of shade and water."

Ken Chang

Age 32
South Sacramento resident for most of his life

Engagement Strategy

Community engagement is an integral part of the planning process. The ATP included a thorough two-phased public engagement process, primarily done through virtual events due to the COVID-19 global pandemic. The County and its community partners made every reasonable effort to reach a diverse group of Sacramento County residents and stakeholders while following appropriate health and safety guidelines. The ATP's Public Engagement Plan and detailed event summaries from all engagement phases can be found in Appendix B.

Phase 1

The County led the first engagement phase from August 2020 through January 2021, with the goals of:

- Understanding perspectives and concerns around active transportation in Sacramento County
- Collecting feedback on the Plan's goals and objectives
- Building awareness and enthusiasm around the Plan

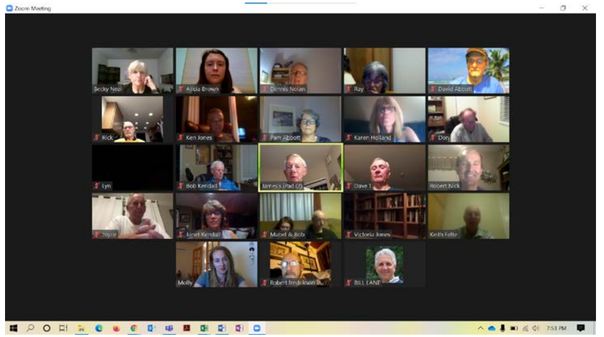
Phase 2

The County conducted the Phase 2 engagement between April and May 2021, with the intent to:

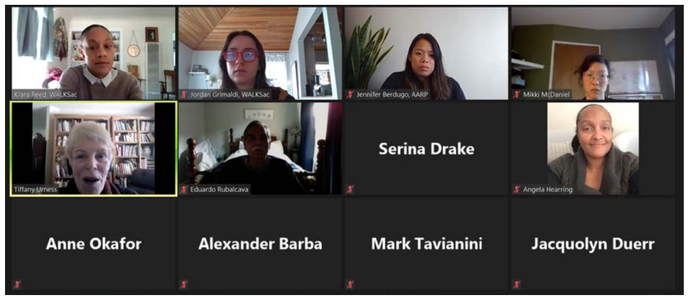
- Share and confirm the accuracy of the key themes and takeaways from the previous phase of public engagement
- Gather feedback on the Plan's draft infrastructure recommendations
- Learn more about community members' priorities for implementing active transportation projects

ENGAGEMENT EVENTS

During Phase 1, project staff met with 37 different organizations through 23 stakeholder meetings. These organizations represent different stakeholder interests, such as Community-Based Environmental Justice Organizations, Health and Disability Organizations, Bike and Transportation Management Agencies, Youth and Older Adult Organizations, Government and Transit Agencies, and Advisory Committees (**Figure 15**). Nearly 200 community members and more than 40 stakeholder groups participated in virtual events during the Phase 1 engagement process. All events were virtual during Phase 1. Community members could also leave comments on an interactive webmap. Comments pointed out specific locations of concern. People also drew their current or preferred walking, biking, and rolling routes. About 300 comments, likes, and dislikes were provided on the webmap during Phase 1.



A virtual meeting with the Sacramento Bike Hikers



The attendees from the American Association of Retired Persons pop-up virtual event.

Stakeholder group table

Figure 15. Participating Stakeholder Groups

Community-Based and Environmental Justice Organizations	Health and Disability Organizations	Bike and Transportation Management Agencies	Youth and Older Adult Organizations	Local Government and Transit Agencies
Asian Resources	ACB Capital Chapter of the California Council of the Blind	50 Corridor Transportation Management Association	American Association of Retired Persons	E-Tran
Everyday Impact Consulting	American Heart Association	80-Watt District	Asian Community Center Senior Services	Placer County Transit
GreenTech	Breathe California	Bike Lab	Agency on Aging Area 4	Sacramento Area Council of Governments
Health Education Council	Disability Rights California	North Natomas Jibe	Pro-Youth and Families	Sacramento County Department of Human Assistance
Impact Sacramento	Resources for Independent Living	Sacramento Area Bicycle Advocates	Sacramento Chinese Community Services Center	Sacramento Regional Transit Mobility Advisory Council
International Rescue Committee	Society for the Blind	Sacramento Bike Hikers	Sol Collective	SCT Link (Sacramento County)
La Familia	UC Davis Trauma Prevention Center United Cerebral Palsy	Sacramento Wheelmen		Sacramento County Disability Advisory Commission
Loaves and Fishes				Sacramento County Disability Compliance Office
Organize Sacramento				
Sacramento Tree Foundation				
WalkSacramento				

During Phase 2 engagement, the County engaged with over 50 residents at community workshops, over 80 residents across a series of in-person and virtual pop-up events (**Figure 16**), and received over 2,000 comments, likes, and dislikes on project recommendations.

Detailed community engagement summaries are located in Appendix B.

An in-person pop-up event at the Free Bicycle Tune-up event at Don and Brenda Nottoli Community Park in Vineyard, May 21, 2021.

PHASE 1

23
VIRTUAL STAKEHOLDER MEETINGS
37 organizations

2
VIRTUAL COMMUNITY WORKSHOPS
90 participants

10
POP-UP ACTIVITIES
110 participants

830+
ONLINE SURVEY RESPONSES
English, Spanish, and Russian

280+
COMMENTS OR LIKES ON ONLINE WEB MAP

PHASE 2

2
VIRTUAL COMMUNITY WORKSHOPS
50 participants

10
POP-UP ACTIVITIES
84 participants

2,600+
COMMENTS OR LIKES ON INTERACTIVE WEB MAP

Figure 16. Pop-Up Locations

1 Scavenger Hunt Activity
Summer/Fall 2020

2 Sacramento Bike Hikers Member Meeting
October 7, 2020

3 Public Listening Session: Disability Focus
CO-HOSTED BY RESOURCES FOR INDEPENDENT LIVING
October 23, 2020

4 Session with Fern Bacon Middle School students
November 2, 2020

5 Session with Foothill Ranch Middle School students
November 4, 2020

6 Public Listening Session: Older Adults Focus
CO-HOSTED BY AARP
December 3, 2020

7 Public Listening Session: West Arden-Arcade (English/Farsi)
CO-HOSTED BY INTERNATIONAL RESCUE COMMITTEE
December 23, 2020

8 Public Listening Session: South Sacramento (English/Spanish)
CO-HOSTED BY LA FAMILIA
January 14, 2021

9 Public Listening Session: Vineyard
CO-HOSTED BY 50 CORRIDOR TRANSPORTATION MANAGEMENT AGENCY
January 19, 2021

10 In-Person Survey Outreach (Russian)
January 2021

11 Public Listening Session: Delta
CO-HOSTED BY THE SACRAMENTO COUNTY FARM BUREAU
April 13, 2021

12 Public Listening Session: West Arden-Arcade (English/Farsi)
CO-HOSTED BY INTERNATIONAL RESCUE COMMITTEE
April 20, 2021

13 Public Listening Session: Disability Focus
CO-HOSTED BY RESOURCES FOR INDEPENDENT LIVING
April 28, 2021

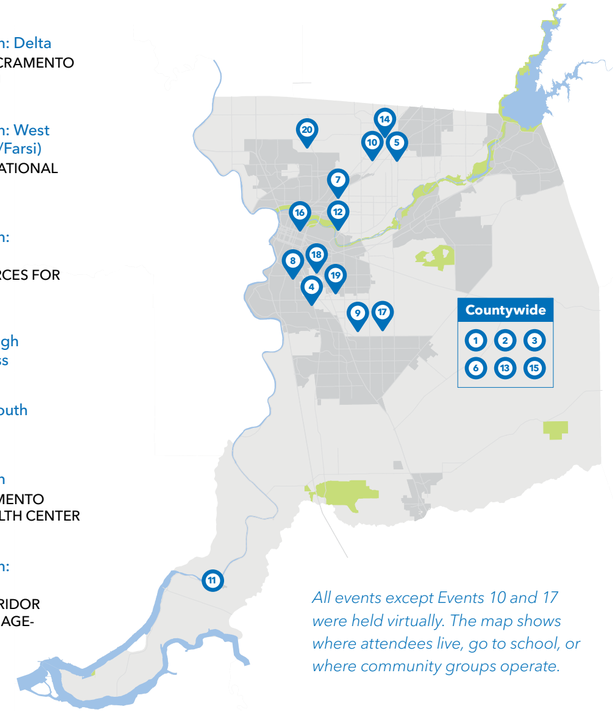
14 Session with Foothill High School Leadership Class
May 6, 2021

15 Session with SACOG Youth Leadership Academy
May 15, 2021

16 Public Listening Session
CO-HOSTED BY SACRAMENTO NATIVE AMERICAN HEALTH CENTER
May 17, 2021

17 Public Listening Session: Vineyard
CO-HOSTED BY 50 CORRIDOR TRANSPORTATION MANAGEMENT AGENCY
May 21, 2021

18 Public Listening Session: South Sacramento (English/Spanish)
CO-HOSTED BY LA FAMILIA
May 26, 2021



All events except Events 10 and 17 were held virtually. The map shows where attendees live, go to school, or where community groups operate.

19 Community Profiles: South Sacramento
August 16, 2021

20 Community Profile: Rio Linda/Elverta
August 16, 2021

Key Public Engagement Themes

Throughout the public engagement process, community members shared their active transportation concerns, needs, and desires. Several key themes emerged:

- **Walking and Rolling Challenges:** Sidewalk gaps, narrow shoulders, lack of shade trees, and uncomfortable crossings are significant challenges for those walking or rolling. Large intersections, railroad tracks, and other infrastructure components are barriers for many people
- **Biking Challenges:** Lack of dedicated bicycle facilities, sharing the road with high-speed vehicles on multilane roads, and lack of shade cover make it stressful and uncomfortable to bike throughout the unincorporated County
- **Access to Transit:** Transit stops and stations with few amenities (benches, shelters, etc.) create uncomfortable and undesirable places for people to wait for their transit vehicle. The lack of shade canopy (trees or engineered structures) can also be problematic in the hotter spring and summer months. Poor sidewalk conditions and lack of ramps can make it challenging to access transit, especially for seniors and people with physical disabilities. Residents also wanted to ensure that the design of new walking and biking facilities (i.e., adding bike lanes or curb extensions) improves and does not hinder transit access and travel
- **Connectivity:** Community members highlighted the need to build a more connected bicycle network that provides safe and comfortable routes to community-serving destinations like schools, parks, trails, and job centers. The need for better river crossings for active transportation users also emerged as a theme
- **Safety and Comfort:** Walking and biking are uncomfortable for many residents across the County due to many of the challenges mentioned above. A lack of active transportation infrastructure, combined with fast-moving vehicles with little or no separation from walking and biking users, impacts comfort and actual and perceived safety

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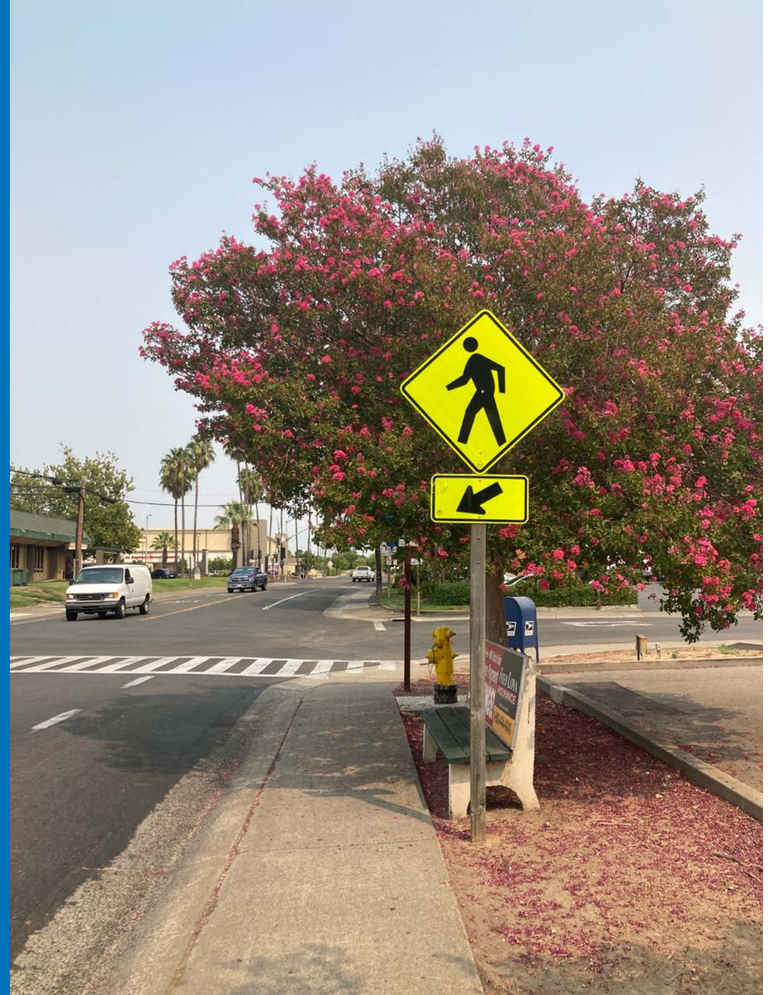
Chapter 4: Infrastructure Recommendations



"If facilities connecting the community more widely to the only grocery store in the area were provided, I would take that path frequently and look at biking or rolling more often. Currently, the only north/south main road (Rio Linda Blvd) has high speeds and minimal pedestrian facilities."

Kenneth Isenhower

Transportation Engineer, age 31
Rio Linda/Elverta

Project Recommendations

Based on the needs, opportunities, and challenges identified through the existing conditions analysis, recommendations were developed through an iterative process with both County staff, partner agency stakeholders, and the community. This chapter describes recommended bicycle and pedestrian projects and provides additional information or toolkits for bicycle boulevards, wayfinding, and green infrastructure.

Recommendations described in this Plan serve as a foundation to create successful, well-used, and safe spaces for people to walk, bike, and roll. These planning-level project recommendations work together to build unincorporated Sacramento County's active transportation network and encourage more people to walk, bike, and roll. In addition to projects identified in this Plan, the County can also install bicycle facilities and pedestrian enhancements on other roadways as appropriate.

Projects outside of Sacramento County's unincorporated rights-of-way play an essential part in the overall completeness, connectivity, and reach of the transportation networks. When applicable, project recommendations have been made in these areas. However, implementing these projects requires additional coordination with other agencies and neighboring jurisdictions.

This Plan proposes pedestrian infrastructure improvements at 194 locations, 192 miles of sidewalks, and 1,218 miles of new or upgraded bicycle facilities (including study corridors).

While the Plan provides recommendations for bicycle and pedestrian projects, in some cases a more detailed master plan is needed. Such is the case for the American River Parkway, where this Active Transportation Plan only provides a few specific project recommendation on how to improve connectivity to the parkway. A more detailed master plan is needed to improve active transportation connections to the American River parkway trail system for the unincorporated communities of Arden-Arcade, Cordova, Carmichael, Fair Oaks, and Orangevale. The plan would identify gaps in connectivity, needed access improvements, access to existing and future transit, access to schools, access to housing, and employment, connections into the City of Sacramento, Rancho Cordova, and Folsom's trail network and access for environmental justice communities.

Pedestrian Recommendations

Pedestrian recommendations were developed based on the following steps:

- Incorporate the unbuilt recommendations from the previous countywide planning efforts
- Revise and add recommendations based on the data-driven needs analyses, future master-planned communities, feasibility, and public comment
- Review projects to ensure they form a cohesive, connected network that serves the entire County

PEDESTRIAN RECOMMENDATIONS

This Plan recommends pedestrian infrastructure improvements at 194 locations across Sacramento County (**Table 03**) and 192 miles of sidewalk gap closures. Pedestrian spot improvement locations include infrastructure recommendations based on the type and size of streets and the type of intersection control. Each intersection size and control combination has a specific set of infrastructure recommendations designed to improve safety, comfort, and access within that context. These contextualized recommendations provide a toolkit of potential solutions that the County can use to improve these locations' walkability. Specific improvements for each location will be determined on a project-by-project basis using engineering and planning judgement.

Intersection sizes are described below:

- Small intersections: Two small residential streets (people walking typically have to cross two or three vehicle lanes)
- Medium intersections: One small street and one collector street or two collector streets (people walking typically have to cross two to four vehicle lanes)
- Major intersections: One collector street and an arterial or two arterial streets (people walking typically have to cross at least four vehicle lanes)
- Interstate ramp: Any street with a highway interchange

Intersection traffic control falls under three categories:

- Signalized intersection
- Stop sign-controlled intersection (all-way or two-way)
- Uncontrolled intersection

A subset of 26 recommendations includes tailored recommendations specific to each location. These 26 locations are unsignalized locations within EJ Communities that are either along the pedestrian high-injury network or within a quarter-mile of a school. These important locations provide critical connections to schools, parks, and other neighborhood destinations within historically underserved communities.

A mid-block crossing of River Road south of Locke Road in the Delta.

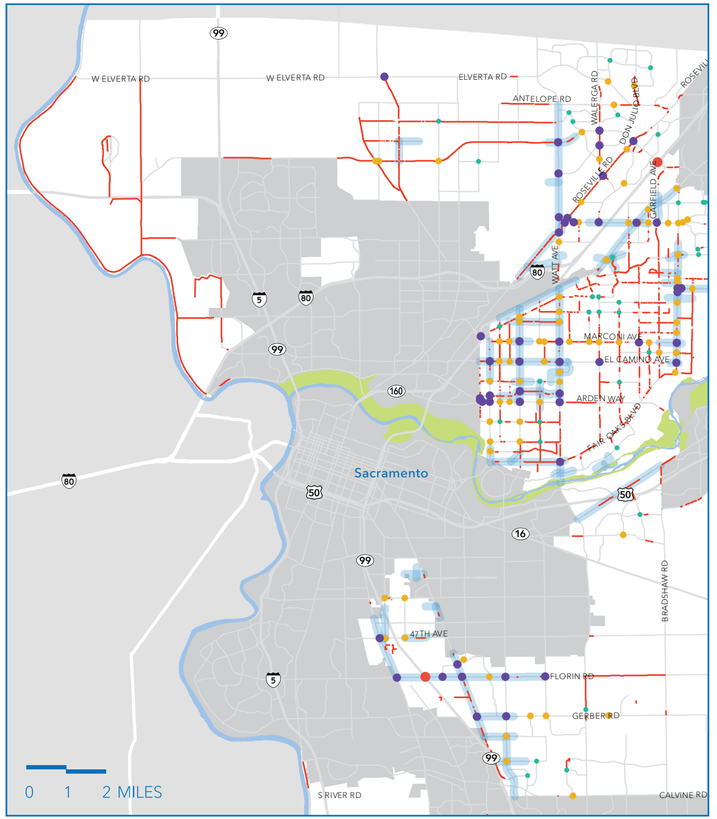
Figure 17 show the location of each pedestrian improvement. **Table 03** displays the number of recommendations in each category. These recommendations are defined in the Pedestrian Toolkit (pages 84-102). The full table of all 194 pedestrian improvement locations can be found in Table C-1 of Appendix C. The full list and maps of proposed sidewalk gap closures can also be found in Figure C-1 and Table C-2 within Appendix C. Pedestrian Districts were developed by the County's Planning and Community Development Department and are commercial corridors that have or could have high volumes of pedestrian traffic where improvements should be concentrated. The districts were carried over as part of the 2007 Pedestrian Master Plan are also included within pedestrian recommendation maps.

Table 03. Pedestrian Recommendation by Intersection Size and Control Type

	Signalized	Stop-controlled	Uncontrolled	**Total**
Small Intersections	12	18	7	**37**
Medium Intersections	65	8	7	**80**
Major Intersections	44	2	2	**48**
Interstate Ramps	3	-	-	**3**
Specific Project Locations	2-	21	3	**26**
Total	**126**	**49**	**19**	**194**

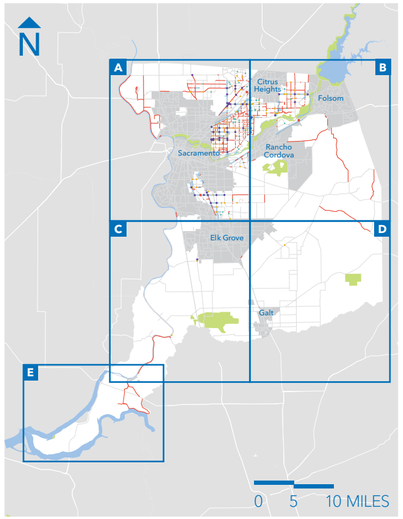
Figure 17. Recommended Pedestrian Improvements

Focus Map



Focus Map A

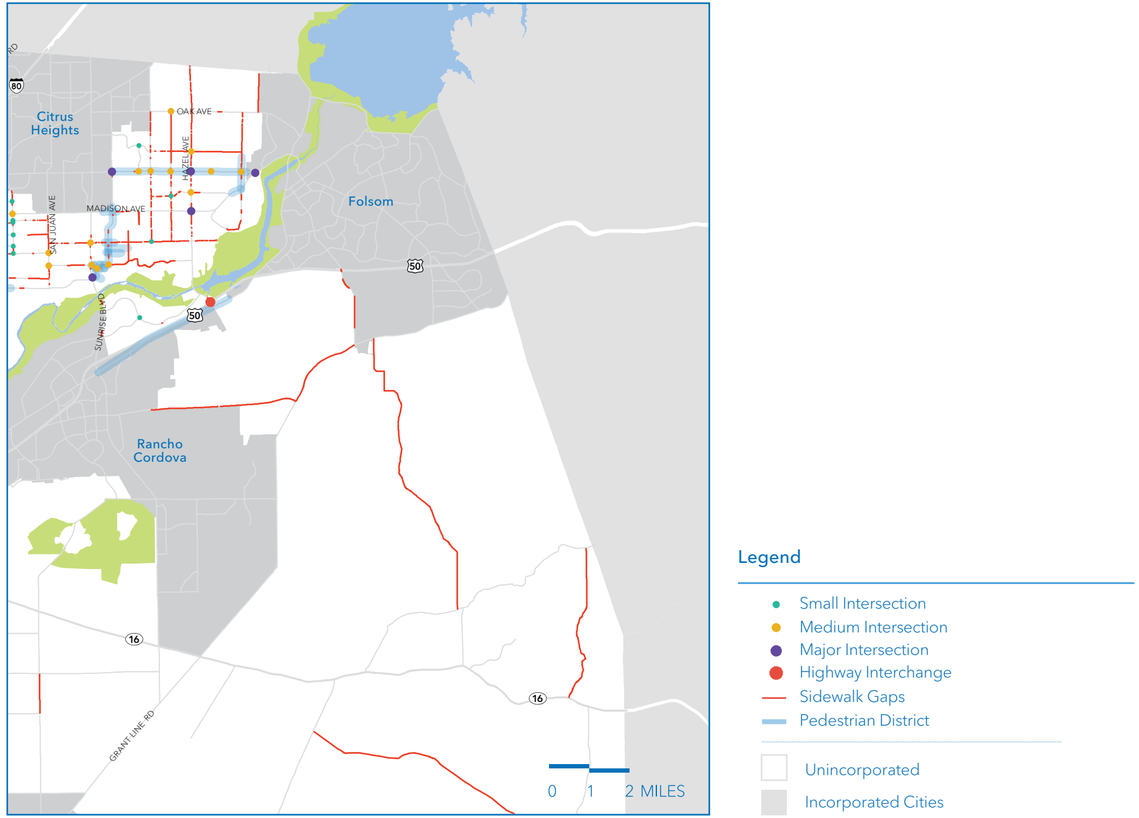
Key Map



Legend

- Small Intersection
- Medium Intersection
- Major Intersection
- Highway Interchange
- Sidewalk Gaps
- Pedestrian District
- Unincorporated
- Incorporated Cities

Figure 17. Recommended Pedestrian Improvements, continued

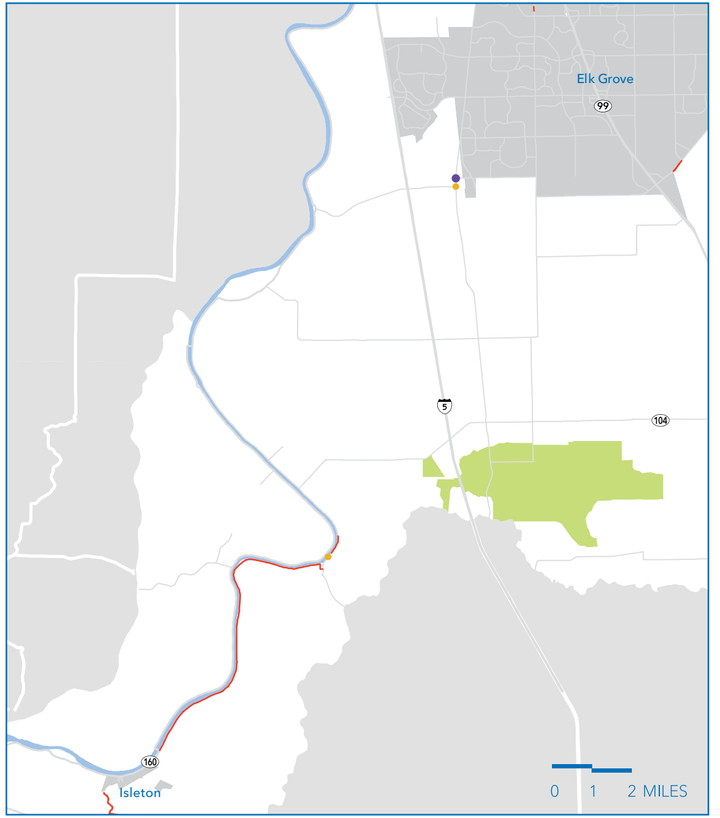


Focus Map B

Legend

- Small Intersection
- Medium Intersection
- Major Intersection
- Highway Interchange
- Sidewalk Gaps
- Pedestrian District
- Unincorporated
- Incorporated Cities

Figure 17. Recommended Pedestrian Improvements, continued

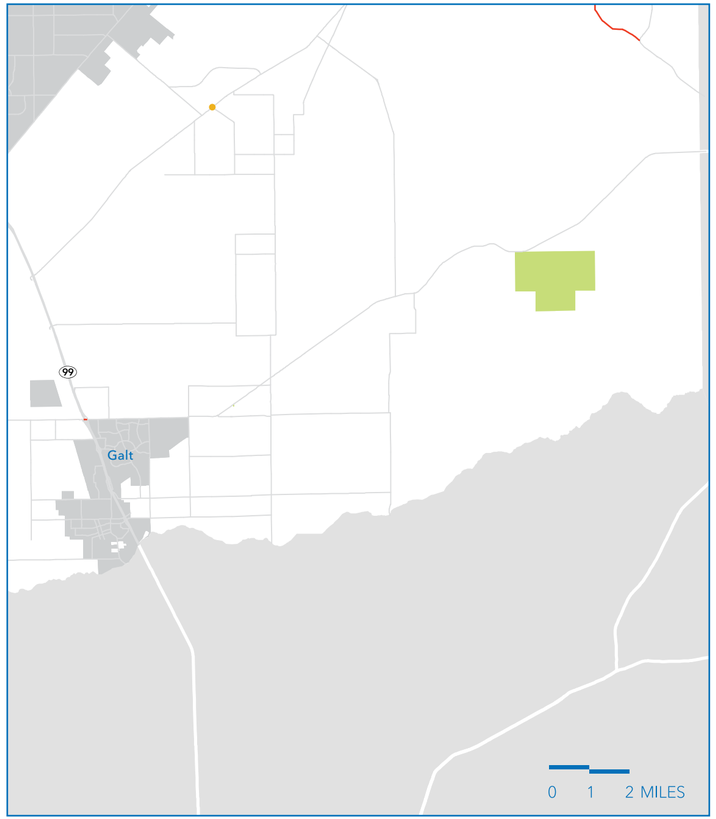


Focus Map C

Legend

- Small Intersection
- Medium Intersection
- Major Intersection
- Highway Interchange
- Sidewalk Gaps
- Pedestrian District
- Unincorporated
- Incorporated Cities

Figure 17. Recommended Pedestrian Improvements, continued

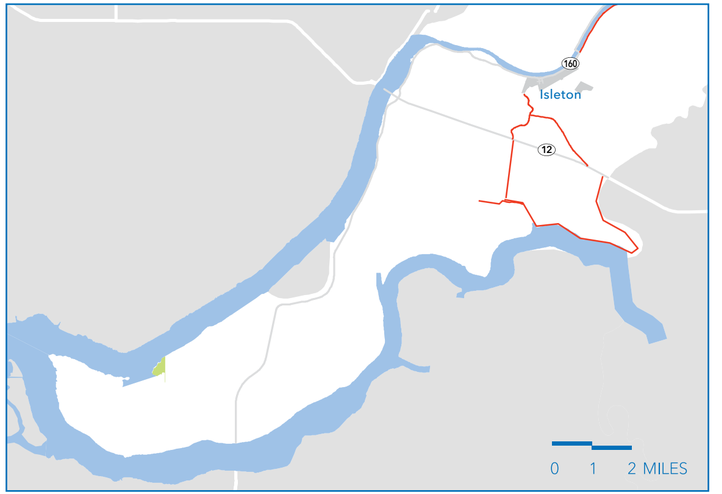


Focus Map D

Legend

- Small Intersection
- Medium Intersection
- Major Intersection
- Highway Interchange
- Sidewalk Gaps
- Pedestrian District
- Unincorporated
- Incorporated Cities

Figure 17. Recommended Pedestrian Improvements, continued



Focus Map E

Legend

- Small Intersection
- Medium Intersection
- Major Intersection
- Highway Interchange
- Sidewalk Gaps
- Pedestrian District
- Unincorporated
- Incorporated Cities

PEDESTRIAN TOOLKIT[6]

This Plan's toolkit groups pedestrian infrastructure into six categories:

- Sidewalks, trails, and medians
- Intersection and street design
- Pavement markings
- Pedestrian-actuated beacons
- Street furniture
- Studies

Example infrastructure components from each of the categories are provided below.

[6] *Items with an asterisk are included in the approved Neighborhood Traffic Management Program Tool Box. The Tool Box can be accessed here: https://sacdot.saccounty.net/Pages/NTMP-ToolBox.aspx*

SIDEWALKS, SHARED-USE PATHS, AND MEDIANS

Sidewalks

Sidewalks provide dedicated space for people walking and rolling. Sidewalks are raised from the roadway and sometimes have a planting strip for increased separation from the street. Obstructions like utility boxes, signs, and poles can limit available sidewalk width. The County should install and move existing street furniture and utilities on sidewalks to maintain a clear path of travel; it is critical for physical accessibility. Items obstructing walking and rolling paths force people to use alternate routes or go around these objects on private property or in the street.

Sidewalk on Florin Road, near Southgate Plaza.

Shared-Use Paths

Dedicated paths for walking and bicycling completely separate from the roadway. When paved with asphalt or concrete, trails can include markings to encourage the separation of modes.

People jogging along American River Parkway trail.

Curb Extensions

Curb extensions push the curb into the street and can provide several valuable traffic calming and safety benefits. Curb extensions shorten the crossing distance for people walking or rolling, provide improved visibility at intersections for drivers, and provide additional pedestrian queuing space. Curb extensions can be installed at intersections or mid-block. They can be made with permanent materials like cement or implemented as a "quick-build" project with pavement markings, detectable warning surfaces, paint, and bollards/delineators.

A curb extension with green infrastructure, Carolan Ave, Burlingame.

Curb Ramps

Curb ramps allow for smooth, accessible transitions between the sidewalk and street level. Curb ramps are essential for those with special mobility needs, strollers, and many other users. Ramps must be built to current ADA standards.

The corner of Diamond Ranch Drive and Gerber Road with pedestrian countdown signal head and curb ramp with tactile warning surface.

INTERSECTION AND STREET DESIGN

Intersection Redesign

Intersections are not always symmetrical. Intersections can have confusing or asymmetric designs when more than two streets come together or when two streets come together at non-90-degree angles. Design components like curb extensions, painted buffer areas, and medians can make these intersections more inviting, less stressful, and less confusing for active transportation users and people driving.

The intersection of Fair Oaks Boulevard and Manzanita Avenue.

Free Right Turn Lane/ Slip Lane Removal

Free-right turn lanes facilitate increased vehicle throughput and faster turns at intersections at the expense of the safety and movement of people walking and biking. Rates of drivers yielding to people walking at slip lanes are much lower than at other crossing locations. Intersections with slip lanes and bike lanes also create a bike mixing zone, as people biking need to move away from the curb and across the right turn lane to continue straight through the intersection. Many designs can be implemented during the slip lane removal process, including bulb outs and other curb work to adjust intersection geometry. Removing slip lanes can impact traffic flow through the intersection; some impacts may be mitigated through signal timing and other engineering adjustments.

Slip lane at Rockingham

Traffic Calming

Traffic calming is the implementation of roadway changes to slow down vehicle traffic. SacDOT can consider various tools to slow vehicle traffic, including speed bumps, chicanes, speed feedback signs, and other items. Traffic calming is also an essential component of bicycle boulevards (see page 114 for more details on bicycle boulevard elements).

A speed table on Madison Avenue

Pedestrian Push Buttons and Signal Heads

All new and redesigned intersections with pedestrian crossings need to be built to current ADA standards. These standards include using accessible pedestrian buttons and signal heads that audibly communicate information about location and pedestrian signal timing for those with mobility and visual impairments.

An ADA compliant push button next to a curb ramp with tactile warning surface across from Kaiser Medical Center off of Morse Avenue

PAVEMENT MARKINGS AND CROSSWALKS

Advance Yield and Advance Stop Markings

Advance yield pavement markings, also referred to as "shark's teeth," are markings placed on the roadway 20'-50' before a mid-block crosswalk or crosswalk at an intersection approach without a signal or stop sign.

Advance stop lines are solid white lines that extend across intersection approach lanes. They indicate the point behind which vehicles are required to stop in compliance with a STOP sign or other traffic control device that requires vehicles to stop, like a pedestrian-hybrid beacon.

Advance stop markings on a neighborhood street, Burlingame

Crosswalks

Transverse crosswalks consist of two thick lines that demarcate pedestrian right-of-way at intersections and mid-block locations. High-visibility crosswalks are marked with wide bars, drawing additional attention and awareness to the crossing. There are multiple high-visibility crosswalk designs (continental, ladder, etc.).

In school zones, these crosswalks are yellow.

A high-visibility crosswalk across Northrop Avenue connecting to Swanston Park and Community Center

Decorative Crosswalks

Decorative crosswalks can add a placemaking element to the street while still serving a marked crosswalk's primary visibility and awareness objectives. Decorative crosswalks can be themed to reflect the surrounding neighborhood or nearby destinations. Decorative crosswalks must meet specific design parameters to remain compliant with state and federal standards; most importantly, they include transverse markings around any decorative pavement treatment.

Speed Tables, Raised Crosswalks, and Raised Intersections

Speed tables reduce vehicle speeds by elevating the entire wheelbase of a vehicle (unlike a speed bump that raises each axle individually). Speed tables can include a mid-block raised crosswalk; in these cases, the height of the speed table matches the sidewalk. This treatment makes people walking more visible to approaching motorists and also slows vehicles.

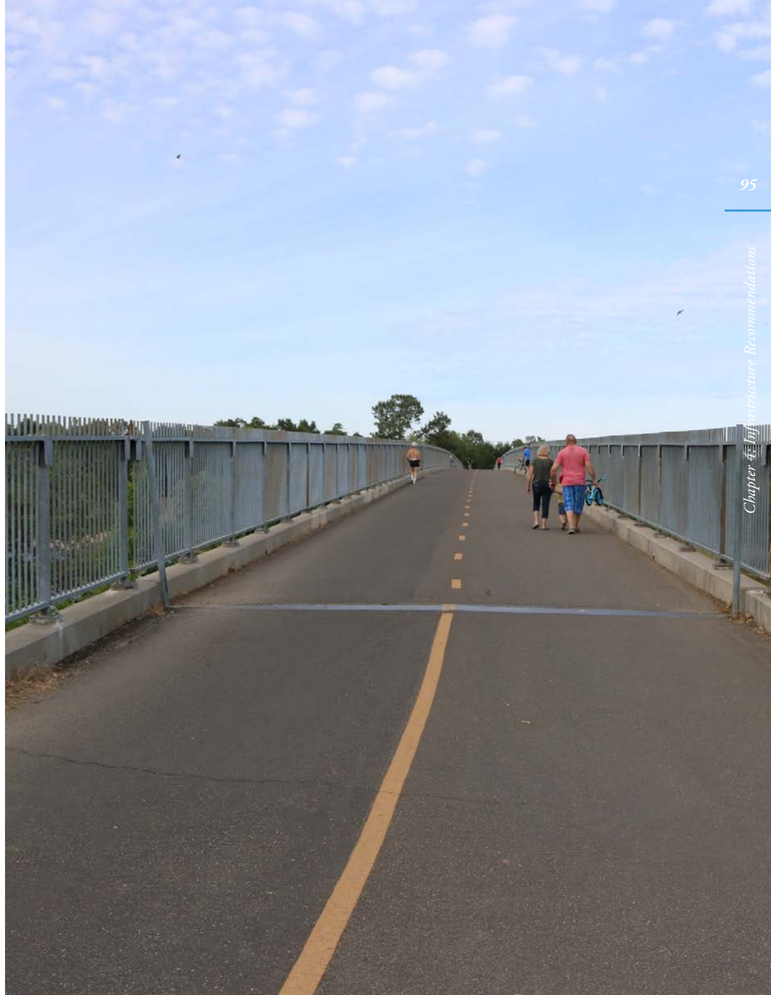
Raised intersections elevate the entire intersection to the sidewalk level, providing improved visibility of people walking and reducing vehicle speeds for all intersection approaches. Raised intersections are typically applied in high-pedestrian areas.

A raised crosswalk in front of the public library on C Street in Hayward

Trail Markings

Paved trails can include striping to demarcate separate areas for people walking and biking. Encouraging spatial separation can reduce conflicts, particularly on crowded trails with high pedestrian usage, and improve the efficiency and consistency of bicycle travel.

Harold Richey Memorial Bridge over the American River



PEDESTRIAN-ACTUATED BEACONS

Rectangular Rapid Flashing Beacon (RRFB)

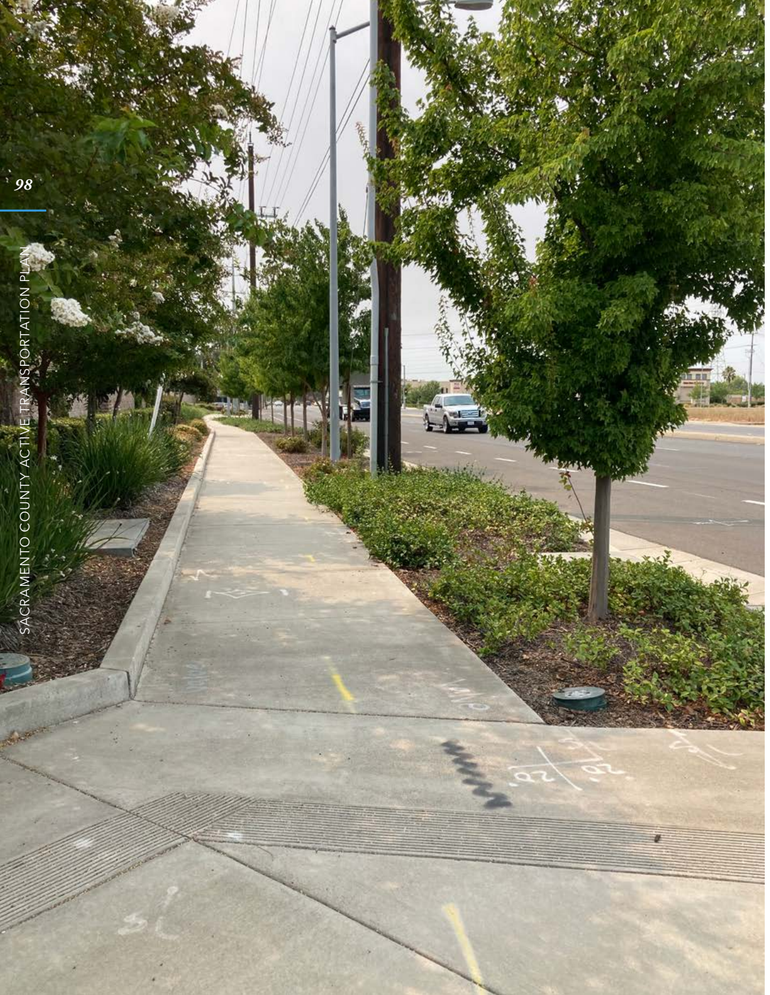
RRFBs are user-activated flashing lights used at unsignalized intersections or mid-block crossings. These beacons alert motorists to the presence of people in the crosswalk. These are most commonly used on two- to four-lane roadways. RRFBs are not universally accessible and can be difficult for people with visual impairments to use.

RRFB on California Drive, Burlingame

Pedestrian-Hybrid Beacon (PHB)

A pedestrian hybrid beacon is a signal designed to increase the safety of people walking at unsignalized locations on multilane roadways. Thresholds for installation vary based on the posted speed limit, crossing distance, vehicular volumes, and volumes of pedestrian crossings.

PHB crossing Grand Avenue, Oakland



STREET FURNITURE AND UTILITIES

Street Trees

Street trees are an essential component of streetscape design. Trees provide shade, which in hotter climates like Sacramento County, can help encourage physical activity (walking, biking, and rolling) while beautifying and supporting the natural environment. Appropriate tree selection is vital to minimize tree maintenance costs, reduce the impact of roots disrupting sidewalks, and limiting the need for tree trimming to maintain clear sightlines and travel paths.

A tree-lined segment of Bradshaw Road near Tribeca Drive

Lighting

Pedestrian-scale lighting improves visibility for both people walking and driving, particularly at intersections. Lighting can be achieved on one light pole (one light for the road and one light for the sidewalk) or separate poles. These lights focus on illuminating the sidewalk, not the roadway. Lighting is also an essential consideration along trails.

Pedestrian-scale lighing in downtown Burlingame

Street Furniture/Amenities

Street furniture includes benches, transit shelters, trash cans, newsstands, and other items within the public right-of-way. These items can help to make the walking or rolling experience more comfortable and visually appealing. Transit shelters provide a location out the elements for people to wait, benches provide people walking a place to sit and rest, trash cans can help reduce litter by providing a place for people to throw their trash away, etc.

A shaded SacRT bus stop with bench on Butano Drive

STUDIES

Stop Signs and Traffic Signals

Stop signs and traffic signals are traffic control devices used to regulate traffic through an intersection. Implementing stop signs and traffic signals is regulated by the CA-MUTCD and requires a technical analysis before implementation.

Traffic signal at Marconi Avenue/Mission Avenue

Complex Intersections and Crossings

While most of the locations examined for the Plan have recommendations, some sites will require additional study and traffic analysis to determine an appropriate alternative that improves safety for all users. Other sites will require coordination with other agencies.

The intersection of Florin Road and Stockton Boulevard. Source: Google Maps.

Bicycle Recommendations

The County developed bicycle recommendations through an iterative process with both County staff and County residents:

- **Step 1**: Incorporated the unbuilt recommendations from the previous Countywide bicycle plan and other planning efforts
- **Step 2**: Revised and added recommendations based on the data-driven needs analysis, future master-planned communities, feasibility, and other factors
- **Step 3**: Reviewed projects to ensure they form a cohesive, connected network that serves the entire County

A person biking on Garfield Avenue.

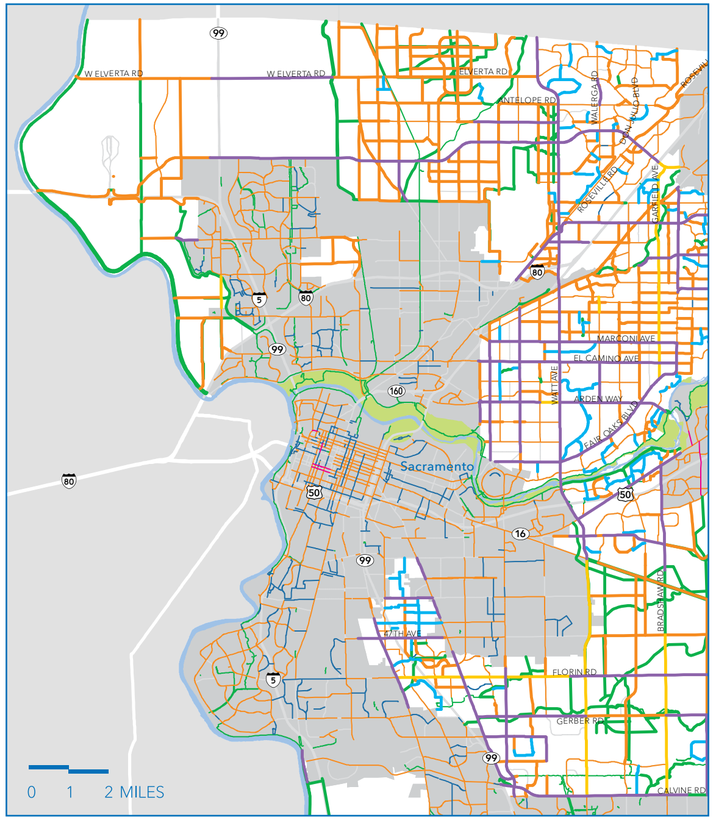
BICYCLE RECOMMENDATIONS

This Plan recommends 108 miles of upgraded bicycle facilities and 1,110 miles of new dedicated bicycle corridors for a total of 1,522 miles of recommendations across unincorporated Sacramento County (**Table 04**). Bicycle recommendations can be seen in **Figure 18**. The full list of bicycle projects can be found in Table C-3 and and a mapbook of recommendations in Figure C-2.

Table 04. Existing and Recommended Bicycle Facilities by Class

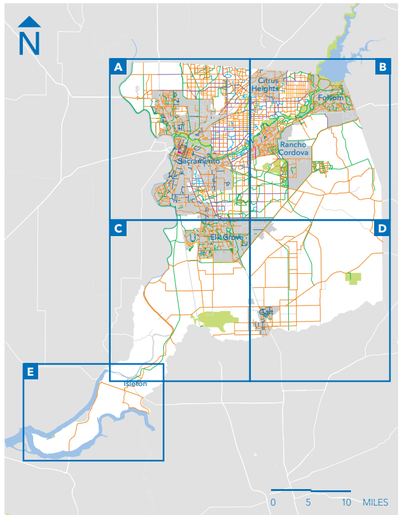
	Existing (mi)	Proposed (mi)	Total (mi)
Shared-Use Path	63.8	349.1	412.9
Bicycle Lane	224	632.9	856.9
Buffered Bicycle Lane	2	36.1	38.1
Bike Route	14	0	14
Bicycle Boulevard	0	54.2	54.2
Study Corridors	0	145.6	145.6
Total	**303.8**	**1,217.92**	**1,521.7**

Figure 18. Recommended Bicycle Facilities



Focus Map A

Key Map



Legend

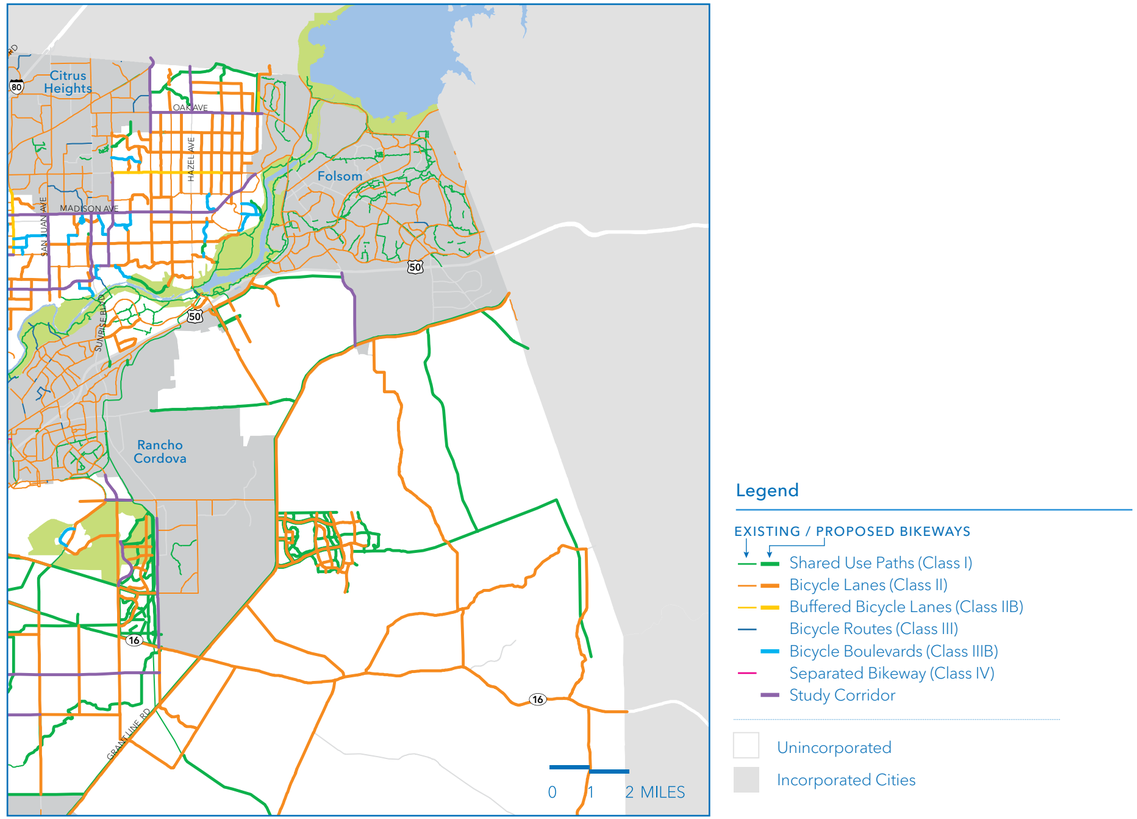
EXISTING / PROPOSED BIKEWAYS

- Shared Use Paths (Class I)
- Bicycle Lanes (Class II)
- Buffered Bicycle Lanes (Class IIB)
- Bicycle Routes (Class III)
- Bicycle Boulevards (Class IIIB)
- Separated Bikeway (Class IV)
- Study Corridor

Unincorporated

Incorporated Cities

Figure 18. Recommended Bicycle Facilities, continued



Legend

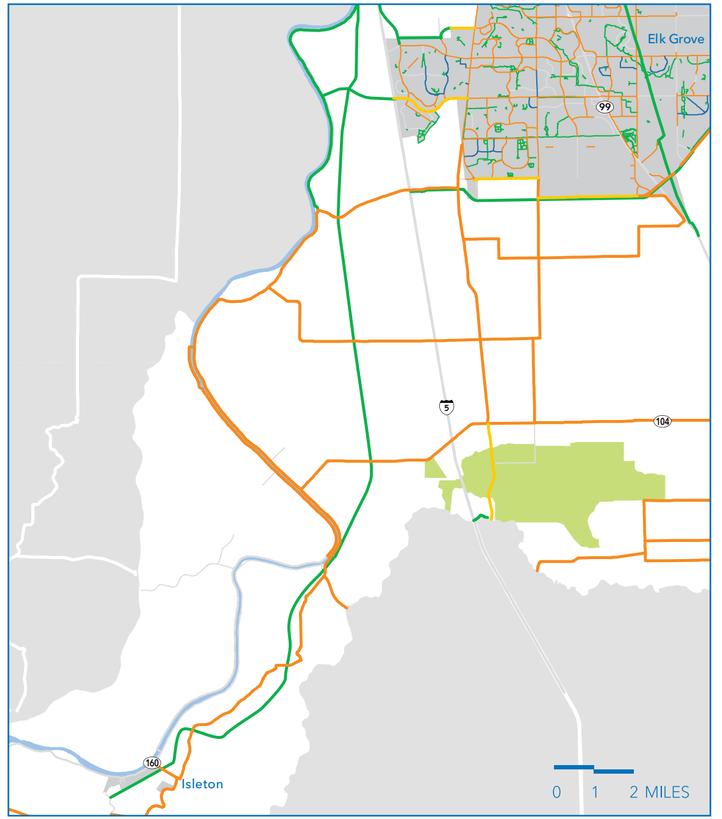
EXISTING / PROPOSED BIKEWAYS

- Shared Use Paths (Class I)
- Bicycle Lanes (Class II)
- Buffered Bicycle Lanes (Class IIB)
- Bicycle Routes (Class III)
- Bicycle Boulevards (Class IIIB)
- Separated Bikeway (Class IV)
- Study Corridor

- Unincorporated
- Incorporated Cities

Focus Map B

Figure 18. Recommended Bicycle Facilities, continued



Legend

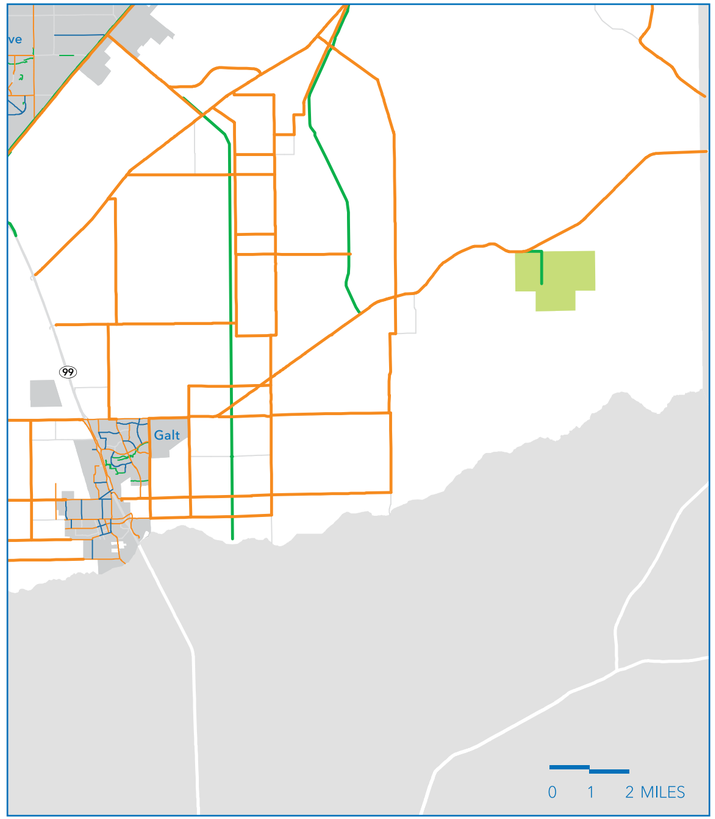
EXISTING / PROPOSED BIKEWAYS

- Shared Use Paths (Class I)
- Bicycle Lanes (Class II)
- Buffered Bicycle Lanes (Class IIB)
- Bicycle Routes (Class III)
- Bicycle Boulevards (Class IIIB)
- Separated Bikeway (Class IV)
- Study Corridor

- Unincorporated
- Incorporated Cities

Focus Map C

Figure 18. Recommended Bicycle Facilities, continued



Focus Map D

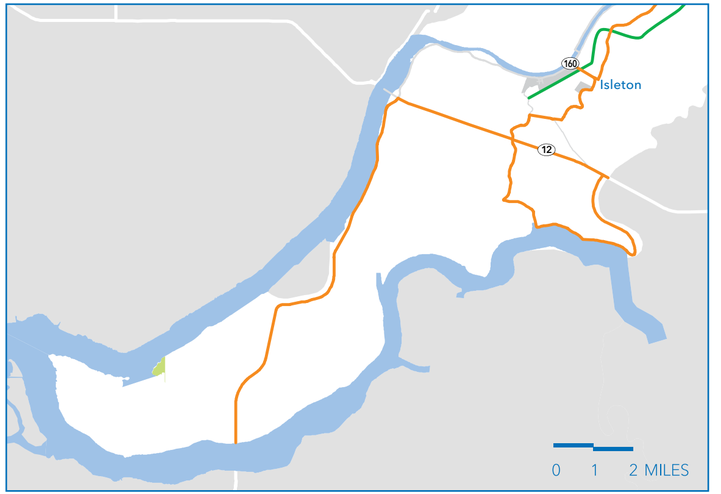
Legend

EXISTING / PROPOSED BIKEWAYS

- Shared Use Paths (Class I)
- Bicycle Lanes (Class II)
- Buffered Bicycle Lanes (Class IIB)
- Bicycle Routes (Class III)
- Bicycle Boulevards (Class IIIB)
- Separated Bikeway (Class IV)
- Study Corridor

- Unincorporated
- Incorporated Cities

Figure 18. Recommended Bicycle Facilities, continued



Focus Map E

Legend

EXISTING / PROPOSED BIKEWAYS

- Shared Use Paths (Class I)
- Bicycle Lanes (Class II)
- Buffered Bicycle Lanes (Class IIB)
- Bicycle Routes (Class III)
- Bicycle Boulevards (Class IIIB)
- Separated Bikeway (Class IV)
- Study Corridor

- Unincorporated
- Incorporated Cities

BICYCLE TOOLKIT

This toolkit provides descriptions and images of each type of recommended bicycle facility. The following section provides details on the infrastructure tools that can create bicycle boulevards.

Bicycle Facilities

Class I Shared-Use Path (trails)

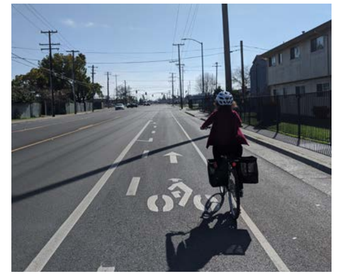
Dedicated paths for walking and bicycling completely separate from the roadway.

Class II Bicycle Lane

Striped lanes for people bicycling.

Class IIB Buffered Bicycle Lane

Bicycle lanes that include a striped "buffer" area either between the bicycle lane and the travel lane or between the bicycle lane and parked cars (sometimes in both locations).



Class IIIB Bicycle Boulevard

Routes on low-speed, low-volume streets where roadway space is shared with people driving, enhanced with traffic calming features or other treatments to prioritize the comfort of people biking. A toolkit of bicycle boulevard strategies can be found on page 114. Treatments will be specific to each corridor and determined based on local community input and planning and engineering judgment.

Berkeley, CA.

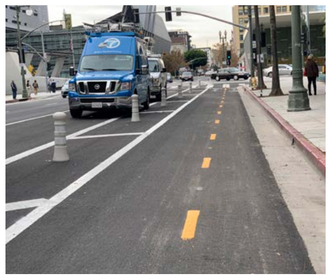
Doyle Street, Emeryville.

Class IV Separated Bikeway

On-street bicycle facilities with a physical barrier between the bicycle lane and motor vehicle lane(s). Barriers can include bollards, curbs, elevation, or parking. These facilities may be bidirectional or unidirectional.

Rosemead Boulevard, Temple City

Walnut Avenue, Fremont



Main Street, Los Angeles

Polk Street, San Francisco

Class IV Study Corridors

The ATP includes over 145 miles of recommended study corridors for Class IV separated bikeways. These corridors are important pieces of the County's overall bicycle network and must include facilities that can provide comfortable, low-stress connectivity through and across multiple neighborhoods. Due to constraints within the built environment (such as limited available roadway width), these corridors require additional study and community engagement opportunities before formal recommendations can be made.

Additional studies will typically identify the roadway changes that would be necessary in order to install a bicycle facility. These changes may include removal of street parking or removal of vehicle travel lanes. In some cases, a road diet (reduction of travel lanes while maintaining a turning lane) may be appropriate. The study process would include a dedicated community engagement process with local stakeholders and community members. The design of these facilities will include the needs of paratransit riders, people with disabilities, and other users with special needs to ensure accessibility and will also consider proposed pedestrian improvements to minimize design conflicts and ensure project feasibility. The study may result in a recommended Class IV separated bikeway design; however, it may also recommend a different bike facility.

BICYCLE BOULEVARD TOOLKIT[7]

Unlike other bicycle facilities, bicycle boulevards are unique in that solutions for each corridor can vary based on specific community needs and desires. The toolkit of available treatments allow each street's specific design to fit its needs. Bicycle Boulevards can create an environment where bicycle travel is prioritized in a shared space with cars. Bicycle boulevards have an important role within the proposed bicycle network. These recommendations provide connections within communities to the larger bicycle network and form critical connections to neighborhood destinations like schools, parks, and libraries. The traffic calming effects of bicycle boulevards not only make it more comfortable to bike, but also create more enjoyable environments for people walking. The safety benefits of slower corridors benefit all road users, people biking, walking, and driving. Bike boulevards have also been recommended to help close gaps in the bicycle network where bike lanes or other dedicated bike facilities are more complex to implement, strengthening the overall network and improving connectivity across the County.

The County will analyze individual corridors to determine which treatments reflect the solutions that will bring about the highest increase in comfort and safety for people bicycling. Selected treatments will also incorporate the needs and desires of nearby residents and stakeholders. Treatments will vary from simple signage and striping only to more advanced intersection redesigns. This Plan does not provide specific treatment recommendations for individual bicycle boulevard corridors.

There are three primary categories of improvements:

- Signs and pavement markings
- Vehicle speed management
- Vehicle volume reduction

[7]Items with an asterisk are included in the approved Neighborhood Traffic Management Program Tool Box.

Pavement Markings and Signage

Pavement Markings*

Bicycle boulevards can have unique pavement markings or sharrows to reinforce that the street is a shared space for people biking and driving. Sharrows may also have green backing to increase driver awareness. Pavement markings can also include edge line or centerline lane striping to delineate roadway space clearly.

Bicycle boulevard pavement markings in Berkeley

American River Parkway wayfinding sign

Wayfinding Signs

Wayfinding is an essential component of the overall bicycle network but plays an even more significant role on bicycle boulevards. Bicycle boulevards may weave through neighborhoods, increasing the importance of signage to help users easily navigate their trips. Wayfinding can also help raise awareness of the presence of the bicycle boulevard.

Vehicle Speed Management

Reduced Speed Limits

In some areas, especially around schools, reducing the speed limit below 25 mph may be a helpful strategy in slowing cars and making people biking and walking more comfortable in the corridor.

Neighborhood Traffic Circles*

Neighborhood traffic circles are an alternative intersection treatment to a signal or stop sign. Traffic circles can regulate the flow of traffic while adding a traffic calming element.

Neighborhood traffic circle, Burlingame

Curb extension on Palmetto Avenue, Pacifica

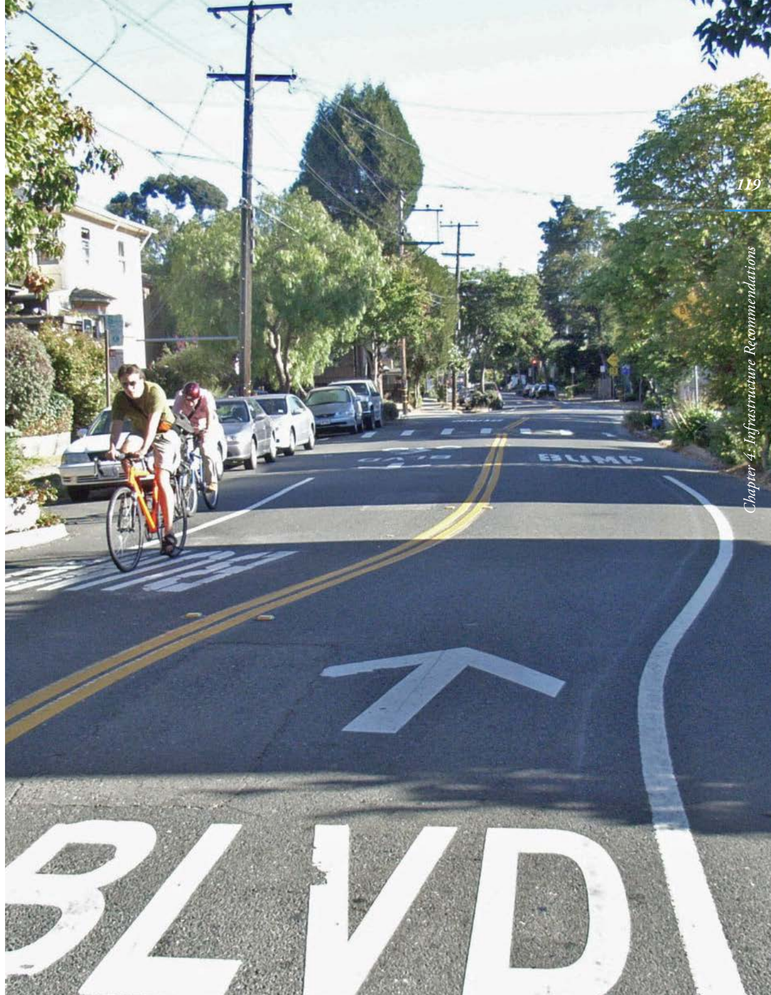
Bulb Outs*

Bulb outs, also called curb extensions, extend the curb into the street. Curb extensions slow vehicle turning movements by tightening curb radii and forcing cars to make sharper turns. In mid-block settings (with mid-block crosswalks), they also physically and visibly narrow the roadway, encouraging slower speeds. Bulb outs shorten crossing distances for people walking, provide improved visibility of people walking and biking at intersections, and provide additional pedestrian queuing space.

Chicanes

Chicanes add gentle curves to otherwise straight streets. Adding curves to the road slows car traffic by narrowing the travel lane and requiring cars to follow the curve. The lane adjustments can be created with striping or with offset curb extensions/ landscaping.

Bicycle boulevard with chicane in Berkeley



Pinch Points

Pinch points, also known as chokers, narrow available roadway width with two curb extensions. Limiting the available width forces people driving to slow down to navigate the pinch point.

Speed Humps/Speed Lumps*

Speed humps (and similar devices) span the roadway's width and encourage cars to slow down. Speed humps have a design speed of 15-20 mph. Speed lumps are similar to speed humps but are designed with slots for emergency vehicles, buses, and other large vehicles. The vertical deflection from speed humps and speed lumps can be uncomfortable for people biking; speed lumps may be a preferred option on bicycle boulevards as people biking can also use the wheel cut.

Speed humps on Valley Wood Drive

Median Islands/Center Island Narrowing*

Median islands and center island narrowing are variations of roadway medians that provide similar traffic calming benefits but can have different aesthetic and crossing pedestrian crossing effects dependent on their design. Median islands create a pinch point for traffic in the center of the roadway slowing through and turning vehicles and providing shorter crossing distances for people walking when used in tandem with a marked crossing. Medians can also divert through traffic onto other corridors where drivers can move faster. Center island narrowing medians are typically placed at neighborhood entrances and act as gateways into the neighborhood. This provides similar benefits to standard medians and include more placemaking elements like textured pavement and landscaping.

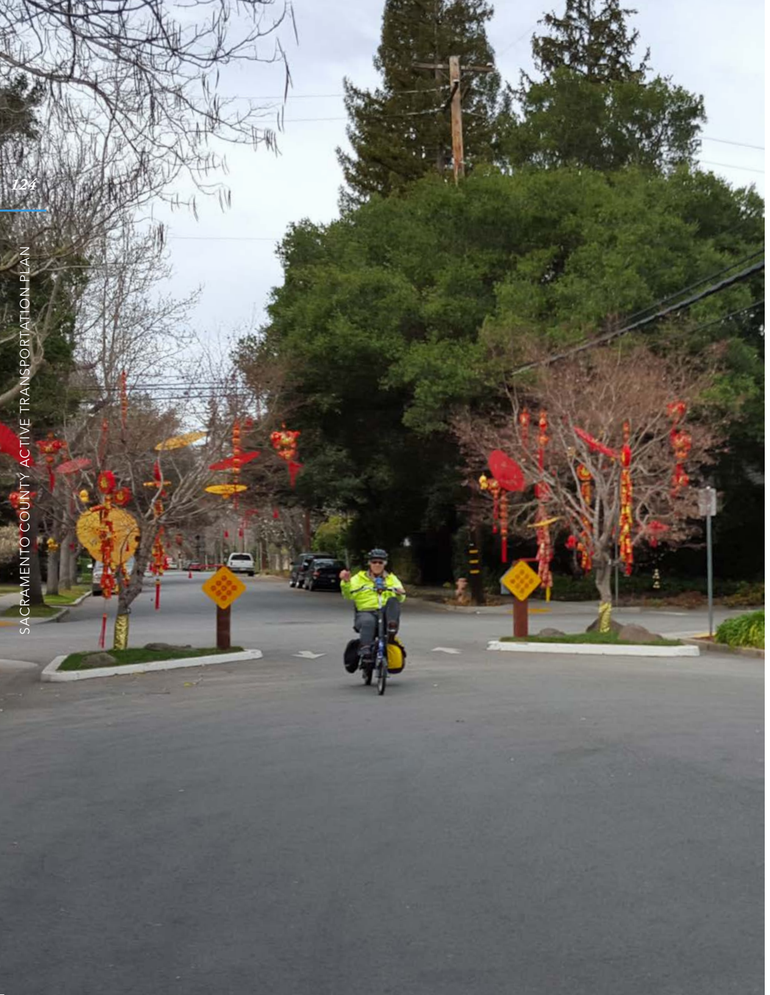
Median Island on a residential street.

VEHICLE VOLUME REDUCTION

Right-in/Right-out Diverters

Right-in/right-out diverters can be installed to allow people biking to proceed straight through the intersection while directing motorists to turn right. The island can accommodate bicycle access to the corridor while reducing conflicts and allowing local and emergency vehicles. Left turns from the major street onto the bikeway are typically prohibited, while right turns are still allowed.

People biking on bicycle boulevard.



Full diverter on a bicycle boulevard, with emergency vehicle access, in Palo Alto.

Full Diverters

Full diverters block all motor vehicles from continuing on a neighborhood bikeway, while people biking can continue unrestricted. Full closures can be constructed to be permeable to emergency vehicles.

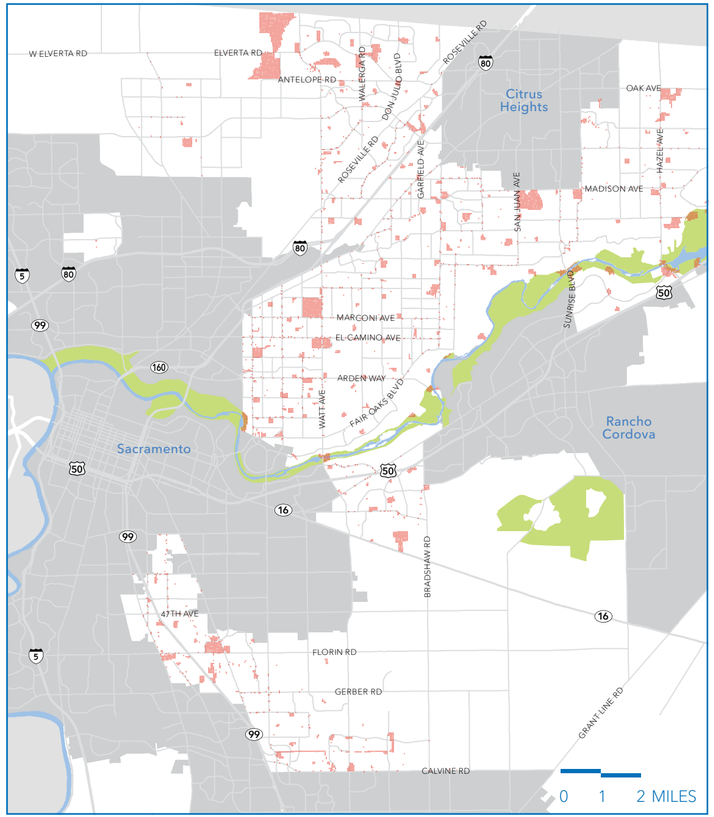
BICYCLE SUPPORT FACILITIES

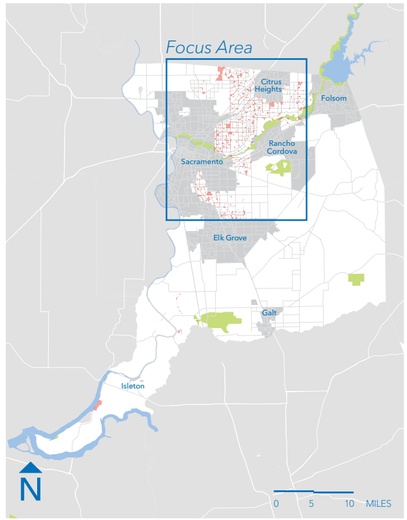
Bicycle Parking

Bicycle parking is typically divided into short-term and long-term parking. Short-term parking is meant to accommodate people biking who park for up to two hours, e.g., shoppers, post office customers, and library patrons. Long-term parking, such as bike lockers, is for riders who park over two hours, e.g., people taking transit, employees, students, and residents. New developments within Sacramento County are required to provide bicycle parking based on the Zoning Code (Section 5.9.9). For already developed areas, the County should coordinate with local businesses, property owners, and open space agencies to install secure bicycle parking near major destinations across the County. The installation of bike racks is subject to environmental, security, right-of-way, maintenance, and property owner factors.

Demand for bicycle parking across already developed areas was analyzed for recommendations by examining land use (zoning), destinations (parks, libraries, etc.), and results from the origin-destination analysis in a weighted model to approximate demand for bicycle parking. Bike parking demand locations are shown in **Figure 19**.

Figure 19. Bike Parking Demand





Legend

BIKE PARKING DEMAND

- Areas of High Demand

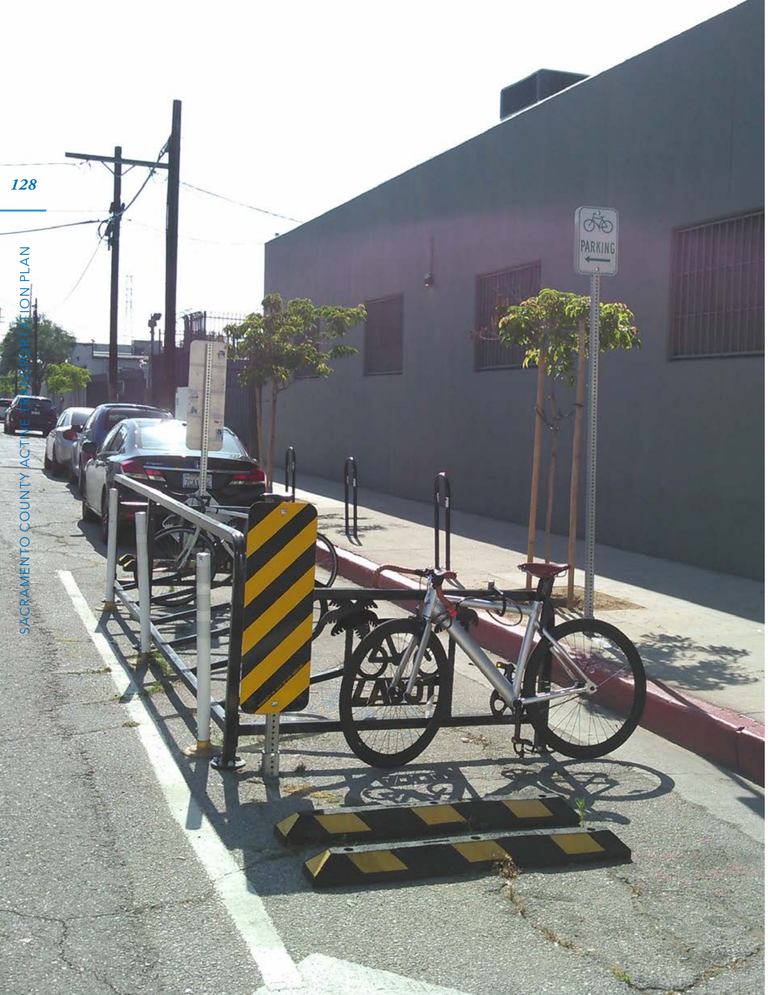
- Unincorporated
- Incorporated Cities

Bicycle Racks

Bike racks provide short-term parking and should accommodate visitors, customers, and others expected to depart within two hours. Racks should follow an approved standard, with appropriate placement and weather protections. Racks should also accommodate a variety of bicycle types.

A group of U-rack bicycle racks in Rancho Cordova

Decorative "peace sign" bike racks located off of Winding Way



Bicycle Corrals

On-street bike corrals (also known as on-street bicycle parking) consist of bicycle racks grouped in a common area on the street, typically in a former car parking space. Bicycle corrals are reserved exclusively for bicycles and provide a relatively inexpensive solution for high-capacity bicycle parking. Each motor vehicle parking space could be replaced with approximately 6-10 bicycle parking spaces.

In-street bicycle corral, Los Angeles

Bicycle Lockers

Bike lockers offer a secure, long-term parking area for bicycles. They typically provide a semi-enclosed space that provides a higher level of security than standard bike racks. They are usually accessible via key-card, combination lock, or key. Increased security protections enable biking to be a practical transportation option for those whose most significant concern is theft and vulnerability.

Locations of current bike lockers at SacRT light rail stations are shown below:

- Marconi/Arcade
- Mather Field/ Mills
- 13th Street
- Sunrise
- 23rd Street
- Hazel
- 59th Street
- Iron Point
- Power Inn Glenn[9]
- College Greens
- Historic Folsom[10]
- Watt/Manlove
- Florin
- Starfire
- Meadowview
- Tiber
- Franklin
- Butterfield
- Center Parkway
- Cosumnes River College

Bicycle lockers are also available at other locations across Sacramento County.

[9]*For more information on Sacramento Regional Transit's bike locker program or to request a lease agreement, please send an email to Robert Hendrix at rhendrix@sacrt.com or call (916) 321-BUSS (2877).*

[10]*For information on how to lease a bike locker at Iron Point, Glenn or Historic Folsom, call the City of Folsom at 916-355-7285. In addition, many light rail stations have ribbon-style bike racks available for no charge.*

Bike lockers at a transit station

End-of-Trip Facilities

Besides providing secure bicycle parking for people biking, jurisdictions, businesses, and employers should also offer end-of-trip facilities. End-of-trip facilities include changing rooms, clothes lockers, restrooms, and showers. These promote and facilitate active trips (especially commute trips) by making bicycling (and walking) commutes more practical. Multiple studies have found that robust end-of-trip facilities can encourage additional walking and biking commuting trips by removing obstacles for active transportation users, such as a desire not to show up to work sweaty or knowing they have a secure place to store their belongings. In addition to making walking and biking more attractive, these studies also touted many workplace performance benefits from employees who used active transportation to get to work, such as arriving to work with better focus, having higher productivity, and increased happiness.[11]

[11]*"End-of-trip facilities for bicycle riders." Queensland Transport. Queensland Government. (2006). https://bikeleague.org/sites/default/files/BFB_Queensland_End_of_trip_facilities_for_bicycle_riders.pdf*

Bicycle Detection at Signalized Intersections

Bicycle detection notifies the traffic signal controller that a person bicycling is waiting to cross the intersection. Bicycle detection provides similar functionality to pedestrian crossing buttons or vehicle loop detectors. There are various methods of detecting bicycles at intersections, but the most common methods are bicycle loop detectors and cameras. Bicycle detection at signals can provide many benefits to people biking including a reduction in travel delay, improving the safety and convenience of bicycling, discouraging red-light running by people bicycling, and prolonging the green phase to allow people bicycling to clear an intersection.[11]

11 NACTO - Urban Bikeway Design Guide

Additional Infrastructure Toolkits and Information

WAYFINDING

Navigational Elements

The fundamental family of signs that provide people walking and biking with navigational information consists of decision, confirmation, and turn signs, described in **Figure 20** and **Table 05**. **Figure 21** provides typical locations of signs. Decision signs (D) are located before an intersection of two routes. Turn signs (T) are found before turns. Confirmation signs (C) are located after the turning movement and periodically along routes for reassurance. Guidance on bicycle wayfinding signage can be found in the California Manual on Uniform Traffic Control Devices.

Signage Technical Guidance

A variety of standards and guidelines influence both the designs and placement of wayfinding elements in Sacramento County. The Manual of Traffic Control Devices (MUTCD) provides standards and guidelines for the design, size, and content of wayfinding signs. However, many jurisdictions have implemented unique signs to enhance visibility while reinforcing local identity.

Bicycle Guide Signs

Both on-street and off-street bicycle facilities are required to follow the standards within the MUTCD. The State of California has adopted specific state standards for all traffic control devices called the CA MUTCD, which supersedes the MUTCD:

- D11-1: Bicycle Route Guide Sign
- D1-1b: Destination Supplemental Sign
- M7-1 through M7-7 Directional Arrow Supplemental Sign

Sacramento County Department of Regional Parks has an adopted American River Parkway Signage Manual which should also be referenced when considering trail or trailhead signage in other areas of the County. The combination of standard signs with modifications allows for consistent signage throughout Sacramento County while branding the network.

Community Wayfinding

Community wayfinding signs allow for an expression of community identity, reflect local values and character, and provide more information. California has

https://localwiki.org/davis/Davis_Bike_Loop/_files/Davis_Bike_Loop.JPG/_info/

not yet adopted MUTCD community wayfinding standards, but many communities use these.

Other Wayfinding Elements

In addition to the core elements, several other wayfinding elements should be considered:

- **Distance and time**
  Adding distance in familiar units can be a helpful encouragement tool for bicycling and walking. Some jurisdictions include travel time.
- **Street name sign blades and sign toppers**
  Some jurisdictions have enhanced street name sign blades to recognize bikeways and major pedestrian routes
- **Pavement markings**
  Directional pavement markings indicate confirmation of bicycle or pedestrian presence on a designated route and indicate turn locations. Pavement markings can often be more visible and can help supplement or reinforce signage

Table 05. Wayfinding Sign Information

Decision Sign	Confirmation Sign	Turn Sign
• Clarify route options when more than one is available • Typically include a system brand • Up to 3 destinations • Distance in time or miles (based on 10 mph or 6 minutes per mile) • FHWA standard size for three destinations is 18" H x 30" W • Municipalities can modify, often 24" W x 30" or 36" H, and place a bicycle symbol at the top • Generally, 6" of vertical space per destination • Sign width not standardized by the CA MUTCD	• Placed after turn movement or intersection to reassure that they are on the correct route • Standard D11-1 series signs, system brand mark, and route or pathway name may be included • The minimum size of 24" W x 18" H should be used for bike route signs, both on and off-street	• Clarify a specific route at changes in direction • Used when only one route option is available • Standard D1-1 series sign: system brand mark, route or pathway name, and/or a directional arrow may be included • A minimum of 6" should be used for arrow plaque; the width may vary with destination length • Standard turn arrows (M5 and M6 series) may be used to clarify movements

Wayfinding Sign Note: Vertical clearance beneath signs shall conform to the CA MUTCD.

Wayfinding

Figure 20. Wayfinding Sign Types

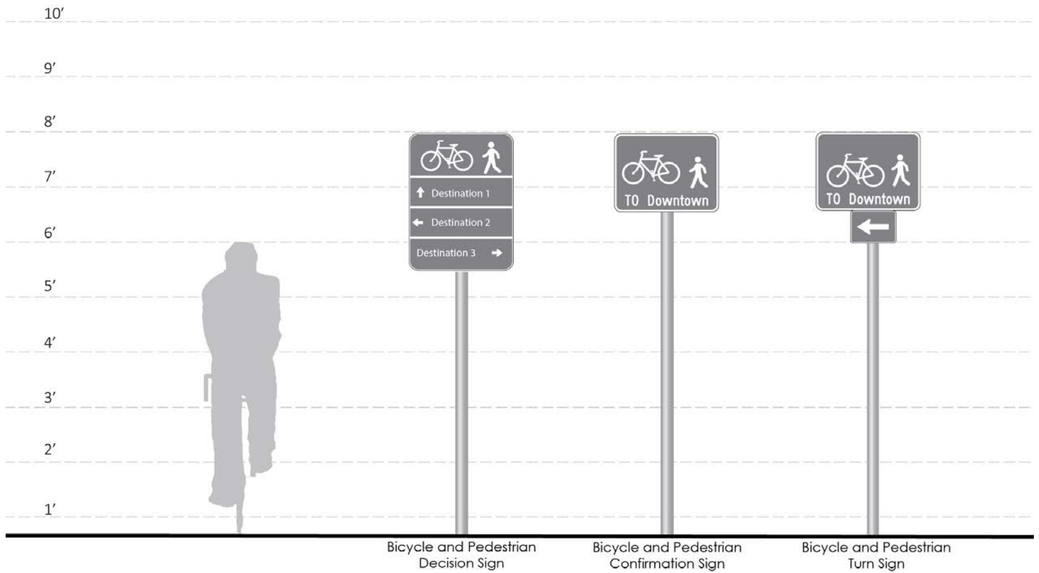
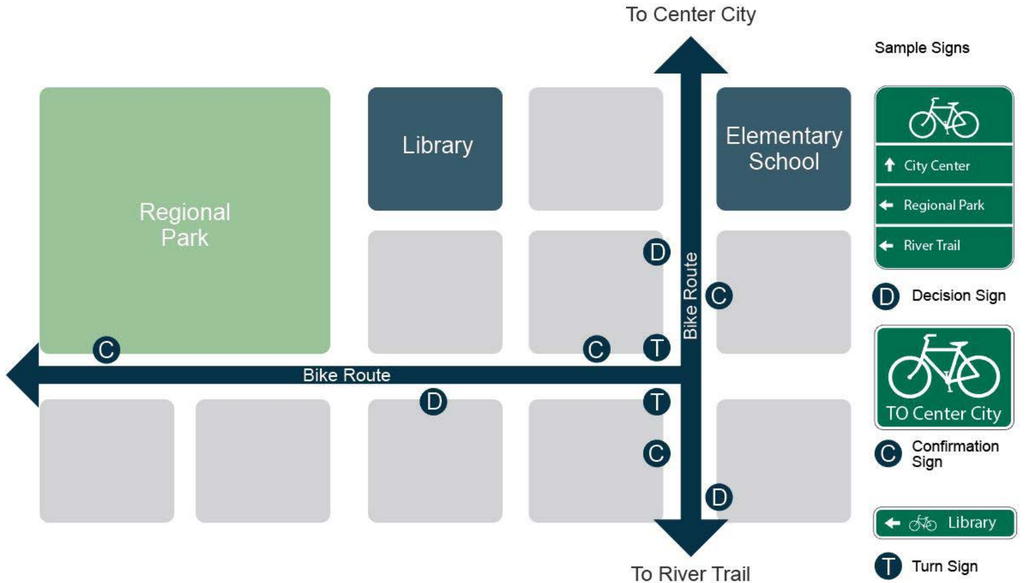


Figure 21. Wayfinding Sign Placement



Green Infrastructure

Active transportation improvements often provide additional opportunities to allow streets to function as more than just public space and mobility corridors—roads can become a vital, functional component of the natural ecosystem. Green infrastructure is a catchall term that describes sustainable stormwater management practices and infrastructure. As urban landscapes have paved and built over green space, they have disrupted hydrological cycles and have required stormwater infrastructure to manage stormwater runoff and protect water quality. Green stormwater infrastructure can reintroduce ecological functions back into the environment. Through strategies including biofiltration planters, bioretention swales, trees, and permeable pavement surfaces, more water can return to the ground and natural systems while reducing strain on existing water systems.

These stormwater strategies can be implemented in various transportation facilities, including sidewalks and trails, planted buffers, curb extensions, medians, and landscaping projects.

An example of a planted sidewalk buffer that could be designed with green infrastructure components

School Zone Speed Limits

Through Assembly Bill 321, local governments can extend school zones up to 1,000 feet and reduce speed limits within 500 feet of a school site to 15 mph in residential neighborhoods or on highways with speed limits of 30 mph or less when children are present.

At 15 mph, more than 90 percent of people walking are likely to survive a crash with only minor injuries. As speeds increase, however, crash severity increases dramatically. At 30 mph, most collisions result in severe pedestrian injuries, and nearly half may be fatal. At 40 mph, 90 percent of people walking will die in a crash. Reducing speeds even slightly can have a profound effect on safety for people walking and bicycling to school.

This Plan recommends the County consider this change around eligible schools. AB 321 requires engineering and traffic surveys to indicate that the existing speed limit is not appropriate.

A family walking to Pacific Elementary

Chapter 5: Program Recommendations

Source: Jibe / North Natomas

Educational Programs

This chapter describes recommended bicycle- and pedestrian-related programs for Sacramento County. Programs are organized by the following categories: education, encouragement, support, safe routes to school, evaluation, and infrastructure. All program implementation is dependent on funding.

ADULT BICYCLE EDUCATION

These courses are typically based on a League of American Bicyclists curriculum that focuses on how people bicycling should behave to be 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 essential topics. These programs are usually maintained through a partnership between the jurisdiction and local advocacy groups.

TRAFFIC TICKET DIVERSION PROGRAM

Bicycle traffic ticket diversion programs are coordinated efforts between local law enforcement, traffic court, and bicycle advocacy organizations (that have education programs). People bicycling who have been issued a traffic ticket will have the option to attend a bicycle traffic safety class in lieu of paying the ticket fine. The safety

Jibe / North Natomas

An instructor leading a bicycle education class. Source: Jibe

classes would also be available to the general public. Santa Cruz County has implemented this as their "Bike Traffic School Program."

DRIVER EDUCATION PROGRAMS/CAMPAIGNS

Educational campaigns focusing on driver education is another tool that can work towards changing behavior and increasing awareness. 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's goals of reducing injuries and fatalities of people walking and bicycling. Programs attempt to raise awareness about traffic rules, rights, and responsibilities for people driving, walking, or biking. Example campaigns that other jurisdictions have ran in the past include: "Pedestrians Don't Have Armor" – CA OTS, "My Mom/Dad Works Here" – universal, and continuously updating a sign that shows driver yielding compliance at the intersection – St. Paul.

Learning to ride a bicycle at Prospect Hill Park in Gold River

DRIVER AWARENESS

Driver awareness programs work hand-in-hand with driver education programs. Awareness programs help people driving become more familiar with local infrastructure and gain a better understanding of roadway signs, roadway striping patterns, and expected bicycle behavior. Awareness programs are especially important as new or unfamiliar infrastructure elements are introduced to communities. The programs can help communities become more comfortable with the facilities and understand their intended use.

Encouragement Programs

SOCIAL WALKING AND BIKING

People who are uncomfortable bicycling or walking alone or unfamiliar with the best routes to use will benefit from having a group to show them the way. Outings can also be informal education opportunities to remind participants about safe walking and bicycling behavior. Activities should target different modes and user groups (kids, seniors, people with mobility impairments, etc.). Youth centers, senior centers, and community centers also can be partners in organizing and hosting these activities.

BICYCLE FRIENDLY BUSINESS PROGRAM

Bicycle Friendly Business programs recognize businesses that make it easy and convenient for employees and customers to arrive by bicycle. These programs ask 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 people biking, supporting and encouraging employees to bike to work, or participating and sponsoring 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.

BICYCLE FRIENDLY UNIVERSITY PROGRAM

The League of American Bicyclists' Bicycle Friendly University program recognizes institutions of higher education for promoting and providing a more bikeable campus for students, staff, and visitors. College and university campuses are unique environments that are typically great environments for bicycling. In addition to building bicycle-friendly infrastructure on campus, institutions can incorporate bike share programs, bike co-ops, bike clubs, educational classes, and implement policies and programs that promote bicycling as a preferred means of transportation. The County can partner with local institutions, such as American River College and Consumnes River College, to help them reach Bicycle Friendly University-related goals.

BICYCLE FRIENDLY COMMUNITY PROGRAM

The Bicycle Friendly Community (BFC) program acts as a blueprint to guide communities striving to improve bicycling conditions. Within the program, there are ten building blocks that make up the BFC report card. These metrics include statistics on bicycle facilities, bicycle education in schools, jurisdictional spending on bicycling, jurisdictional laws and policies, bike plan status, and others. Based on the results of the report card, jurisdictions are assigned a status: bronze, silver, gold, platinum, and diamond. Formally tracking these metrics, and re-applying to the program at regular intervals, helps communities track their progress improving bicycling facilities, programs, and policies over time. Communities can use this tool to work with SacDOT and other County

Support Programs

staff to move towards implementing the ATP and other community goals with quantifiable metrics.

ADOPT-A-TRAIL PROGRAM AND TRAIL CLEAN UP PROGRAMS

The Adopt-A-Trail Program would partner with local groups and associations to clean and maintain trail facilities within Sacramento County. When groups adopt a trail, they agree to organize cleanup efforts to help maintain the trail periodically. 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 set up a loaner tools/equipment system to make it easier for more groups to participate.

Trail users can also help keep Sacramento County trails clean by reporting trash and obstacles to the County using 311. The County can also work with local groups to help organize regularly scheduled clean-up days on trails across the County.

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.

COMMERCIAL CARGO BIKE SUPPORT PROGRAM AND INFRASTRUCTURE

Cargo bikes have shown great promise as an alternative to some truck and van commercial and residential deliveries. Due to limited available curb loading space, delivery vehicles frequently stop in bike lanes and vehicle lanes to load/unload their goods. Cargo bikes can reduce these conflicts and deliver packages more efficiently; on average, they deliver goods faster and with significantly fewer emissions than traditional methods.[12]

To develop a Cargo Bicycle Program, SacDOT would partner with interested logistics/delivery companies to:

- Determine the number of bikes that can be used and the specifications of those bikes (consistent with the CA Vehicle Code)
- Develop policies for where cargo bikes can/cannot unload and create cargo-bike specific hubs (for parking, loading, breaks, etc.) in areas with high demand or loading area constraints
- Decide on appropriate education/training for all cargo bike delivery staff
- Establish enforcement policies and guidelines (working with local law enforcement or DOT staff)
- Create a data-sharing agreement

SacDOT should coordinate improvements to the bicycle network with the creation/future expansions of the cargo bike program to maximize its effectiveness and improve the safety of the workers. Jurisdictions within the United States that are currently piloting cargo bike programs include New York City, Fort Lauderdale, Pittsburgh, Seattle, and Portland.

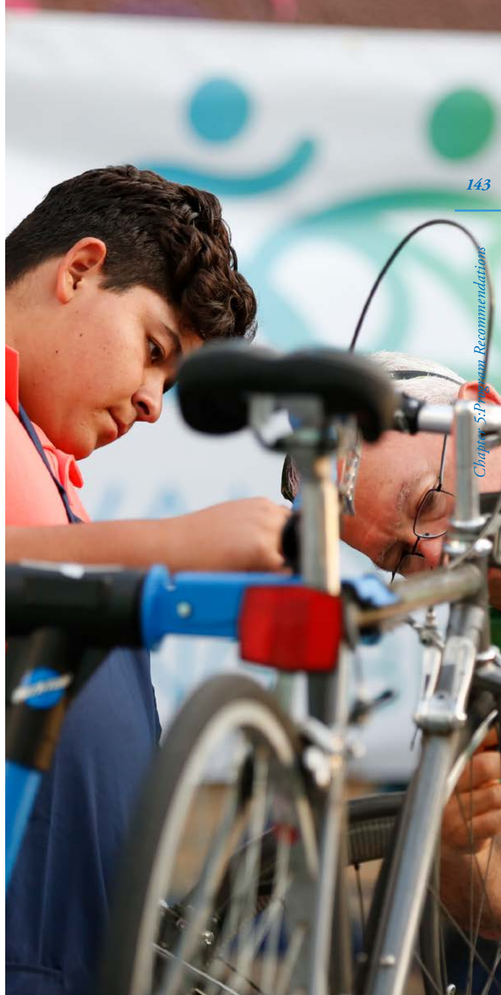
[12] *https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/61091edc3acfda2f4af7d97f/1627987694676/The+Promise+of+Low-Carbon+Freight.pdf*

BIKEWAY MAPS AND SAFETY INFORMATION

As Sacramento County's bicycle network continues to grow, it will be essential 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 additional 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 EJ Communities and other disadvantaged areas to help reach the most vulnerable populations.



A bike being repaired at a pop-up workshop

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, how to walk safely, including crossing intersections, walking where there is no sidewalk, and being aware of driveways.

Safe Routes to School-focused bicycle education

Transit Education

SacDOT can partner with SacRT to develop a simple education curriculum to teach middle and high school students the basics of reading 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.

Parent Guardian Education

Including parent/guardian-focused educational activities through Safe Routes to Schools programming increases community safety and can help promote a culture of walking and biking to school. Parent/guardian education can take many forms including flyers, a recurring section in a school newsletter, short videos, sessions during back-to-school night, school events, PTA meetings, and other events or meetings. Topics can include: driving tips, school drop-off/ pick-up procedures, preferred walking/biking routes, walking and biking safety tips, and others. This programming should reinforce the educational materials that their students are receiving.

Students learning how to safely cross the street

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. Crossing guards are stationed at intersections around schools to help control traffic and improve safety in the area. Crossing guards are typically present around morning drop-off and afternoon dismissal times. A program should work with community members, schools, and school districts to determine appropriate locations and schedules. Crossing guard locations should be regularly evaluated to assign them to areas with the most need.

A crossing guard helping stopping traffic for students in Santa Clarita

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

A walking school bus in Alameda County

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 generally are 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 walk 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 traffic-related fears and 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-walk and locations, walking school buses, and bike trains.

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 essential to understand how travel behavior is changing across the County. The 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 places, it can consider installing permanent counters.

Before and after project counts are another excellent 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 Safe Routes to School website.

Parent Surveys

Parent surveys can provide valuable insights into 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 towards Plan goals and objectives and project and program implementation. SacDOT, in coordination with the Sacramento County Bicycle Advisory Committee (SacBAC), should determine specific monitoring metrics. Commonly used metrics include: mode share, climate goals, project implementation/network stats, and program-related stats. The report card should be presented annually to the SacBAC.

Infrastructure Programs

Bike Rack Installation Programs

Bike rack programs coordinate and streamline bike rack installations. This staff-managed program would develop guidelines for installation (only near commercial areas, parks, libraries, etc.) and process requests from residents and businesses. The County can install racks on sidewalks 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.

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. Powered micromobility devices expand the suite of alternative transportation modes that can reduce automobile dependency. They can be more readily combined with transit and human-powered transportation trips to expand transportation options.

There are six principles that should help guide micromobility systems planning and infrastructure design:

1) Advance mobility justice: Bike share and micromobility can provide users with healthy, safe and affordable transportation options that provide access to economic opportunities. Powered mobility devices can further enhance this effect. Micromobility and bike share systems should be implemented to equitably and successfully serve EJ Communities and areas with concentrations of walking and bicycling.

2) Design for safety: Designing for safety requires identifying and prioritizing the most vulnerable roadway and trail users first, then accounting for design features that will improve safety for all users.

3) Complement the natural environment: Shared-use paths and green infrastructure components can complement the natural environment while preserving the user experience.

4) Prioritize the human experience: Micromobility and bike share specific infrastructure should strive for a consistent user experience across the County. Implementing these items should be done with a "do no harm" approach to incorporating these modes along existing active and shared modes of transportation.

5) Expand user amenities: With powered micromobility and other new and emerging modes, public charging infrastructure offers convenience while also reducing risk of "stranded" users or inoperable devices/vehicles that have lost power. Such investments can also provide public charging for motorized wheelchairs or personal phones.

6) Design for the future: New mobility and bike share staff should track trends, identify shifts in user groups, and conduct research when possible (surveys, counts, or data from vendors). Understanding these trends can help the County prepare for future investments in these areas.

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.

Through this program, the County should also provide dedicated scooter/bike share parking locations. These locations should be found throughout the service area of the program and should be designed and located to minimize disruptions to other people walking, biking, and rolling.

In addition to micromobility vehicle and program design, the development of successful bike share and micromobility systems is also dependent on construction and maintenance of safe and comfortable travel facilities. Providing low-stress on- and off-street travel facilities will make traveling by bike or scooter more attractive, which will help convert trips from single occupancy vehicles and improve access to transit services for longer journeys. Comfortable on-street or trail facilities can also reduce instances of users riding on the sidewalk.

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.

Mobility Hubs

Mobility hubs provide an integrated suite of mobility services, amenities, and technologies to enable seamless multi-modal trips. Mobility hubs most often prioritize transit connections, but not all mobility hubs are directly co-located with transit. In practice, mobility hubs develop as a collection of elements that make it easier to access the shared and active mobility network. These elements can be mixed and matched to create a customized, hyper-local transportation terminal. Mobility hubs are typically designed with four primary objectives:

1) Increase access and convenience of multiple modes of transportation while reducing single occupancy vehicle trips

2) Create a more seamless, desirable experience for transit-linked trips

3) Manage private mobility services to align with local goals

4) Support other County/ community goals including urban design improvements, community development, and economic development

Mobility hubs typically include elements from these four areas:

- Transit and trip making services (ticket vending, pick up/drop off areas, transit stops)
- Parking and charging stations for micromobility and shared mobility services (can also include car share and freight/commercial cargo loading/unloading areas)
- Safe, prioritized access for people walking, rolling, or bicycling
- Amenities (community space, retail opportunities, activated furnishing and walking/biking support infrastructure)

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 support active transportation further.

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 before detailed design and permanent construction. Demonstration projects can last anywhere from one day to several months, depending on the project's objectives and data collection/ observation needs.

These projects are also a great way to add a placemaking element 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 to provide more space and safety for people walking and biking. These streets allow all modes to mix within the roadway area. Slow Streets that front schools can be considered School Streets and designed with school- and student-specific treatments that account for arrival and dismissal travel needs.

Neighborhood Traffic Management Program

SacDOT's Neighborhood Traffic Management Program (NTMP) strives to improve safety and the quality of life for residents by reducing speeds and reckless driving on neighborhood streets. The NTMP provides a toolbox of solutions that County staff can consider when working with communities to improve neighborhood safety. Improvements are implemented through a five-step process: 1) plan initiation/application, 2) data collection and analysis, 3) funding approval, 4) plan development and support, and 5) implementation. More information on the NTMP can be found on SacDOT's website.

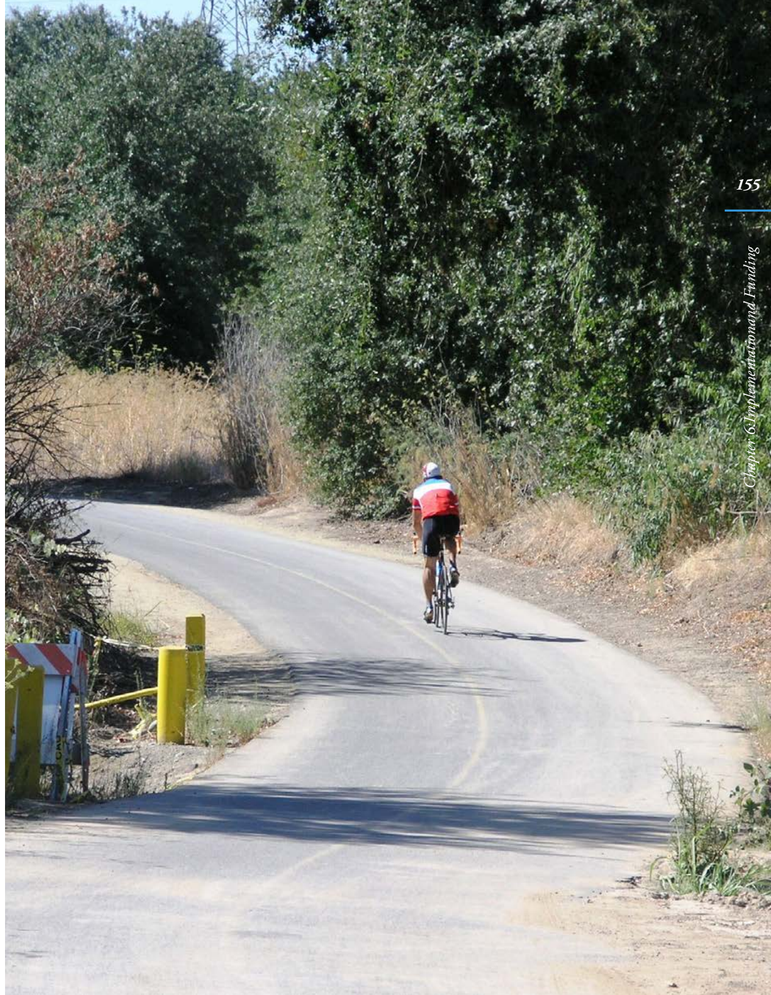
Quick Build

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 safety benefits as their permanent counterparts. They 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.

Chapter 6: Implementation and Funding

This chapter describes the process for evaluating and funding project recommendations to help Sacramento County prioritize projects. The County incorporated community feedback and support for projects throughout the prioritization process.

A cyclist rides on a trail



Infrastructure Project Prioritization Methodology

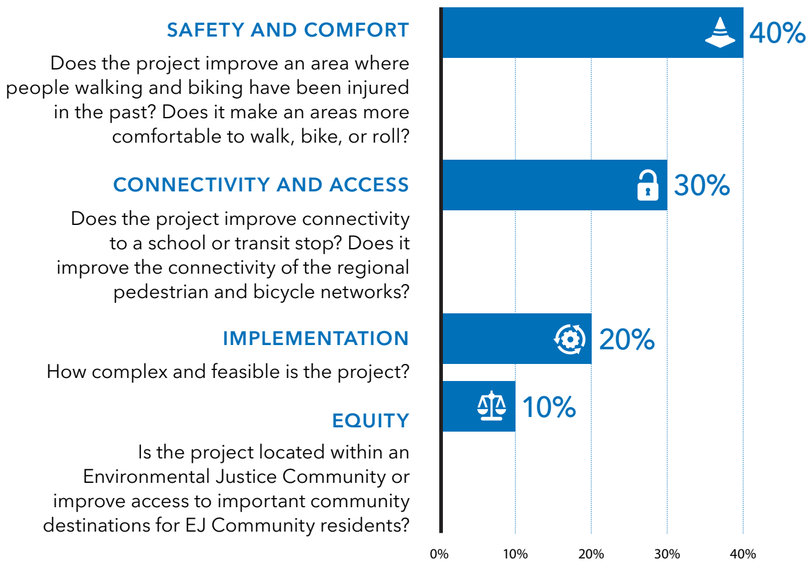
The project prioritization process includes the following steps:

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

Prioritization Categories

Prioritization categories respond to a range of local needs. See **Figure 22** below for the categories. Using the defined categories and weights, projects received a score between 0 (low value) and 5 (high value). For full details on the prioritization methodology, please see Appendix D.

Figure 22. Prioritization Methodology Weighting



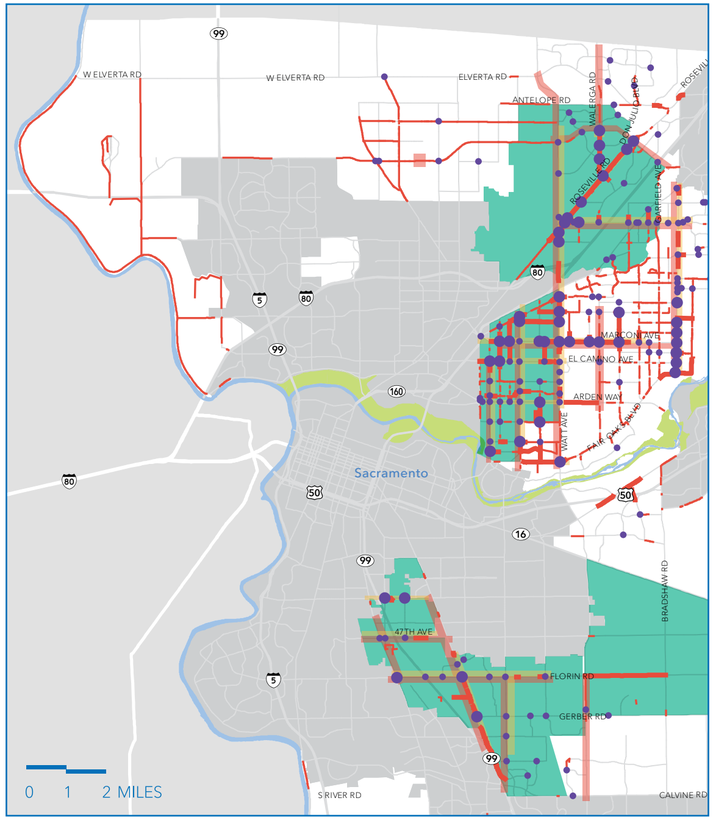
Prioritization Results

PEDESTRIAN PROJECTS

Prioritized pedestrian projects include 66 pedestrian spot improvements and 32 miles of sidewalk gap closures. Priority pedestrian spot improvements scored 3.75 or better of 5 points. Prioritized sidewalk improvements scored 3.5 or better. The Plan also prioritized locations that provide essential connections and access options for Sacramento County residents. Closing these intersection barriers or "gaps" within the network provides important connectivity, access, and trip choice benefits.

All prioritized spot location projects are on either a bicycle or pedestrian high-injury network (HIN) corridor. These projects will provide safety enhancements across the County. These intersection improvements will provide safety enhancements to all roadway users: people walking, biking, rolling, and driving. Many of the spot improvements overlap with priority sidewalk gap locations, providing more holistic streetscape improvements (and opportunities for project cost savings) for people walking in these areas. Priority sidewalk gap locations are primarily along arterial and collector streets. Building these sidewalks will help fill important gaps in the pedestrian network, improving overall connectivity and access. **Figure 23** displays the prioritized pedestrian and sidewalk gap closure projects. Table D-3 in Appendix D provides prioritization scoring for all pedestrian projects.

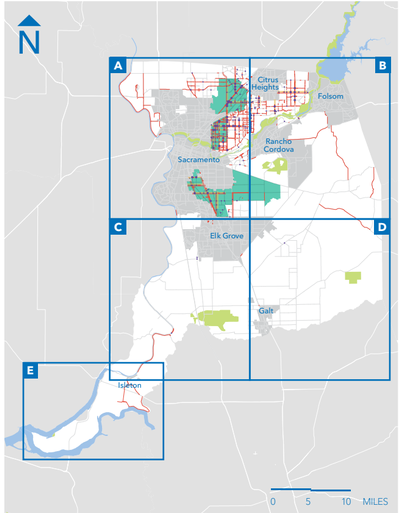
Figure 23. Prioritized Pedestrian Projects



Focus Map A

Focus Map

Key Map



Legend

PEDESTRIAN IMPROVEMENTS

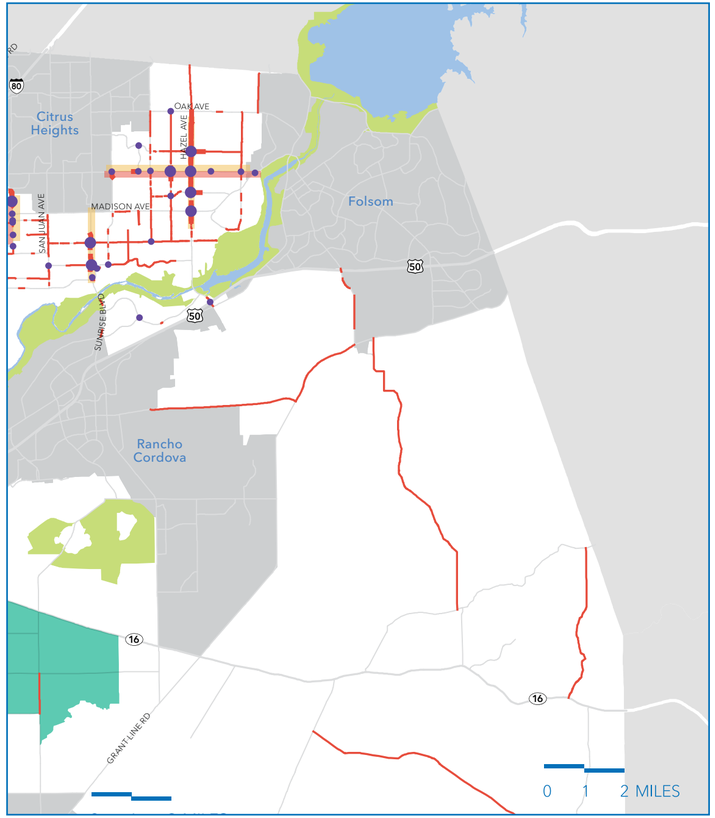
- Priority Sidewalk Gap Recommendations
- Additional Sidewalk Gap Recommendations
- Priority Intersection Recommendations
- Additional Intersection Recommendations

HIGH INJURY NETWORK

- Bike
- Pedestrian

- Environmental Justice Community
- Unincorporated
- Incorporated Cities

Figure 23. Prioritized Pedestrian Projects, continued



Focus Map B

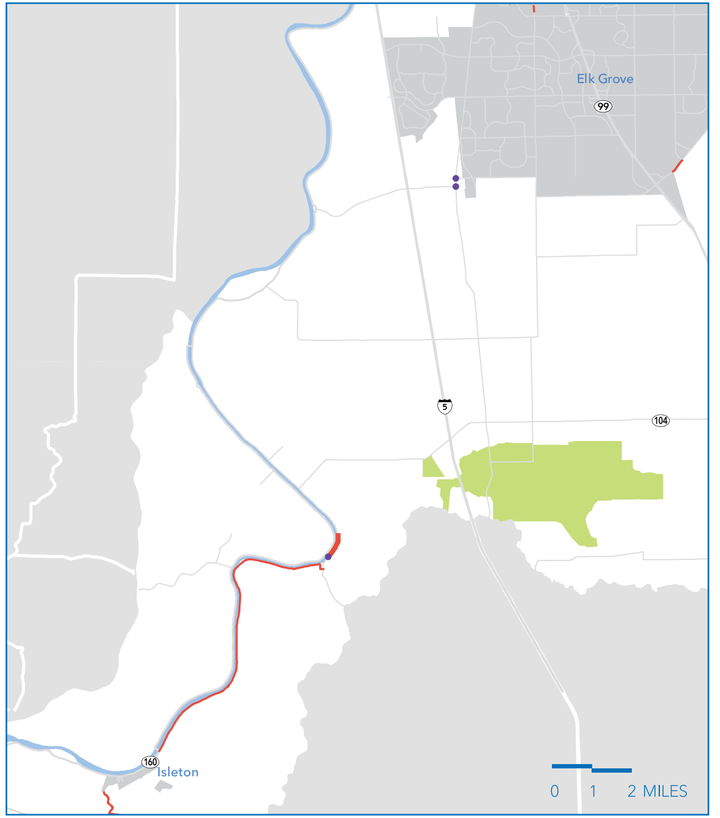
Legend

PEDESTRIAN IMPROVEMENTS
- Priority Sidewalk Gap Recommendations
- Additional Sidewalk Gap Recommendations
- Priority Intersection Recommendations
- Additional Intersection Recommendations

HIGH INJURY NETWORK
- Bike
- Pedestrian

- Environmental Justice Community
- Unincorporated
- Incorporated Cities

Figure 23. Prioritized Pedestrian Projects, continued



Focus Map C

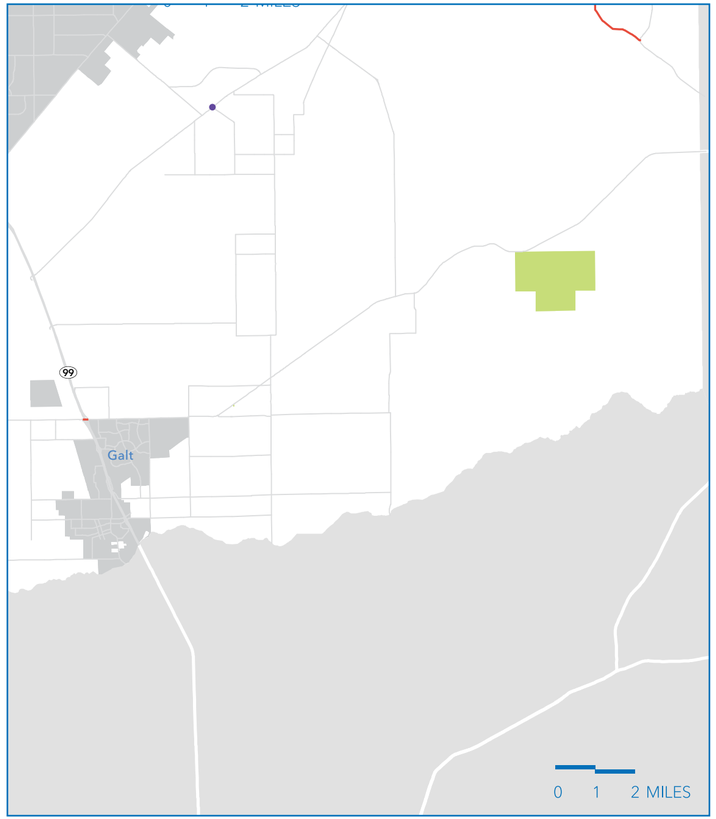
Legend

PEDESTRIAN IMPROVEMENTS
- Priority Sidewalk Gap Recommendations
- Additional Sidewalk Gap Recommendations
- Priority Intersection Recommendations
- Additional Intersection Recommendations

HIGH INJURY NETWORK
- Bike
- Pedestrian

- Environmental Justice Community
- Unincorporated
- Incorporated Cities

Figure 23. Prioritized Pedestrian Projects, continued



Focus Map D

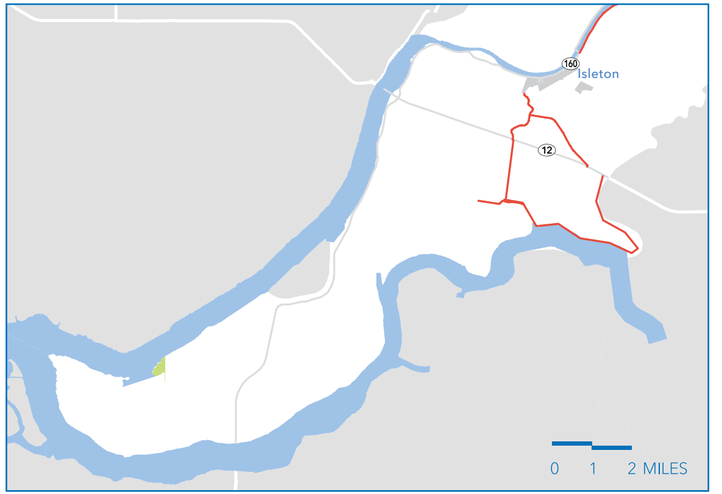
Legend

PEDESTRIAN IMPROVEMENTS
- Priority Sidewalk Gap Recommendations
- Additional Sidewalk Gap Recommendations
- Priority Intersection Recommendations
- Additional Intersection Recommendations

HIGH INJURY NETWORK
- Bike
- Pedestrian

- Environmental Justice Community
- Unincorporated
- Incorporated Cities

Figure 23. Prioritized Pedestrian Projects, continued



Focus Map E

Legend

PEDESTRIAN IMPROVEMENTS
- Priority Sidewalk Gap Recommendations
- Additional Sidewalk Gap Recommendations
- Priority Intersection Recommendations
- Additional Intersection Recommendations

HIGH INJURY NETWORK
- Bike
- Pedestrian

- Environmental Justice Community
- Unincorporated
- Incorporated Cities

BICYCLE PROJECTS

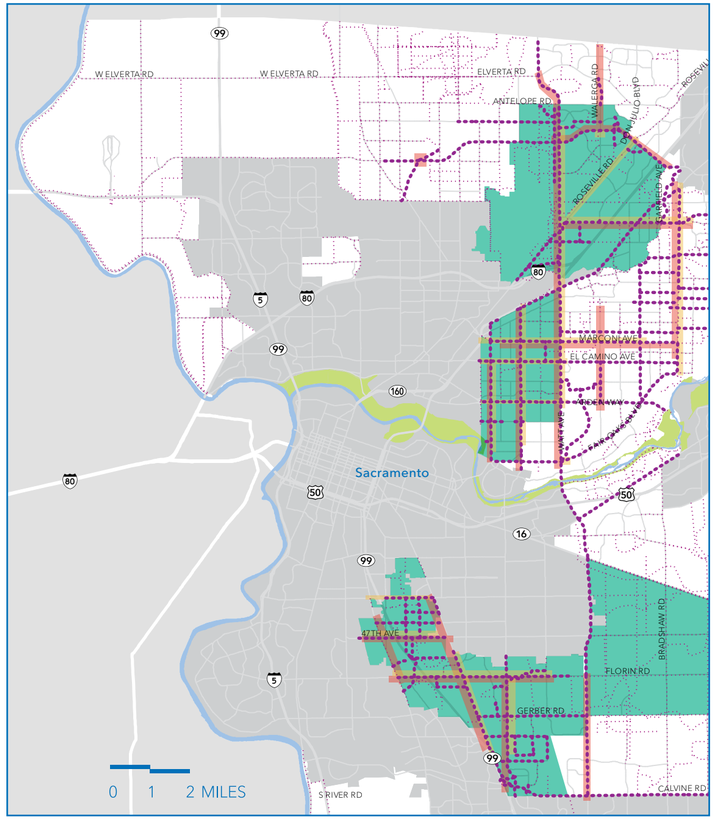
Prioritized bicycle projects represent 190 miles of projects that will enhance safety, improve connectivity, and close critical gaps in the bicycle network, as shown in Appendix D. Study corridors were scored as separated bikeway (Class IV) recommendations. Priority projects received a composite score of 3.75 or higher, or filled a gap in the bicycle network between priority projects and existing bikeways.

Prioritized projects represent recommendations on local, collector, and arterial roads across Sacramento County. Combined, these projects form a connected network of facilities that will close important gaps in the network and help provide continuous access on designated bicycle facilities to essential destinations within neighborhoods and other parts of the County. There are prioritized bicycle projects on most bicycle-HIN corridors. These critical safety improvements can make bicycling to more places more practical for people of varying ages and abilities. Prioritized projects include various project types, including trails, bicycle lanes, bicycle boulevards, and corridor studies of varying complexities. A diverse group of prioritized projects allows the County to move forward with bicycle network improvements on multiple fronts. Including study corridors in the analysis also guides the County on which of these more complex projects should be studied first.

Figure 24 displays the prioritized bicycle projects. Table D-5 in Appendix D provides prioritization scoring for all bicycle projects.

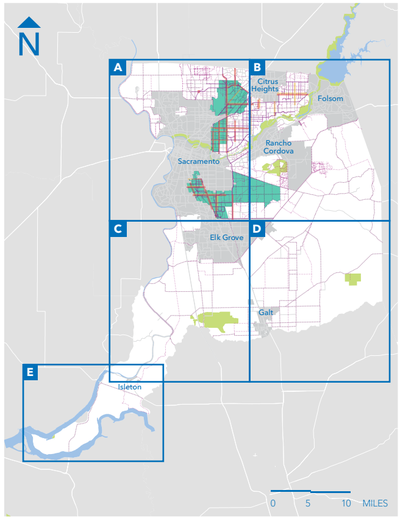
Figure 24. Prioritized Bicycle Projects

Focus Map



Focus Map A

Key Map



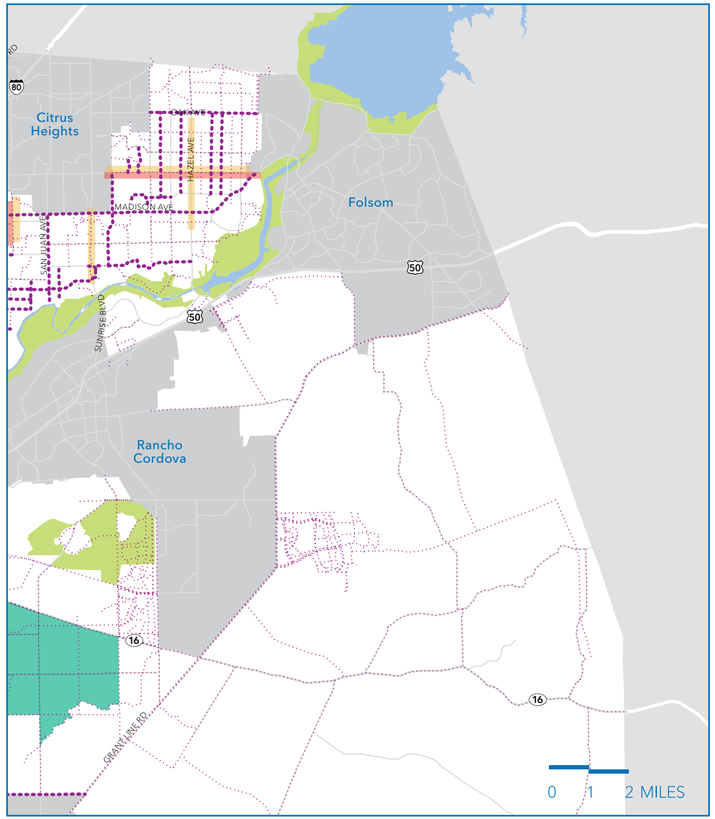
Legend

BICYCLE RECOMMENDATIONS
- Priority Recommendations
- Additional Recommendations

HIGH INJURY NETWORK
- Bike
- Pedestrian

- Environmental Justice Community
- Unincorporated
- Incorporated Cities

Figure 24. Prioritized Bicycle Projects, continued



Focus Map B

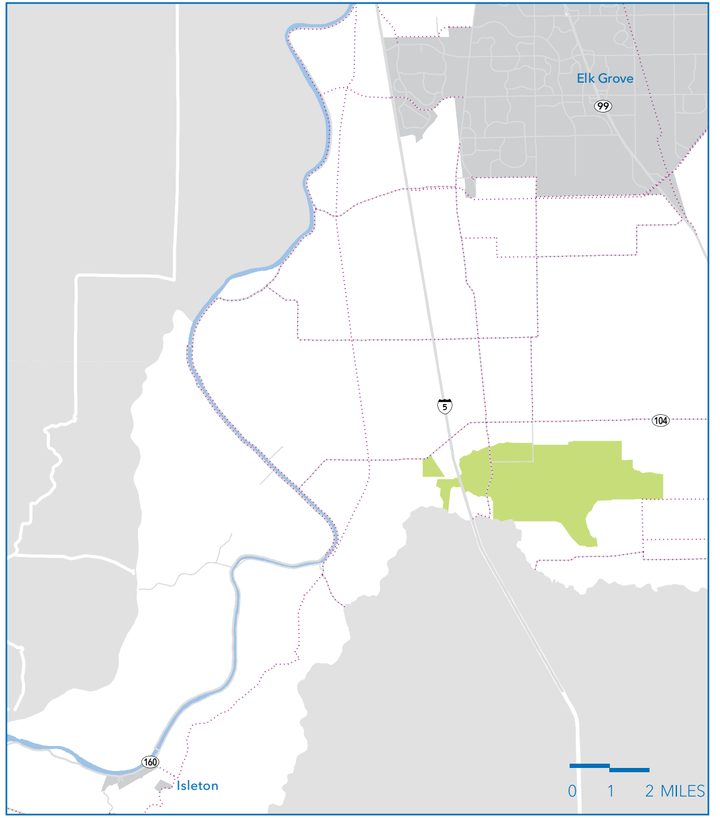
Legend

BICYCLE RECOMMENDATIONS
- Priority Recommendations
- Additional Recommendations

HIGH INJURY NETWORK
- Bike
- Pedestrian

- Environmental Justice Community
- Unincorporated
- Incorporated Cities

Figure 24. Prioritized Bicycle Projects, continued



Focus Map C

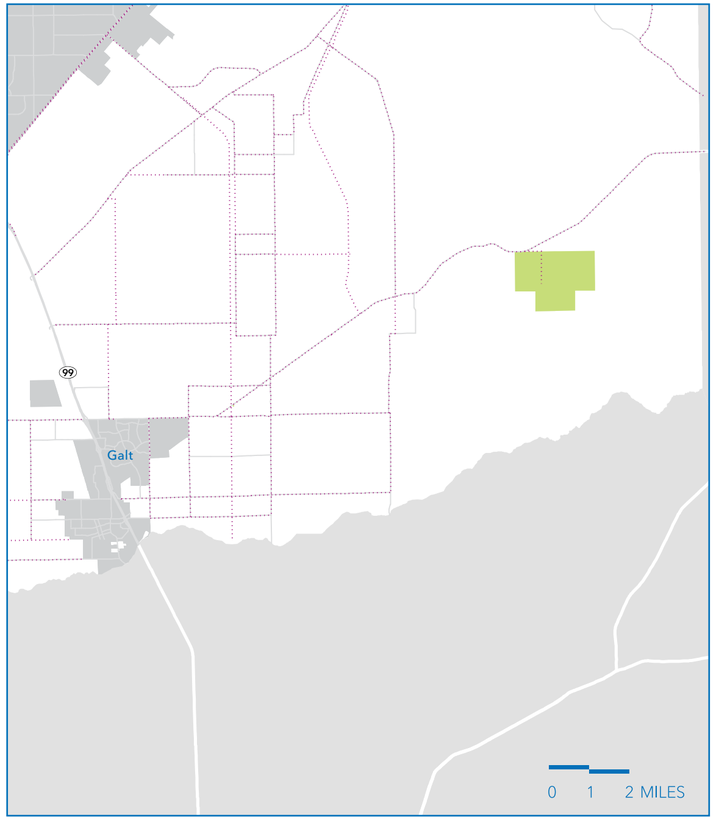
Legend

BICYCLE RECOMMENDATIONS
- Priority Recommendations
- Additional Recommendations

HIGH INJURY NETWORK
- Bike
- Pedestrian

- Environmental Justice Community
- Unincorporated
- Incorporated Cities

Figure 24. Prioritized Bicycle Projects, continued



Focus Map D

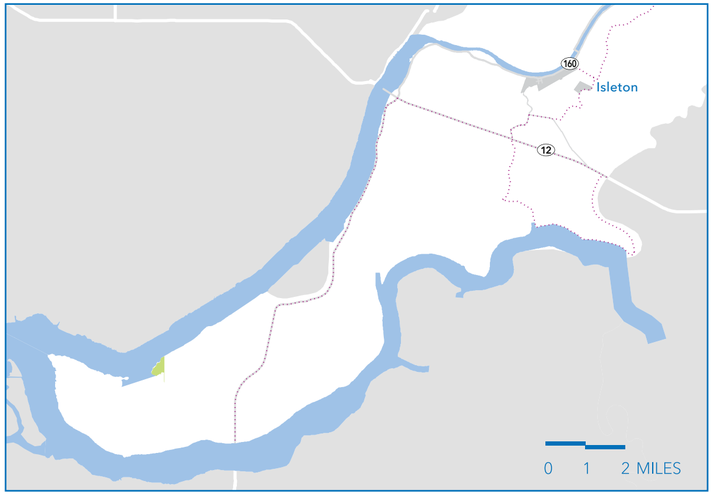
Legend

BICYCLE RECOMMENDATIONS
- Priority Recommendations
- Additional Recommendations

HIGH INJURY NETWORK
- Bike
- Pedestrian

- Environmental Justice Community
- Unincorporated
- Incorporated Cities

Figure 24. Prioritized Bicycle Projects, continued



Focus Map E

Legend

BICYCLE RECOMMENDATIONS
- Priority Recommendations
- Additional Recommendations

HIGH INJURY NETWORK
- Bike
- Pedestrian

- Environmental Justice Community
- Unincorporated
- Incorporated Cities

Project Funding

Funding Strategy

Identifying and securing funding for programs and infrastructure recommendations is essential to achieving the goals established in this Plan. The following section contains detailed descriptions of local, regional, state, and federal funding opportunities. **Table 06** below breaks down funding sources by eligible project types (planning, design, constructions, programs, etc.).

Project priority is only one consideration when pursuing grant opportunities. The County considers both the priority and the grant criteria in determining the project or projects to pursue for any grant funding. The County also considers existing or planned projects when determining infrastructure to prioritize.

Table 06. Funding Sources

Funding Source	Planning/ Design/ Construction	On-Street Bikeways & Sidewalks	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Programs	Studies
Local and Regional Programs								
Measure A (STA)	P/D/C	•	•	•	•	•	•	•
SACOG Regional Program (SACOG)	D/C	•	•	•	•	•	•	•
SACOG Active Transportation Program	P/D/C	•	•	•	•	•	•	•
Sustainable Transportation Equity Project (CARB)	P/D/C	•	•	•	•	•		
Transportation Development Act Article 3 (SACOG)	D/C	•	•	•	•	•		
New Developments/Resurfacing Projects (Sacramento County)	D/C	•	•			•		
Assessment Districts (Sacramento County)	P/D/C	•	•	•	•	•	•	•
Impact Fees (Sacramento County)	P/D/C	•	•	•	•	•	•	•

Table 06. Funding Sources, continued

Funding Source	Planning/ Design/ Construction	On-Street Bikeways & Sidewalks	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Programs	Studies
SACOG Community Design Funding Program	D/C	•	•	•	•	•		
SACOG Transportation Demand Management (TDM) Program	P/D/C	•	•		•	•	•	•
SACOG Innovative Mobility Program	P/D/C	•	•	•	•	•	•	•
Statewide and Federal Grant Programs								
Active Transportation Program (CTC)	P/D/C	•	•	•	•	•	•	•
Sustainable Transportation Planning Grants (Caltrans)	P							•
Highway Safety Improvement Program (Caltrans)	D/C	•		•	•	•		
Solutions for Congested Corridors (CTC)	C	•	•			•		
Office of Traffic Safety (CA OTS)	-						•	
Recreational Trails Program (CA DPR)	C		•					
Affordable Housing & Sustainable Communities (CA HCD)	C	•			•		•	
Urban Greening Grants (CA NRA)	C	•	•	•	•			
Statewide Park Program (CA DPR)	C		•					
Trade Corridor Enhancement Program (CTC)	C	•	•			•		
USHUD Community Development Block Grant Program	P/D/C	•	•	•	•	•	•	•
Other State Funds								
Local Partnership Program (CTC)	C	•		•	•	•		
Road Maintenance and Rehabilitation Program (Controller's Office)	D/C	•		•	•			

Funding Sources

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

LOCAL AND REGIONAL FUNDING

Sacramento Transportation Authority (STA) Measure A

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

Funds are programmed by STA.

Sacramento Area Council of Government (SACOG) Regional Program

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

Funds are programmed by SACOG.

Transportation Development Act (TDA) Article 3

TDA is administered locally by the Sacramento Area Council of Governments (SACOG). This act allocated federal funding toward transit and transportation projects, including bicycle and pedestrian facilities. 2% of the funding allocated to Sacramento County is designated for bicycle and pedestrian projects under the TDA Local Transportation Fund (LTF).

Funds are programmed by SACOG.

Sustainable Transportation Equity Project (STEP)

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

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

New Development or Redevelopment/Rehabilitation

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

Funds are programmed by Sacramento County.

Assessment Districts

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

Funds are programmed by Sacramento County.

Impact Fees

The Sacramento County Transportation Development Fee/Transportation Impact Fee Program (SCTDF/TIF) funds the construction of roadway and transit improvements needed to accommodate traffic and transit ridership generated by new land dev elopment allowed by the County General Plan and land use zoning through development impact fees. Assessing such fees is also a condition of receiving Measure "A" Transportation Sales Tax allocations.

The County should ensure that planning policies consider bicycle and pedestrian planning, design, and construction costs to be an eligible use of these fees.

Funds are programmed by Sacramento County.

SACOG Active Transportation Program

SACOG's Active Transportation Program (ATP) funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years, typically in the spring or early summer. Eligible projects include the construction of bicycling and walking facilities, safe routes to schools projects, new or expanded programmatic activities, or projects that include a combination of infrastructure and non-infrastructure components. Projects not funded through the state program (described in the next section) are eligible for regional consideration.

Funds are programmed by SACOG.

SACOG Community Design Funding Program

The Community Design Funding Program provides funding to local jurisdictions to build placemaking projects. Projects that implement any of the seven SACOG Blueprint Principles are eligible for funding: 1) housing options 2) transportation options; 3) infill development; 4) mixed land uses; 5) compact development; 6) preservation of natural resources, and 7) quality design .

Funds are programmed by SACOG.

SACOG Transportation Demand Management (TDM) Program

SACOG's TDM Program aims to reduce vehicle trips and vehicle miles traveled using a variety of programs, services, infrastructure projects, travel strategies, and policies to change travel behavior. SACOG periodically offers TDM-focused grant opportunities to fund infrastructure and program projects that work towards TDM program goals. These include traditional grants, mini-grants, and innovations grants.

Funds are programmed by SACOG.

SACOG Innovative Mobility Program

The Innovative Mobility Program designs and launches projects and programs that increase transportation options and reduce vehicle miles traveled (VMT) to make options like biking, walking, and taking transit the easy choice for all types of trips. The program has four goals: 1) reduce VMT and vehicle emissions, 2) leverage new technologies and partnerships, 3) increase access to existing transit and micromobility services, 4) inform the Metropolitan Transportaiton Plan/ Sustainable Communities Strategy (MTP/SCS), and 5) support policies that increase access and benefit underserved communities.

Funds are programmed by SACOG.

STATE AND FEDERAL FUNDING

California Active Transportation Program

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

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

Sustainable Transportation Planning Grants

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

Funds are programmed by Caltrans.

Highway Safety Improvement Program

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

Funds are programmed by Caltrans.

Solutions for Congested Corridors Program

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

Funds are programmed by the CTC.

Office of Traffic Safety

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

Funds are programmed by the California Office of Traffic Safety.

Recreational Trails Program

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

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

Affordable Housing and Sustainable Communities Program

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

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

Urban Greening Grants

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

Funds are programmed by the California Natural Resources Agency.

Habitat Conservation Fund

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

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

Statewide Park Program (SPP)

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

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

Trade Corridor Enhancement Program (TCEP)

The Trade Corridor Enhancement Program provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance. TCEP can fund a variety of project types as long as the project has direct nexus to improving freight system's economic activity or vitality, improves safety, improves connectivity, and reduces community impacts.

Funds are programmed by California Transportation Commission.

USHUD Community Development Block Grant Program

The Community Development Block Grant (CDBG) Program provides annual grants on a formula basis to states, cities, and counties to develop healthy and sustainable urban communities by providing housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. CDBG can fund new infrastructure (sidewalks and roadways) and significant roadway changes (i.e., a project that could completed with sealing would not be eligible, but a project that included a new asphalt overlay would be eligible for funding). Roadway projects included as part of larger community development projects (housing, community centers, etc.) would improve scoring.

Funds are programmed by the U.S. Department of Housing and Urban Development

Cost Estimates

Table 07 provides planning-level construction cost estimates for many pedestrian infrastructure treatments. Detailed engineering design work will be necessary to determine the specific costs of individual projects. Table D-1 in Appendix D provides construction cost estimates for recommended pedestrian projects. Table D-2 provides cost estimates for recommended sidewalk projects.

Table 07. Pedestrian Facility Construction Costs (2021 dollars)

	Unit	Cost (with soft costs*)	Assumptions
Sidewalk (6 foot)	LF	$280	Includes curb and gutter
Sidewalk (10 foot)	LF	$340	Includes curb and gutter
Remove slip lane	EA	$31,000	Replace existing ramp and square up corner
Advance stop pavement markings	EA	$1,085	Install STOP marking
Advance yield pavement markings		$545	Install yield shark teeth marking
Roadway lane striping	LF	$5	Restripe one lane per linear foot
Crosswalks	EA	$7,750	High-visibility crosswalk
Traffic signal	EA	$465,000	Full traffic signal
Pedestrian hybrid beacon (PHB)	EA	$232,5000	PHB signal on two mast arms
Curb ramp	EA	$8,525	One corner
Curb extensions (2 corners)	EA	$31,000	Two corners
Rectangular Rapid Flashing Beacon (RRFB)	EA	$38,750	RRFBs at two approaches
Median island (singular)	EA	$12,400	4x10 ft concrete median at one crosswalk
Median island (SF)	SF	$25	Concrete median
No right turn on red (sign and phasing)	EA	$9,300	Install blank out sign, update signal phasing
Update signal timing	EA	$6,200	Update signal phasing/timing
Asphalt pavement	SF	$15	Formalize dirt path with asphalt pavement

**Soft costs include the following: 10% mobilization, 15% traffic control, 10% utility coordination, and 20% contingency)*

Table 08 provides planning-level cost estimates for each class of bicycle facility. These are planning-level cost estimates; additional detailed engineering design work will be necessary to determine specific costs of individual projects. Table D-3 in Appendix D provides cost estimates for recommended bicycle projects.

Table 08. Bicycle Facility Construction Costs (2021 dollars)

	Costs per mile (with soft costs*)	Assumptions
Shared-Use Path	$1,636,800	10-foot-wide multi-use path with decomposed granite shoulders
Bicycle Lane	$132,000	Two sides of the street
Buffered Bicycle Lane	$158,400	2 ft buffer
Bicycle Boulevard	$290,400	Traffic calming and intersection improvements
Separated Bikeway	$2,059,200	$1,848,000 for one-way facilities, $2,217,600 for bi-directional facilities

**Soft costs include the following: 10% mobilization, 15% traffic control, 10% utility coordination, and 20% contingency)*

Maintenance

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

MAINTENANCE POLICIES

The County should implement the following policies to expand and improve its active transportation networks while keeping them in a state of good repair, high usability, and accessibility.

- **Policy 1:** Identify all necessary maintenance stakeholders across Sacramento County departments and partner agencies/jurisdictions
  - Implementation Measures:
    - Regularly coordinate to establish/update maintenance needs across the County and share resources when possible and practical
    - Establish a facility inspection schedule to inspect facilities and update maintenance priorities at regular intervals
- **Policy 2:** Maintain designated walking and bicycling facilities to be safe, comfortable, accessible, and usable to walking, bicycling, and rolling
  - Implementation Measures:
    - Sweep streets regularly with priority given to roads with higher pedestrian and bicycle traffic
      - Ensure the DOT has all necessary equipment to maintain all facility types, including trails and separated bikeways
      - Develop a schedule to sweep separated bikeways regularly
    - Trim overhanging and encroaching vegetation (or work with appropriate property owners) to maintain a clear path of travel along pedestrian and bicycle facilities

- Develop and implement an appropriate minimum paving surface standard for bicycle boulevards and other low-stress bikeways that maintain a higher safety and comfort level for active transportation users
- Update DOT repaving project selection methodology to prioritize bicycle boulevards and other low-stress bikeways to ensure that the minimum paving surface standard is maintained
- Consider prioritizing sidewalk repairs in front of qualifying residential properties based on pedestrian volumes and proximity to important community destinations like parks, schools, and libraries
- Continue working with commercial property owners to repair any damaged sidewalks in front of those properties promptly
- Incorporate maintenance needs into the design of separated bikeways to ensure proper maintenance after construction
- Develop a construction mitigation policy for impacted pedestrian and bicycle facilities requiring County staff and contractors to create fully accessible detours of equivalent standards, where possible, when construction, maintenance, or other activities restrict the use of bikeways and walkways

- **Policy 3:** Maintain bicycle parking and other support facilities for a more comprehensive bicycle network
  - Implementation Measures:
    - Develop a procedure for inspection and prompt repair/replacement of damaged bicycle racks or other facilities in public right-of-way
    - Encourage public event organizers to provide and publicize valet bicycle parking at special events. Amend the Sacramento County event permitting process to include bicycle access accommodations and parking as part of necessary traffic control provisions

- **Policy 4:** Develop a communications protocol for facility closures/detours and network updates
  - Implementation Measures:
    - Maintain a bikeway and sidewalk status page on the DOT website. Provide notices and information on planned closures and detours
    - Regularly update digital and print bicycle and trail network maps. Distribute paper maps at libraries, community centers, community events, bike shops, and other locations
    - Promote Sacramento County's 311 service as an easy-to-use method for the public to report maintenance and other facility issues. 311 can also potentially be used to provide suggestions on new walking or bicycling facilities to Sacramento County DOT staff

In addition to infrastructure maintenance, it is also crucial for the County to regularly update and maintain its Geographic Information Systems (GIS) database of projects. The County should follow the GIS update procedures listed in Appendix E.

MAINTENANCE COSTS

Forecasting the maintenance costs of bicycle facilities is an integral part of annual budgeting processes. **Table 09** provides planning-level maintenance costs for bicycle facilities broken down by facility type.

Table 09. Annual Maintenance Costs

Facility Type	Cost per mile per year	Miles per year	Total Annual Cost	Notes
Class I Shared Use Paths	$8,500	349.1	$2,967,350	Lighting, debris cleanup, and removal of vegetation overgrowth, patching pavement, adding decomposed granite to shoulders
Class II Bicycle Lanes and Class IIB Buffered Bicycle Lanes	$1,500	632.9	$949.350	Repainting the lane strips and stencils, sign replacement as needed
Class III Bicycle Route/ Boulevards	$1,000	54.2	$54,200	Sign and shared-lane stencil replacement as needed
Class IV Separated Bikeways	$4,000	145.6	$582,400	Debris removal, repainting stripes and stencils, sign replacement, replaced damaged barriers

Interagency Coordination

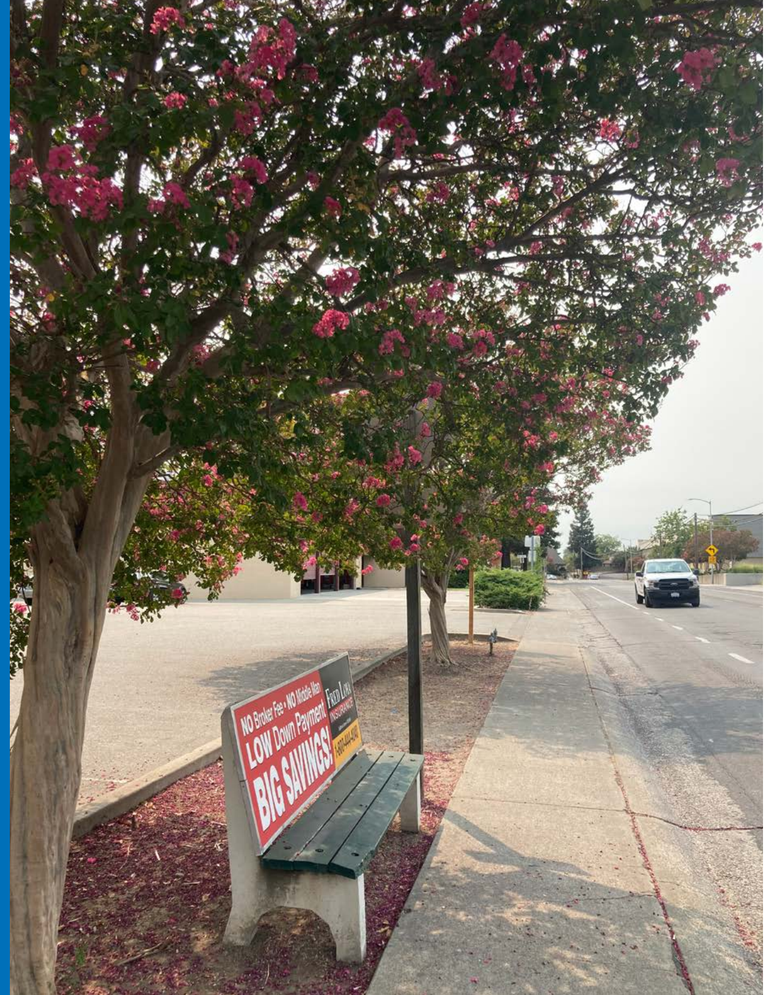
Some of the infrastructure recommendations in this Plan are in the rights-of-way of agencies other than Sacramento County, such as Caltrans. The County will have to coordinate with the appropriate stakeholder(s) for planning, design, funding, and implementation. These partner agencies may have the final approval on these projects, even if they are located within unincorporated Sacramento County.

Partnerships with community-based organizations and other walking and biking focuses groups will be vital for expanding active transportation programming across Sacramento County. These partners can not only help provide the programming but can also help promote them within the communities they serve.

Quick Build Projects

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

Appendix A-1: Existing Conditions Technical Summary



Introduction

COMMUNITY CONTEXT

Sacramento County is located in the middle of the 400-mile long Central Valley, 87 miles east of San Francisco and 100 miles west of Lake Tahoe. Sacramento County has seven incorporated cities: Sacramento, Elk Grove, Citrus Heights, Folsom, Galt, Isleton, and Rancho Cordova. Three of the cities were only recently incorporated, including Citrus Heights (1997), Elk Grove (2000), and Rancho Cordova (2003). Encompassing a total of 994 square miles, the county surrounds Interstate 80 (I-80) and US Route 50 (US 50) east of Yolo County and Interstate 5 (I-5) and State Route 99 (SR 99) north of San Joaquin County and east of Solano County. Sacramento County shares borders with Sutter County and Placer County to the north and El Dorado County to the East.

The unincorporated County is well developed and densely populated along the I-80 and US 50 corridors and the northern portion of the SR 99 corridor while the remainder of the unincorporated County is more sparsely populated with land either devoted to farming or undeveloped.

The United Sates Census 2018 American Community Survey (ACS) estimates a population of 584,127 for unincorporated Sacramento County, approximately 40% of the total population of Sacramento County. The unincorporated population has grown 5.3% since the 2010 census population count and the median age for the entire county has increased from 34.8 to 36.6 over the last 10 years.

TRANSPORTATION OVERVIEW

Based on the 2018 ACS1[13], there are approximately 270,000 workers 16 years or older in unincorporated Sacramento County. The majority of workers commute by car, either alone (81.3%) or carpooling (7.4%) while fewer than a percent each commute by walking (0.9%) or bicycle (0.4%). These are significantly lower than the 2012 SACOG regional averages[14] of 2.1% commute mode share for walking and 1.8% commute mode share for biking. The average time to commute to work or unincorporated Sacramento County workers is 27.8 minutes.

The 2016 SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy document states that:

"Data on non-commute bike and walk trips is difficult to assemble for the region—estimates are dependent on relatively small sample surveys, model estimates, and anecdotal data. The table shows a significant increase in all-purpose bike and walk share, from about 7.3 to 9.1 percent. It is reasonable to assume that the recent trend in all-purpose biking and walking has been upward, given that commuting shares have increased."

It also provides estimates for all travel for the entire SACOG region of 1.9% of trips are people bicycling and 7.2% of trips are people walking. Given that the commuting mode split for unincorporated Sacramento County is two to four times lower than the regional averages, it is reasonable to assume that the mode split is similarly lower across all trips.

[13] Based on the total workers in Sacramento County minus the workers in each incorporated City.

[14] 2016 SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy

Multimodal Connections to Transit

Currently Sacramento Regional Transit (SacRT) buses and light rail run through the communities, with a total annual ridership of about 21 million passengers in FY 2019. The light rail saw a weekday average ridership of 40,000, while average weekday bus ridership was 37,000 passengers per day. The majority of light rail routes run within the City of Sacramento; however, the Gold Line runs along Folsom Boulevard between Sacramento and Folsom. Three of the stations within unincorporated Sacramento County have Park & Ride lots that connect that act as a connection between the light rail, bus routes, and surrounding communities.

- **Watt/Manlove Station** has stops for SacRT Bus Routes 72, 84. It also connects to a Class I multiuse trail that provides protected crossing for US 50 and the American River, eventually connecting to regional trails that parallel the river. The station however has no secure bike parking and minimal racks.
- **Butterfield Station** has stops for SacRT Bus Routes 19, 78. It also connects to Class II facilities on Mayhew Road which provides crossing for US 50 and connection to residential communities to the South. There is also an existing facility to the north along a canal connecting to the American River which is blocked by locked gates. The station however has no secure bike parking and minimal racks.
- **Hazel Station**, located between Rancho Cordova and Folsom, is a Park and Ride that also acts as a bus terminal but does not serve any bus routes. The station isn't connected to any nearby communities or bicycle facilities.
- **Starfire Station**, located off of Folsom Boulevard in the Rosemont community, is served by the Gold Line and the 84 bus route. The station has no secure bike parking and minimal racks. There are bike lanes on Folsom Boulevard.
- **Tiber Station**, located of Folsom Boulevard in La Riviera, is served by the Gold Line but no bus stops. The station has no secure bike parking and minimal racks. There are bike lanes on Folsom Boulevard.

There are also five Caltrans park & ride locations in Sacramento County, one of which is located in unincorporated Orangevale at the US 50 interchange with Hazel Avenue. The **Hazel Avenue Park and Ride** has no transit access and is located adjacent to the Jedediah Smith Memorial Trail.

Vehicle Share Programs

The bike share company JUMP launched an all-electric assist bike share system in the city of Sacramento as well the Yolo County cities of Davis and West Sacramento, with an initial offering of 300 bikes and a planned expansion of 900 bikes during summer 2018, however none of the hubs are located in unincorporated Sacramento County or Sacramento County cities east of Sacramento. There are also recreational bike share programs run by Tower Bridge Bike Share and Practical Cycle, however they are both contained within the City of Sacramento in Sacramento County.

There was a short-lived State Employee BikeShare program available to the 230,000 workers employed by the State running in the Sacramento region, however there is no longer any information available about the program and it is assumed defunct.

The tech firm Gotcha was planning to provide bike- and scooter-share programs and equipment for Elk Grove, Folsom, and Rancho Cordova in Fall 2019, however the program was delayed due to increasing tariffs. While originally planned for a delayed rollout during Spring 2020 these programs may have been further delayed by the COVID-19 pandemic[15].

There are no bike- or scooter- share programs in unincorporated County locations, however as of May 2017, the Sacramento Air Quality Management District (AQMD) has administered the Our Community CarShare Sacramento Program[16], which is available to low-income Sacramento County residents and operates in currently operates in seven lower-income.

Active transportation is enjoyed by people of all ages and abilities. However, the perception of safety, lack of facilities or effective routes, or natural constraints such as heat and the presence of hilled terrain can contribute to a person's unwillingness to walk or ride a bike. As such, users of all capabilities need to be considered when developing or expanding the active transportation network. Outside of improving the network, support through education and encouragement programs can be utilized to improve confidence in the system and increase facility use.

[15] https://www.sacbee.com/news/local/article233636962.html *(referenced July 2020)*

[16] https://sacbreathe.org/what-we-do/air-quality/electric-vehicle-car-share/ *(referenced July 2020)*

Active Transportation Supporting Policies

Current active transportation supporting policies, documentation, and plans have been reviewed. Each document differs in overarching focus and approach related to the most relevant active transportation needs in the area, however general commonalities are present. Polices, goals, and actions most commonly identified in these documents generally relate to the following:

- Invest in bicycle and pedestrian infrastructure as healthy transportation options
- Improve safety for cyclists and pedestrians
- Increase and improve access to employment, economic centers, and environmental justice communities
- Establish and expand education, encouragement, enforcement, and evaluation programs
- Collaboration with nearby jurisdictions to support a regional bicycle network
- Prioritize projects that improve access to environmental justice communities, improve safety, close gaps in the network, or are low cost or privately funded improvements

Some of the specific sources of policies and programs that will shape active transportation in Sacramento County include:

- Federal Highway Administrative (FHWA)
- American Association of State Highway and Transportation Officials (AASHTO)
- Americans with Disabilities Act (ADA)
- Federal and California State Manual on Uniform Traffic Control Devices (MUTCD)
- The State of California
- Sacramento Area Council of Governments (SACOG)

Sacramento County has many desirable characteristics to support active transportation. While temperatures rise above what might be desirable at times during the summer, the warm and dry climate of the region encourages people to walk and ride bicycles throughout the year. Most of the land in the County is generally flat, which provides an environment for those who are less confident and less able to more easily travel longer distances without tiring. The larger cities in the County are often divided by stretches with little development. This is both a constraint and an opportunity in that while regional trails longer than a few miles may be more daunting for pedestrians and less skilled or able bicycle riders, longer trails may provide sought after routes for avid cyclists and users seeking exercise.

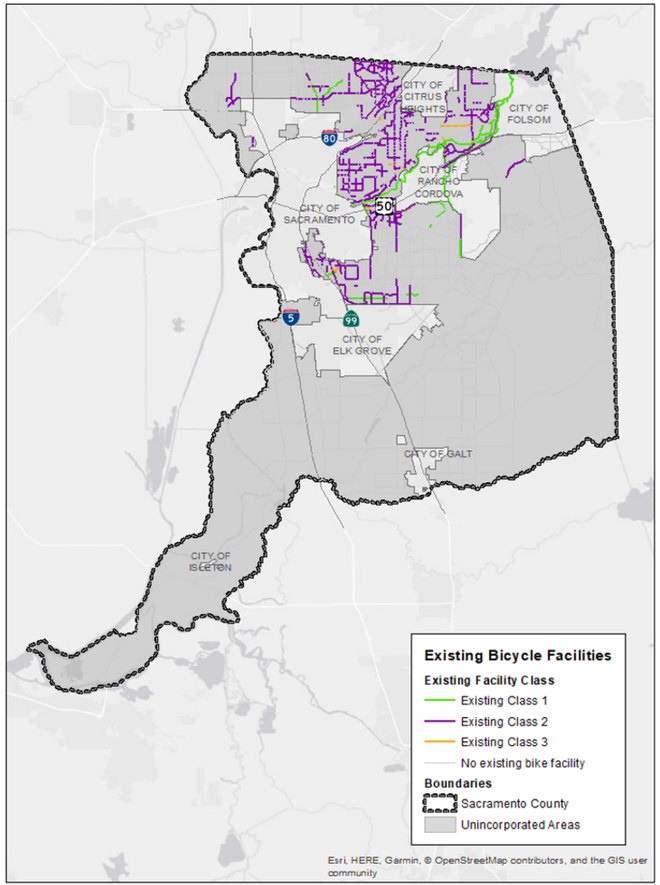
There are currently 280 miles of existing bicycle infrastructure in the Unincorporated Region consisting of 61 miles of Class I, 209 miles of Class II and 11 miles of Class III bike lanes. The total existing sidewalks add up to 1,950 miles. A total of 1,077 miles of bikeways were proposed in the previous plan, of which six miles of Class II bike lanes have been built: four miles along Garfield Avenue from Fair Oaks Boulevard to Greenback Lane, and two miles along California Avenue from Oak Avenue to Jan Drive. Existing and proposed bicycle infrastructure is shown in Figure A-1 and Figure A-2.

The following funding opportunities have been identified as potential sources for the active transportation plan[17]:

- Caltrans Sustainable Communities Planning Grants
- Trails and Greenways
- Blue Sky Grant Program
- Cap and Trade – Affordable Housing Sustainable Communities
- Office of Traffic Safety – Bicycle and Pedestrian Safety Grants
- Federal Lands Access Program – CA
- SACOG Regional Funding Programs
- State Active Transportation Program Cycle 5
- Regional Active Transportation Program Cycle 5

[17] https://www.sacog.org/sites/main/files/file-attachments/b-p_funding_opps_att_8.pdf?1566419865

Figure A-1. Existing Bicycle Facilities

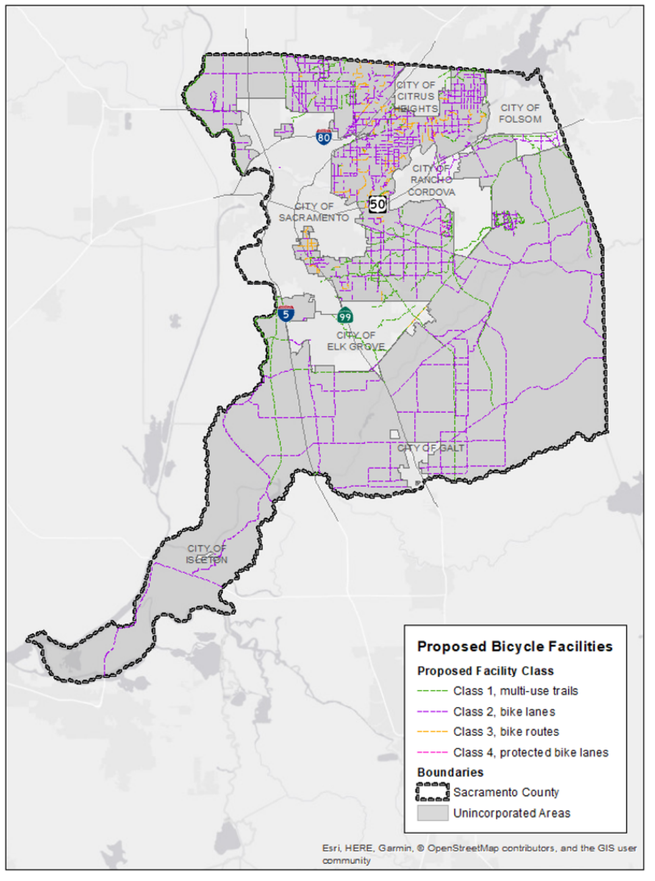


SUMMARY

Active transportation in rural settings is also an area of weakness in active transportation plans in the region. The low density in the southern portion of the county creates a network void of connected facilities and requires long distances to travel to reach destinations. As a result, the pedestrian mode share is far lower than suburban areas. The bicycle mode share also suffers as most facilities that do exist are located on high speed, narrow roadways. While improvements to the pedestrian network may not prove fruitful, this situation does provide the opportunity to improve and expand the bicycle network.

There are ample opportunities in suburban areas of the County to improve connectivity. Both pedestrian and bicycle networks can be expanded to ensure gapless connections to transit routes and to create desirable routes to key destinations within walking distances. Active transportation in the County would be made further desirable by offering support facilities such as water fountains for pedestrians and dedicated bicycle parking facilities for bicyclists at key destinations.

Figure A-2. Proposed Bicycle Facilities



Demand: Where do people want to go?

SACRAMENTO COUNTY COMMUNITIES

The Sacramento County Planning department has defined community boundaries throughout the County[18] as shown in Figure A-3. The highest density communities include Arden Arcade, Carmichael, Fair Oaks, Orangevale, Rio Linda/Elverta, South Sacramento, and Vineyard. The Sacramento County Environmental Justice Element also identifies communities that are considered disadvantaged compared to other parts of unincorporated County based on California Communities Environmental Health Screening Tool (CalEnviroScreen), which identified communities based on socioeconomic and environmental characteristics, and the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The four Environmental Justice communities identified include North Highlands/ Foothill Farms, West Arden-Arcade, South Sacramento, and North Vineyard and are shown in Figure A-4.

Most people that walk or bike to work in Sacramento County are concentrated within the incorporated cities. The American River/US 50 corridor provides multiple ways to travel with trails, and transit providing alternatives to the Freeway and a dense grid of pedestrian and bicycle facilities for travel within communities. This is apparent with the highest commute mode split for walking occurring in Folsom (3.0%), City of Sacramento (2.9%), and Rancho Cordova (1.7%) while the other cities and unincorporated County show less than a percent of commute mode share for walking. Bicycle use for commuting is even more concentrated in the City of Sacramento (2.0%) while all other cities and unincorporated County show less than a percent of commute mode share for biking. This comes from a lower density of facilities and more gaps in the network.

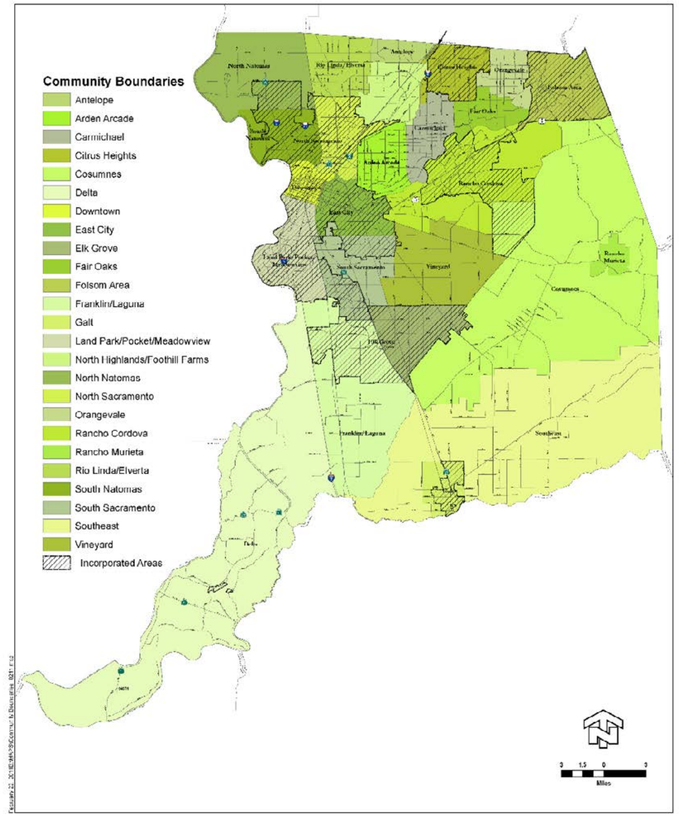
[18] https://planning.saccounty.net/Pages/PlanningandCommunityMaps.aspx

Employment

The eight largest employers of Sacramento County residents are a mix of public and private sector and are mainly located within incorporated cities, showing the importance of regional bicycle and pedestrian facilities for commute access. The number of local employees by employer is included in Table A-1. This shows the sectors responsible for the majority of employment in Sacramento County are Government and Health Care. This is confirmed to be true for unincorporated County residents as well, as shown in Table A-2, which shows the sectors that employ the highest proportion of residents[19] from unincorporated Sacramento County. A map of job density within Environmental Justice communities is shown in Figure A-5. The lowest job density for those communities occurs throughout North Vineyard and the west portion of North Highlands.

[19] https://onthemap.ces.census.gov/

Figure A-3. Sacramento County Communities



Government and health services are the main sources of employment in the County and the majority of employment locations are located in cities along the US 50 corridor.

Table A-1. Top Sacramento County Employers

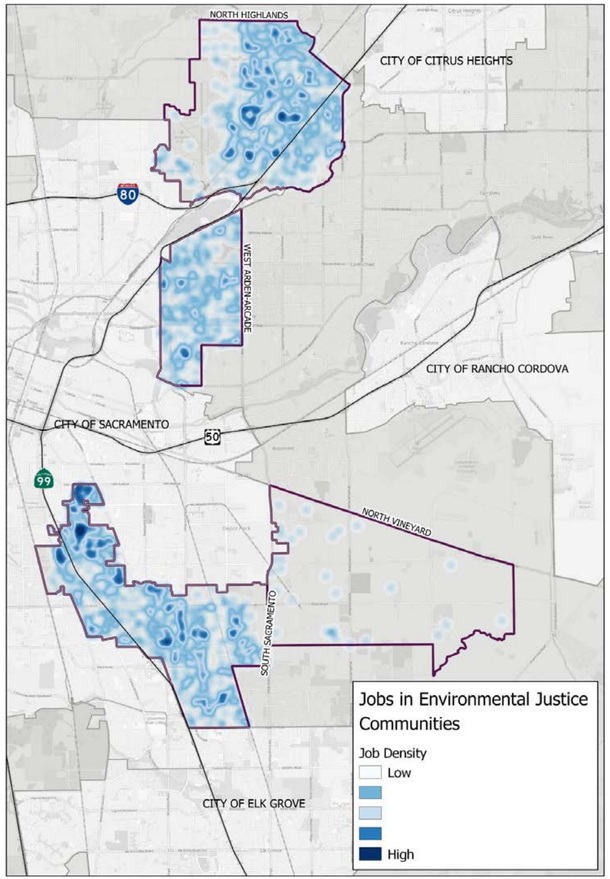
EMPLOYER	SACRAMENTO COUNTY EMPLOYEES[A,B]	ADDRESS	TYPE OF BUSINESS/SERVICE
State of California	77,172	Various	Government
Kaiser Permanente	15,585	Various	Health Care System
UC Davis Health	14,510	2315 Stockton Blvd Sacramento	Health Care System
Sacramento County	12,360	700 H Street Sacramento	County Government
Sutter Health	10,764	2200 River Plaza Drive Sacramento	Health Care System
Dignity Health	9,033	3400 Data Drive Rancho Cordova	Health Care System
Intel Corp	6,200	1900 Prairie City Road Folsom	Research and Development
Raley's	6,200	Various	Grocery Store

[A] https://www.bizjournals.com/sacramento/subscriber-only/2020/07/03/employers-private-sector.html *(July 3, 2020)*
[B] https://www.bizjournals.com/sacramento/subscriber-only/2020/05/29/employers-sacramento-county.html *(May 29, 2020)*

Table A-2. Top Industries that Employ Unincorporated Residents

RANK	NAICS INDUSTRY SECTOR	SHARE OF UNINCORPORATED EMPLOYED RESIDENTS
1	Health Care and Social Assistance	16.40%
2	Retail Trade	10.70%
3	Public Administration	10.30%
4	Accommodation and Food Services	9.10%
5	Educational Services	8.20%
6	Administration & Support, Waste Management and Remediation	6.90%
7	Construction	6.10%
8	Professional, Scientific, and Technical Services	6.10%
9	Manufacturing	4.40%
10	Finance and Insurance	3.90%

Figure A-5. Top Sacramento County Employers



High Intensity Land Use (Existing and Planned)

Currently, the most intense land uses, including dense residential and commercial development, in the Unincorporated region are spread across the north and east of the county. Commercial uses are mainly lined along major streets such as Watt Avenue, Auburn Boulevard, Howe Avenue and Stockton Boulevard.

Undeveloped land that has been zoned for high density residential and commercial units will generate transportation needs in the future. These will be potentially planned at the following locations:

- Shopping center south of Winding Way and east of Manzanita Ave
- Business and professional offices along Madison Ave and Harrison St
- Businesses along Walerga Road at Antelope Road
- Multifamily residential, shopping centers and businesses along Elverta Road and 16th Street
- Multifamily residential along U Street and Elverta Rail Way
- Multifamily residential along Antelope Rd at Monument Drive and along Don Julio Boulevard
- Multifamily residential along Antelope North Road
- Multifamily residential east of Sunrise Blvd at Gold Express Drive

Key Destinations

Major travel generators and neighborhood destinations include schools, libraries, parks, commercial corridors, downtown and civic buildings. As shown in Figure A-6, these are generally located across the north and northeast parts of the county, as well as in South Sacramento. The Arden-Arcade area is a major shopping hub, with several other shopping centers along Fair Oaks Boulevard and Sunrise Boulevard.

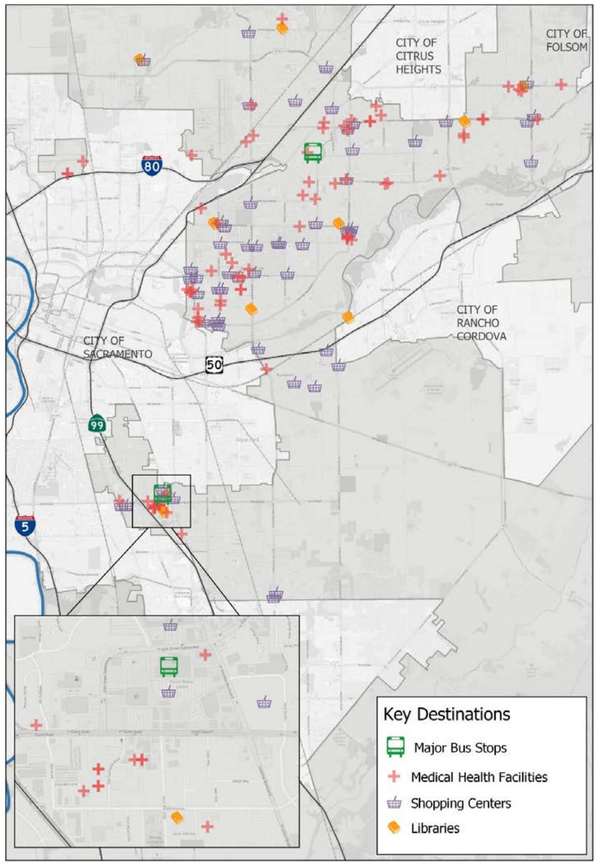
There are a total of 158 schools in the Unincorporated region, with 17 in Carmichael, 17 in South Sacramento, 13 in North Highlands, 11 in Antelope, 10 in Orangevale, 9 in Fair Oaks, 8 in Rio Linda, and the rest spread across other parts of the county. School traffic is typically generated around 7 am to 9 am and from 2 pm to 4 pm on weekdays.

Major medical facilities include Kaiser Healthcare in Arden-Arcade and South Sacramento, VA Hospital in North Highlands, and several other specialty care services in Carmichael, Fair Oaks and Orangevale.

Popular public libraries are the Arcade Community library, Arden-Dimick library, Carmichael Regional library, North Highlands/Antelope library, Fair Oaks and Orangeville library.

As mentioned earlier, commercial corridors line the arterial streets in eastern North Highlands, Carmichael, throughout Arden-Arcade, Orangevale along Greenback Lane, and South Sacramento along Stockton Boulevard and Franklin Boulevard. These usually generate trips in the evening on weekdays, and mostly over the weekends. American River Parkway, Dry Creek Parkway, Folsom Lake state recreational area, Del Paso regional park and Cosumnes river preserve are among the big parks of the region. Several small parks like the Arcade Creek park, Antelope Community park,

Figure A-6. Key Destinations in Unincorporated Sacramento County



Gibbons Community park and Mission North park, among others are spread across the county. Parks form important hubs of internal active transportation, especially those parks that support bicycling and walking via trails.

Connectivity: Can residents and visitors get to where they want to go by walking or bicycling?

EXISTING INFRASTRUCTURE

The Unincorporated region of the County has a mix of Class I, Class II and Class III bicycle infrastructure; however, the network is discontinuous in most areas. While the majority of the roads in North Highlands and South Sacramento communities have connected sidewalks, significant gaps can be noticed in West Arden-Arcade and North Vineyard (Figure A-7 and Figure A-8).

While bikeways compensate for the lack of sidewalks in these communities to some extent, adequate direct connectivity is not provided by the bicycle infrastructure. In the north, bike lanes are absent on Madison Avenue, and discontinuous on Palm Avenue, resulting in poor east-west connectivity from and to North Highlands. The connectivity along Watt Avenue is also broken due to missing stretches of bike lanes between Elkhorn Boulevard and Don Julio Boulevard in North Highlands, and between Madison Avenue and Arden Way in West Arden-Arcade. Alternative direct bike routes or lanes are not available.

In the south Sacramento communities, bike lanes exist along major roads on Franklin Boulevard and Stockton Boulevard, providing north-south connections. However, Florin Road lacks adequate length of bicycle infrastructure, and only one discontinuous alternative bike lane along 53rd Avenue in the east-west direction. Stockton Boulevard has missing lengths of bike lanes between 21st Avenue and Fruitridge Road, and between Lemon Hill Avenue and Riza Avenue.

The western edge of North Vineyard has bike lanes along South Watt Avenue and Elk Grove-Florin Road, and a short stretch can be found along Bradshaw Road. No bike lanes can be found in the City of Isleton and Galt. Sidewalks and bikeways are present adjacent to major bus stations at American College on College Oak Drive, and at Florin Towne Center on Stockton Boulevard.

CONNECTIVITY OF KEY DESTINATIONS

Key destinations such as schools and medical facilities are surrounded by sidewalks or bikeways but lack continuous links to most residential areas. Nine schools and one hospital within the unincorporated region were identified that lack any sidewalks and bicycle infrastructure within 750 feet of the site. These are listed below:

School Sites Lacking Adequate Active Transportation Infrastructure:

- Heritage Peak Charter
- Pathways Community Day
- C. W. Dillard Elementary
- Franklin Elementary
- Cosumnes River Elementary
- Sierra-Enterprise Elementary
- Alpha Charter
- Alpha Technology Middle
- Arcohe Elementary

Medical Facility Lacking Adequate Active Transportation Infrastructure:

- Altua (Galt)

Out of 76 medical facilities, 30 do not have access to a bus stop for an eighth of a mile, and 10 of these do not have access to bus stops for at least a quarter mile. These include:

- Cornerstone
- Walnut Whitney Convalescent Hospital
- Greater Sacramento Surgery Center
- Altua
- Eskaton Village Care Center
- Eskaton Home Care
- New Dawn Recovery Center
- Sunbridge Brittany Care Center
- Koinonia Group Homes
- Sacramento Area Emergency Housing Center

Parks in North Vineyard do not have any access to either bikeways, or bus stops. Parks in other parts are fairly well connected by bus services but lack bikeway connectivity. Bike trails exist along the American River Parkway and the Dry Creek Parkway.

The Rancho Cordova community library, the Courtland Community library and the Walnut Grove branch library are not connected by either bicycle infrastructure or bus stops.

Regional and Community Connections

The Sacramento Regional Transit Light Rail connects parts of the county to Sacramento City downtown. The blue line extends north from the city center to Watt Avenue/I-80 interchange in the southern part of North Highlands. In the south, it extends to Consumnes River College. The gold line stretches east all the way to Folsom via Rancho Cordova. None of these lines provide direct connectivity to or between the identified environmental justice communities.

Communities along US 50 have access to the gold line light rail, Folsom Boulevard bike lanes, as well as Jedediah Smith Memorial Trail. Likewise, communities living along I-80 in northern West Arden-Arcade have access to the blue line and the Edison Avenue bike lanes. In the north-south direction along Watt Avenue, bus routes 26, 82 and 84 operate along with intermittent bike lanes, connecting the northern county to Arden-Arcade. The American River College bus terminal as well as the Watt/I-80 RT station in the north facilitate these connections. The Florin Towne Center in South Sacramento provide connections to bus routes 51, 61, 68 and 81 that expand connections to Sacramento downtown in the north, Consumnes River College in the south, and loops along multiple communities.

Figure A-7. Sidewalks in North Highlands and West Arden-Arcade

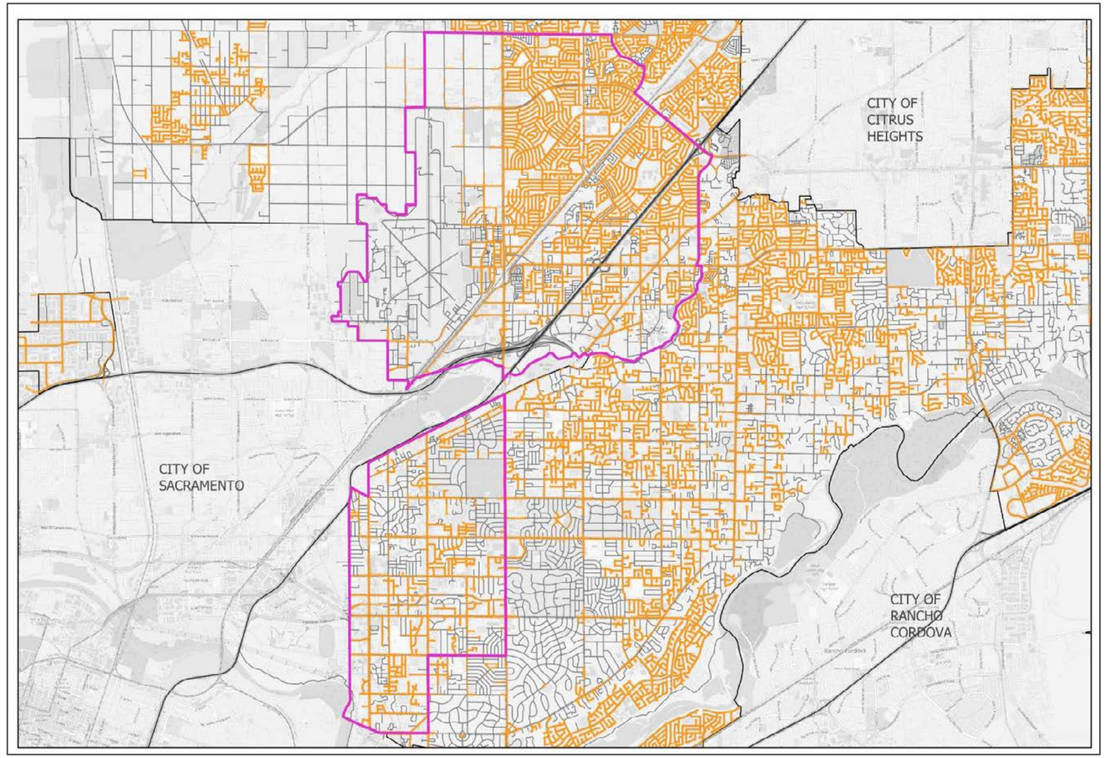
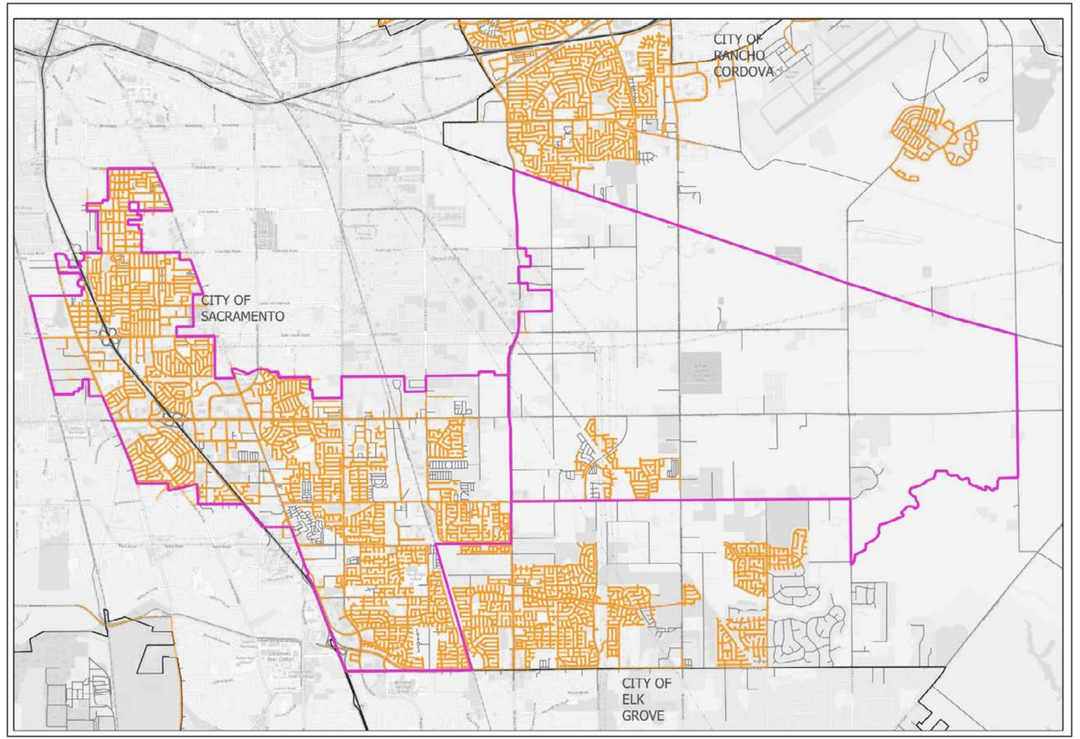


Figure A-8. Sidewalks in South Sacramento and North Vineyard



Bicycle Parking

Sacramento County Zoning Code Section 5.9.9B sets the minimum bicycle parking requirements by land use. These are shown in Table A-3. There are two types of bicycle parking – short term and long term. Short term bicycle parking in the form of bike racks are typically used for up to two hours, for example a trip to a store or a library. Long term parking is provided for several hours at employment centers, schools and transit hubs. These tend to provide high security through bike cages, lockers or bike rooms. Bicycle parking in the County is typically provided at parks, schools and commercial developments, and specific locations are provided in the County Bicycle Master Plan.

The Sacramento County General Plan, Transit Oriented Development Design Guidelines state that transit stops, commercial areas and other key destinations must provide adequate parking to support bicycle use. Secure and safe bicycle storage areas are recommended. None of the unincorporated communities have established bicycle parking programs however.

Figure A-9. Bike Parking Demand

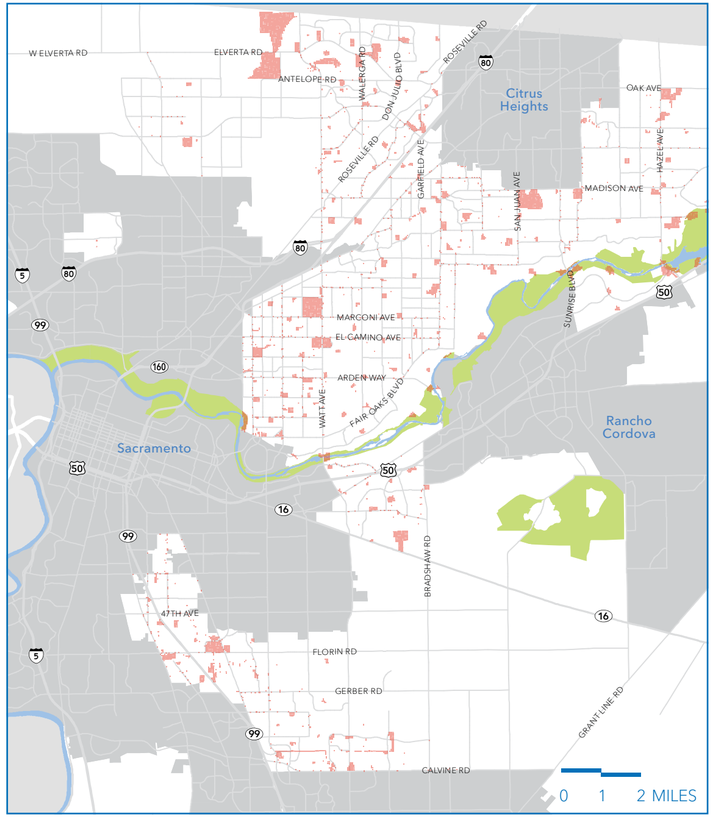


Table A-3. County Bicycle Parking Facility Requirements (Zoning Code)

Use	Bicycle Spaces		Bicycle Parking Facility Class	
	Long-Term	Short-Term	Long-Term	Short-Term
All commercial, mixed-use, and service uses not otherwise listed	One bicycle space for every 30 vehicle spaces required or two spaces, whichever is greater	One bicycle space for every 30 vehicle spaces required or two spaces, whichever is greater	Class I lockers, or Class II racks in an enclosed lockable area	Class II or Class III racks
Dinner restaurants, cocktail lounges	One bicycle space for every 50 vehicle spaces required or two spaces, whichever is greater	One bicycle space for every 30 vehicle spaces required or two spaces, whichever is greater	Class I lockers, or Class II racks in an enclosed lockable area	Class II or Class III racks
Industrial	One bicycle space for every 50 vehicle spaces required or two spaces	0	Class I lockers, or Class II racks in an enclosed lockable area	N/A
Office and institutional uses within commercial and industrial zoning districts	One bicycle space for every 30 vehicle spaces required or two spaces, whichever is greater	One bicycle space for every 60 vehicle spaces required or two spaces, whichever is greater	Class I lockers, or Class II racks in an enclosed lockable area	Class II or Class III racks
Institutional uses in other zoning districts	Bicycle parking shall be determined at the time of issuance of a Conditional Use Permit.			
Multiple Family	For multifamily housing, a minimum of one (1) bicycle parking space per unit shall be provided on-site, with guest bicycle parking spaces provided at one (1) space per 10 units on-site.		Class I lockers or Class II racks shall be located close to and with direct access to multifamily buildings entries. Bicycle parking for guests shall be clustered in common areas for easy convenience.	

Equity: Does everyone have equitable access to walking and bicycle infrastructure?

ENVIRONMENTAL JUSTICE COMMUNITY DEMOGRAPHICS

The Sacramento County Environmental Justice Element identifies the North Highlands/Foothill Farms, West Arden-Arcade, South Sacramento, and North Vineyard communities as disadvantaged compared to other parts of unincorporated County based on socioeconomic and environmental characteristics. The goals of identifying these communities is to ensure that the built environment provides an equitable degree of protection from environmental and health hazards and to encourage participation from all members of the community in the decision making process by addressing inequities that can lead to less participation from EJ communities.

Each of the identified communities has a unique character that must be considered when planning public outreach events and prioritizing projects and community investment

- While all of the EJ communities have a relatively similar land area, South Sacramento is a very dense community with 67,362 residents and North Vineyards is very low density with only 1,733 residents and primarily rural agricultural
- North Highlands and South Sacramento Communities have a higher percentage of persons under 20 while West Arden Arcade has a higher percentage of persons over 60
- While unincorporated Sacramento County has a significantly higher population of White residents when compared to California and the City of Sacramento, South Sacramento has a higher proportion of persons of Asian or Hispanic/Latino origin
- Spanish is the second most common primary language in EJ communities and occurs at a much higher rate than broader Sacramento County. Other common languages include Russian in North Highlands/Foothill Farms, Hmong and Chinese in South Sacramento, and Vietnamese in North Vineyard
- Median Household income is much lower in EJ communities than in Sacramento County and especially when compared to non-EJ communities

RELIANCE ON ALTERNATIVE TRANSPORTATION AND CONNECTIVITY

The Element focuses on access to healthy food (grocers with fresh produce, food banks, and Farmer's Markets) as a primary goal. It identifies West Arden Arcade and South Sacramento as the regions with the highest rates of food insecurity, representing limited or uncertain access to acquire acceptable food in socially acceptable ways. The policies relevant to this effort include urbanized communities having access to food sources within a quarter mile of transit.

Another focus area is opportunities for physical activity to combat obesity rates, which are highest in West Arden Arcade, North Highlands/Foothill Farms, and South Sacramento. Metrics include miles of Class I facilities per 1,000 residents, which are much lower in EJ communities than in non- EJ communities, and miles of Class II facilities per 1,000 residents, which are lowest in West Arden-Arcade. North Vineyard has significantly higher density of Class II lanes than anywhere else in the County, however it also has the lowest occurrence of residences within a quarter mile of a park due to its agricultural context and low density. Metrics also includes rates of collisions involving people walking or riding bikes per 1,000 residents, which are higher in EJ communities than non-EJ communities. The relevant policies include requiring smart growth streets and encouraging safe, low stress environments for pedestrians and bicyclists in EJ communities.

Safety: Can residents and visitors walk or bike safely and comfortably?

SAFETY

Pedestrian and bicyclists comprise the most vulnerable road users, meaning they are more prone to higher injury severities in case of a collision. This level of vulnerability is a significant factor that affects their decision to use a motorized transportation mode if they perceive their safety and comfort is compromised. Research has also shown that one's perception of safety and comfort contributes significantly to willingness to walk or bike. Specifically, walking and biking on busy roads and crossing busy urban intersections adjacent to high-speed vehicular traffic can easily deter people from walking and biking. Enhancing the safety and comfort perception of non-motorized road users can be attained by decreasing their interaction with vehicular traffic through improved infrastructure. Therefore, creating safer and more comfortable environment for walking and biking should be one of the main goals of the Active Transportation Plan.

A systemic-safety approach was used to identify trends for collisions involving people walking or biking throughout Unincorporated Sacramento County. This analysis reports on both the total number of collisions and collisions that result in a fatality or severe injury (KSI) as well as making use of the Equivalent Property Damage Only (EPDO)[20] method which provides an average severity score across different categories, allowing for direct comparison of collision types without comprehensive traffic volume data. This method is based on a weighting factor, as shown in Table A-4, to assign a severity score based on FHWA and Caltrans guidance. For more information on the methodology of the collision analysis, as well as a more detailed summary of the results, see the **Safety Analysis Report** after this summary.

Table A-4. EPDO Weighting Factor by Collision Severity

COLLISION SEVERITY		EPDO FACTOR
Fatal and Severe Injury	Signalized Intersection	120
	Non-Signalized Intersection	190
	Roadway	165
Injury (Other Visible)		11
Injury (Complaint of Pain)		6
Property Damage Only (PDO)		1

[20] *2010 Highway Safety Manual (HSM)*

Bicycle and Pedestrian Collision Summary

A review of collision data in Unincorporated Sacramento County for the years 2015-2019 identified 50,832 collisions out of which 2,038 collisions involved someone walking or biking. The key trends and deficiencies identified from the analysis summarized in this document provide a direction of programs and improvements to consider as part of this Plan. A summary of these trends and deficiencies for collisions involving people walking and biking are as follows:

- Pedestrians are shown to be the most vulnerable users, with similar frequency of crashes but much higher crash severities
- The proportion of collisions involving people walking and biking happen ten times more frequently than the proportion of people commuting by walking or biking
- Many more collisions occur at intersections, however collisions occurring along segments are more severe both for people walking and biking
- Within school zones, collisions involving people walking and biking result in less severe injuries, even more so for collisions involving school-age children
- The highest severity collisions involving people biking on a bicycle facility is at Class I roadway crossings

Table A-5 provides a summary of the number and severity of collisions base on mode and location type as well as a comparison to crashes that don't include people walking or biking.

Table A-5. Collision Frequency and Severity by Type (2015–2019)

COLLISION TYPE	FREQUENCY	KSI	EPDO	EPDO/COLLISION
Pedestrian Collisions	1,000	348	60,852	60.9
Bicycle Collisions	1,038	139	29,809	28.7
Vehicle Collisions	16,190	1,150	309,126	19.1

Using the EPDO score (which considers both frequency and severity of collisions) several heatmaps, segregated by the involved victim, i.e., pedestrian or bicycle, were created to help with identifying the most pedestrian and bicycle collision prone locations. These heatmaps are presented in the Safety Analysis Report. A visual inspection of the heatmaps was used to identify the corridors with the highest frequency and severity of collisions, both for collisions involving people walking and those involving people biking. These facilities were identified as high injury network (HIN) that warrant further investigation and improvements. The complete list of corridors and locations identified in the HIN are included in the Safety Analysis Report, however Table A-6 lists the top 10 locations for each victim category. Figure A-9 and Figure A-10 show the pedestrian and bicycle collisions heatmaps, respectively, in unincorporated Sacramento County. The color bands also show the HINs.

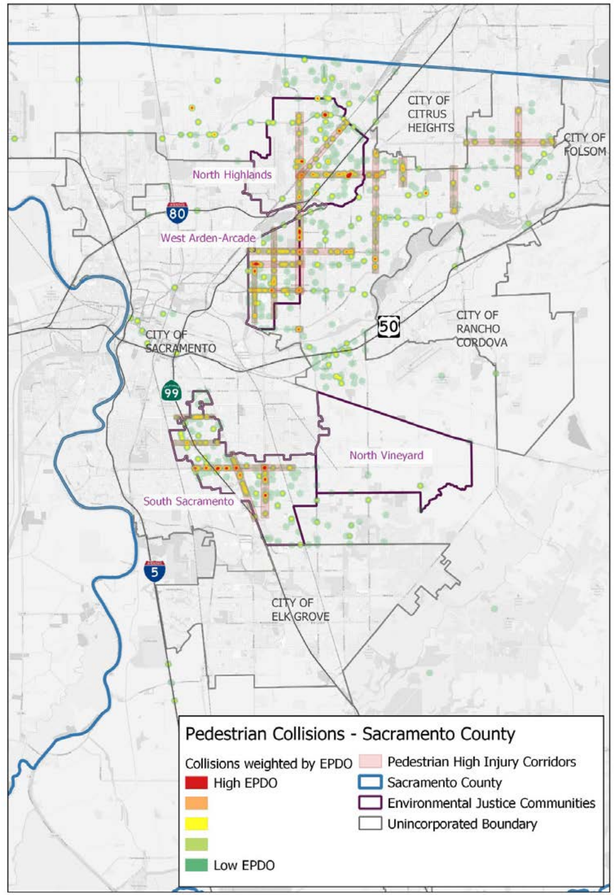
Table A-6. Collision Frequency and Severity by Type (2015–2019)

Location	EPDO/Collison
Pedestrian Collisions	
Roseville Road from Elkhorn Boulevard to Watt Avenue	121.5
Power Inn Road from Florin Road to Lenhart Road	103.8
El Camino Avenue from Ethan Way to Watt Avenue	80.1
Marconi Avenue from I-80 to Walnut Avenue	75.0
Greenback Lane from Fair Oaks Boulevard to Main Avenue	74.6
Intersection of Fair Oaks Boulevard and Watt Avenue	71.6
Fruitridge Road from Franklin Boulevard to Stockton Boulevard	67.0
Watt Ave from Q Street to Arden Way	66.4
Madison Avenue from Watt Avenue to Ruthland Drive	66.2
Arden Way from Ethan Way to Watt Avenue	63.9

Table A6. Collision Frequency and Severity by Type (2015–2019), continued

Location	EPDO/Collison
Bicycle Collisions	
Intersection of Elkhorn Boulevard and Sacramento Northern Bike Trail	190.0
47th Avenue from 27th Street to Stockton Boulevard	38.5
Elkhorn Boulevard from Watt Avenue to I-80	36.3
Watt Avenue from Elverta Road to Fair Oaks Boulevard	30.9
Power Inn Road from Florin Road to Calvine Road	28.3
Florin Road from Franklin Boulevard to Florin Perkins Rd	26.4
Marconi Avenue from Bell Street to Fair Oaks Boulevard	25.8
Franklin Boulevard from 38th Avenue to Florin Road	23.8
Fair Oaks Boulevard from Kenneth Avenue to Auburn Boulevard	23.7
Dewey Drive from Coyle Avenue to Will Rogers Drive	21.7

Figure A-10. Pedestrian Collisions Heatmap



Factors Affecting Collisions

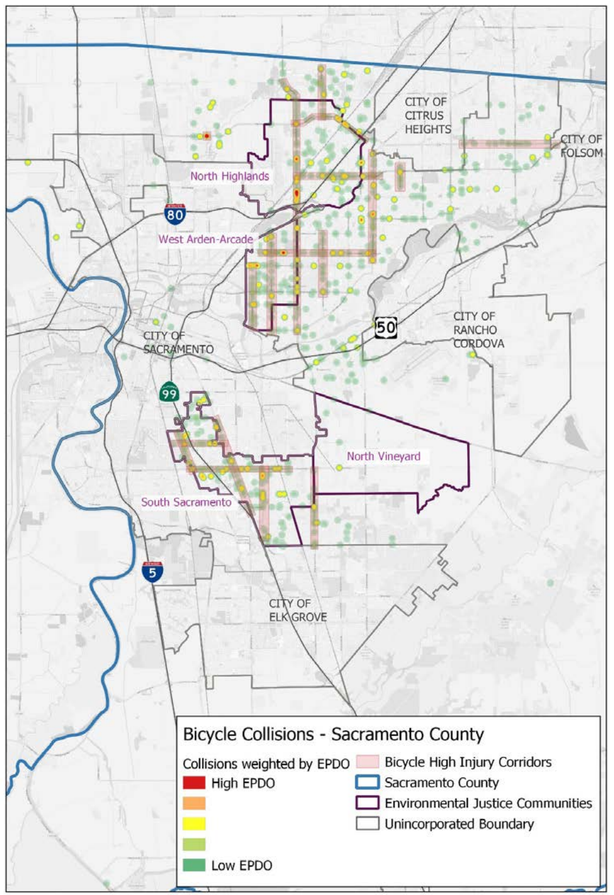
Further analysis of the collision data highlighted two trends that warrant further study at specific locations and inclusion in the prioritization process. These included primary collision factors that were consistent across the county, and severity of collisions involving people biking on bicycle facilities. Additional details related to these conclusions as well as other trends studied can be found in the Safety Analysis Report.

CONTRIBUTING CRASH FACTORS

One of the primary tools in diagnosing crash records to determine some level of connection to the built environment, environmental conditions, and human behavior is primary collision factor(s).

Pedestrian violations (people walking failing to yield right of way to other vehicles while outside of a legal crosswalk) and pedestrian right-of-way (driver failing to yield right of way to a pedestrian at a legal crosswalk) were the most frequent contributing factors for collisions involving someone walking in the study area. People failing to yield to vehicles outside of a legal crosswalk was by far the most frequent cause of collisions involving people walking regardless of the collision location, occurring more often than the next four primary causes combined in all scenarios and location types. In comparison, riding on the wrong side of the road (biking against the main direction of traffic) and improper turning (making an unsafe turning movement, or failure to signal) were found as the most frequent contributing factors to collisions involving someone biking. Riding on the wrong side of the road occurring more often than the next five primary causes combined at signalized intersections and the next three primary causes combined along segments. At unsignalized intersections, while riding on the wrong side of the

Figure A-11. Bicycle Collisions Heatmap



road was still the most frequent primary cause, however improper turning and impinging on the automobile right of way also significantly contributed as primary collision factors.

It is also important to recognize that unsafe speed resulted in the highest average severity collisions involving people walking at intersections and the second highest average severity along segments. The same results were not replicated for collisions involving people riding bikes, with unsafe speed only having the highest average severity along segments and having lower occurrence at intersections.

COLLISIONS ON BICYCLE FACILITIES

When looking at the frequency and KSI of the collisions that occur on bicycle facilities (Table A-6), 93% of those collisions and 87% of KSI occur on Class II bike lanes, but collisions occurring on Class I or Class III facilities have a much higher average severity. Class I bike paths, which are completely separated from vehicle traffic, show the highest average severity. The collision locations on these facilities showed that these collisions happened where the bike path crosses the roadway, highlighting improved trail crossings as a specific need. Given these collisions being right-angle collisions and at higher speeds, they would tend to be more severe. Moreover, the average EPDO for collisions involving people biking on Class II bike lane is almost half of the average EPDO for collisions involving people biking on bike routes. Studies have also shown that physically separated bikeways improve road safety for not only bicyclists, but all road users. This finding has been attributed to the fact that roadways with separated bikeways have lower vehicles speeds, which means, in the case of a collision, the resulting severity would be lower.

Level of Traffic Stress

Figure A-12. Pedestrian Level of Traffic Stress

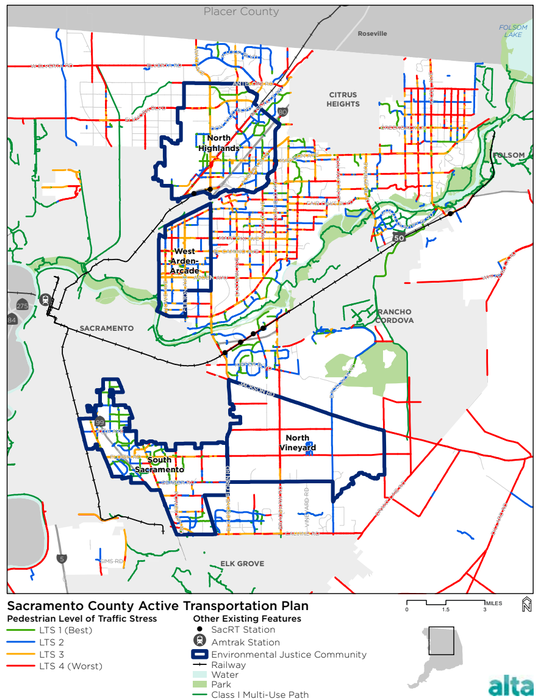


Figure A-13. Bicycle Level of Traffic Stress

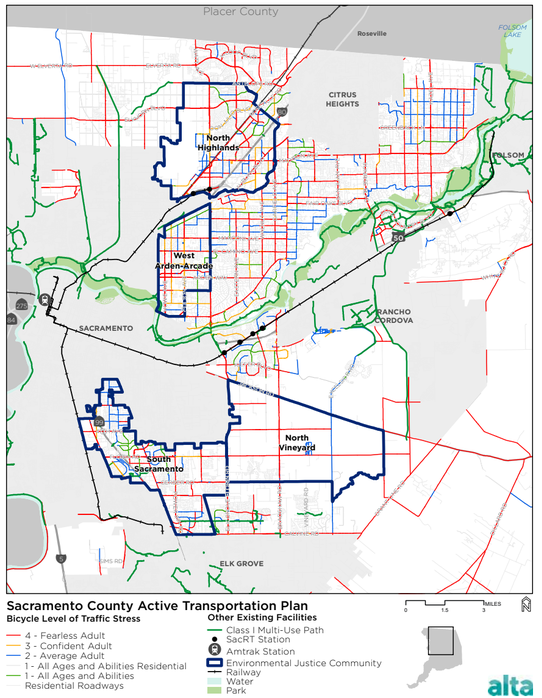


Figure A-14 Pedestrian Level of Traffic Stress - County

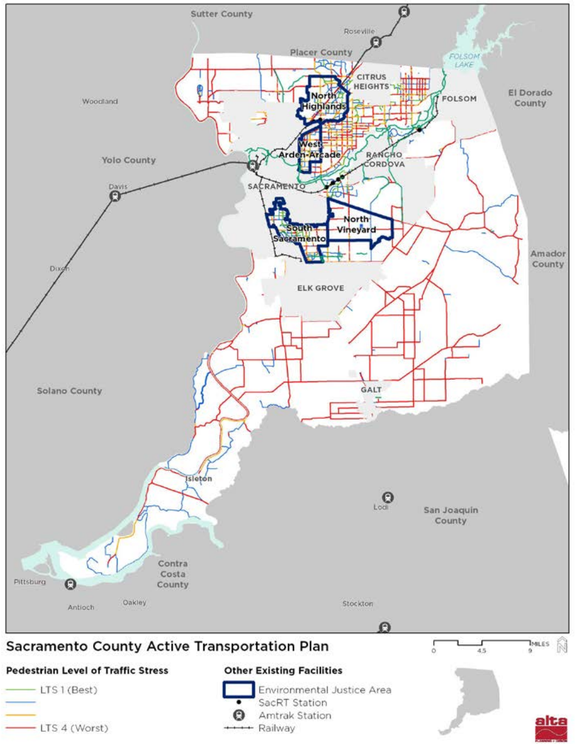
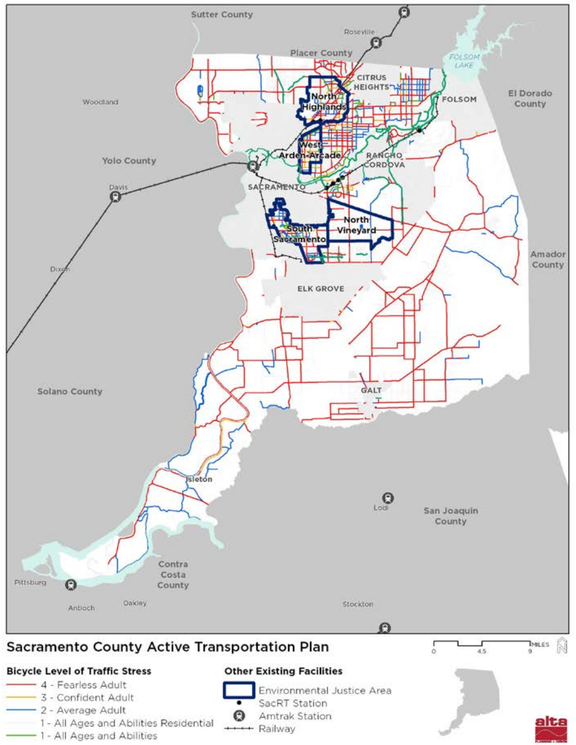
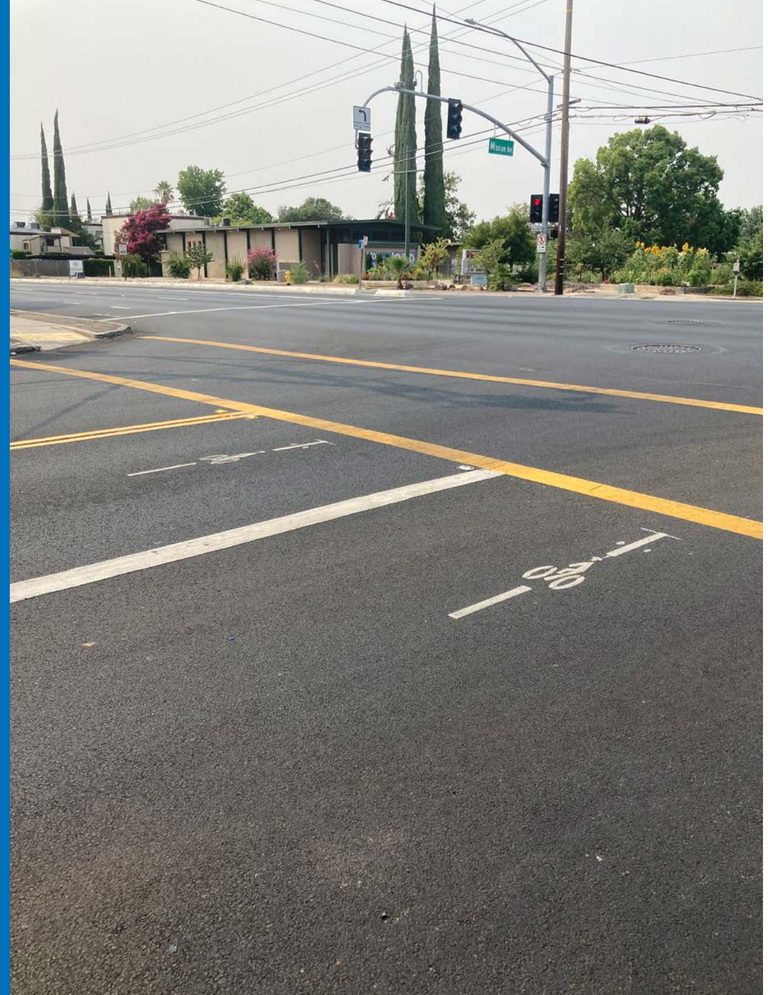


Figure A-15 Bicycle Level of Traffic Stress - County



Appendix A-2: Safety Analysis Report



Introduction

This report provides a summary of the collision trends involving people walking and biking and high-risk locations within unincorporated Sacramento County. The analysis includes collision data trends analysis in the study area, spatial analysis of the collisions involving people walking or biking, and the identification of roadways and intersections showing a safety need associated with pedestrians and bicycles, better known as High Injury Network (HIN). The analysis presented in this study used the collision data through the Transportation Injury Mapping System (TIMS).

The purpose of this memorandum is to define the baseline safety conditions to identify trends and patterns found in both locations and types of collisions. This will be used to develop counter-measures and projects that will address deficiencies and improve safety for multimodal travel.

Summary of Historic Trends and Identified Deficiencies

The key trends and deficiencies identified from the analysis summarized in this document provide a direction of programs and improvements to consider as part of this Plan. A summary of these trends and deficiencies for collisions involving people walking and biking are as follows:

- Pedestrians are shown to be the most vulnerable users, with similar frequency of crashes to those involving people bicycling, but much higher crash severities
- The proportion of collisions involving people walking and biking happen ten times more frequently than the proportion of people commuting by walking or biking
- Three times as many collisions occur at intersections, however collisions occurring along segments are more severe both for people walking and biking
- Within school zones, collisions involving people walking and biking result in less severe injuries, even more so for collisions involving school-age children
- While very rare, the highest severity collisions involving people biking on a bicycle facility is at Class I roadway crossings that lack protective improvements such as RRFB/HAWK signals

Data Collection and Methodology

OVERVIEW OF COLLISION DATA

The raw collision data was retrieved from the Transportation Injury Mapping System (TIMS) for the most recent five-year time period available (1/1/2015-12/31/2019). The dataset includes a multitude of information for each collision, including date, time, location, traffic control, weather, severity, primary collision factor, lighting, and CHP notes. While TIMS provides the data for injury and fatality collisions (Property Damage Only – or PDO collisions are not addressed in TIMS), a review of collisions involving people walking or biking shows that the majority of them are no-PDO, hence TIMS database can be used instead of the Statewide Integrated Traffic Records System (SWITRS), which incorporates PDO collisions. Notably, our investigation of the collisions involving people walking or biking in Sacramento showed that less than 1% of collisions involving people walking or biking are PDO. Given that, TIMS data was found to be sufficient for this level of analysis. All collisions were classified as intersection or segment collisions based on the distance to the nearest intersection. According to the California Local Road Safety Manual (LRSM) and the influence area of the intersections, collisions within 250 feet of an intersection were considered intersection collisions, and all collisions farther than 250 feet from an intersection were considered segment collisions.

ANALYSIS APPROACH

There are many methods of analyzing crash records to identify systemic trends and patterns as well as priority locations in need of improvements. One important metric to consider is which locations have the highest number of collisions occur, especially the ones that result in in the victim being killed or severely injured (KSI). However, it is also important to look for systemic trends that may reveal physical, environmental, or behavioral characteristics that can lead to insights about where broader ranging policies or programs can be applied to reduce crash occurrences or severity.

This analysis reports on both the total number of collisions and KSI as well as making use of the Equivalent Property Damage Only (EPDO)[21] method which provides an average severity score across different categories, allowing for direct comparison of collision types without comprehensive traffic volume data. The severity score is based on aggregating an EPDO factor that represents the societal and economic cost of different crash severities[22] with values shown in Table A-7 These cost estimates include the monetary losses associated with medical care, emergency services, property damage, lost productivity, and the like, to society as a whole. When summarized across locations (hotspots), collision type, driver behavior, or roadway characteristics, time of day, or environmental conditions can help compare and contrast trends and identify high priority collision characteristics. It should be noted that the EPDO score for collisions involving people walking and biking were determined by the level of injury sustained by the pedestrian or bicyclist. For the other collisions, the EPDO was determined by the highest level of injury sustained by the involved vehicles' occupants.

[21] *2010 Highway Safety Manual (HSM)*

[22] *Caltrans Local Roadway Safety Manual, Appendix D, April 2020*

Table A-7. EPDO Weighting Factor by Collision Severity

COLLISION SEVERITY		EPDO FACTOR
Fatal and Severe Injury	Signalized Intersection	120
	Non-Signalized Intersection	190
	Roadway	165
Injury (Other Visible)		11
Injury (Complaint of Pain)		6
Property Damage Only (PDO)		1

For this project and most other safety analyses, the collision severity is defined in the HSM as follows:

- Fatal injury: A collision that results in the death of a person within 30 days of the collision.
- Severe (incapacitating) injury: A collision that results in broken bones, dislocation, severe lacerations, or unconsciousness, but not death.
- Other visible (non-incapacitating) injury: A collision that results in other visible injuries, including minor lacerations, bruising, and rashes.
- Possible injury (complaint of pain): A collision that results in the complaint of non-visible pain/injury, such as confusion, limping, and soreness.
- Property damage only (PDO): A collision without injury or complaint of pain but resulting in property damage to a vehicle or other object, commonly referred to as a "fender bender."
- PDO collisions do not include mechanical issues, such as a flat tire unless the failure results in a collision with another vehicle or object.

For each category of crash descriptors, a summary is provided that includes five-year total of crashes (frequency), KSI, total EPDO, and average EPDO by collision. This approach identified collision patterns for each mode (pedestrian and bicycle) compared to crashes involving all vehicles, resulting in a list of priority locations with a history of those collision types. The list of priority locations was further supplemented through hotspot analysis, which identified intersections and corridors with high KSI and/or EPDO scores (high frequency and/or severity of collisions) and EPDO per collision (high average severity across collisions).

The following sections summarize the key findings of the safety analysis as well as high-risk network or HINs.

Overview of Countywide Injury Collision Trends

This section summarizes the injury collision trends and patterns in unincorporated Sacramento County and, specifically focusing on collisions involving people walking and biking. In total, 2,038 collisions involving injury to someone walking or biking occurred in unincorporated Sacramento County between January 1, 2015, and December 31, 2019. Of these collisions, 1,000 involved a vehicle colliding with someone walking[23], 1,038 involved a collision between a vehicle and someone biking. A summary of the frequency and relative severity of these collisions is presented in Table A-8. As can be seen in this table, while the number collisions involving people walking or biking over the five-year period are similar, the resulting EPDO (or average severity) of a collision involving someone walking is more than twice as severe than a collision involving someone biking, and more than three times as severe as compared to the average severity across all injury crashes.

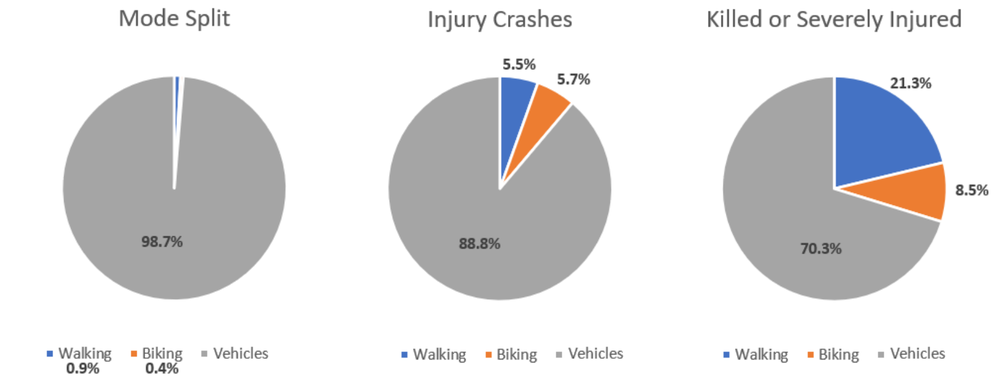
A review of the 2018 Five-Year American Community Survey (ACS) shows that a large majority (88.7%) of unincorporated Sacramento County residents commute by driving, either alone or in a carpool, while only 1.7% commute by transit, 0.9% commute by walking, and 0.4% commute by biking. Looking deeper at the collisions by only assessing severe injury and fatal collisions, 1,637 severe injury and fatal collisions happened during this period, out of which 487 involved either a pedestrian or a bicyclist. That is, while approximately one out of every nine injury collisions involve someone walking or riding a bike, the proportion increases to almost one out of every three for severe injury and fatal collisions. This disproportionate share, as shown in Figure B-11, illustrates the vulnerability of pedestrians and bicyclists compared to other road users which, in turn, necessitates proper investigation of collisions involving people walking or biking and countermeasure development.

[23]One collision occurred between someone walking and someone biking. given that the person walking was more severely injured than the person biking, it was categorized with the other collisions involving people walking.

Table A-8. Injury Collision Frequency and EPDO by Type (2015–2019)

COLLISION TYPE	FREQUENCY	KSI	EPDO	EPDO/COLLISION
Pedestrian Collisions	1,000	348	60,852	60.9
Bicycle Collisions	1,038	139	29,809	28.7
Vehicle Collisions	16,190	1,150	309,126	19.1

Figure A-16. Comparison of Commute Mode Split to Proportion of Injury Crashes



COLLISION LOCATION

Further analysis was conducted to investigate the effect of collision location, i.e., segment versus intersection, on the frequency and severity of collisions involving people walking or biking, as represented by the average EPDO score. Table A-9 presents the collision frequency, EPDO scores, and average EPDO score per collision for each collision type and location for unincorporated Sacramento County.

The results reveal several important trends and possible causes:

- Far more collisions involving people walking or biking (approximately 3 times as many) occur at intersections as compared to segments. This is likely due to the increased number of potential conflict points where vehicles and people walking or biking can interact.
- While many more collisions occur at intersections, the severity of injuries incurred along segments is slightly higher, potentially due to increased vehicle speed
- Based on the average severity (EPDO), collisions involving people walking have twice the severity level as collisions involving people biking and more than three times the average severity level over all crashes
- Despite the commute mode share for walking (0.9%) being more than twice of that for bicycling (0.4%), the frequency of crashes between the two are very similar. This could have two potential causes or a combination: being that bicycle trips are often longer, leading to more exposure, as well as bicycle are more often operating within the same right-of-way as cars.

Table A-9. EPDO Scores for Intersections And Segments

COLLISION TYPE	SEGMENT				INTERSECTION			
	Freq.	KSI	EPDO	EPDO/COl.	Freq.	KSI	EPDO	EPDO/Col.
Pedestrian Collisions	262	107	18,990	72.5	738	241	41,862	56.7
Bicycle Collisions	253	38	8,085	23.0	785	101	21,724	27.7
Vehicle Collisions	6,453	542	142,833	22.1	9,727	608	166,292	17.1

CONTRIBUTING FACTORS PER LOCATION

One of the primary tools in diagnosing crash records to determine some level of connection to the built environment, environmental conditions, and human behavior is primary collision factor(s), which is recorded by the reporting officer. It is however important to recognize that this is not a description of blame or fault, which is specifically not included in crash records.

Figure A-12 and Figure A-13 show the location, contributing factors, and associated average EPDO scores of the studied collisions involving people walking or biking, respectively, in unincorporated Sacramento County. Pedestrian violations (people walking failing to yield right of way to other vehicles while outside of a legal crosswalk) and pedestrian right-of-way (driver failing to yield right of way to a pedestrian at a legal crosswalk) were the most frequent contributing factors for collisions involving someone walking in the study area. People failing to yield to vehicles outside of a legal crosswalk was by far the most frequent cause of collisions involving people walking regardless of the collision location, occurring more often than the next four primary causes combined in all scenarios and location types. In comparison, riding on the wrong side of the road (biking against the main direction of traffic) and improper turning (making an unsafe turning movement, or failure to signal) were found as the most frequent contributing factors to collisions involving someone biking. Riding on the wrong side of the road occurring more often than the next five primary causes combined at signalized intersections and the next three primary causes combined along segments. At unsignalized intersections,

Figure A-17. Collision Location and Contributing Factor - Pedestrian Collisions

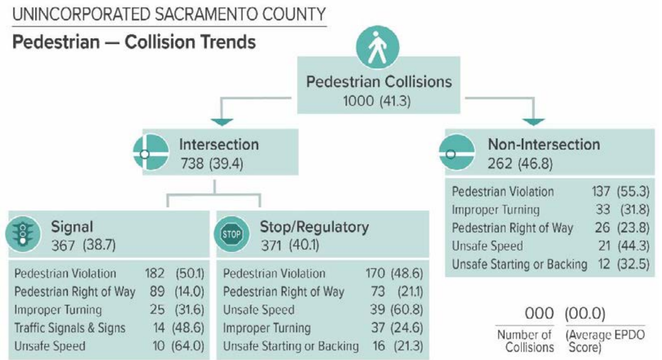
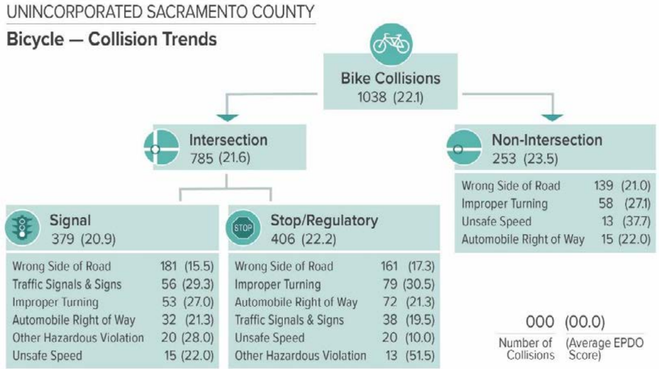


Figure A-18. Collision Location and Contributing Factor - Bicycle Collisions



while riding on the wrong side of the road was still the most frequent primary cause, however improper turning and impinging on the automobile right of way also significantly contributed as primary collision factors.

Given the large proportion of crashes associated with pedestrian violations and biking against traffic, later chapters will explore how this trend might be addressed systemically with educational and outreach programs in combination with physical infrastructure that provides safer alternatives.

It is also important to recognize that unsafe speed resulted in the highest average severity collisions involving people walking at intersections and the second highest average severity along segments. The same results were not replicated for collisions involving people riding bikes, with unsafe speed only having the highest average severity along segments and having lower occurrence at intersections.

TIME OF DAY AND LIGHTING

Table A-10 summarizes the pedestrian and bicycle EPDO scores for the time of day and lighting conditions in unincorporated Sacramento County. This table shows that the average EPDO score for collisions involving people walking is significantly higher at night (more than doubled compared with the average EPDO score during daylight condition). A similar observation is made for the collisions including people biking, while the average EPDO score is less pronounced. For the sake of comparison, the average EPDO (severity) for injury collisions in unincorporated Sacramento County are also provided in this table. Based on these figures, the average EPDO scores for vehicle collisions is less variable for different lighting conditions (i.e., 16.2~33.1) while a strong variability of average EPDO scores for collisions involving people walking or biking as a function of lighting is noticeable (i.e., 25.6~52.5 for collisions including people biking and 35.3~91.2 for collisions including people walking). The possible explanation for this finding is that during these periods, traffic on roadways is lower than other time intervals during the day. The lower volumes can lead to riskier behavior (e.g., crossing at non-crosswalk locations, riding in the middle of the roadway) while darker conditions and higher speeds can reduce visibility for drivers, increasing the likelihood of severe injuries during darkness.

Table A-10. EPDO Scores by Time of Day/ Lighting

COLLISION TYPE	SEGMENT			INTERSECTION			INTERSECTION			INTERSECTION		
	Freq.	KSI	EPDO/ COl.	Freq.	KSI	EPDO/ Col.	Freq.	KSI	EPDO/ Col.	Freq.	KSI	EPDO/ Col.
Pedestrian Collisions	145	77	91.2	351	181	83.3	471	82	35.3	31	8	47.4
Bicycle Collisions	61	16	52.5	195	33	31.9	747	84	25.6	34	6	35.7
Vehicle Collisions	1,359	199	33.1	3,221	301	22.6	11,089	608	16.2	491	42	21.8

WEATHER CONDITIONS

Based on the collision analysis shown in Table A-11, the majority of collisions involving people walking or biking happened during clear/cloudy weather conditions. As can be seen in this table, the average EPDO score per pedestrian and bicycle collision is slightly higher during precipitation times compared with clear/cloudy weather conditions while for vehicles this trend is reversed. However, the difference is not significant enough to highlight the role of weather on increased pedestrian and bicycle injury severity. Although, this slight increase in average EPDO score can be attributed to several factors such as reduced visibility of drivers, slick streets, and tendency towards mid-block crossing (pedestrian violation). Moreover, people are less likely to walk and bike during the rain, hence the lower numbers of collisions. However, those who walk/bike in the rain are likely the most vulnerable people who do not have any other alternative transportation option. Given this observation, weather conditions were not found to be a significant contributing factor to collisions involving people walking or biking and not investigated further.

Table A-11. EPDO Scores by Weather

COLLISION TYPE	CLEAR/CLOUDY				PRECIPITATION			
	Freq.	KSI	EPDO	EPDO/COl.	Freq.	KSI	EPDO	EPDO/Col.
Pedestrian Collisions	979	339	59,430	60.7	21	9	1,422	67.7
Bicycle Collisions	1,026	137	29,439	28.7	12	2	370	30.8
Vehicle Collisions	15,664	1,125	301,080	22.9	464	18	6,502	14.0

Table A-12. EPDO Scores – Pedestrian and Bicycle Collisions within School Zones

	Frequency	KSI	EPDO	EPDO/Collision
PEDESTRIAN COLLISIONS				
Total	1,000	348	60,852	60.9
Within School Zone (All)	373	112	20,416	54.7
Within School Zone (Under 18)	116	21	4,080	35.2
BICYCLE COLLISIONS				
Total	1,038	139	29,809	28.7
Within School Zone (All)	372	52	11,050	29.7
Within School Zone (Under 18)	111	6	2,030	18.3

PEDESTRIAN AND BICYCLE COLLISIONS WITHIN SCHOOL ZONES

School zones are known destinations for pedestrians and bicyclists, specifically those aged 18 and younger. For this study, and based on the legal definition, a school zone is an area within almost a quarter-mile of the school property. The locations of all schools in the unincorporated Sacramento County were obtained and a buffer of a quarter-mile was plotted around the schools and all the collisions involving people walking or biking falling in those buffers were identified. Table A-12 summarizes the finding of this analysis. When comparing severity by age group for collisions involving people walking or biking within school zones, children walking and biking within school zones saw lower severity injuries on average. A review of the crash times reveals that the majority of collisions involving school age children walking or biking happen during the periods of 7-9 am and 3-5 pm, when children are arriving at or leaving the schools, respectively. This may be a result of increased congestion from drop-off/pick-up, or increased vigilance due to changed signage ands striping within school zones. However, collisions involving adults walking and biking are more prevalent and spread throughout the afternoon.

SCHOOLS WITH HIGHER SEVERITY COLLISIONS

Following the analysis in the previous section, all the schools in the unincorporated Sacramento County were further investigated based on the number of collisions involving school aged people walking or biking as well as the average EPDO per collision. Table A-13 summarizes the collision statistics for the 10 schools with the highest collision frequency and severity. A complete list of the schools is provided in Appendix A-3 and Appendix A-4.

Table A-13. Schools with the Highest Severity Crashes

School	Frequency	EPDO	EPDO/Collision
David Reese Elementary	5	408	81.6
James Rutter Middle	5	408	81.6
Del Campo High*	9	437	48.6
Will Rogers Middle*	9	437	48.6
Thomas Kelly Elementary*	11	454	41.3
Harry Dewey Fundamental Elementary	12	460	38.3
Sheldon High	15	333	22.2
T. R. Smedberg Middle	15	333	22.2
Highlands High	13	108	8.3
Hillsdale Elementary	13	108	8.3

**These schools are grouped in one location*

BICYCLE COLLISIONS ON BICYCLE FACILITIES

To assess the frequency and severity of collisions involving people biking on roadways with and without any bicycle infrastructures, the bicycle facility map of the unincorporated Sacramento County was obtained. Frequency and EPDO scores of all the collisions involving people biking on these facilities were calculated. The summary of this analysis is presented in Table A-14. As can be seen in this table, just as many collisions involving people biking occur on bicycle facilities as occur otherwise, and with similar average severity. This means, on average, the presence of bicycle facilities does not reduce the bicycle collision severity. However, when looking at the frequency and KSI of the collisions the occur on bicycle facilities, 93% of those collisions and 87% of KSI occur on Class II bike lanes, but collisions occurring on Class I or Class III facilities have a much higher average severity. According to Table A-14, collisions on Class I bike paths, which are completely separated from vehicle traffic, were very rare but show the highest average severity when they occur where the bike path crosses the roadway. Given these collisions being right-angle collisions and at higher speeds, they would tend to be more severe, which highlights improved trail crossings as a specific need. Moreover, the average EPDO for collisions involving people biking on Class II bike lane is almost half of the average EPDO for collisions involving people biking on bike routes. Studies have also shown that physically separated bikeways improve road safety for not only bicyclists, but all road users. This finding has been attributed to the fact that roadways with separated bikeways have lower vehicles speeds, which means, in the case of a collision, the resulting severity would be lower.

Table A-14. EPDO Scores – Bicycle Collisions and Bicycle Infrastructure

	Frequency	KSI	EPDO	EPDO/Collision
Total Bicycle Collisions	1,038	139	29,809	28.7
Bicycle Collisions on All Bicycle Facilities	476	62	13,504	28.4
Class I – Bike Path	3	2	386	128.7
Class II – Bike Lane	447	54	11,818	26.4
Class III – Bike Route	26	6	1,300	50.0
Bicycle Collisions not on a Bicycle Facility	562	77	16,305	29.0

Collision Trends at Environmental Justice Areas

A review of crash types, frequency, and severity of collisions in the Environmental Justice (EJ) areas was performed to ensure that sufficient investment was directed towards improving any safety deficiencies of those areas proportional to need. Overall, the North Vineyard area had a very low occurrence of collisions involving people walking or biking, due to low density and geography of the area. The other three areas all had comparable collision frequency and severity for collisions involving people walking and biking. The Environmental Justice Element also provides a comparison of Bike and Pedestrian collision rates per 1,000 residents[24], showing that Non-EJ areas have the lowest collision rate with North Vineyard having a collision rate only slightly higher. South Sacramento however has a rate almost twice as high as non-EJ areas and North Highlands and West Arden-Arcade both have a rate more than twice that of non-EJ areas.

[24]*Sacramento County Environmental Justice Element (2019), Figure 11*

NORTH HIGHLANDS/FOOTHILL FARMS

Figure A-14 and Figure A-15 show the location, contributing factors, and associated EPDO scores of recent collisions involving people walking or biking, respectively, in the North Highlands/Foothill Farms EJ area. Pedestrian violations and right-of-way, as well as unsafe speed, were the most frequent contributing factors to pedestrian collisions in this EJ, regardless of the collision location. In contrast, biking on the wrong side of the road as well as improper turning were found as the most frequent contributing factor to collisions involving people biking.

NORTH VINEYARD

Figure A-16 and Figure A-17 show the location, contributing factors, and associated EPDO scores of recent collisions involving people walking or biking, respectively, in the North Vineyard EJ area. The number of collisions involving people walking or biking in this EJ is not significant to help us draw a rigorous conclusion. However, pedestrian violations and unsafe speed were found to contribute to pedestrian collisions while improper turning was the most prevalent contributing factor to collisions involving people biking.

SOUTH SACRAMENTO

Figure A-18 and Figure A-19 show the location, contributing factors, and associated EPDO scores of recent collisions involving people walking or biking, respectively, in the South Sacramento EJ area. Pedestrian violations and right-of-way, as well as unsafe speed, were the most frequent contributing factors to pedestrian collisions in this EJ, regardless of the collision location. In contrast, traffic signals and signs, improper turning, and automobile right-of-way were found as the most frequent contributing factors to bicycle-involved collisions.

WEST ARDEN-ARCADE

Figure A-20 and Figure A-21 show the location, contributing factors, and associated EPDO scores of recent collisions involving people walking or biking, respectively, in the West Arden-Arcade EJ area. Pedestrian violations and right-of-way were the most frequent contributing factors to pedestrian collisions in this EJ, regardless of the collision location. In contrast, bicycling on the wrong side of the road, improper turning, and automobile right-of-way were found as the most frequent contributing factors to bicycle-involved collisions.

Figure A-19. Collision Location and Contributing Factor by Frequency and EPDO Score - Pedestrian Collisions in North Highlands/Foothill Farms

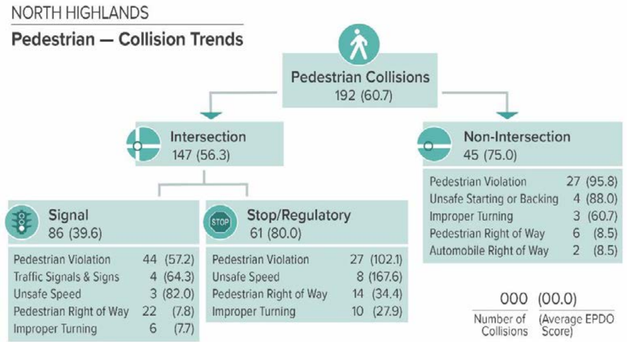


Figure A-20. Collision Location and Contributing Factor by Frequency and EPDO Score - Bicycle Collisions in North Highlands/Foothill Farms

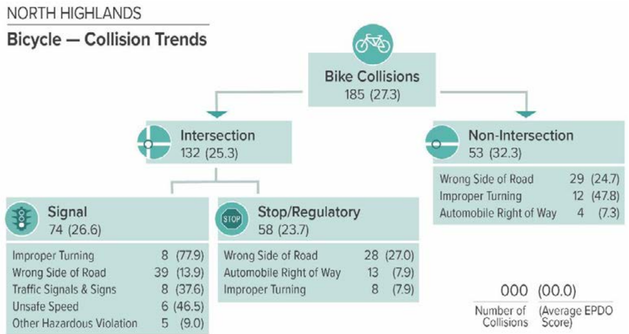


FIGURE B-115: COLLISION LOCATION AND CONTRIBUTING FACTOR BY FREQUENCY AND EPDO SCORE – BICYCLE COLLISIONS IN NORTH HIGHLANDS/FOOTHILL FARMS

Figure A-21. Collision Location and Contributing Factor by Frequency and EPDO Score - Pedestrian Collisions in North Vineyard

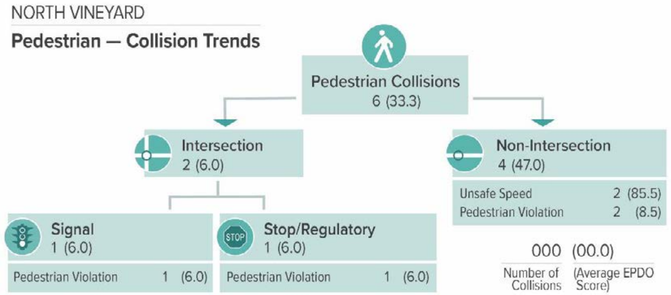


Figure A-22. Collision Location and Contributing Factor by Frequency and EPDO Score - Bicycle Collisions in North Vineyard

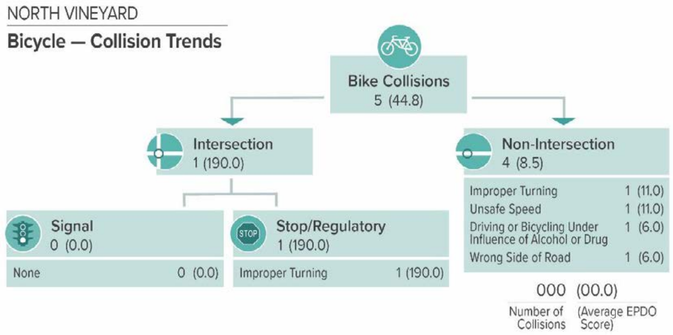


Figure A-23. Collision Location and Contributing Factor by Frequency and EPDO Score - Pedestrian Collisions in South Sacramento

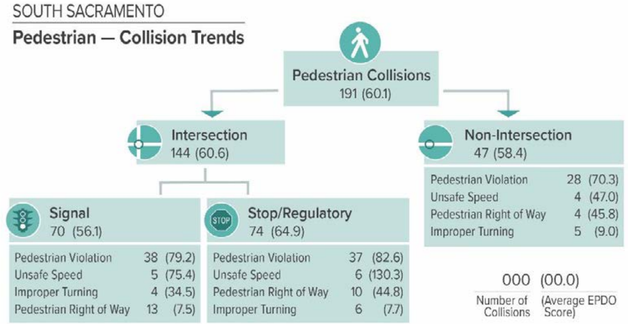


Figure A-24. Collision Location and Contributing Factor by Frequency and EPDO Score - Bicycle Collisions in South Sacramento

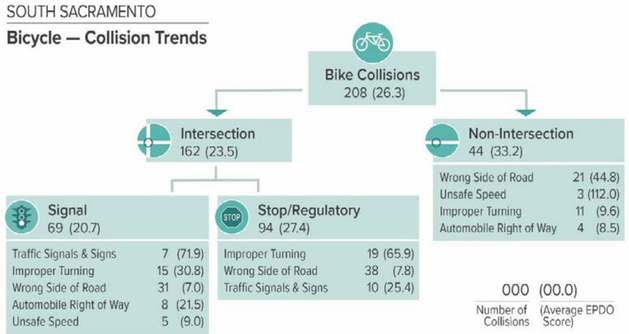


Figure A-25. Collision Location and Contributing Factor by Frequency and EPDO Score - Pedestrian Collisions in West Arden-Arcade

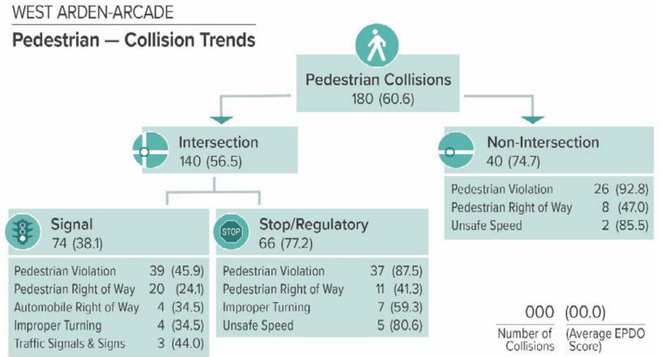
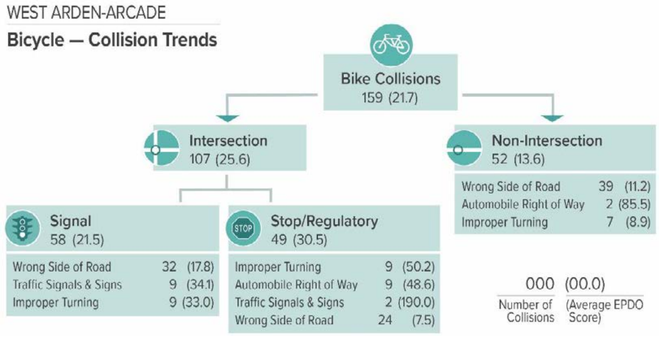


Figure A-26. Collision Location and Contributing Factor by Frequency and EPDO Score - Bicycle Collisions in West Arden-Arcade



High Injury Network Identification

Using the EPDO score (which considers both frequency and severity of collisions) several heatmaps, segregated by the involved victim, i.e., pedestrian or bicycle, were created to help with identifying the HIN. These heatmaps are presented in Figure A-22 through Figure A-31. Color bands in these figures show the identified HINs. According to the analysis and the heatmaps, several facilities, as summarized in Table A-15 and Table A-16 for collisions involving people walking or biking HINs, respectively, were identified to warrant further investigation and improvements.

Figure A-27. Pedestrian Collisions Heatmap - Section 1

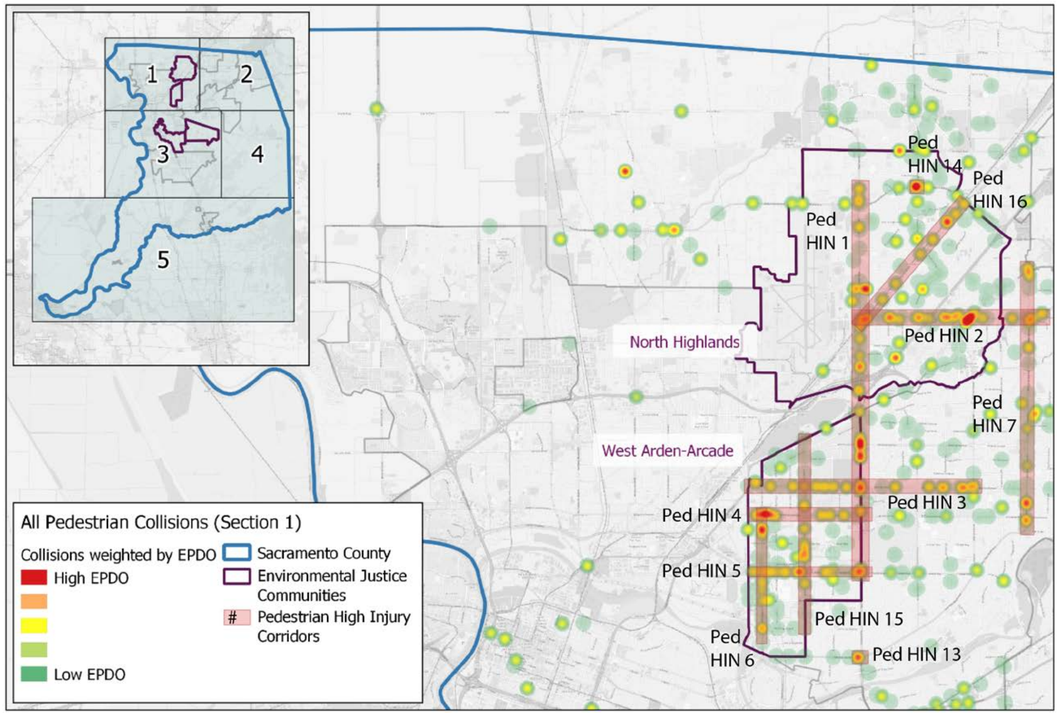


Figure A-28. Pedestrian Collisions Heatmap - Section 2

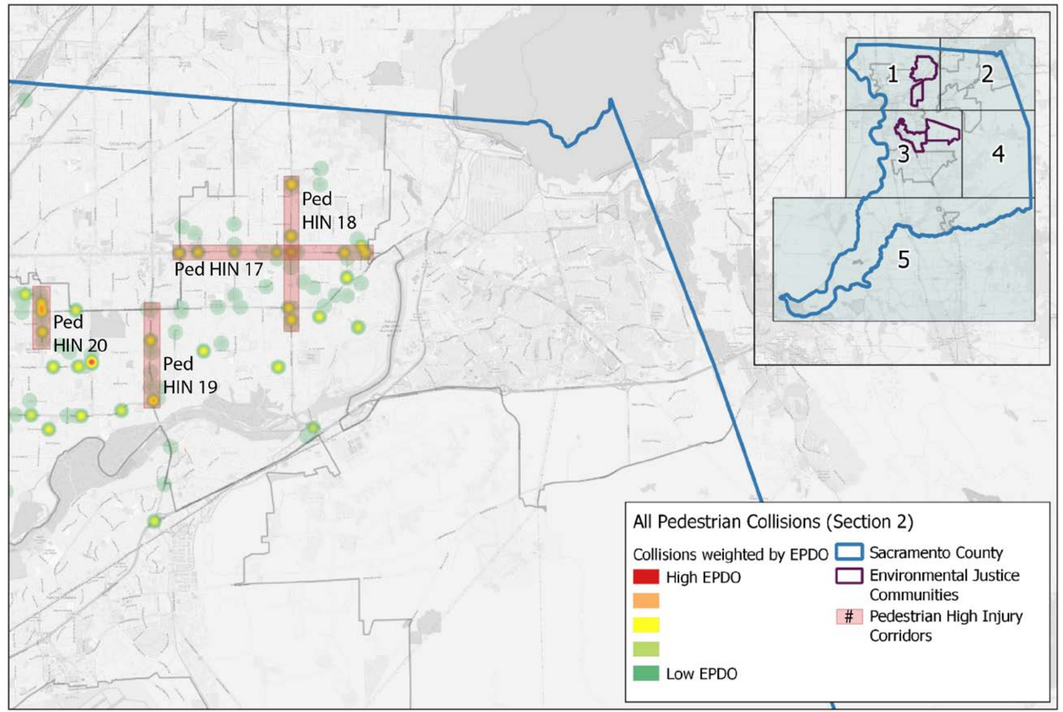


Figure A-29. Pedestrian Collisions Heatmap - Section 3

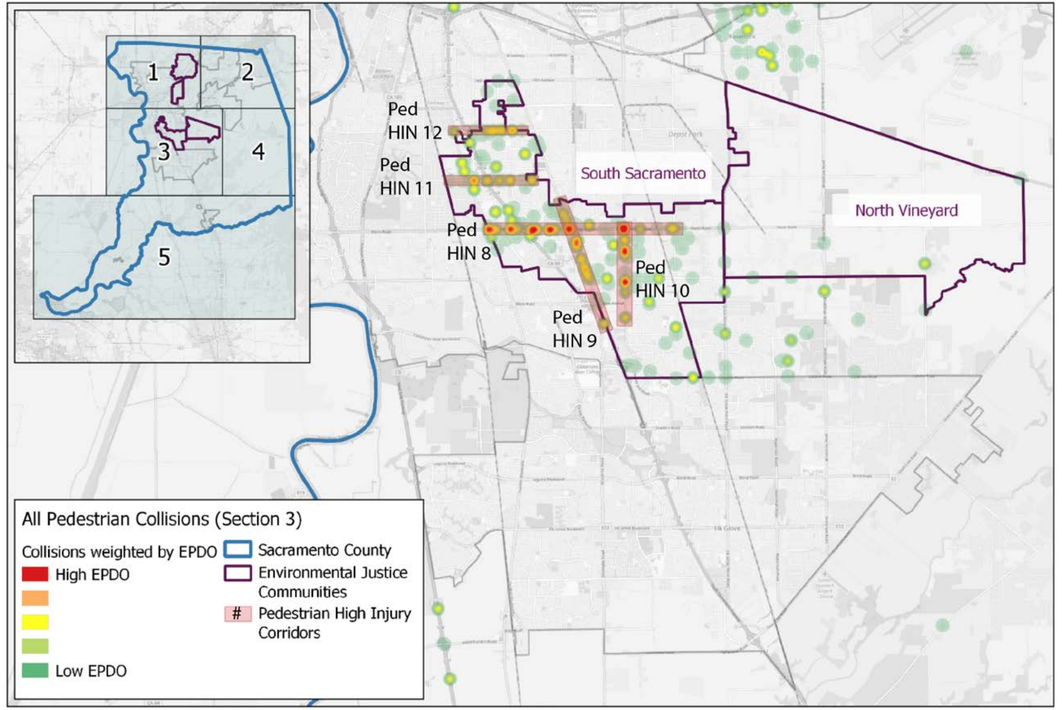


Figure A-30. Pedestrian Collisions Heatmap - Section 4

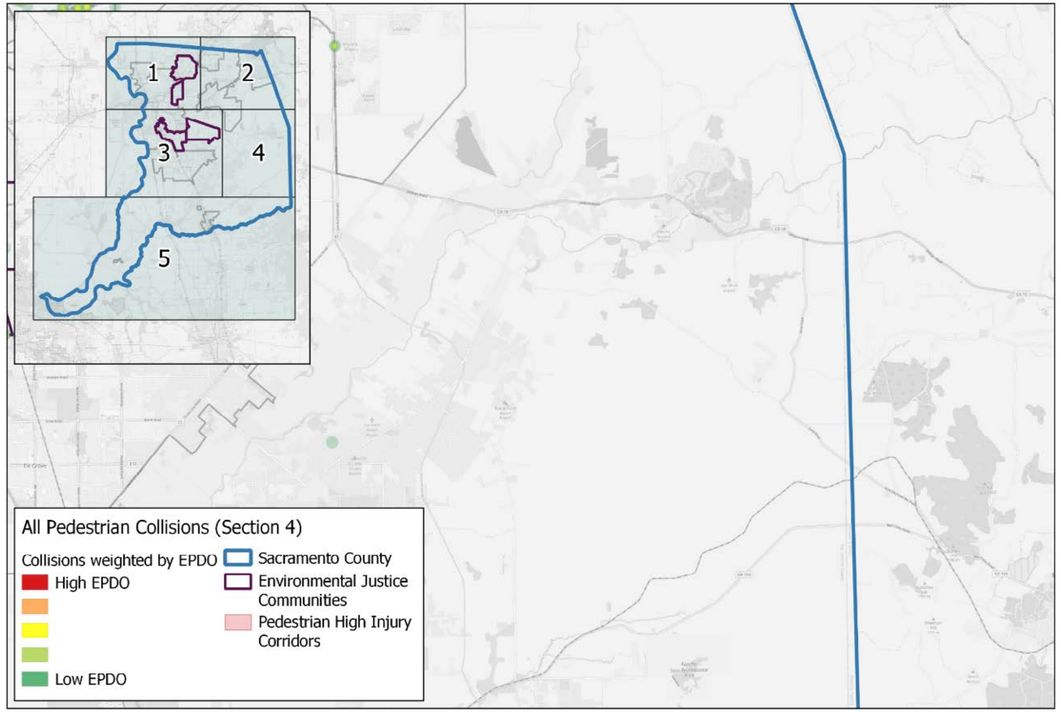


Figure A-31. Pedestrian Collisions Heatmap - Section 5

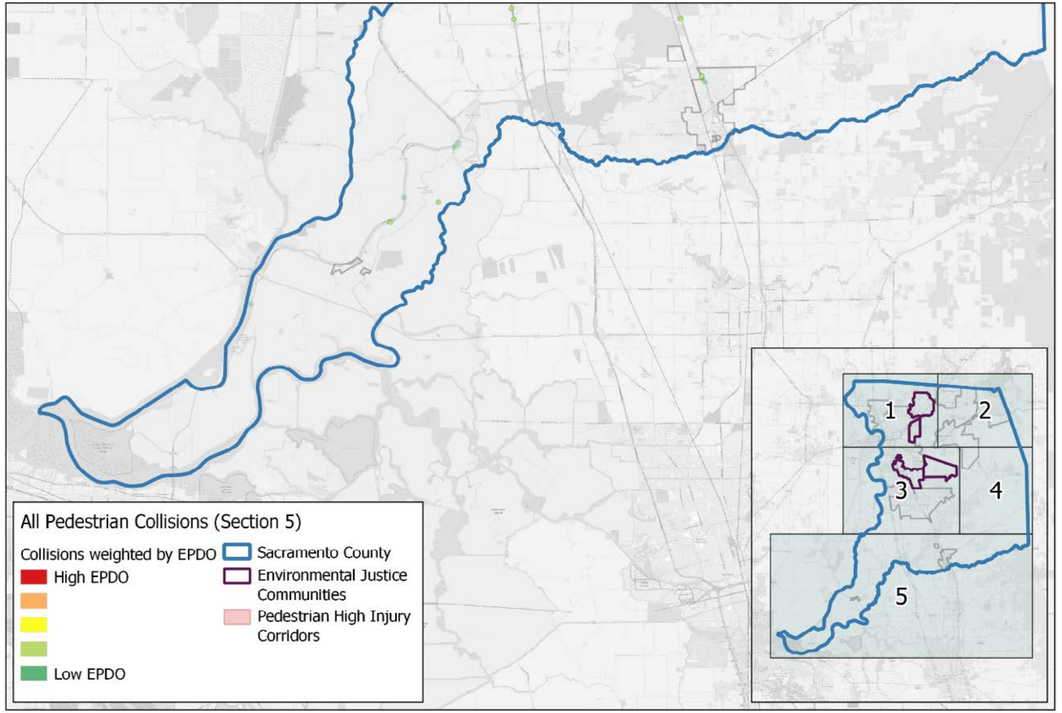


Figure A-32. Bicycle Collisions Heatmap - Section 1

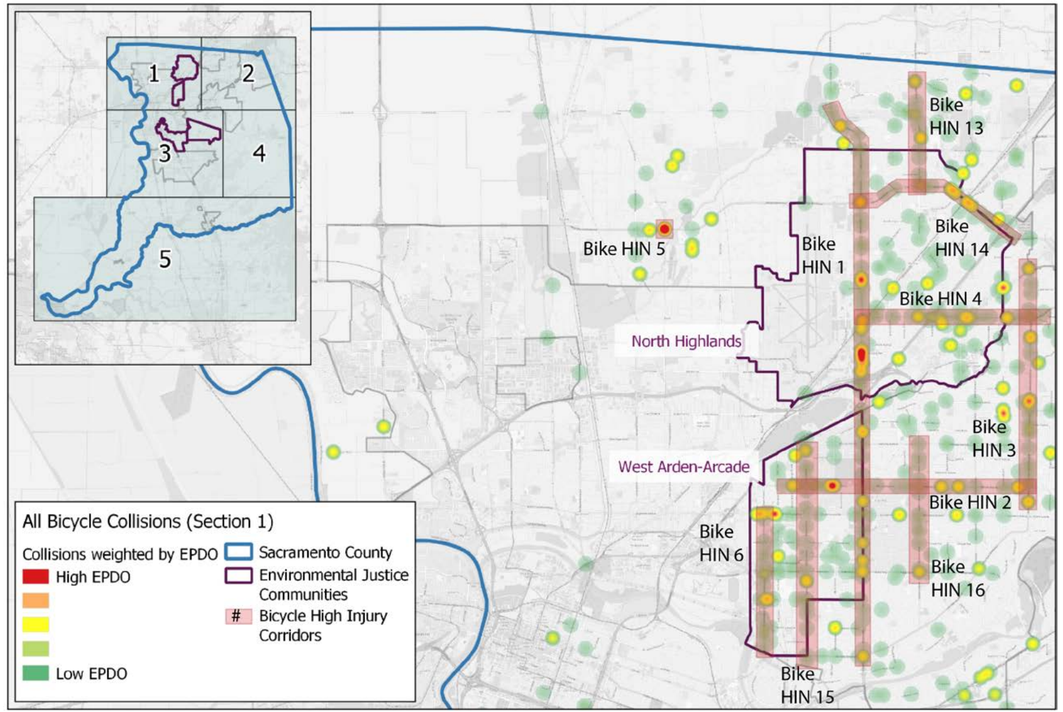


Figure A-33. Bicycle Collisions Heatmap - Section 2

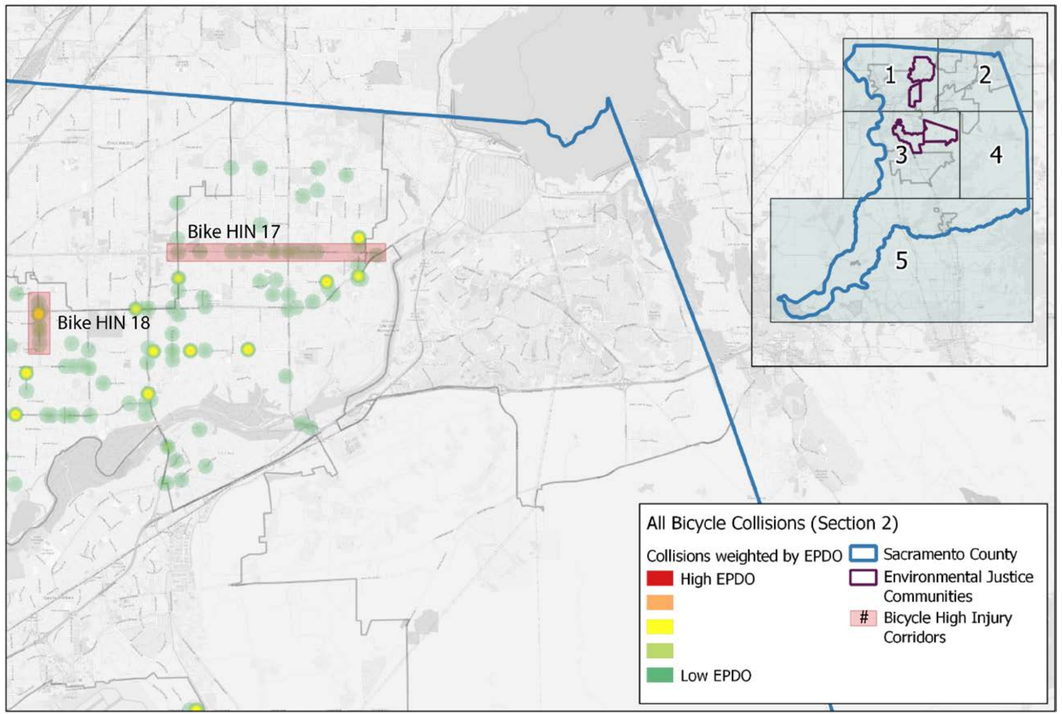


Figure A-34. Bicycle Collisions Heatmap - Section 3

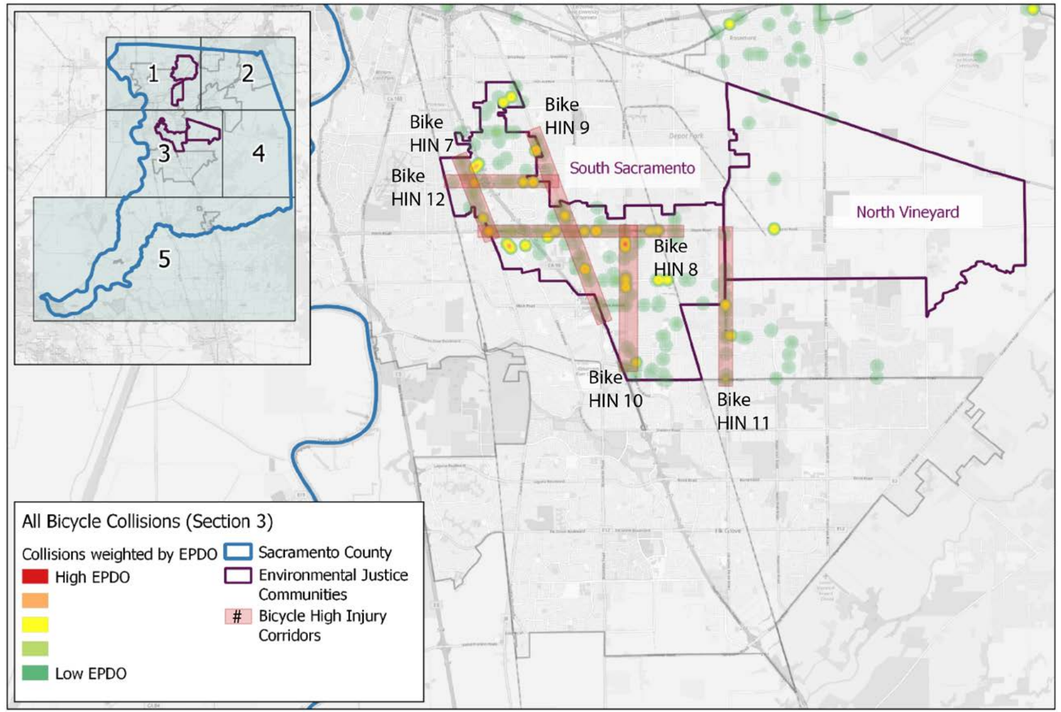


Figure A-35. Bicycle Collisions Heatmap - Section 4

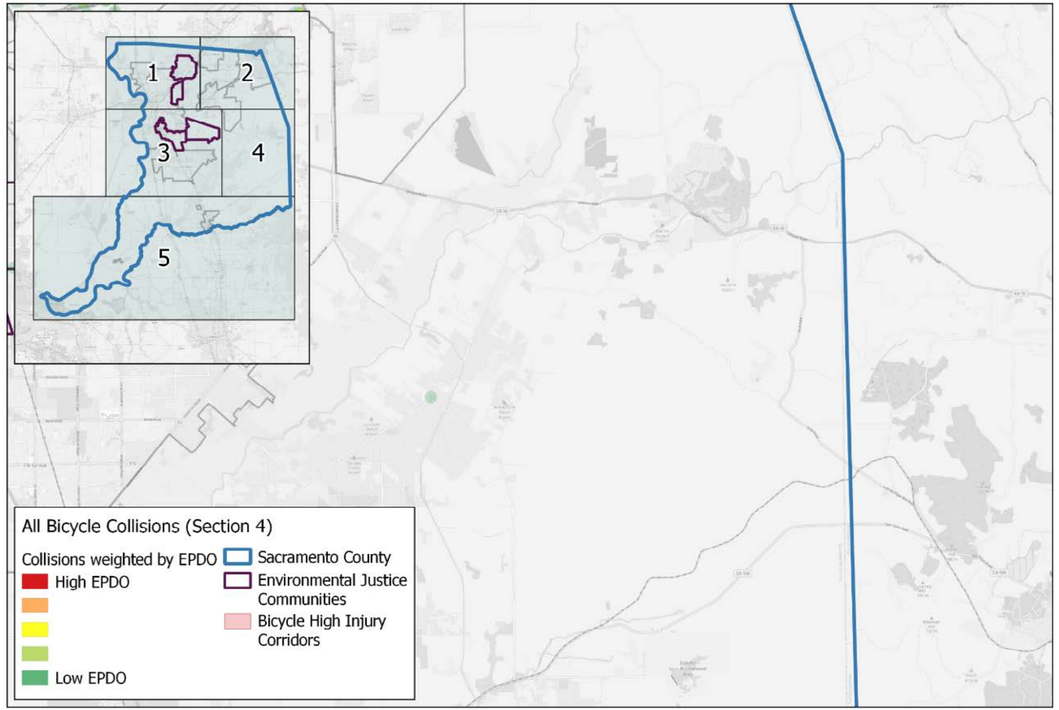
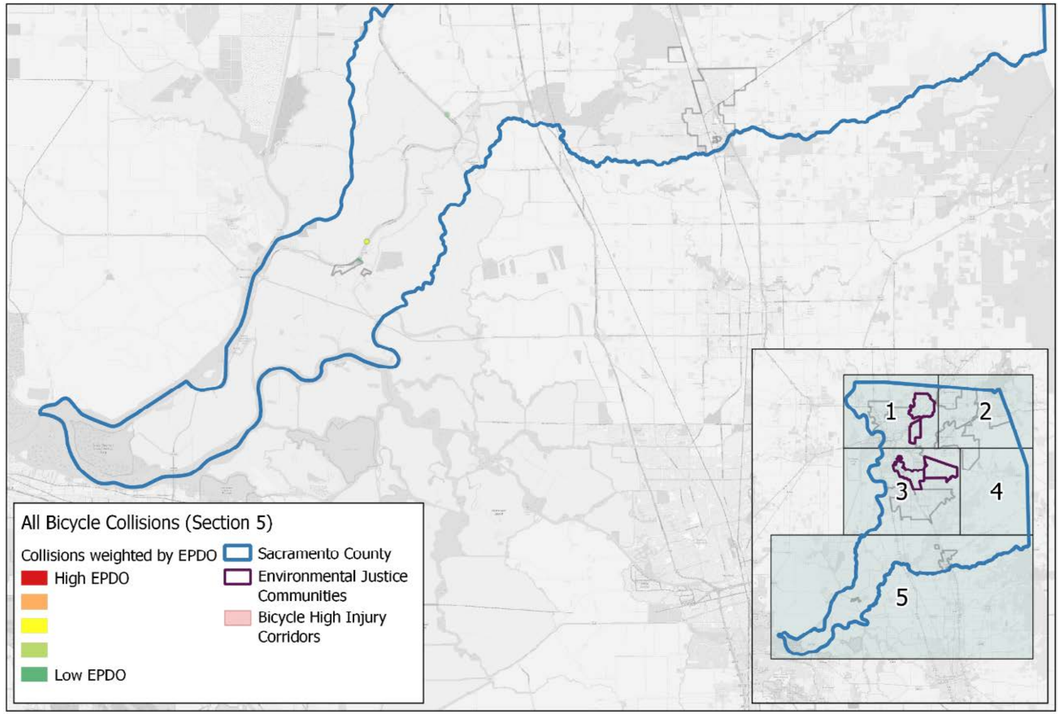


Figure A-36. Bicycle Collisions Heatmap - Section 5



The following tables summarize the number and contributing factors for identified high injury segments. The provided information for each segment includes the length of the roadway, a breakdown of how many crashes involving people walking and biking occurred at intersections with and without striped pedestrian crossings and at midblock locations, and then the top three contributing factors for each segment as found in the associated crash records.

Table A-15. Pedestrian Collisions High Injury Network

HIN ID	Extents	Length	Collisions at Intersections	Collisions at Intersections with Ped Xing	Collisions at Mid-Block Xing	Factor 1	Factor 2	Factor 3
1	Watt Ave from Q Street to Arden Way	7 mi	68	29	4	Unsafe Speed (144)	Driving or Bicycling Under the Influence of Alcohol or Drug (100.5)	Pedestrian Violation (83.7)
2	Madison Avenue from Watt Avenue to Ruthland Drive	3.3 mi	19	16	0	Traffic Signals and Signs (120)	Other Hazardous Violation (120)	Unsafe Speed (109)
3	Marconi Avenue from I-80 to Walnut Avenue	4 mi	41	11	0	Improper Turning (190)	Traffic Signals and Signs (120)	Pedestrian Violation (90)

Table A-15. Pedestrian Collisions High Injury Network, continued

HIN ID	Extents	Length	Collisions at Intersections	Collisions at Intersections with Ped Xing	Collisions at Mid-Block Xing	Factor 1	Factor 2	Factor 3
4	El Camino Avenue from Ethan Way to Watt Avenue	2 mi	29	7	0	Pedestrian Right of Way (98)	Pedestrian Violation (90.5)	Improper Turning (6)
5	Arden Way from Ethan Way to Watt Avenue	2 mi	17	8	0	Unsafe Speed (190)	Driving or Bicycling Under the Influence of Alcohol or Drug (155)	Pedestrian Violation (101.5)
6	Howe Avenue from Auburn Boulevard to Sierra Boulevard	2.3 mi	17	12	0	Pedestrian Violation (72.4)	Automobile Right of Way (63)	Pedestrian Right of Way (6.8)
7	Fair Oaks Boulevard from Auburn Boulevard to Oak Avenue	4.7 mi	32	13	0	Pedestrian Violation (73.4)	Driving or Bicycling Under the Influence of Alcohol or Drug (65.5)	Improper Turning (46.5)
8	Florin Road from Franklin Boulevard to Florin Perkins ROAD	3.8 mi	17	11	0	Pedestrian Violation (86.9)	Unsafe Speed (75.5)	Improper Turning (37)
9	Stockton Boulevard from Riza Avenue to E Stockton Boulevard/SR-99	2.9 mi	22	10	0	Unsafe Speed (190)	Other Than Driver (or Pedestrian) (165)	Pedestrian Violation (60.8)
10	Power Inn Road from Florin Road to Lenhart Road	2 mi	13	5	0	Driving or Bicycling Under the Influence of Alcohol or Drug (120)	Other Than Driver (or Pedestrian) (120)	Pedestrian Violation (113.7)
11	47th Avenue from Franklin Boulevard to Stockton Boulevard	1.9 mi	14	5		Pedestrian Violation (80.1)	Traffic Signals and Signs (11)	Improper Turning (11)
12	Fruitridge Road from Franklin Boulevard to Stockton Boulevard	1.6 mi	16	6	1	Traffic Signals and Signs (120)	Pedestrian Violation (88.8)	Unsafe Speed (65.5)

Table A-15. Pedestrian Collisions High Injury Network, continued

HIN ID	Extents	Length	Collisions at Intersections	Collisions at Intersections with Ped Xing	Collisions at Mid-Block Xing	Factor 1	Factor 2	Factor 3
13	Intersection of Fair Oaks Boulevard and Watt Avenue	N/A	1	1	N/A	Pedestrian Violation (48.3)	--	--
14	Intersection of Elkhorn Boulevard and Walerga Road	N/A	1	1	N/A	Pedestrian Violation (61.6)	--	--
15	Fulton Avenue from I-80 to Northrop Avenue	3.5 mi	24	8	0	Automobile Right of Way (190)	Pedestrian Violation (67.9)	Pedestrian Right of Way (16.7)
16	Roseville Road from Elkhorn Boulevard to Watt Avenue	2.9 mi	4	2	0	Improper Turning (165)	Unsafe Speed (145.3)	Pedestrian Violation (143.4)
17	Greenback Lane from Fair Oaks Boulevard to Main Avenue	3.3 mi	17	10	0	Unsafe Speed (120)	Other Hazardous Violation (120)	Pedestrian Violation (96.6)
18	Hazel Avenue from Oak Avenue to Phoenix Avenue	2.8 mi	20	6	0	Unsafe Speed (190)	Unsafe Lane Change (165)	Pedestrian Violation (54.5)
19	Sunrise Boulevard from Madison Avenue to Fair Oaks Boulevard	1.7 mi	10	5	0	Pedestrian Violation (107)	Improper Turning (8.5)	Pedestrian Right of Way (6.8)
20	Dewey Drive from Coyle Avenue to Will Rogers Drive	1.1 mi	16	3	1	Unsafe Starting or Backing (98)	Pedestrian Violation (66.3)	Driving or Bicycling Under the Influence of Alcohol or Drug (11)

Notes:
HIN ID: High Injury Network ID
EXTENTS: The extents of the facility or intersection name
LENGTH: Length of the facility in miles
INTX: Number of intersections
INTX WITH PED XING: Number of intersections with pedestrian crosswalk
MID-BLOCK XING: Number of mid-block crossings
CF. #X: Contributing factor along with the associated average EDPO per collisions in parentheses

Table A-16. Bicycle Collisions High Injury Network

HIN ID	EXTENTS	LENGTH	CLASS II LENGTH	CLASS III LENGTH	INTERSECTION	FACTOR 1	FACTOR 2	FACTOR 3
1	Watt Avenue from Elverta Road to Fair Oaks Boulevard	10 mi	13.8	0.0	91	Driving or Bicycling Under the Influence of Alcohol or Drug (165)	Unsafe Lane Change (63)	Traffic Signals and Signs (62.3)
2	Marconi Avenue from Bell Street to Fair Oaks Boulevard	4.6 mi	4.2	0.5	17	Automobile Right of Way (80.6)	Traffic Signals and Signs (29.8)	Wrong Side of Road (23.5)
3	Fair Oaks Boulevard from Kenneth Avenue to Auburn Boulevard	4.4 mi	4.5	0.0	36	Wrong Side of Road (30.8)	Other Hazardous Violation (11)	Traffic Signals and Signs (9)
4	Madison Avenue from Watt Avenue to Ruthland Drive	3.5 mi	3.9	0.5	19	Improper Turning (53.6)	Wrong Side of Road (12.4)	Unsafe Lane Change (11)
5	Intersection of Elkhorn Boulevard and Sacramento Northern Bike Trail	N/A	0.8	0.0	1	Automobile Right of Way (190)	Automobile Right of Way (190)	--
6	Howe Avenue from Edison Avenue to Fair Oaks Boulevard	2.6 mi	1.9	0.0	19	Traffic Signals and Signs (54.5)	Automobile Right of Way (48.3)	Other Hazardous Violation (11)
7	Franklin Boulevard from 38th Avenue to Florin Road	1.8 mi	3.0	0.0	16	Traffic Signals and Signs (75.4)	Unsafe Speed (11)	Unsafe Speed (11)

Table A-16. Bicycle Collisions High Injury Network, continued

HIN ID	EXTENTS	LENGTH	CLASS II LENGTH	CLASS III LENGTH	INTERSECTION	FACTOR 1	FACTOR 2	FACTOR 3
8	Florin Road from Franklin Boulevard to Florin Perkins Rd	4.1 mi	6.0	0.0	17	Traffic Signals and Signs (59.4)	Automobile Right of Way (45.7)	Improper Turning (37.6)
9	Stockton Boulevard from Fruitridge Road to Victory Avenue	4.1 mi	4.5	0.7	33	Improper Turning (36.2)	Traffic Signals and Signs (35.8)	Unsafe Speed (11)
10	Power Inn Road from Florin Road to Calvine Road	2.9 mi	6.4	0.0	20	Traffic Signals and Signs (120)	Other Hazardous Violation (100.5)	Improper Turning (27.5)
11	Elk Grove Florin Road from Florin Road to Calvine Road	3.2 mi	6.3	0.0	18	Other Hazardous Violation (44)	Wrong Side of Road (20.2)	Improper Turning (11)
12	47th Avenue from 27th Street to Stockton Boulevard	2.3 mi	1.9	0.0	16	Unsafe Lane Change (190)	Traffic Signals and Signs (44)	Wrong Side of Road (39.8)
13	Walerga Road from N Loop Boulevard to Elkhorn Boulevard	2.2 mi	5.9	0.0	9	Unsafe Lane Change (65.5)	Wrong Side of Road (19.1)	Improper Turning (11)
14	Elkhorn Boulevard from Watt Avenue to I-80	3.2 mi	7.9	0.0	19	Traffic Signals and Signs (82)	Improper Turning (55.7)	Wrong Side of Road (31.9)
15	Howe Avenue from Edison Avenue to Fair Oaks Boulevard	4 mi	8.0	0.0	18	Traffic Signals and Signs (45.7)	Wrong Side of Road (14.8)	Unsafe Lane Change (11)

Table A-16. Bicycle Collisions High Injury Network, continued

HIN ID	EXTENTS	LENGTH	CLASS II LENGTH	CLASS III LENGTH	INTERSECTION	FACTOR 1	FACTOR 2	FACTOR 3
16	Eastern Avenue from Whitney Avenue to Arden Way	2.6 mi	4.6	0.0	31	Other Hazardous Violation (120)	Automobile Right of Way (11)	Automobile Right of Way (11)
17	Greenback Lane from Fair Oaks Boulevard to Madison Avenue	3.9 mi	4.8	0.0	19	Improper Turning (11)	Wrong Side of Road (10.2)	Automobile Right of Way (8.5)
18	Dewey Drive from Coyle Avenue to Will Rogers Drive	1.1 mi	0.9	0.0	16	Wrong Side of Road (25.4)	Improper Turning (11)	Improper Turning (11)

Notes:
HIN ID: High Injury Network ID
EXTENTS: The extents of the facility or intersection name
LENGTH: Length of the facility in miles
CLASS II LENGTH (MILES): Length of the Class II bike facility in miles
CLASS III LENGTH (MILES): Length of the Class III bike facility in miles
INTX: Number of intersections
CF. #X: Contributing factor along with the associated average EDPO per collisions in parentheses

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Appendix A-3: High Injury Collisions Nearby Schools (Quarter-Mile Radius)

Table A-17. High Injury Collisions Nearby Schools (Quarter-Mile Radius)

SCHOOL	FREQ.	EPDO	EPDO/COL.
Gateway International	1	190	190
Kohler Elementary	1	190	190
Orchard Elementary	1	190	190
Rio Linda High	3	386	128.7
Dry Creek Elementary	3	386	128.7
Rio Linda Preparatory Academy	3	386	128.7
Samuel Kennedy Elementary	2	201	100.5
Sequoia Elementary	2	201	100.5
Pacific Career and Technology High	2	196	98
David Reese Elementary	5	408	81.6
James Rutter Middle	5	408	81.6
Visions In Education	3	212	70.7
John Barrett Middle	3	202	67.3
Arcade Fundamental Middle	5	333	66.6
Ethel I. Baker Elementary	2	126	63
Del Campo High	9	437	48.6
Will Rogers Middle	9	437	48.6
Paseo Grande Charter	3	142	47.3
Frontier Elementary	3	132	44
Thomas Kelly Elementary	11	454	41.3
Harry Dewey Fundamental Elementary	12	460	38.3

Table A-17. High Injury Collisions Nearby Schools (Quarter-Mile Radius), continued

SCHOOL	FREQ.	EPDO	EPDO/COL.
Encina Preparatory High	4	143	35.8
Greer Elementary	4	143	35.8
Florin Elementary	5	149	29.8
Albert Einstein Middle	6	170	28.3
Sheldon High*	15	333	22.2
T. R. Smedberg Middle*	15	333	22.2
Whitney Avenue Elementary	8	177	22.1
El Centro Jr./Sr. High	4	44	11
Rosemont High	4	44	11
Bella Vista High	4	44	11
Futures High	3	33	11
Frederick Joyce Elementary	3	33	11
California Montessori Project-San Juan Campus	2	22	11
Del Paso Manor Elementary	2	22	11
Pershing Elementary	2	22	11
Ridgepoint Elementary	2	22	11
Foothill Oaks Elementary	2	22	11
Paramount Collegiate Academy	2	22	11
Calvine High	1	11	11
Mather Heights Elementary	1	11	11

Table A-17. High Injury Collisions Nearby Schools (Quarter-Mile Radius), continued

SCHOOL	FREQ.	EPDO	EPDO/COL.
Isador Cohen Elementary	1	11	11
O. W. Erlewine Elementary	1	11	11
James Marshall Elementary	1	11	11
Golden Empire Elementary	1	11	11
Orange Grove Adult Education	1	11	11
Rio Americano High	1	11	11
Oakview Community Elementary	1	11	11
Charles Peck Elementary	1	11	11
Community Outreach Academy	1	11	11
Community Collaborative Charter	1	11	11
Twin Rivers Adult School - Murchison Center	1	11	11
Barrett Ranch Elementary	9	94	10.4
Antelope High	7	72	10.3
Andrew Carnegie Middle	6	56	9.3
Orangevale Open K-8	6	56	9.3
Isabelle Jackson Elementary	3	28	9.3
Winston Churchill Middle	3	28	9.3
Carmichael Elementary	8	73	9.1
Miles P. Richmond	10	85	8.5
Oak Hill Elementary	2	17	8.5

Table A-17. High Injury Collisions Nearby Schools (Quarter-Mile Radius), continued

SCHOOL	FREQ.	EPDO	EPDO/COL.
Highlands High	13	108	8.3
Hillsdale Elementary	13	108	8.3
Warren A. Allison Elementary	9	74	8.2
Mira Loma High	7	57	8.1
San Juan Choices Charter	5	40	8
El Camino Fundamental High	5	40	8
Woodridge Elementary	5	40	8
Antelope Crossing Middle	3	23	7.7
Pasadena Avenue Elementary	3	23	7.7
Florin High	7	52	7.4
Antelope Meadows Elementary	4	29	7.3
Green Oaks Fundamental Elementary	4	29	7.3
Howe Avenue Elementary	4	29	7.3
Louis Pasteur Fundamental Middle	4	29	7.3
Global Youth Charter	4	29	7.3
Center High	4	29	7.3
Arden Middle	3	18	6
Elwood J. Keema High	3	18	6
Palmiter Special Education	2	12	6
Elinor Lincoln Hickey Jr./Sr. High	2	12	6

Table A-17. High Injury Collisions Nearby Schools (Quarter-Mile Radius), continued

SCHOOL	FREQ.	EPDO	EPDO/COL.
Fortune	2	12	6
Bowling Green Elementary	2	12	6
Fern Bacon Middle	2	12	6
Casa Roble Fundamental High	2	12	6
Oakdale Elementary	2	12	6
Olive Grove Elementary	1	6	6
Gerber Jr./Sr. High	1	6	6
Arnold Adreani Elementary	1	6	6
Elk Grove Adult Education	1	6	6
Maeola E. Beitzel Elementary	1	6	6
Aspire Alexander Twilight College Preparatory Academy	1	6	6
Aspire Alexander Twilight Secondary Academy	1	6	6
La Vista Center	1	6	6
Dyer-Kelly Elementary	1	6	6
McClellan High (Continuation)	1	6	6
Foothill High	1	6	6
Village Elementary	1	6	6
Foothill Ranch Middle	1	6	6

**Sheldon High and Smedberg Middle Schools share a camps.*

Appendix A-4: High Injury Collisions Near Schools (Two-Mile Radius)

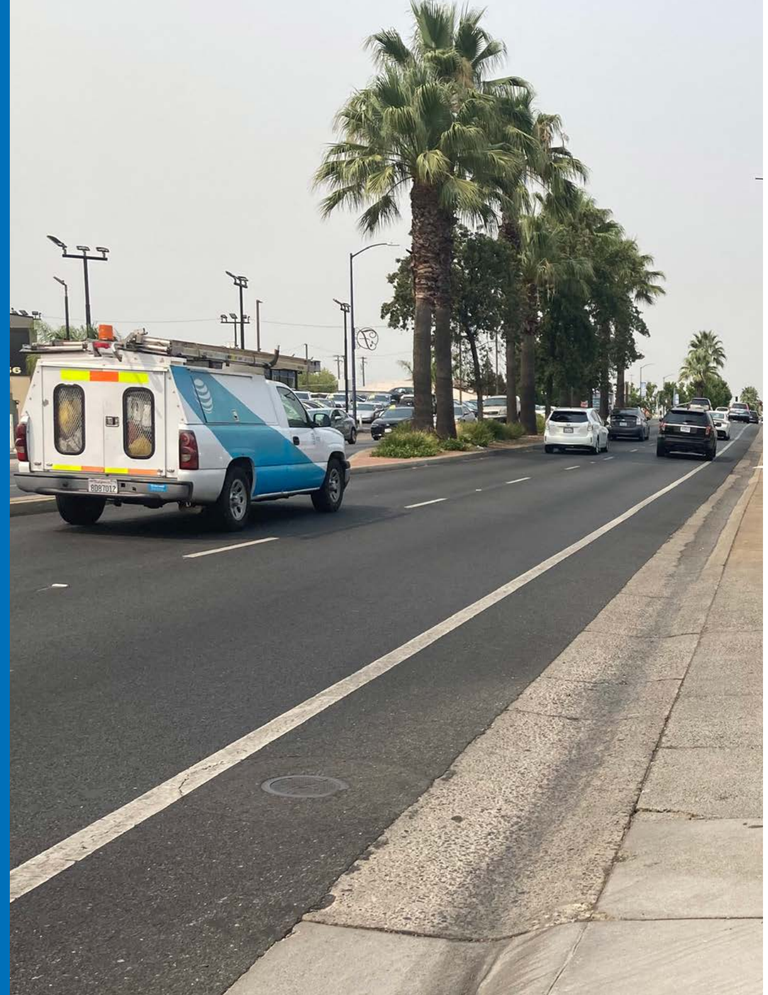


Table A-18. High Injury Collisions Nearby Schools (Two-Mile Radius)

SCHOOL	FREQ.	EPDO	EPDO/COL.
Franklin Elementary	3	341	113.7
Westside Elementary	33	3598	109.0
Westside Preparatory Charter	33	3598	109.0
Dry Creek Elementary	35	3759	107.4
Rio Linda High	34	3594	105.7
Rio Linda Preparatory Academy	34	3594	105.7
Orchard Elementary	36	3760	104.4
Elverta Elementary	17	1474	86.7
Heritage Peak Charter	43	3588	83.4
Pathways Community Day	43	3588	83.4
Mather Heights Elementary	5	318	63.6
Alpha Charter	3	177	59.0
Alpha Technology Middle	3	177	59.0
Mary Deterding Elementary	145	7276	50.2
Del Dayo Elementary	82	4099	50.0
Mira Loma High	272	13568	49.9
Whitney Avenue Elementary	260	12925	49.7
Options for Youth-San Juan	145	7092	48.9
Community Outreach Academy	253	12369	48.9
Community Collaborative Charter	248	12031	48.5
Twin Rivers Adult School–Murchison Center	248	12031	48.5
Futures High	289	13858	48.0

Table A-18. High Injury Collisions Nearby Schools (Two-Mile Radius), continued

SCHOOL	FREQ.	EPDO	EPDO/COL.
El Camino Fundamental High	236	11230	47.6
Frederick Joyce Elementary	282	13274	47.1
Pasadena Avenue Elementary	345	16228	47.0
Fortune	296	13841	46.8
California Montessori Project-San Juan Campus	271	12653	46.7
Pacific Career and Technology High	293	13650	46.6
James R. Cowan Fundamental Elementary	276	12836	46.5
Arcade Fundamental Middle	284	13172	46.4
Ottomon Way Elementary	38	1759	46.3
Oakdale Elementary	296	13699	46.3
Daylor (William) High (Continuation)	271	12514	46.2
La Entrada Continuation High	318	14673	46.1
Laurel Ruff Center	318	14673	46.1
Kohler Elementary	347	15995	46.1
Woodridge Elementary	369	17007	46.1
Paseo Grande Charter	317	14544	45.9
Will Rogers Middle	185	8475	45.8
Winston Churchill Middle	249	11404	45.8
North Country Elementary	189	8650	45.8
Samuel Kennedy Elementary	262	11974	45.7
Thomas Kelly Elementary	239	10911	45.7
Del Campo High	186	8486	45.6

Table A-18. High Injury Collisions Nearby Schools (Two-Mile Radius), continued

SCHOOL	FREQ.	EPDO	EPDO/COL.
Harry Dewey Fundamental Elementary	172	7835	45.6
Elwood J. Keema High	260	11834	45.5
David Reese Elementary	259	11732	45.3
James Rutter Middle	259	11732	45.3
Andrew Carnegie Middle	101	4563	45.2
Sierra View Elementary	200	9034	45.2
Carmichael Elementary	198	8942	45.2
Charles Peck Elementary	227	10247	45.1
Twin Lakes Elementary	66	2976	45.1
Dyer-Kelly Elementary	265	11937	45.0
Marvin Marshall Preschool and Children's Center	181	8148	45.0
Orangevale Open K-8	102	4579	44.9
Village Elementary	254	11396	44.9
Pioneer Elementary	331	14835	44.8
Madison Elementary	320	14321	44.8
Gold River Discovery Center K-8	43	1923	44.7
Antelope High	170	7592	44.7
Nicholas Elementary	275	12272	44.6
Coyle Avenue Elementary	178	7930	44.6
Miles P. Richmond	342	15230	44.5
Mission Avenue Open Elementary	246	10903	44.3
Foothill Ranch Middle	340	15039	44.2

Table A-18. High Injury Collisions Nearby Schools (Two-Mile Radius), continued

SCHOOL	FREQ.	EPDO	EPDO/COL.
Frontier Elementary	307	13553	44.1
Foothill High	341	15045	44.1
Pacific Elementary	238	10499	44.1
Olive Grove Elementary	138	6072	44.0
San Juan Choices Charter	200	8797	44.0
Bowling Green Elementary	242	10617	43.9
Albert Schweitzer Elementary	167	7279	43.6
Barrett Ranch Elementary	173	7535	43.6
Warren A. Allison Elementary	270	11735	43.5
Foothill Oaks Elementary	171	7422	43.4
Golden Valley Charter School of Sacramento	64	2775	43.4
Aspire Alexander Twilight College Preparatory Academy	333	14436	43.4
Aspire Alexander Twilight Secondary Academy	333	14436	43.4
Del Paso Manor Elementary	275	11896	43.3
La Vista Center	116	5011	43.2
Hillsdale Elementary	334	14423	43.2
Parkway Elementary	236	10184	43.2
Ethel I. Baker Elementary	219	9436	43.1
Orange Grove Adult Education	371	15957	43.0
Highlands High	336	14435	43.0
Fern Bacon Middle	244	10475	42.9
John Barrett Middle	192	8235	42.9

Table A-18. High Injury Collisions Nearby Schools (Two-Mile Radius), continued

SCHOOL	FREQ.	EPDO	EPDO/COL.
Paramount Collegiate Academy	274	11706	42.7
Visions In Education	277	11829	42.7
Cottage Elementary	379	16138	42.6
Creative Connections Arts Academy	220	9353	42.5
Pershing Elementary	86	3633	42.2
Ridgepoint Elementary	225	9497	42.2
Elk Grove Adult Education	199	8372	42.1
Gerber Jr./Sr. High	200	8383	41.9
Florin Elementary	226	9458	41.8
Palmiter Special Education	288	12010	41.7
Elinor Lincoln Hickey Jr./Sr. High	294	12170	41.4
Howe Avenue Elementary	319	13154	41.2
Ralph Richardson Center	168	6926	41.2
Starr King K-8	169	6932	41.0
El Sereno Alternative Education	81	3300	40.7
Greer Elementary	269	10856	40.4
Mariemont Elementary	188	7528	40.0
Antelope Meadows Elementary	124	4940	39.8
Rio Americano High	118	4677	39.6
Golden Valley Orchard	81	3210	39.6
El Centro Jr./Sr. High	75	2959	39.5
Rosemont High	75	2959	39.5

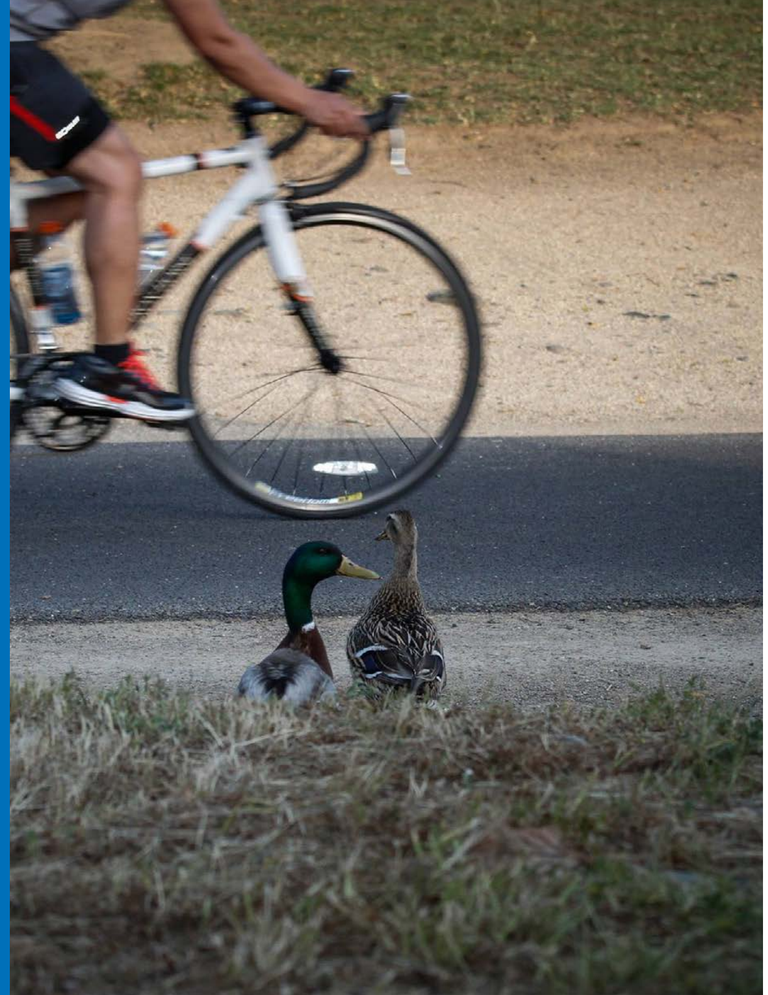
Table A-18. High Injury Collisions Nearby Schools (Two-Mile Radius), continued

SCHOOL	FREQ.	EPDO	EPDO/COL.
Encina Preparatory High	307	12108	39.4
Antelope Crossing Middle	106	4171	39.3
Morgan Jr./Sr. High	81	3169	39.1
Cyril Spinelli Elementary	146	5668	38.8
Green Oaks Fundamental Elementary	61	2349	38.5
Anna Kirchgater Elementary	155	5945	38.4
Cameron Ranch Elementary	293	11209	38.3
James Marshall Elementary	89	3401	38.2
Golden Empire Elementary	71	2707	38.1
Thomas Edison Language Institute	274	10433	38.1
Sequoia Elementary	99	3769	38.1
Northridge Elementary	89	3372	37.9
Arden Middle	315	11868	37.7
Arthur S. Dudley Elementary	135	5075	37.6
Bella Vista High	94	3497	37.2
Casa Roble Fundamental High	44	1626	37.0
Isador Cohen Elementary	110	4049	36.8
Earl Legette Elementary	87	3201	36.8
Louis Pasteur Fundamental Middle	66	2404	36.4
O. W. Erlewine Elementary	119	4326	36.4
Albert Einstein Middle	90	3258	36.2
Sierra-Enterprise Elementary	29	1024	35.3

Table A-18. High Injury Collisions Nearby Schools (Two-Mile Radius), continued

SCHOOL	FREQ.	EPDO	EPDO/COL.
Florin High	181	6387	35.3
Gateway International	237	8124	34.3
Oak Hill Elementary	125	4255	34.0
Global Youth Charter	86	2843	33.1
Sierra Oaks K-8	154	5063	32.9
Center High	87	2849	32.7
Oakview Community Elementary	53	1670	31.5
Arnold Adreani Elementary	23	709	30.8
Isabelle Jackson Elementary	147	4484	30.5
Mary Tsukamoto Elementary	122	3544	29.0
Trajan Elementary	65	1876	28.9
National University Academy Robla	6	160	26.7
McClellan High (Continuation)	59	1488	25.2
Calvine High	89	2208	24.8
Robert J. Fite Elementary	53	1291	24.4
T. R. Smedberg Middle	54	1302	24.1
Maeola E. Beitzel Elementary	79	1850	23.4
Sheldon High	51	1170	22.9
Mather Youth Academy	4	44	11.0
Walnut Grove Elementary	4	44	11.0
C. W. Dillard Elementary	1	6	6.0

Appendix B: Community Engagement



Public Engagement Plan

INTRODUCTION

Project Background

Sacramento County is updating and combining their prior Bicycle and Pedestrian Master Plans into a countywide Active Transportation Plan. Working with Alta Planning + Design, WALKSacramento and DKS, the County seeks to engage the County's environmental justice communities, non-English speaking households, people without internet access, and other hard-to-reach populations to create a plan that makes walking, bicycling and active modes safe and accessible for all.

Objectives

The fundamental objectives of the Public Engagement Plan (PEP) are to:

- Ensure that those with a stake in Sacramento County ATP are identified;
- Identify outreach techniques for engaging these stakeholders;
- Ensure all stakeholders have open access to and input in the decision-making process and are provided with information about the project as it moves forward;
- Provide reasonable public access to technical and other information about the project; and
- Ensure the concerns, issues and preferences of stakeholders are gathered, and are reflected in the final document.

Priority Audiences

- People who use active transportation as a frequent mode of transportation (walk, bike, rolling, mobility devices, etc.)
- People who are interested in biking but perceive barriers
- Households with zero or one vehicle
- Residents of Environmental Justice communities
  - North Highlands/Foothill Farms
  - West Arden Arcade
  - North Vineyard
  - South Sacramento
- Households with limited English-speaking proficiency
- Households with no internet access

Stakeholders

Organized Interest Groups

The following groups are prioritized for stakeholder meetings during Phase 1 outreach. These groups represent priority audiences throughout the County and in EJ communities and can provide a high-level overview of current conditions and priorities for active transportation that are relevant to their audiences.

Bike and Active Transportation Organizations

- Sacramento County Bicycle Advisory Committee
- Sacramento Area Bicycle Advocates
- Folsom Area Bicycle Advocates

- Bike Lab
- Project Hero
- Contagious Wheels
- Sacramento Wheelmen Bicycle Group
- Sacramento Bike Hikers

Transportation Management Agencies

- Sacramento Transportation Management Agency
- 50 Corridor Transportation Management Agency
- North Natomas Jibe
- South Natomas Transportation Management Agency
- McClellan Transportation Management Agency
- Power Inn Alliance

Disability Organizations

- Sacramento County Disability Advisory Commission
- Resources for Independent Living
- Society for the Blind
- On My Own Community Services
- Seeds of Partnerships
- NorCal Services for Deaf and Hard of Hearing
- ACB Capital Chapter of the California Council of the Blind
- Alta California Regional Center
- American Association of People with Disabilities (AAPD)
- California Association of the Deaf
- Californians for Disability Rights
- Disability Rights Advocates
- Disability Rights California
- Easterseals Superior California
- Pride Industries
- SacRT Access Services
- SacRT Mobility Advisory Council
- United Cerebral Palsy of Sacramento and Northern California
- Wounded Warrior Project

Environmental Justice Organizations

- Red Black and Green EJ Coalition
- Impact Sacramento
- Stephens Foundation
- Environmental Council of Sacramento
- Organize Sacramento
- Sacramento Tree Foundation
- Sacramento Steps Forward
- Everyday Impact Consulting
- Sierra Club Sacramento

Community-Based Organizations/ Cultural Brokers

- Building Healthy Communities
- Black Child Legacy Campaign
- Sacramento Area Congregations Together (SacACT)
- United Latinos
- Asian Resources
- Roberts Family Development Center
- Mutual Assistance Network
- Latino Coalition for a Healthy California (LCHC)
- Lao Family Community Development
- Iu-Mien Community Services
- Gujarati Samaj of Sacramento
- Greater Sacramento Urban League
- Homng Innovating Politics (HIP)
- La Familia Counseling Center

Sacramento County Agencies

- Public Health Department
- Department of Human Assistance
- Planning and Environmental Review
- Emergency Services
- Sheriff's Department
- Office of Education
- Disability Compliance Office
- Therapeutic Recreation Services

Youth Organizations

- First 5 Sacramento
- Sacramento County Youth Commission
- SACOG Youth Leadership Academy
- Pro Youth and Families
- Sacramento Chinese Community Service Center
- 916 Ink
- Boys and Girls Club of Greater Sacramento
- Hands4Hope
- Omni Youth Programs
- Sol Collective
- Youth Development Network

Older Adult Organizations

- AARP – Sacramento Chapter
- Sacramento County Adult and Aging Commission
- Older Women's League, Sacramento Capitol
- Agency on Aging Area 4
- ACC Senior Services

Health Organizations

- American Heart Association – Sacramento Chapter
- Breathe California
- Safe Kids Greater Sacramento
- UCD Trauma Prevention
- Health Education Council

Transit Agencies

- Sacramento Regional Transit
- E-Tran
- South County Transit
- Paratransit

Neighboring Jurisdictions

- City of Sacramento
- City of Rancho Cordova
- City of Elk Grove
- City of Folsom
- City of Citrus Heights
- City of Isleton
- City of Galt
- Sutter County

- Placer County
- El Dorado County
- Amador County
- San Joaquin County
- Solano County
- Yolo County

Community-Focused Engagement Partners

The following groups are community-oriented organizations that may be able to support community-focused engagement activities such as pop-up events.

Location	Organizations
Countywide	Sacramento Food Bank and Family Services ACC Senior Services Hmong Innovating Politics Iu-Mien Community Services Lao Family Community Development Community Resource Project Mutual Assistance Network Greater Sacramento Urban League
North Highlands/ Foothill Farms	Impact Sac Black Child Legacy of North Highlands/Foothill Farms Liberty Towers North Highlands Parks and Recreation District Sunrise Parks and Recreation District 80 Watt District Property Business Improvement District North Sacramento Chamber of Commerce North Highlands/Foothill Farms CPAC
West Arden-Arcade	Opening Doors Inc World Relief Sacramento Black Child Legacy of Arden Arcade Fulton-El Camino Parks District Arcade Manor Parks District Arden Park Parks District Mission Oaks Park District Greater Arden Chamber of Commerce Arden Arcade CPAC
Vineyard	Southgate Recreation and Parks District Vineyard CPAC
South Sacramento	Martin Luther King Jr. Neighborhood Association Franklin Neighborhood Development Corporation Building Healthy Communities La Familia Counseling Center Southgate Recreation and Parks District Mack Road Partnership Stockton Blvd Partnership South Sacramento CPAC Pro Youth and Families
Rural County (Delta and East communities)	California Rural Legal Assistance River Delta USD Sacramento County Farm Bureau Isleton Chamber of Commerce California FFA Center Rancho Murieta Community Services District Galt Historical Society

Youth-Focused Engagement Partners

The following groups are youth-oriented organizations that may be able to support youth-focused engagement activities such as Video and Photo Voice, which are projects where students highlight and describe their concerns and priorities around transportation and the built environment through videos or photo journals.

- Boys and Girls Club of Greater Sacramento
- Sacramento Chinese Community Service Center
- Roberts Family Development Center
- 916 Ink
- Sol Collective
- Youth Development Network
- Onmi Youth Programs
- Hands4Hope
- Pro Youth and Families
- School Districts
  - Twin Rivers Unified School District
  - Sacramento City Unified School District
  - Elk Grove Unified School District
  - San Juan Unified School District
  - Folsom Cordova Unified School District

Promotional Partners

These groups can help spread the word about the project, share the survey and other resources, and direct people to the website for additional input and information.

- County Supervisor Districts
  - Supervisor Susan Peters
  - Supervisor Patrick Kennedy
  - Supervisor Don Nottoli
  - Supervisor Phil Serna
  - Supervisor Sue Frost
- Countywide Community-Based Organizations
  - International Rescue Committee – Sacramento
  - Sacramento Tree Foundation
  - Sacramento Valley Ministers' Wives & Ministers' Widows
  - United Way Capital Region
  - Sacramento Transit Rider's Union
- Business and Chambers of Commerce
  - Hispanic Chamber
  - Black Chamber
  - Greater Sacramento Vietnamese American Chamber
  - Asian Pacific Chamber
  - Slavic American Chamber
  - Metro Chamber
  - California Delta Chamber
  - Carmichael Chamber
  - Citrus Heights Chamber
  - East Sacramento Chamber
  - Elk Grove Chamber
  - Fair Oaks Chamber
  - Folsom Chamber
  - Galt Chamber
  - Greater Arden Chamber
  - Isleton Chamber
  - North Sacramento Chamber
  - Orangevale Chamber
  - Rancho Cordova Chamber
  - Sacramento Area Women's Chamber
- Rainbow Chamber
  - Local Media
  - Sacramento Bee
  - Sacramento Observer
  - Sacramento News and Review
  - Sac Cultural Hub
  - KDEE (Black Chamber radio station)
  - Latino 97.9 radio station
  - Sacramento Business Journal
  - Capital Public Radio (NPR)
  - Sacramento 365
  - Entercom

LOCATION-SPECIFIC STAKEHOLDERS

The following table lists stakeholders specific to communities within the County, with a priority emphasis on the County's EJ communities.

	North Highlands/ Foothill Farms	West Arden Arcade	North Vineyard	South Sacramento	Non-EJ Unincorporated
Community Based Organizations and Neighborhood Groups	• Impact Sac • Black Child Legacy of North Highlands/ Foothill Farms • 80 Watt District Property Business Improvement District • North Sacramento Chamber of Commerce • North Highlands/ Foothill Farms CPAC	• Opening Doors Inc • World Relief Sacramento • Black Child Legacy of Arden Arcade • Greater Arden Chamber of Commerce • Arden Arcade CPAC	• Vineyard CPAC	• Martin Luther King Jr. Neighborhood Association • Franklin Neighborhood Development Corporation • Building Healthy Communities • La Familia Counseling Center • Mack Road Partnership • Stockton Blvd Partnership • South Sacramento CPAC	• Fair Oaks Chamber of Commerce • Orangevale Chamber of Commerce • Carmichael Chamber of Commerce • California Delta Chamber of Commerce • Antelope CPAC • Carmichael/Old Foothill Farms CPAC • Cordova CPAC • Cosumnes CPAC • Delta CPAC • Fair Oaks CPAC • Natomas CPAC • Orangevale CPAC • Rio Linda/Elverta CPAC • Southeast Area CPAC
School Districts	• Twin Rivers Unified School District	• San Juan Unified School District	• Elk Grove Unified School District	• Sacramento City Unified School District • Elk Grove Unified School DIstrict	• Aroche Union • Center Joint Unified • Elverta Joint • Folsom Cordova Unified • Galt Joint Union • Natomas Unified • River Delta Unified • Robla
Parks Districts	• North Highlands • Sunrise	• Fulton-El Camino • Arcade Manor • Arden Park • Mission Oaks	• Southgate	• Southgate	• Rio Linda/Elverta • Orangevale • Arcade Creek • Carmichael • Fair Oaks • Cordova • Wilton Consumnes • Elk Grove • County Service Area Galt • County Service Area Delta
Elected Officials	• Supervisor Susan Peters	• Supervisor Susan Peters	• Supervisor Don Nottoli	• Supervisor Patrick Kennedy	• Supervisor Phil Serna • Supervisor Sue Frost

Outreach Phases, Goals, and Strategies

BIKE BUSINESSES

The following list of bike businesses will be included in outreach efforts.

- Bob's Cycle Center
- Neighborhood Bike Shop of Antelope
- Kinetic Cycles
- Carmichael Bike Shop
- Laid Back Cycles
- Biker Bar & Café
- Bike Medic
- Green Flag Racing
- Big Dream Bike Tours LLC
- River Rat Raft Rental Inc
- AR Cycles
- AlphaBent
- Practical Cycle

The public outreach process will have two major phases: the first phase will solicit feedback on existing conditions, key destinations, and community concerns (Task 2), while the second phase will engage the public to provide feedback on the active transportation network analysis (Task 4) and the list and prioritization of recommended projects (Task 5). Note that the dates for each phase below are draft and subject to change.

PHASE 1

Phase 1 will center on listening to the community and soliciting feedback on existing conditions, key destinations, and community concerns. It will run from August 2020 to November/ December 2020.

Phase 1 Goals

- Ensure that those with a stake in Sacramento County ATP are identified;
- Identify outreach techniques for engaging these stakeholders;
- Ensure all stakeholders are provided with information about the project as it moves forward;
- Develop a shared vision and goals for active transportation in the County;
- Identify key corridors and destinations, active transportation infrastructure gaps, and opportunities for improvement;
- Ensure the concerns and issues of stakeholders are heard and gathered.

Phase 1 Messaging

- We are working to create an Active Transportation Plan to make it safer, easier, and more comfortable for people all across the County to get around by foot and by bicycle
- Focus on identifying issues, not solutions
  - How do you get around? How would you like to get around? (to work, school, parks, stores, etc)
  - [If they bike/walk] Why do you bike and walk? What do you like about it? What don't you like about it?
  - [If they don't bike/walk] How do you get around? Why don't you walk and bike? When in your life did you walk and bike? What changed?

PHASE 2

Phase 2 will center on presenting the draft project and program recommendations, prioritization, design guidelines, and active transportation network analysis to the community, and soliciting feedback in order to make the final project and program recommendations, and prioritization. It will run from March to July 2021.

Phase 2 Goals

- Ensure that stakeholders identified in Phase 1 are engaged;
- Ensure all stakeholders are provided with information about the project as it moves forward, including the draft project and program recommendations, prioritization, design guidelines, and active transportation network analysis;
- Receive feedback on desired adjustments to draft project and program recommendations, prioritization, and design guidelines;
- Ensure the concerns and issues of stakeholders are heard and gathered.

Phase 2 Messaging

- In Phase 1, we heard the following concerns from residents of Sacramento County
- We are proposing the following projects and programs, prioritization, and design guidelines. Looking at these, is anything missing? Inaccurate?

Stakeholder Meeting and Pop-up Summaries

PHASE 1 STAKEHOLDER MEETINGS

North Vineyard – January 19, 2021

Attendees

3 project staff, 1 project partner, and 1 community member participated in a virtual pop-up meeting through Zoom.

- Alicia Brown, WALKSacramento
- Jordan Grimaldi, WALKSacramento
- Anne Okafor, WALKSacramento
- Leah Barrett, 50 Corridor Transportation Management Agency
- 1 community member

Input Received

- Goals and Priorities
- Benefits of walking: meditative, relaxing, can enjoy social interaction with neighbors
- Bicyclists tend to be the most vocal group, so ensure that the voices of people who walk and use other forms of active transportation are heard through this process as well (particularly older adults and people with disabilities).
- Walking routes and destinations include:
  - Camden Lake Trail
  - 3-4 mile loop from Meadowhaven Drive to Tillotson Parkway and back around to Spengler Drive

Challenges

- The biggest concern is the interaction between pedestrians and bicyclists on shared paths and trails. Bicyclists often move fast and don't slow down for pedestrians, creating concerns for collisions.
- Bikes often use sidewalks instead of bike lanes, which forces pedestrians into the street.
- Lack of signage indicating shared streets for bikes and cars.
- Lots of high speed arterials and wide streets in the Vineyard area that make walking and biking uncomfortable, such as Gerber Road, Elk Grove Florin Road, and Bradshaw Road.
- It doesn't feel safe or practical to use a bike in the Vineyard area. The participant shared a memory of growing up in a small town in Iowa where most people biked for recreation or other trips, and it felt safe because everyone knew each other and people who drove would be very slow and careful around their neighbors. Biking is more challenging in Sacramento because cars move too fast and recklessly and there aren't enough other people out biking to make it feel safe.
- Specific areas of concern:
  - Meadowhaven Drive is wide enough for bikes and cars, but bikes often prefer to use the separated sidewalk instead which creates concerns for conflicts with pedestrians.
  - Neighborhood off of Bradshaw and Gerber has no marked bike lanes, and cars parked along the sides make the streets feel cramped to bike through.

Opportunities

- Designated walking trails would be preferred over shared walking and biking paths. Overall, keeping pedestrian and bicycle infrastructure separate is ideal.
- Four way stop signs force cars and bikes to slow down and makes it safer for people of all modes. The participant indicated the City of Davis as a model to follow.
- Reach out to older adults through senior centers (such as the Elk Grove senior center)
- There are a lot of Asian community members in Vineyard who walk (particularly older adults), so it would be great to connect with them through this process.
- Camden Lake is a popular weekend recreational destination and may be a good opportunity for tabling and sharing more information about the Plan.

Sacramento County Disability Advisory Committee – July 21, 2020

Attendees

12 people participated via virtual Skype meeting (including Mikki McDaniel)

Input Received

Goals and Priorities

People with disabilities should specifically be mentioned in the goals.

Public Engagement Plan

- Add GLBTQ organizations and organizations addressing homelessness. Include Sacramento Self Help Housing.
- Add indigenous peoples' groups: Sacramento Native American Health Center, California Indian Heritage Commission, California Native American Legacy, and California Indian Health Services.

Challenges

- Combining bicycles and pedestrians into one plan can lead to pedestrian needs getting lost.
- Accessibility needs to be defined in the plan. Accessibility in the disabled rights world means something different than in the transportation world.
- Curb ramps to existing, private driveways are not meeting cross slope standards. A wheelchair user can and has fallen due to the unmanageable and substandard cross slopes at driveways on Watt Avenue.
- Auburn Blvd – full length of street. The sidewalk condition is very poor and traffic moves at highway speed.
- Watt Avenue – A hand-powered cyclist (using a wheelchair modified to also be used with a hand crank) said that he does not like to use bicycle lanes and chooses to use the sidewalk on Watt because of the speed of traffic.

- E-bike riders face a lot of challenges.
- Howe Avenue – Cars on Howe are pulling out beyond limit lines because of blind spots.
- Dell Avenue and Mission Avenue were cited as challenging places to walk and bike.
- The transition from the El Camino Park District to the American River is difficult.
- Difficult Route in Arden: Northrup Ave to Bell Ave to Irma Way

Opportunities

- Disabled cyclists needs should be addressed.
- Meetings should be noticed such that anyone has the ability to access accommodations and provide them if requested. Accommodations should be made per the individual request, i.e. the format requested according to ADA.
- Wheelchair users differ on the use of "walk" versus "roll". However, "walk" should be defined in the plan to refer to people who both walk and roll (using a wheelchair) or both terms should be used.
- Diverters along bike lanes and transitional curbing are also helpful for people on the sidewalk as it provides more separation from traffic.
- Buffered bike lanes help low-riding bicyclists (i.e. recumbent or adaptive bicycles).
- Empowerment Park is a good example of how to build a facility. The park has curb ramps and accessible recreational equipment. People should be able to bike and walk to this park.
- The Los Rios School District did a transportation study that is old now, but could provide good information.

Survey and Website Feedback

- Survey – The survey should be made to be fully accessible. Readers that are used to build the site are not always reflective of a typical user's experience using an accessibility reader.
- Website
  - The website is not fully readable by an accessibility reader and should be. The interactive map is not useable at all by an accessibility reader. It is good that a project email and a phone number are posted in order to provide other ways to provide input.
  - Captioning should be made for deaf and blind (for use by accessibility readers) in any videos.
  - Any outreach collateral should be in Braille and large print.
  - Providing captioning or an interpreter for meetings, regardless of whether accommodation has been requested, could be a nice gesture to the Deaf community.

Questions From Attendees

- How do you interact with the City of Sacramento/American River Parkway, Rancho Cordova on the plan?
- Why are we combining bicycles and pedestrians? Pedestrian needs can get lost in the shuffle.

City of Rancho Cordova – August 27, 2020

Attendees

- 7 people participated via virtual Zoom meeting
- Byron Tang, City of Rancho Cordova
- Brian Chan, City of Rancho Cordova
- A Swanson, City of Rancho Cordova
- Edgar Medina, City of Rancho Cordova
- Quoc Nham, City of Rancho Cordova
- Rick Carter, Sacramento County Department of Transportation
- Mikki McDaniel, Sacramento County Department of Transportation

Input Received

Challenging Locations for Walking and Biking

- Douglas Rd, west of Folsom South Canal to Zinfandel Dr
  - This is a gateway path for cyclists. We would like a paved shoulder be six feet wide.
  - Can it be added to CIP and a project plan?
- Folsom South Canal connection at Kiefer Blvd
  - This is a connection to Keifer and New Bridge Plan Area.
  - Sidewalks are needed east of the Kiefer/Folsom South Canal entrance.
- Old Placerville Road, east of Bradview Dr.
  - Add sidewalks
- Sunrise Blvd, north of S. Bridge St.
  - There are a lack of sidewalks on South Bridge east of Sunrise. There is a Class I trail, but there could also be a sidewalk.
- Rod Beaudry, north of Tiffany Lane
  - Would like separation from the road for pedestrians, like an AC trail.
- White Rock Road.
  - There is a bicycle lane gap from the end of the City to Grant Line Road

City of Rancho Cordova does not have a Bicycle Advisory Committee. There is an organization called Bicycle Advocates of Rancho Cordova.

Sacramento Regional Transit Bus Stop Group – September 24, 2020

Attendees

- 12 people participated via virtual Microsoft Teams meeting
- SacRT staff: Sarah Kerber, Mike Fitzpatrick, Sarah Poe, Max West, Blanca Salcedo, Aimee Steele, Eric Oparko, CTyler, EReitz, Desi Lopez, Sherri Adams, and RNielson.
- SacDOT staff included Mikki McDaniel and Kevin Tan.

Input Received

Challenges

- Reaching a bus stop at Madison & Dewey is difficult. Comment was posted on the public input map at walkbikesaccounty.net.
- Bus stop on Folsom at Bradshaw is almost impossible to reach. DOT is already planning to remove.

Opportunities

- Eric Oparko expressed a desire for RT to be able to give DOT input on bus stop pads for shorter term DOT planning
- RT has received a grant to survey walking area around bus stops. They will work with WalkSacramento.

Survey and Website Feedback

- Seemed like there was an issue with viewing comments on receiving end
- Overall was enthusiastic about the website and its opportunity to highlight infrastructure.

Questions From Attendees

- How do all the ADA, ATP, Bike, and Pedestrian Plans mesh with each other?
- What is the timing of the bus stop removal on Folsom just west of Bradshaw?

Sacramento Regional Transit Mobility Advisory Council – October 1, 2020

Attendees

26 people participated by Microsoft Teams.

- Council Members: Chair Pam Flohr, Vice Chair Jeff Thom, April Wick, Eugene Lozano, Helen O'Connell, William Charles Johnson, Linda Berry, Patti Johnson, and Alan Ruzich
- SacRT Staff:, Carmen Alba, Rose Patton, Charity Oakley, Sarah Kerber, Dan Thao, Kathy Sachen, James Drake, Craig Norman, Chris Florez, Jamie Poole-Canevari, Wendy Melton, and Andrea Williams-Garcia.
- Guests: Mikki McDaniel, Frank Trullio, Roger Oberholzer, Jeff Tardaguila, Mike Barnbaum.

Input Received

SacRT Mobility Advisory Council is made up of seniors and disabled community members who advise the SacRT Board on mobility and accessibility issues.

Experiences

- I needed to be on guard when using the Watt I-80 elevator – dirty.
- At a mid-block crossing on Orange Grove about one fourth mile from the Orange Grove and Auburn intersection, it is hazardous to cross the street. There is the choice to cross mid-block at Pasadena where there is no signal, but there needs to be one. I get cut off by college student drivers turning right and have once been struck by a cyclist [as a pedestrian].
- Bicycles and scooters are not supposed to be on the sidewalk. They are especially hazardous if you have hearing loss. Dogs on leash can also cause a pedestrian to fall. The presence of homeless people make seniors feel very vulnerable.
- Benches have been removed in many public places. Older people can't stop and rest. This is alarming to me. Don't take them all out.
- There is no sidewalk on Florin Perkins north of Belvedere to Jackson Highway to reach the light rail station on the western side. [This location is in the City of Sacramento.]

Challenging Locations for Walking and Biking

- Fair Oaks and Howe Avenue
- Sierra Boulevard between Howe and Fulton near the Unitarian Church. There is no sidewalk between the bus stop and the church so you have to walk in the street. Need to complete the sidewalk.
- Crossing streets where there are railroad tracks.
- Fire hydrants in the middle of sidewalks.

Other Input on Engagement

- Cheryl Bennett and April Wick offered to provide additional contact information for NorCal Deaf Association.
- The online survey should be made to be fully accessible.
- The web map could have had boxes to be able to be more accessible.
- Alta has an interactive survey, but it needs to be tested by screen readers.
- DAC/ECOS/DOT did a walk evaluation 15 years ago on Sierra Boulevard from Howe to Watt Avenue that could be useful.
- Gene Lozano can find a volunteer to test for screen readability.

City of Citrus Heights – October 13, 2020

Attendees

- 4 people participated via virtual Zoom meeting
- Casey Kempenaar, City of Citrus Heights
- Leslie Blomquist, City of Citrus Heights
- Rick Carter, Sacramento County Department of Transportation
- Mikki McDaniel, Sacramento County Department of Transportation

Input Received

- West Arcade Trail – Creek Corridor Feasibility Study is coming up. Orangevale Recreation and Park will be participating. The alternate scenario is for the trail not to go through the County and to instead, follow the County line.
- Electric Green way stops at Wachtell just south of Titalo Way
- Discussed the four agency multi-connector feasibility study. City will pursue a grant for a feasibility study with a County local match.
- Emails sent prior to the meeting coordinating on bikeways and walkways, including a detailed description of the four agency multi-connector feasibility study, are attached.

Sacramento County Disability Advisory Commission – Physical Access Subcommittee – November 17, 2020

Members Present: Gene Lozano, Chair; Bill Fallai, Patty Gainer, Scott Harger, Randy Hicks, Carol Moss, LaTasha Richardson, Jeff Tardaguila

Members Absent: None

Guests Mikki McDaniel, Department of Transportation

Staff: Cori Stillson and Cheryl Bennett, Disability Compliance Office (DCO)

Update – Active Transportation Plan (ATP)

Mikki McDaniel provided an overview of the ATP Public Engagement process which included 30 stakeholder groups. She summarized the community input obtained through public meetings and surveys. It was noted that there were many comments from the community at large that were similar to those provided by the Subcommittee. Some common themes were speed enforcement, path of travel to public transit, bike parking, street cleaning, connection to services, and sidewalk continuity. Members discussed and debated various access barriers often encountered with shared bike/pedestrian spaces and shared experiences with specific local intersections or neighborhoods. Ms. McDaniel thanked the Subcommittee for their input and pledged to return with further updates in Spring 2021.

Sacramento County Disability Advisory Commission – Physical Access Subcommittee – December 15, 2020

Attendees

26 people participated.

Members Present: Gene Lozano, Chair; Bill Fallai, Patty Gainer, Scott Harger, Randy Hicks, Carol Moss, LaTasha Richardson, Jeff Tardaguila

Members Absent: None

Guests Mikki McDaniel, Department of Transportation

Staff: Cori Stillson and Cheryl Bennett, Disability Compliance Office (DCO)

Staff provided an update on public engagement so far for the Active Transportation Plan update.

Mikki McDaniel provided an overview of the ATP Public Engagement process which included 30 stakeholder groups. She summarized the community input obtained through public meetings and surveys. It was noted that there were many comments from the community at large that were similar to those provided by the Subcommittee. Some common themes were speed enforcement, path of travel to public transit, bike parking, street cleaning, connection to services, and sidewalk continuity. Members discussed and debated various access barriers often encountered with shared bike/pedestrian spaces and shared experiences with specific local intersections or neighborhoods. Ms. McDaniel thanked the Subcommittee for their input and pledged to return with further updates in Spring 2021.

Input Received

Does the County have a policy on Class IV bikeways? Can emergency vehicles and paratransit vehicles still load and unload passengers curbside where there are Class IV bike facilities?

The County needs a policy on Class IV bikeways. There should be a policy in place the specifically allows loading and unloading of passengers for emergency vehicles and paratransit vehicles, regardless of other motor vehicle prohibition, within a Class IV bikeway.

Arden-Arcade/International Rescue Committee – December 29, 2020

Attendees

3 project staff, 3 project partners, and 11 community members participated in a virtual pop-up meeting through Zoom. The meeting was conducted in both English and Farsi.

- Kiara Reed, WALKSacramento
- Molly Wagner, WALKSacramento
- Jordan Grimaldi, WALKSacramento
- Margeaux Fischer, IRC
- Yassaman Vedad, IRC
- Chali Temple, IRC
- 11 community members

Input Received

Goals and Priorities

- Prioritize safe routes to parks, especially for young families.
- Prioritize safety of women and young children.
- Educational programming catered towards new immigrants to the U.S. that focuses on pedestrian and cyclist safety and bicycle maintenance.
- Increase overall engagement with immigrant communities.

Challenges

- Many people are walking less than before due to Covid-related health and safety concerns.
- Recent immigrants to the United States find it challenging to understand or learn pedestrian etiquitte and safety.
- Missing sidewalk segments, lack of lighting, and fast-moving traffic create an unwelcoming and unsafe environment for pedestrians and cyclists.
- Long distances to popular destinations make walking and biking unrealistic, especially for young families.
- Allowing children to play in the street is a cultural norm in the Afghan community, however, American drivers do not expect this, making it dangerous for both drivers and young pedestrians.

Opportunities

- Culturally sensitive educational programs and campaigns related to pedestrian and cyclist safety for walkers, bikers, and drivers.
- Partnerships with bike advocacy organizations to organize and provide classes for those who wish to learn more about cycling, including how to ride a bike and bike maintenance.
- Wayfinding available in multiple languages to help a wider variety of people feel more confident and safe when travelling to their destination.
- Infrastructure improvements, such as wider sidewalks and dedicated bike lanes, to encourage walking, biking, and rolling.
- Improving connections between transit and cyclist and pedestrian networks.

South Sacramento – January 14, 2021

Attendees

4 project staff, 3 project partners, and 21 community members participated in a virtual pop-up meeting through Zoom. The meeting was conducted in both English and Spanish.

- Mikki McDaniel, Sacramento County Department of Transportation
- Alicia Brown, WALKSacramento
- Jordan Grimaldi, WALKSacramento
- Anne Okafor, WALKSacramento
- Nahdxyeli Valdez, La Familia
- Marissa Reyes, La Familia
- Maria Cruz, La Familia
- 21 community members

Input Received

Goals and Priorities

- "Comfort" means feeling safe and secure and being able to move freely wherever people want to go.
- "Safety" means:
  - A lack of danger and being able to do things without getting hurt.
  - Having no risk when exercising or walking. Not having to be on your guard to avoid hazards.
  - No loose aggressive dogs.
  - Barriers to protect from automobiles and not having to worry about a car hitting you when crossing the street.
  - Good lighting and enough foot traffic to prevent crime.
- Favorite forms of active transportation include walking, biking, and scootering. People often use active transportation to get to transit as well.
- Favorite destinations for active transportation include schools and parks. Specific destinations include:
  - Old Sacramento (favorite way to get there is to go under the pedestrian bridge and out to the river trail)
  - Walking and biking in the delta
  - Shasta Park and Echo Park in Elk Grove
- Prior to the pandemic, people used to walk, bike, or roll between 3-5 times per week, primarily for work and to drop off/pick up students from school. During the pandemic, people are using active transportation less because of shelter in place.
- Generally, active transportation is seen as a great way to relieve stress, interact with friends and neighbors, and go out to places like parks.

Challenges

- Places are far away
- Biking is a lot of work
- Hot and rainy weather discourages active travel
- Health and safety concerns during the pandemic
- Traffic safety – cars don't respect pedestrians
- Personal safety – usually people in the neighborhood are friendly but sometimes they aren't
- Lack of lighting, especially in the evening when the chance of being hit by a car increases
- Lack of curb cuts and smooth sidewalks

- Bike lanes often don't feel safe because they are narrow and have debris such as broken glass. One participant shared that biking is her only method of transportation to work, and broken glass in the bike lane creates concerns about popped tires. Additionally, because bike lanes are narrow and close to fast traffic, many people use the sidewalks instead. However, sidewalks also tend to be bumpy and create an uncomfortable ride.

Sacramento County Agencies – September 22, 2021

Attendees

Four people participated in a virtual focus group conversation through Zoom.

- Victoria Cacciatore, SACOG
- Tim Choi, Sac County Department of Human Assistance
- Cheryl Bennett, representing the Disability Compliance Office and Disability Advisory Commission
- Alicia Brown, WALKSacramento
- Molly Wagner, WALKSacramento
- Mikki McDaniel, SacDOT

Input Received

Goals and Priorities

- Make sure that an ATP fits in with the context and supports other initiatives. Look at where people go within a two-week period.
- Access to jobs and job interviews.
- Provide bikes for people and linking them to major volunteer or service provider destinations.
- Safe crossings for people using mobility devices that includes clear marking, ramp, no dedicated turn lanes, straight not diagonal crossing, and longer walk times.
- Think about families and their use of sidewalks and refuge islands.

Challenges

- Continuous access is really difficult in the county for medical services.
- Service delivery model for assistance does no good if people can't access healthy foods or farmers markets.
- People aren't able to get to the places they need to go to.
- Unsafe crossings.
- Bicycles sharing space with pedestrians is a danger to people with disabilities or impairments.
- More uniform bike lane design.
- Prioritize bicycling as transportation; or identify streets as either bike friendly or not.
- Really wide intersections.
- Specific locations of concern:
  - Stockton Blvd and Florin Road are dangerous for walking and biking
  - Long stretches between crossings in north areas.
  - Bell and Arden: crossings to school.

Opportunities

- Work with Black Child Legacy Campaign, WIC, and other clusters of services.
- BCLC would be great for spreading the survey.
- Pop-up projects.
- SACOG TOD toolkit has transit stations in Sac County that would be useful to examine in how it could support initiatives. Butterfield station has been identified for short-term opportunities

Foothill Ranch Middle School – November 4, 2020

Attendees

19 people participated in a virtual focus group conversation through Zoom, including 10 Foothill Ranch students, 5 after-school program staff, and 4 project team members.

Project Team:

- Mikki McDaniel, Sacramento County Department of Transportation
- Alicia Brown, WALKSacramento
- Molly Wagner, WALKSacramento
- Anne Okafor, WALKSacramento

Input Received

Goals and Priorities

- Benefits to walking, biking, and rolling:
  - See and meet people
  - Good for exercise and health
  - Less pollution in the air
  - Helps clear the mind
  - Not everyone has a car

Challenges

- Personal safety is a concern when walking in the neighborhood.
- Lack of lighting, narrow sidewalks, and litter create an uncomfortable walking experience.
- Specific areas of concern:
  - Hillsdale Boulevard has a lot of fast traffic that makes it feel unsafe for walking and biking.
  - Cars drive fast along Diablo Drive and do not yield to pedestrians trying to cross.
  - Locations that were specified as walking and biking destinations included Robert Frost Park, La Superior Mercado, and Dollar General.

Opportunities

- Students often use active transportation to go to parks, stores, and restaurants. Connectivity to these locations is critical.
- Want to have more greenery in the neighborhood and along routes.

Fern Bacon Middle School – November 2, 2020

Attendees

17 people participated in a virtual focus group conversation through Zoom.

Fern Bacon Middle School Staff:

- Monica Ramos

Project Team:

- Alicia Brown, WALKSacramento
- Jordan Grimaldi, WALKSacramento
- Kiara Reed, WALKSacramento

Input Received

Goals and Priorities

- Frequent destinations that students mentioned travelling to included parks, the Splash Aquarium, convenient stores, and friends' houses. Access to these locations should be prioritized, with special attention to youth safety and comfort.
- Walking, running, and biking were expressed as preferred active transportation methods.

Challenges

- Streets adjacent to Fern Bacon Middle School appear to be hot spots for vehicular and pedestrian accidents. Several students reported being personally involved in crashes or knowing friends and family who had been involved in crashes along Franklin Boulevard and Florin Road.
- Longer distances to certain destinations was mentioned as an obstacle to using various modes of active transportation more frequently.
- Poorly maintained roads caused issues for bicycle maintenance (i.e., popped tires), placing cost burdens for repairs on youth.
- Specific areas of concern:
  - Florin Road (especially near where the Light Rail intersects with Florin)
  - Franklin Boulevard (especially in front of Bowling Green Elementary School)

Opportunities

- Providing more shade (i.e., street trees) along popular routes could encourage students to walk more frequently, especially during hotter times of the year.
- Adding traffic calming and/or enforcement measures, such as traffic light cameras, offer opportunities to promote safety for students and families around Fern Bacon Middle School.

Aging Adults – AARP – December 3, 2020

Attendees

4 project staff, 1 project partner, and 22 community members participated in a virtual pop-up meeting through Zoom.

- Mikki McDaniel, Sacramento County Department of Transportation
- Kiara Reed, WALKSacramento
- Jordan Grimaldi, WALKSacramento
- Anne Okafor, WALKSacramento
- Jennifer Berdugo, AARP
- 22 community members

Input Received

Goals and Priorities

- Prioritize infrastructure that helps reduce speeds in and around residential neighborhoods.
- Prioritize safe routes to parks, trails and essential destinations.
- Prioritize safety of aging populations and persons with disabilities who may use walkers and wheelchairs.
- Prioritize improvements in all areas particularly outside of the midtown and the downtown core.

Challenges

- When biking and walking there are a lot of blind spots that make it dangerous.
- Wet leaves in dedicated bike lanes make it unsafe for bicyclists.
- Bike lane widths are not wide enough, are incomplete or simply do not exist.
- Biking and walking is not always safe, especially at night and current infrastructure doesn't support walking and biking.
- Wheelchair ramps are broken, inconsistent and worn out.
- Without sidewalks, using a walker is difficult and unsafe.

Opportunities

- Infrastructure improvements, especially around visibility and wayfinding.
- Prioritize infrastructure improvements like wider sidewalks and dedicated bike lanes, to encourage walking, biking, and rolling in areas that currently prioritize vehicles.
- Utilize Barcodes or QR codes where you can click and access maps.

Disability – Resources for Independent Living – October 23, 2020

Attendees

8 people participated in a virtual focus group conversation through Zoom.

- Nicholas Lanphear, Resources for Independent Living
- April Wick, Resources for Independent Living
- Tony Vi, Resources for Independent Living
- Kaelea Luca, Resources for Independent Living
- Angelina Guerrero, Resources for Independent Living
- Helen O'Connell, Resources for Independent Living
- Alicia Brown, WALKSacramento
- Jordan Grimaldi, WALKSacramento

Input Received

Goals and Priorities

- Prioritize access to the following locations by increasing connectivity between pedestrian, bus, light rail, and cyclist networks: grocery stores, hospitals/medical offices, schools, and job centers.
- Improve access to outdoor recreational opportunities, particularly trails and parks, by consistently providing 110 outlets for those who use electrically powered mobility devices.

Challenges

- COVID-19 Challenges
  - Bikeshare (Jump Bikes) was not available for a period of time during the pandemic.
- Poorly maintained sidewalks and roads make cycling, walking, and rolling dangerous, especially along busy roadways.
- Many bus stops do not have elevated sidewalks, which increases the incline of the wheelchair ramp from the bus to the street and creates unsafe conditions for wheelchair users.
- There is a disconnect between job centers and public transportation/active transportation networks (i.e., jobs in the food service industry in Natomas difficult to access without a car)
- Specific areas of concern:
  - Along Jackson Road: no sidewalk–dangerous for walking
  - Between Sacramento City College and Hiram Johnson High School: unmaintained, narrow dedicated bike lane shared with parked cars, runs parallel to busy roadway, aggressive drivers–dangerous for cycling
  - Harlin Drive around the Applied Behavior Consultants (ABC) School: no sidewalks or bus stops – dangerous for walking, difficult to access
  - Between Power Inn and Rancho Cordova: no sidewalks–dangerous for walking
  - 14th Avenue from Sutter to 65th Street: Narrow road with busy traffic, unprotected bike lane – dangerous for cycling
  - Florin Road: sidewalk gaps, difficult surfaces (i.e., gravel) to walk on – dangerous for walking, rolling, biking
  - 47th Avenue: There are sidewalk gaps that prevent access to bus stops
  - Thornhill Drive: no bicycle facilities, dangerous for cycling (especially at night)

Opportunities

- Think creatively about promoting access to alternatives of key destinations. For instance, emphasizing access to local farmers' markets can improve access to healthy food for those who are located further away from grocery stores.
- Connecting active transportation networks to public transportation networks, particularly addressing first/last mile gaps to light rail stations and bus stops, was identified as a priority. Micro mobility modes (i.e., bike share and scooters) appear to be frequently used to access transit.

Greater Sacramento Area Park Managers Meeting – March 18, 2020

Attendees

3 people and 1 County staff person participated via virtual Zoom meeting. (Not all participant names were recorded.)

Liz Bellas, Sacramento County Regional Parks

Mike Heller, Rio Linda Elverta Parks

Cristina James, Cordova Recreation and Parks

Mikki McDaniel, Sacramento County Department of Transportation

Staff presented on the Active Transportation Plan schedule, outreach, and analysis. Some key points from the analysis include:

- Concurrent with outreach, our consulting team, Alta and DKS Associates, have been performing analysis to figure out where we need to improve bicycle and pedestrian facilities. Their analysis includes origin/destination, safety, equity, and level of stress.
- **The bicycle network is inconsistent** across the County. Some communities have dense networks and other areas have few facilities.
- There are **limited regional connections** between incorporated and unincorporated County

- Many trips **less than 5 miles** occur in the northern part of the County. Most areas of the County are projected to see some increases in walking and biking trips
- **Access to light rail is key** because most current and future jobs will be located along light rail lines
- The highest concentrations of **population growth** are expected to occur within the master plan areas
- 55 miles of roadway (6.5% of unincorporated roads) compose the high-injury network
- Many designated bikeways are **high-stress for people biking.** Most arterial and collector streets are also **high-stress for people walking**

Staff discussed how the plan can help Sacramento Area parks for their districts' projects. Invited park districts to the May workshops.

Input Received

- No input received.

City of Elk Grove – February 8, 2020

Attendees

3 people participated via virtual Zoom meeting

Kevin Bewsey, City of Elk Grove

Carrie Whitlock, City of Elk Grove

Mikki McDaniel, Sacramento County Department of Transportation

Input Received

Discussed Elk Grove-unincorporated County bike and ped issues, including:

- Laguna Creek Trail has several alignments west of Franklin Boulevard and south of Cosumnes River Boulevard, depending of whose plan you are looking for between the City of Elk Grove, City of Sacramento, and County of Sacramento. The City of Elk Grove has a grant to look at this and do more planning.
- Overlap in planning with different proposed facilities for Grant Line Road and Kammerer Road.
- Class 1, 2, 3 connections across Calvine Road and considering EGUSD boundaries do not align with City Limits
- Consider adding a priority to the County's plan, to inform Elk Grove planning efforts.

County requested GIS or a map for Laguna Creek Trail that Elk Grove is using, and any proposed connections across Calvine Road.

Meeting Follow-up

Mikki McDaniel sent the City the adopted Ped and Bicycle Master Plan GIS for the County as well as responses below on February 10, 2021.

- Laguna Creek Trail alignment – County adopted BMP (pdf) show an existing Class II along Franklin and proposed Class II along Cosumnes River Blvd west of Franklin in the pdf of the plan.
- Crossings over Calvine Road proposed in County adopted Bicycle Master Plan include a Class I crossing in between the high schools east of Kingsbridge; and another Class I crossing along UPRR.
- County mapping shows a proposed Class II on Kammerer from Bruceville to Grant Line/Cosumnes River Blvd.

Health Organizations – September 22, 2021

Attendees

6 people participated in a virtual focus group conversation through Zoom.

- Stacy Springer, Breathe CA
- Misael Chavarin, UC Davis Trauma Prevention Center
- Roxana Garcia-Ochoa, Health Education Council (HEC)
- Monica Alleje, American Heart Association (AHA)
- Alicia Brown, WALKSacramento
- Molly Wagner, WALKSacramento

Input Received

Goals and Priorities

- Need to consider first and last mile connections between various modes.
- A Complete Streets policy would be valuable in order to ensure a holistic approach to transportation and access.
- Signage and wayfinding are important amenities to provide connectivity to trails and safe pedestrian and bicycle routes.
- Lighting is critical for personal safety.
- Shading for trails and streets improves comfort as well when walking and biking.
- Breathe sees potential for the Plan to help improve air quality through reduced VMT.
- UCD is interested in seeing if there has been a spike in pedestrian and bicycle injuries in recent years, and is particularly interested in analyzing injury data trends around e-bikes and scooters.

Challenges

- COVID-19 challenges:
  - It has been challenging to successfully engage with people on-the-ground. Programs such as Breathe's Community Carshare and HEC's Walk With Friends program have been heavily impacted because of the need to meet face-to-face with residents.

  - There is a lot of Zoom fatigue, and not everyone wants to be on Zoom calls.
  - Programs and services have pivoted away from big events and shifted to virtual settings.
- Access to daily destinations is a big barrier for a lot of people, particularly to grocery stores and meal pick-ups. Students who don't have reliable transportation face challenges in picking up meals at school sites, which are more set up for vehicle pick-up.
- Lack of continuous sidewalks and crosswalks.
- Outside of the Sacramento downtown core, there are fewer bike lanes and people tend to bike on the sidewalk. People also often don't wear helmets.
- Shared active transportation spaces (especially with e-bikes and scooters) can lead to crashes and unsafe conditions between pedestrians and bikes.
- Specific areas of concern:
  - American River access on Watt Avenue: one side of the river is well lit and maintained, while the other side is not and feels more unsafe.
  - American River access at Discovery Park: lots of personal safety concerns with people experiencing homelessness on the trail.

Opportunities

- Short videos have been effective for AHA in promoting messaging around health. Rather than having Zoom meetings to educate people, it could be useful to provide short videos on social media and schedule virtual meetings for direct feedback as needed.
- Work with elected official districts to get the word out about community events.
- HEC works closely with the Twin Rivers Unified School District in North Sacramento and can support sharing information about the survey and workshops.

Phase 1 Workshop Summaries – November 10, 2020

Attendees

Project Team Staff

- Mikki McDaniel, Sacramento County Department of Transportation
- Otto Melara, Alta Planning
- Libby Nachman, Alta Planning
- Kiara Reed, WALKSacramento
- Alicia Brown, WALKSacramento
- Molly Wagner, WALKSacramento
- Jordan Grimaldi, WALKSacramento
- Anne Okafor, WALKSacramento
- Julissa Rocha, Languages 4 You

Afternoon Session 12:00 - 1:30pm

- Zoom: 48 participants, including 9 project team staff
- Facebook Live: 15 participants

Evening Session 6:00–7:30pm

- Zoom: 28 participants, including 9 project team staff
- Facebook: 14 participants

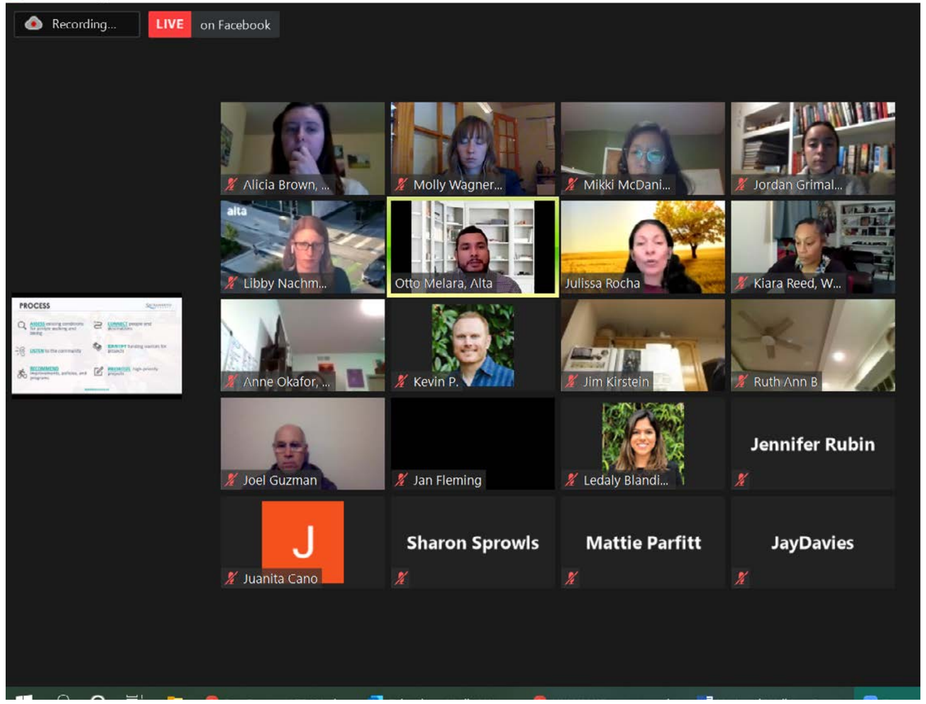
Workshop Summary

Two workshops were held on Tuesday, November 10th for the Sacramento County Active Transportation Plan. The goal of the workshops were to increase awareness of the Active Transportation Plan, understand overarching concerns for walking, biking, and rolling, and understand location-specific challenges and opportunities. The workshops began with a presentation about the Active Transportation Plan, with online polls and question and answer interspersed throughout. Simultaneous Spanish translation was provided for both of the workshops.

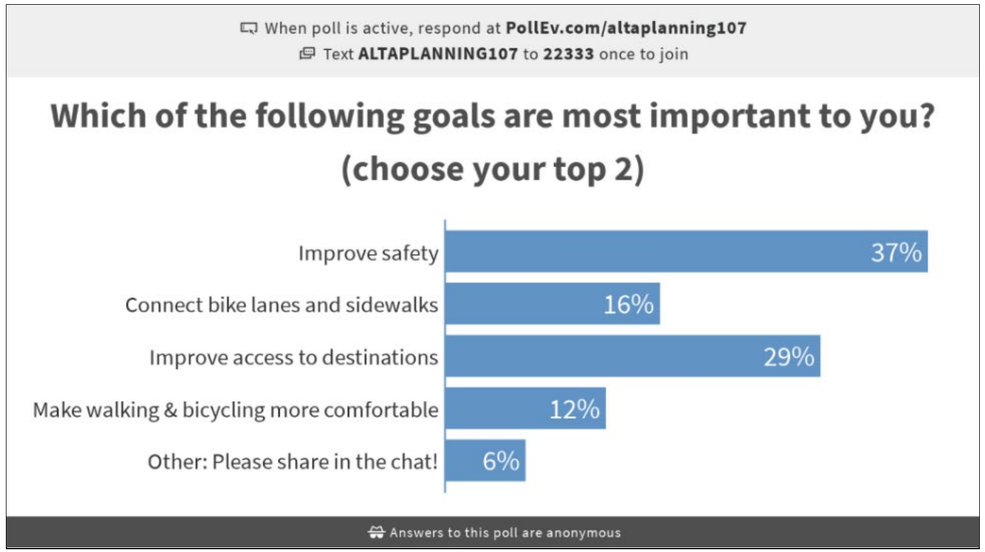
Input Received

Goals and Priorities

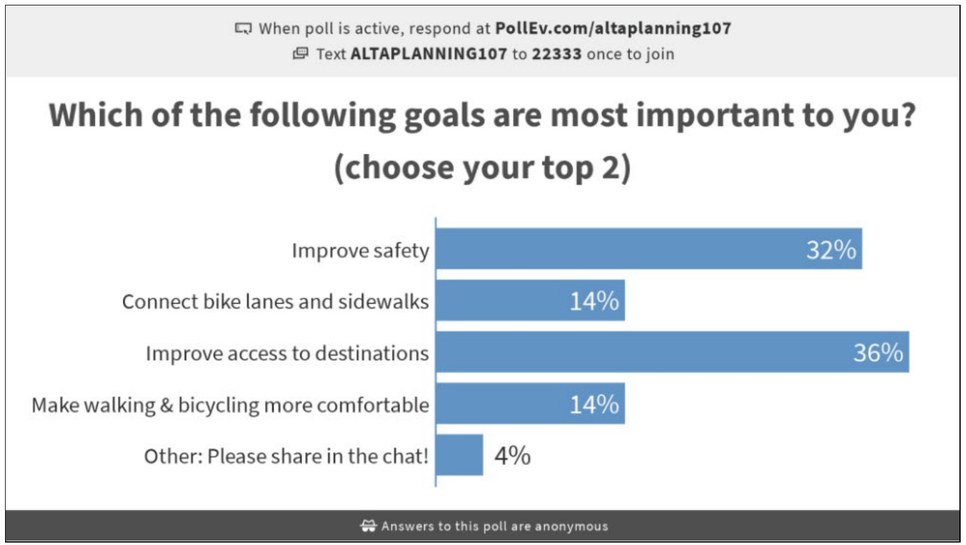
- Improving safety and improving access to destinations were the top-rated priorities for both the afternoon and evening workshops.
- Improve safety for everyone, especially people walking and bicycling.
- Develop more connected bicycle and sidewalk networks.
- Increase access to parks, schools, and other community destinations.
- Make walking and bicycling more comfortable.
- Improving access and connections is the foundation of a safe transportation network.
- Educate bike riders to ride in the same direction as auto traffic.
- Educate drivers about being more aware of people walking, biking, and rolling.
- Increase signage on bike trials and roads.
- Reduce speed limits through design, such as reducing vehicle lane widths and eliminating one-way streets.
- Be mindful of the needs of cane users and people with mobility, vision, and hearing disabilities.
- Transportation issues must be intersectional and center the voices and experiences of BIPOC.
- Create safer connectivity to transit.



Workshop 1 participants



Fall Workshop Afternoon Session (11/20/2020). 49 respondents



Fall Workshop Evening Session (11/20/2020). 13 respondents.

Challenges

- Residents generally don't feel safe biking, walking and rolling.
- If bikes and pedestrians don't have alternate connection options, they get funneled into the same transportation corridors with cars, which is inherently less safe.
- As far as sidewalk maintenance goes, many miles of sidewalks are hazardous for pedestrians and wheelchair users.
- Bikers tend to ride against traffic, which is more dangerous than riding with traffic. With the proper infrastructure, this could make biking with traffic feel safer.
- There are a lot of freeway off/on ramps in this community that can create obstacles for folks walking and biking.
- Specific areas of concern:
  - More all-way stop signs and crosswalks leading to river trails, especially at Maine Avenue, Dredger, and Winding Oak.
  - Need more buffered bike lanes on busy streets, such as Franklin Boulevard in Elk Grove.
  - Missing sidewalk segments on Marconi between Ashbourne and Morse.
  - There is not a safe way to cross from Fair Oaks onto Morse without going against traffic, which is very dangerous.
  - Carmichael has several street arteries with minimal sidewalks and utility poles that make it difficult to walk and bike.
  - Jackson Highway has little or no shoulder for biking making it dangerous for bikers and also frustrating for motorists trying to pass. Widening the road to make space for bicyclists is ideal.
  - Frontage streets, such as along the south side of El Camino Avenue between Bell and Howe, are dangerous and difficult for pedestrians to maneuver.

Opportunities

- Data and policy opportunities:
  - Look into the county's ADA transition plan recommendations for inclusion into the ATP.
  - Get involved in the Caltrans Active Transportation Plan for District 3 to coordinate around freeway ramps and overpasses.
  - Use data sources such as Strava Metro and other Mobility Crowd Sources to capture a larger audience of where people are biking, and to see what connections would be most useful.
  - Map pedestrian and bicycle injuries and related citations for the County.

- Prioritize funding for pedestrian and bicycle projects.
- Coordinate with city plans, such as City of Sacramento.
- Work with utility agencies to underground utilities.

- Design opportunities:
  - Put up speed limit signs at closer intervals to improve driver awareness and enforceability.
  - More arrows indicating correct walking and biking directions on trails.
- Outreach opportunities:
  - Engage with schools, parent groups, business districts, climate change and biking organizations (SABA, 350 Sac, Sacramento Bicycle Kitchen, Bicycle Advocates of Rancho Cordova, etc), college and high school students, senior living communities, and faith communities.
  - Utilize Next Door, apartment complex newsletters, and other local communication networks.
  - Conduct intercept interviews at grocery stores, transit stops, and farmers markets.
  - Coordinate with utility districts and SacRT to share information.
  - Put informational signage at dangerous intersections.
  - Ensure that the online map is in a mobile-friendly format.

Key Questions from Attendees

- Data
  - Are there data (police) available to study and to think about possible improvement recommendations?
  - Is there any comprehensive data, for Sacramento County, on walkability, sidewalk conditions, bike lanes, or pathways for no vehicle transportation?
  - Have the bike/ped injuries and related citations been mapped for our county?
  - Where do we find the results of your current assessment of existing conditions?
- Safety + Security
  - Are there any measures to reduce vehicle speed on residential streets (i.e. traffic calming)?
  - I had yet another bike (with a good lock) stolen this year from a secure location. This is a serious problem in our area. What can we do about it as part of this plan?
  - Are there any plans in place for better street cleaning to reduce impacts on cyclists?
  - How do you plan on keeping people safe who are not in cars?
  - How does the plan address improvements that intend to make women feel more comfortable and encouraged to ride?
  - What does “comfortable“ mean?
- Plan + Process
  - What influence do we have upon our desires?
  - What are the long-term strategies for maintaining any new infrastructure as well as the old?
  - Are there any education and outreach programs to elementary schools promoting bike to school and walk to school?
  - How does the county's plan mesh with the work being done in some of our cities (e.g., the City of Sacramento)?
  - I understand that County is considering joining the Age Friendly Network. Will you build in those considerations into the plan?
- System Connectivity
  - How soon can we connect all schools with bike lanes, especially in regards to crossing Arden and Alta Arden?
  - What is being done regionally to connect individual city bike trail systems?
  - Is there a chance Sacramento will be home to more bike boulevards, especially through downtown/ midtown?
  - What is Sacramento County doing in regards to electric vehicles?
  - I don't quite understand "connect bike lanes and sidewalks." Does this mean connecting them to each other? Improving the bike network?
  - What is your definition of “human powered” transportation? Does this include electric bicycles, electric scooters, electric skateboards, etc.?
- Funding
  - How would the plan be funded and what is the process for building the solutions identified in an active transportation plan?
  - About sidewalk maintenance, many miles of sidewalks are hazardous for pedestrians and wheelchair users. What party is responsible and is there funding for improving sidewalks?
- Infrastructure
  - As a bike commuter, are there plans to install more bike friendly 'trigger' buttons at stoplights?
  - How will ongoing maintenance concerns be addressed in the plan? (e.g. repairing curbs, cleaning up glass on sidewalks or bike lanes, etc.)
  - Are green bike lanes cost prohibitive? Would be awesome if every bike lane was painted green.

POP-UP EVENTS

SACOG Youth Leadership Academy – May 15, 2021

Attendees

2 project staff, 2 project partners, and 25 students participated in a virtual pop-up meeting through Zoom.

- Kiara Reed, WALKSacramento
- Jordan Grimaldi, WALKSacramento
- Rosie Ramos, SACOG
- Jazmin Luna, Pro Youth and Families
- 25 students

Input Received

Goals and Priorities

- When participating in the "dream street" activity, students shared that their ideal streets included lots of shade and vegetation, community gardens, wide walking paths separated from cyclists, more bike lanes, and better access to entertainment.
- Popular destinations that students walk or bike to included school, friends' houses, local cafes and parks, markets, and work, and around the neighborhood.
- Safety and equity were the top two factors students indicated for prioritizing pedestrian and cyclist improvements. Several students shared their concerns and observations related to unequitable distribution of active transportation facilities throughout the county, such as the disparities between Elk Grove and South Sacramento.

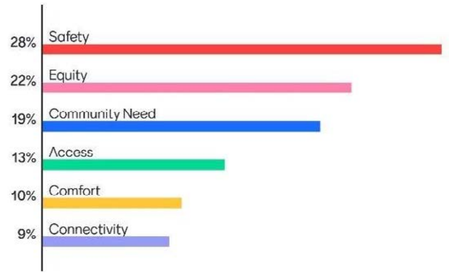
Challenges

- Time, distance, personal safety, sidewalk gaps, unmarked crossings, uneven or unmaintained pavement, and lack of lighting were major barriers when walking or biking for students.
- Bus stop siting was identified as another challenge. Students reported bus stops in their neighborhood being located at busy intersections with minimal-to-no crossing facilities, making it unsafe to access transit by foot or bike.
- At busy intersections with unmarked crossings, students reported frequently observing people running into the street to use center turn lanes as median refuge islands, resulting in several near-misses.

Opportunities

- Overall, sidewalks and crosswalks were students' top priorities for pedestrian improvements. For bicycling improvements, students preferred shared-use paths and buffered bike lanes because they provide the highest degree of separation between cyclists and cars.
- Students had concerns related to Class II bike lanes because of the minimal separation between cyclists and drivers. They also frequently observed parked cars occupying the Class II bike lanes in their neighborhoods.
- In terms of pedestrian improvements, students had concerns about median refuge islands because they thought refuge islands might encourage people to run into traffic as they currently observe people doing. Thus, students recommended median refuge islands be paired with crosswalks and other pedestrian facilities to promote safety and discourage dangerous crossing behavior.
- Future opportunities to engage SACOG's YLA students should be explored in future project phases as the group provides a critical youth perspective and already possess background knowledge on planning and active transportation.

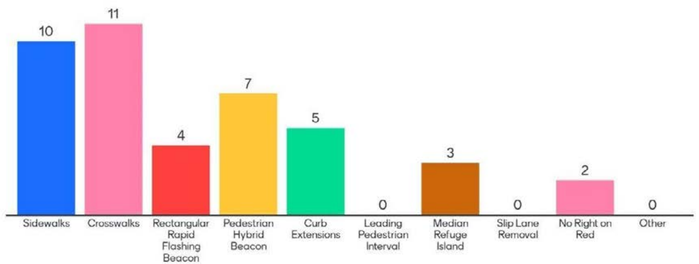
What priorities are most important to you?



Where do you like to walk, bike, or roll to?

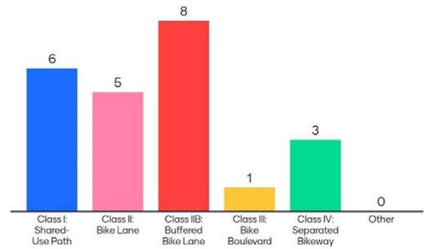
Which pedestrian improvements would you like in your community?

Mentimeter



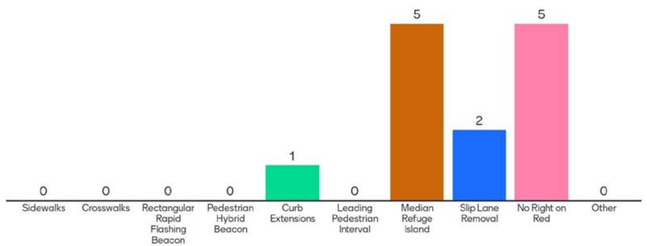
Which bicycle improvements improvements would you like in your community?

Mentimeter



Which pedestrian improvements do you NOT like?

Mentimeter



Vineyard Bicycle Tune-up – May 21, 2021

Attendees

2 project staff, 1 project partner, and 14 community members participated in an in-person pop-up event at Don and Brenda Nottoli Park in Vineyard. The pop-up was held in conjunction with a free community bicycle tune-up hosted by the 50 Corridor Transportation Management Agency.

- Alicia Brown, WALKSacramento
- Jordan Grimaldi, WALKSacramento
- Leah Barrett, 50 Corridor Transportation Management Agency
- 14 community members

Input Received

Goals and Priorities

- Overall, participants typically liked bike infrastructure with greater separation from vehicle traffic. Participants indicated a strong preference for Class I shared use paths and Class IV protected bike lanes.
- When asked about pedestrian infrastructure, participants were generally interested in improving crossings, particularly at major intersections.

Challenges

- Cars drive fast down neighborhood streets in Vineyard.
- Calvine Road and Elk Grove Florin Road is a really dangerous intersection for pedestrians to cross because there's so much traffic.
- Biking into Elk Grove from Vineyard is difficult because there are few routes, no sidewalks, and fast-moving traffic.
- One participant mentioned not being able to bike to work because there are no bike lanes or only Class II bike lanes, which feel unsafe for biking on.
- Protected bike lanes are difficult for drivers to navigate because they make the road more narrow.

Opportunities

- Participants indicated a need for crossing improvements and generally liked strategies such as slip-lane removal, leading pedestrian intervals and restricting right-turn movements on red lights, and rectangular flashing rapid beacons.
- Participants liked bike boulevards as a way to slow down cars in the neighborhood to make it safer for biking.
- Participants liked the proposed Class IV protected bike lanes for Howe Avenue, Watt Avenue, and other similarly busy roads.
- Participants generally liked shared-use paths because they are completely separated from cars, although there were some concerns with pedestrian and bicycle conflicts.
- Participants generally liked the proposed buffered and protected bikes lanes in North Vineyard, specifically the proposed buffered bike lane on Bradshaw.
- Participants asked whether bike bridges would be included in the Plan and indicated a desire for a bridge over the American River Trail near the Watt Avenue access point in order to get from the south side to the north side.

Sacramento Native American Health Center – May 17, 2021

Attendees

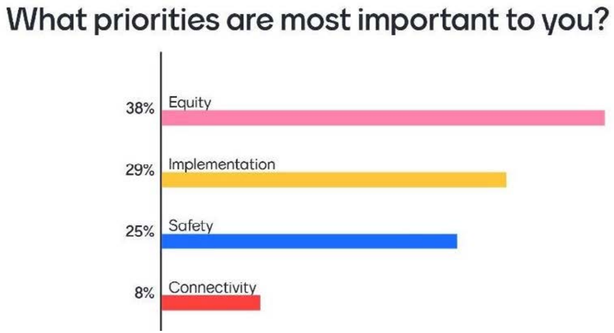
2 project staff and 3 community members participated in a virtual pop-up meeting through Zoom.

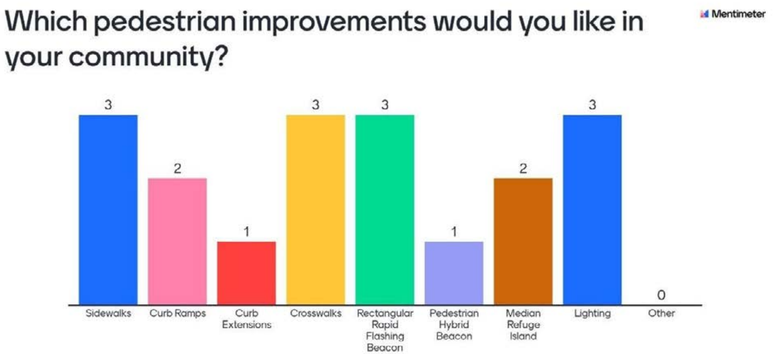
- Kiara Reed, WALKSacramento
- Jordan Grimaldi, WALKSacramento
- 3 community members

Input Received

Goals and Priorities

- As part of the "Dream Street" activity, participants shared that their ideal streets were streets where children could safely and comfortably play, featuring wide sidewalks, traffic calming elements, and lots of shade. Participants also emphasized the desire for community spaces, edible plantings, and mixed-use development that makes it easy to access destinations by foot or bike.
- Participants' top priorities for active transportation improvements were safety and implementation. Participants shared their experiences and observations related to long-term disinvestment from pedestrian and cyclist infrastructure in their neighborhoods as compared to higher income areas in the county. Thus, participants were eager to see improvements in their community as soon as possible.





Native American Health Center Event

Challenges

- Parents do not feel comfortable allowing their children walk or bike alone due to concerns related to personal safety and inadequate active transportation infrastructure.
- Participants felt that their communities have largely been left out of city or county-led planning efforts and, thus were somewhat skeptical of the Plan's goals to bring improvements to their neighborhoods.
- Sidewalk gaps, personal safety, and fast-moving traffic are major obstacles participants face when walking, biking, and rolling in the county. Specific areas of concern included:
  - Fast moving traffic, sidewalk gaps, and homeless encampments along Lemon Hill Avenue
  - Sidewalk gaps along 65th Street
  - Major homeless encampments and reported sex work south of Stockton Boulevard and Lawrence Drive

Opportunities

- Participants felt that their community would benefit from education campaigns for drivers, pedestrians, and cyclists alike to raise awareness for road safety.
- One participant is an active member of the Indigenous community in Sacramento and has direct connections to the annual Powwow, which could provide future opportunities to better engage Native-identifying residents.
- Another participant has connections to the Hmong/Lao Community Center along Lemon Hill Avenue, which could provide future opportunities to better engage the Hmong and Lao communities in Sacramento.
- Overall, participants liked all of the proposed pedestrian infrastructure improvements, particularly crosswalks, sidewalks, Rectangular Rapid Flashing Beacons, and lighting.
- Participants preferred cyclist improvements that afforded the highest degree of protection or separation from cars, such as the buffered bike lanes and separated bikeways. However, one participant had concerns related to the parking and buffered bike lanes due to potential conflict between cyclists and cars.

Resources for Independent Living – April 28, 2021

Attendees

2 project staff, 1 project partner, and 3 community members participated in a virtual pop-up meeting through Zoom.

- Molly Wagner, WALKSacramento
- Alicia Brown, WALKSacramento
- April Wick, Resources for Independent Living
- 3 community members

Input Received

Goals and Priorities

- Make sure people with disabilities are fully integrated into the community and have the choices to get where they need to go or do what they want to do.
- Participants' "dream streets" included:
  - More greenery
  - Protected bike lanes and crosswalks (such as pedestrian hybrid beacons)
  - Pedestrian-scale lighting
  - Sidewalks that are wide enough to accommodate restaurant seating as well as people using wheelchairs
  - Cane lanes that provide a tactical strip for canes to follow, particularly for winding trails
  - Integration of audible intros for storefronts to provide information on what the store is
  - Tactile crossing indicators, which can provide benefits to both blind and low vision and deaf and hard of hearing pedestrians

Challenges

- Audible signals are not integrated consistently and often get rejected due to noise complaints from neighboring residents.
- Drivers do not yield and tend to cut pedestrians off in the middle of the street while crossing. One particular location were this consistently occurs is Florin and Amherst.
- Audible signals and push buttons are often not ADA accessible. Push buttons for different crosswalks will be located on the same pole, when they should be located parallel to the crossing so that people who are blind can walk up and align themselves to the crosswalk. Additionally, push buttons may be set back far from the curb where people using wheelchairs or mobility devices cannot reach them.
  - An intersection where this challenge occurs is Fruitridge and Freeport. One participant mentioned that she does not cross here out of fear of being hit, although several of her students cross here to access the bus to get to community college. While this particular intersection is located in the City of Sacramento, proper push button alignment and ADA compliance should also be a priority for County intersections.

Opportunities

- While buffered and separated bikeways along arterial streets are valuable for improving safety, project implementation should also be balanced with cost-effectiveness. Existing neighborhood streets may already provide safe alternative routes to arterials.
- Many people use Google Maps when planning bike routes, but it isn't always up-to-date with new bike infrastructure. Will this be coordinated with map companies in the future to update?
- Does the County have ADA standards for placement of push buttons at intersections? If not, some standards and guidance should be incorporated in this plan. As an example, push buttons should always be located parallel to the crossing that they are connected to.
- Some recommended improvements to crossings, particularly for people who are blind and low vision, include:
  - Tactile signals rather than audible signals to indicate when it is safe to cross. There is an assumption that if you are blind you can hear really well, but that is just not the case. This type of signal is also better for people who are deaf and hard of hearing, as well as for quieter neighborhoods.
  - In San Francisco, there is an intersection with a lever that vibrates when the walk sign is on in addition to an audible signal.
  - The UK has one of the best crossings for people who are blind and low vision – there is a plate in braille that tells the name of the intersection and a cone that spins when it's safe to cross.
- RRFBs and Pedestrian Hybrid Beacons may be challenging for people who are blind and low vision. Because cars may not yield, is there a way know when it is safe to cross?
  - More education and outreach to blindness organizations about these types of crossings may be needed for people to become familiar with this infrastructure.
- Trails for people who are blind and low vision:
  - There needs to be a better way for people who are blind or low vision to access call boxes on trails, potentially adding an audible message or geomarker for people to locate them via phone.
  - Geomarkers for trail entrances and exits are also important to know where you are and where you can get on or off the trail. Because there are no labeled or audible intersections like on a street network, it can be difficult to know how far you've gone and where you're at.

South Sacramento La Familia – May 26, 2021

Attendees

3 project staff, 2 project partners, and 5 community members participated in a virtual pop-up meeting through Zoom that was held in English and Spanish.

- Kiara Reed, WALKSacramento
- Jordan Grimaldi, WALKSacramento
- Nahdyexli Valdez, La Familia
- Maria Perez, La Familia
- Mikki McDaniel, Sacramento County
- 5 community members

Input Received

Goals and Priorities

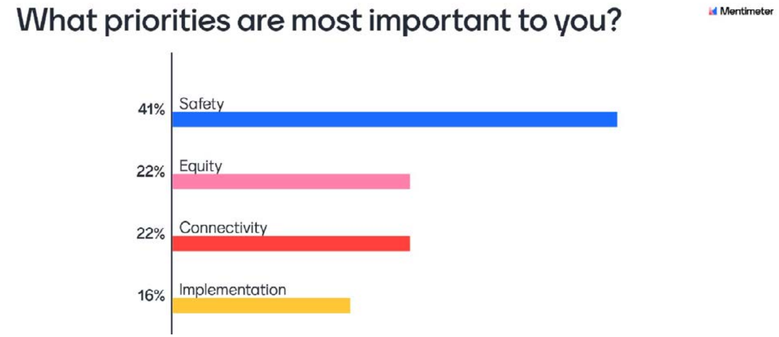
- As part of the "Dream Street" activity, participants shared that their ideal streets have plants and vegetation, places to ride bikes away from cars, curbs, bright green bike paths connecting to other streets (like in downtown Sacramento), trees for shade, and sidewalks that are wide, clean, and uncracked.
- Participants' top priority for project implementation was safety, followed by equity and connectivity.

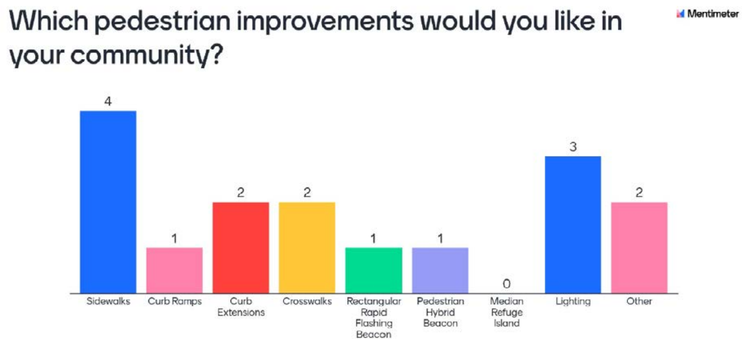
Challenges

- Sidewalk gaps are a major challenge, especially around schools. One participant noted missing sidewalks in the neighborhood around Will C. Wood Middle School as being a significant safety barrier.
- Lack of tree shade and urban greening within South Sacramento neighborhoods makes walking, biking, and rolling feel uncomfortable.

Opportunities

- For pedestrian improvements, participants indicated a desire for more sidewalks (and particularly detached sidewalks with landscaped buffers), lighting, curb extensions, and crosswalks in their communities.
- For bicycle improvements, participants indicated a desire for greater separation from cars, with Class IV separated bikeways being the highest priority. Class I shared use paths and Class IIb buffered bike lanes were also improvements that participants liked.
- Pedestrian and bicycle improvements that participants were less interested in or had concerns about included median refuge islands and Class II unbuffered bike lanes. Participants did not like Class II unbuffered bike lanes because they prefer greater separation from vehicles.





South Sacramento La Familia Event

West Arden Arcade/International Rescue Committee – April 20, 2021

Attendees

4 project staff, 3 project partners, and 13 community members participated in a virtual pop-up meeting through Zoom that was conducted in English and Farsi.

- Alicia Brown, WALKSacramento
- Jordan Grimaldi, WALKSacramento
- Libby Nachman, Alta Planning + Design
- Mikki McDaniel, Sacramento County DOT
- Yasi Vedad, International Rescue Committee
- Alyssa Serrano, International Rescue Committee
- Margeaux Fischer, International Rescue Committee
- 13 community members

Input Received

Goals and Priorities

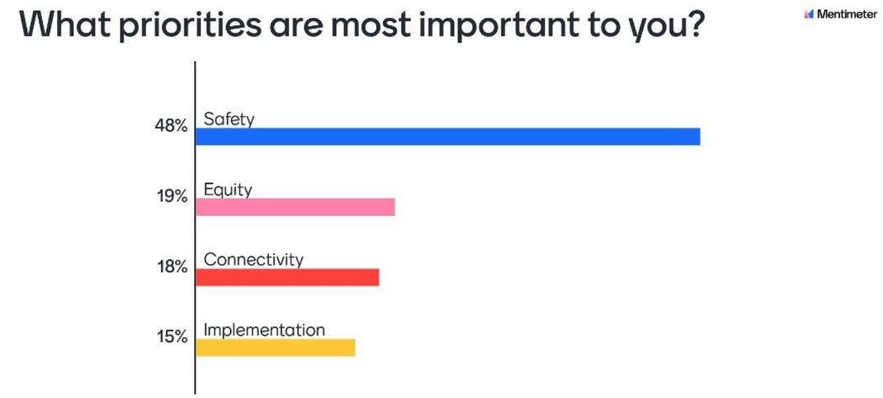
- Prioritize safety and connectivity in active transportation improvements.
- Prioritize access to parks, green space, and transit.

Challenges

- Trash and poor lighting within neighborhoods in West Arden Arcade currently contribute to lack of safety while walking and biking. In particular, the Carmichael area is very dark at night and could benefit from more pedestrian-scale lighting to encourage active transportation.
- In the neighborhood around Watt Avenue and Edison Avenue, there is a lack of parks, trails, and other public green space for walking.

Opportunities

- Overall, participants liked Class I and Class IV bike lanes due to greater separation between cars and people biking. Participants also liked pedestrian median islands as a way to make crossings feel safer.
- One participant wanted to see more lighting, street decorations, and seasonal trees and vegetation along walking and biking routes, similar to the streets from her hometown in Turkey.
- Coordinate with park districts and utility districts to improve lighting along streets and at park sites.
- Consider opportunities to increase tree canopy and urban greening in conjunction with pedestrian and bicycle improvements.



West Arden Arcade/International Rescue Committee Event

Delta Area

Attendees

4 project staff, 1 project partner, and 2 community members participated in a virtual pop-up meeting through Zoom.

- Alicia Brown, WALKSacramento
- Jordan Grimaldi, WALKSacramento
- Otto Melara, Alta Planning + Design
- Mikki McDaniel, Sacramento County DOT
- Lindsey Liebeg, Sacramento County Fam Bureau
- 2 community members

Input Received

Goals and Priorities

- Improve safety and comfort for walking, biking, and rolling in cities' main streets or commercial centers, between marinas, and between cities or towns in the unincorporated Delta region.
- Provide opportunities for recreational walking, biking, and rolling.
- Prioritize safety and connectivity in active transportation improvements

Challenges

- Given the rural nature of the unincorporated Delta region, making trips or running errands by foot or bike is difficult due to long distances between destinations.
- Little to no streets in residential or commercial areas have sidewalks. In most places, pedestrians and cyclists must share the road with fast-moving cars, large trucks, and large farming equipment (especially during harvest season) without any physical separation. In addition, the roads are very narrow in many areas, often with no shoulder or gutter, forcing pedestrians and cyclists to be in even closer proximity to vehicular traffic. Where shoulders or gutters do exist, they are often unmaintained, resulting in weed growth and uneven surfaces that make for challenging and inaccessible terrain.
- Many roads in the Delta are very windy, which decreases visibility of pedestrians and cyclists to cars and vice versa.
- Travel between cities and town, such as between Walnut Grove and Locke, is especially dangerous because the posted speed limit increases to over 40 miles per hour and there is no separation between vehicular traffic, pedestrians, and cyclists.
- The rise in navigation apps has led to an increase in cars travelling on secondary roads, such as levee roads and Highway 160, as drivers seek to bypass traffic on major highways, such as I-5. These secondary roads are not built for heavy traffic and drivers do not respect speed limits, creating unsafe conditions for pedestrians and cyclists.
- Specific areas of concern include:
  - Levee roads in the North Delta Region (specifically in Clarksburg and Courtland)
  - The "Delta Loop"

Opportunities

- Biking is already a popular form of travel among Delta residents, which increases the likelihood of future cyclist improvements and treatments in the area to be well-used.
- Participants were highly interested in Rectangular Rapid Flashing Beacons for crossings, as well as Class I shared-use paths for biking. Participants indicated that advisory shoulders seemed confusing for both cyclists and drivers alike, and would not be desirable without additional signage or education.
- One participant mentioned the possibility of piloting low-cost solutions, such as providing pedestrians with high-visibility flags for crossing streets, as seen in Salt Lake City, Utah.
- There is an approximately half mile segment of River Road between Locke and Walnut Grove that is often used by people walking. Safety of pedestrians would significantly benefit from the installation of sidewalks along this segment, and would encourage more active travel between the two communities.
- Local businesses rely heavily on foot traffic. Thus, partnering with local chambers of commerce, business associations, and local business owners for future engagement efforts present opportunities to stimulate the local economy and increase public participation and buy-in.
- Even though many levee roads are officially closed to the public, they are still widely used by Delta residents for recreation, such as the patrol road that runs from Oxbow Marina to Tyler Island Bridge Road. Partnering with private property owners could potentially expand opportunities for walking, biking, and rolling in the Delta, especially for facilities completely separated from vehicular traffic.
- Open space alongside main highways and thoroughfares presents opportunities for Class I side paths to promote safe and comfortable travel between cities, towns, and marinas.

Foothill High – May 6, 2021

Attendees

2 project staff, 1 project partner, and 19 students participated in a virtual pop-up meeting through Zoom.

- Alicia Brown, WALKSacramento
- Kiara Reed, WALKSacramento
- Andrea Villani, Foothill High Leadership Class Teacher
- 19 high school students

Input Received

Goals and Priorities

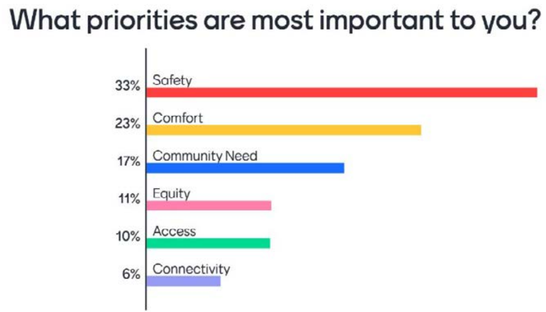
- When asked to share their ideal "dream street", students indicated that they would like to have elote carts, slushies, popcorn, ice cream, an anime store, and more trees.
- Students' favorite places to walk, bike, and roll to included parks, friends' houses, restaurants and food stores, trails, schools, and around the block in their neighborhoods.
- Overall, students' top priorities are for infrastructure projects that have the greatest safety, comfort, and community need.

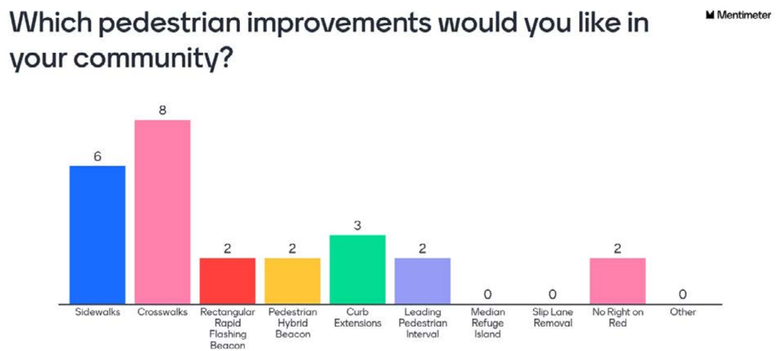
Challenges

- Personal safety was identified as a major challenge for walking, biking, and rolling in the neighborhood, especially for women. Getting lost was also a concern.
- Heat and weather conditions was another factor for students in whether or not they feel comfortable using active transportation. A lack of shade trees in particular was highlighted as a desire to improve comfort while walking.
- Lack of sidewalks and narrow sidewalks makes walking and rolling feel unsafe due to proximity to traffic.
- Many destinations don't have safe places to lock and store bikes, skateboards, scooters, and other belongings.
- Walking along Hillsdale Boulevard feels unsafe due to narrow sidewalks and speed of traffic. When asked about the bike lanes, one student mentioned that they feel safe to bike on currently, although other students were also interested in additional buffered space from car traffic.
- Elkhorn Boulevard was highlighted as an unsafe place to walk or bike due to speed and volume of traffic. Students indicated that many people don't walk there currently.

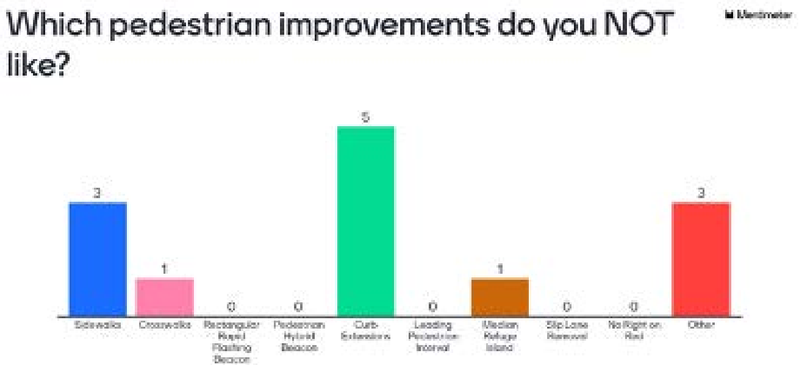
Opportunities

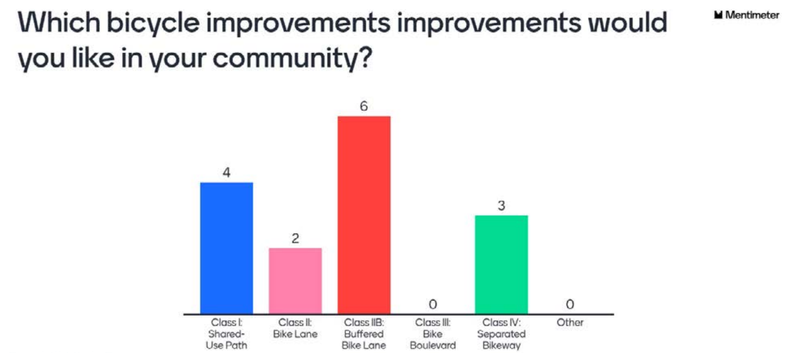
- Overall, students want more separation between pedestrians, bicyclists, and cars. The types of infrastructure that they most want to see in the Foothill Farms neighborhood include crosswalks, sidewalks, and Class IIB buffered bike lanes. For crossing treatments, students were most interested in high visibility striping and leading pedestrian intervals.
- Some of the types of infrastructure improvements that students' did not like included curb extensions, median refuge islands, and Class I shared use paths. For curb extensions and median refuge islands, students mentioned that cars crash into them (and physical property as a result), and that drivers still tend not to yield to allow pedestrians to finish crossing. For shared use paths, students indicated that bicyclists can be aggressive and were concerned about pedestrian and bicycle conflicts.
- Other investments that students would like to see include shade trees and wayfinding.



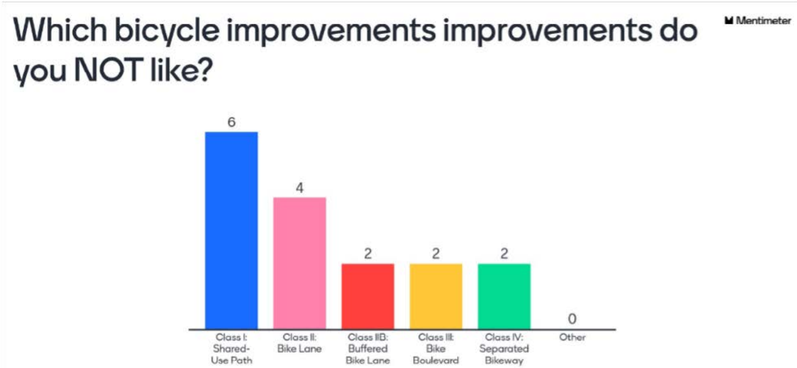


Foothill High Event





Foothill High Event



Foothill High Event

Virtual Workshops – May 18 and 20, 2021

Attendees

Project Team Staff

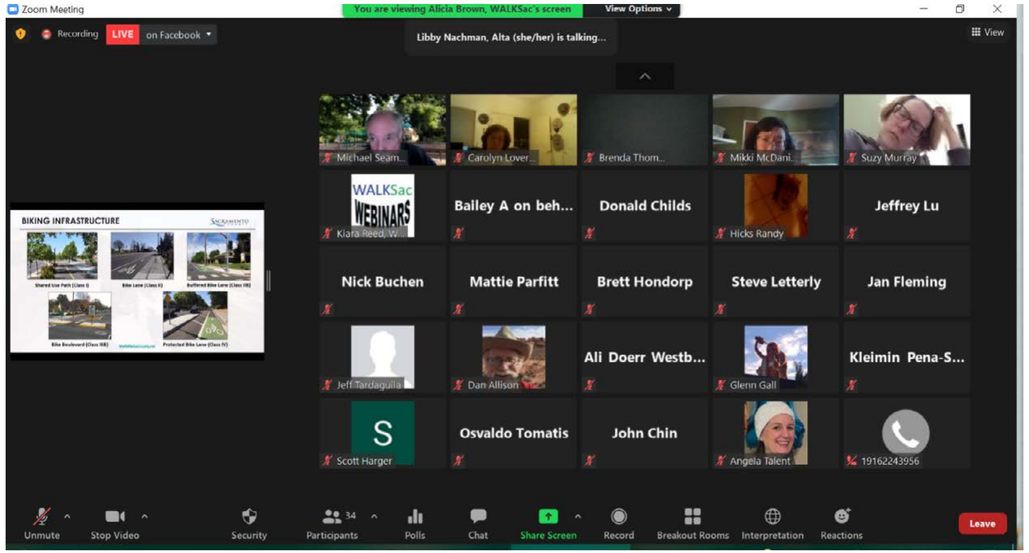
- Mikki McDaniel, Sacramento County Department of Transportation
- Bailey Affolter, Sacramento County Department of Transportation
- Libby Nachman, Alta Planning
- Kiara Reed, WALKSacramento
- Alicia Brown, WALKSacramento
- Molly Wagner, WALKSacramento
- Jordan Grimaldi, WALKSacramento
- Mileda Bermudez, Spanish Interpreter

Tuesday, May 18th from 6:00 – 7:30pm

- 8 project staff
- 27 attendees via Zoom
- 3 attendees via Facebook Live

Thursday, May 20th from 12:00 – 1:30pm

- 7 project staff
- 17 attendees via Zoom
- 4 attendees via Facebook Live



Spring Evening Workshop.

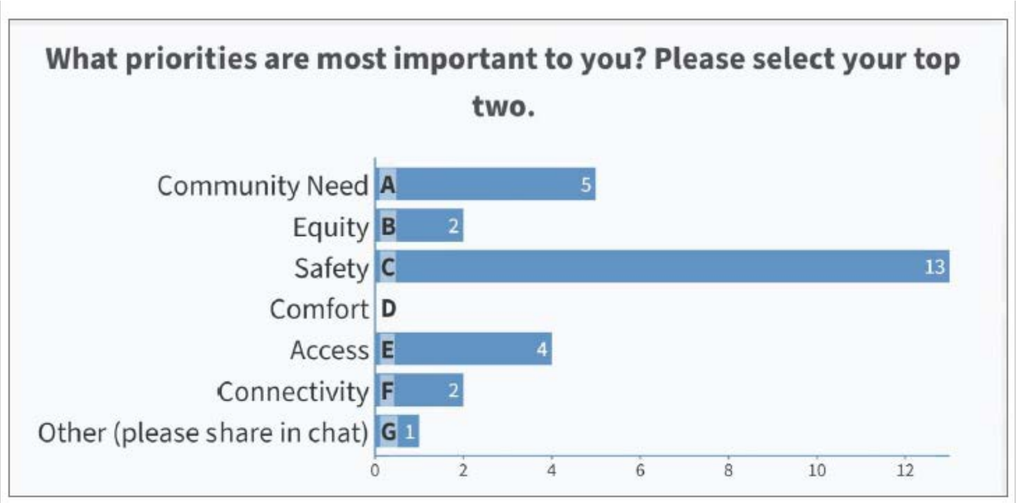
Workshop Summary

Two workshops were held on Tuesday, May 18th and Thursday, May 20th for the Sacramento County Active Transportation Plan. The goal of the workshops was to share the draft infrastructure recommendations that were developed after Phase I and to gather feedback on what types of infrastructure recommendations participants liked, didn't like, and opportunities for improvement. The workshops began with a presentation about the Active Transportation Plan, followed by a demonstration of the webmap tool. Online polls and open discussion portions were interspersed throughout to get a better sense of project priorities and preferences on draft infrastructure recommendations.

Input Received

Goals and Priorities

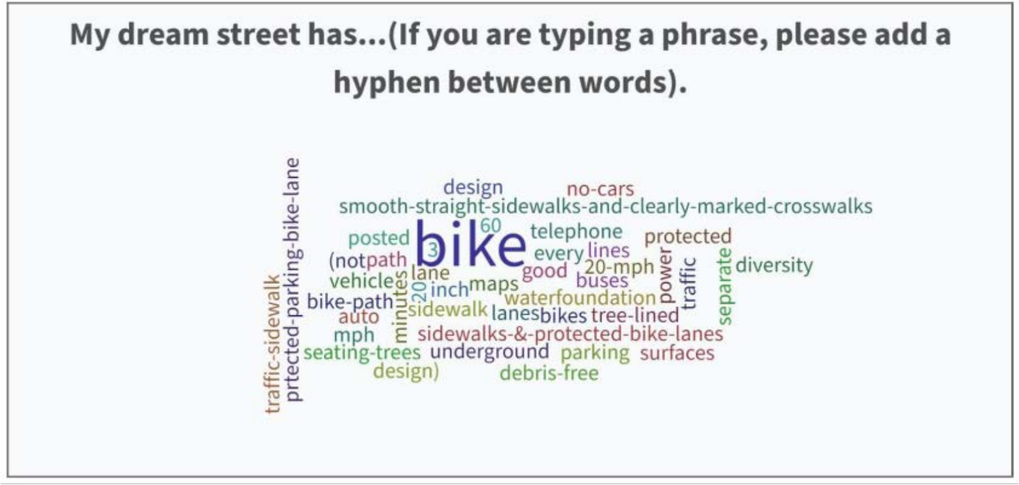
- When asked about what they would like to see on their "dream streets", workshop participants indicated wide and well-maintained sidewalks, trees, streets without cars, 20mph roads, protected and separated bikeways, audible signals, lighting, smooth pavement without potholes, and seating.
- Across both of the workshops, participants overwhelmingly indicated safety as the highest priority for project implementation (48% on May 18th and 50% on May 20th). At the May 18th workshop, the second highest priority was community need (18.5%) and the third highest priority was access (15%). At the May 20th workshop, community need, equity, and access were all tied for the second highest priority (14%).
- Access from a disability perspective was highlighted as an important priority for many participants across both of the workshops.
- Sidewalk infill and maintenance was another priority that participants brought up across both workshops. In particular, there is a need for prioritizing sidewalks near schools for a Safe Routes to School approach.
- First and last mile access to and from transit is important for ensuring that people are able to complete trips to any destination, especially by walking or rolling.
- Participants wanted better connections between neighborhoods to commercial and recreational destinations.
- Overall, participants expressed a desire for greater separation of active transportation modes from vehicle traffic.
- Other priorities included feasibility of funding, focusing improvements on streets that don't have room for bike lanes, and addressing pre-existing issues before starting new projects.



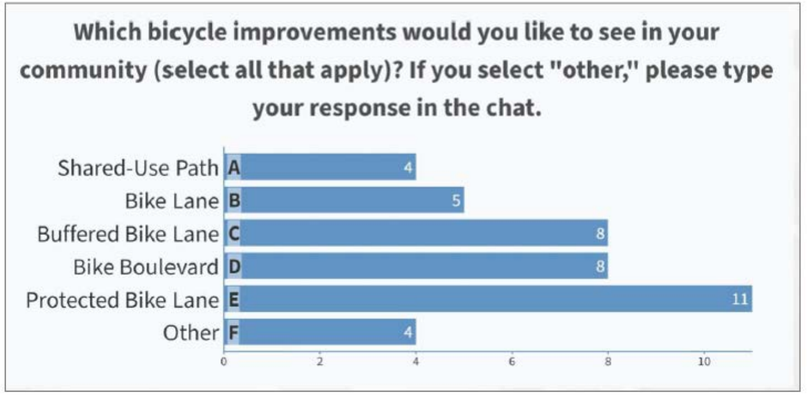
Spring Evening Workshop. 14 Respondents.

Preferred Infrastructure Improvements

- Participants were invited to participate in a poll about desired pedestrian infrastructure improvements in their communities. Participants were able to vote for as many improvements as they liked.
  - At the workshop on May 18th, the top three pedestrian improvements that participants wanted to see in their communities were curb extensions (17%), sidewalks (15%), and crosswalks (15%).
  - At the workshop on May 20th, the top three pedestrian improvements that participants wanted to see in their communities were sidewalks (25%), leading pedestrian intervals (20%), and curb extensions (15%).
- Participants were invited to participate in a poll about desired bicycle infrastructure improvements in their communities. Participants were able to vote for as many improvements as they liked.
  - At the workshop on May 18th, the top three bicycle improvements that participants wanted to see in their communities were protected bike lanes (27.5%), bike boulevards (20%), and buffered bike lanes (20%).
  - At the workshop on May 20th, the top three bicycle improvements that participants wanted to see in their communities were shared use paths (33%), buffered bike lanes (33%), and protected bike lanes (16%).
- In addition to the above infrastructure preferences, participants also indicated a need for the following improvements to comfort and safety of walking, biking, and rolling:
  - There need to be more pedestrian oriented street lights, especially at intersections. Lack of streetlights was a particular issue in the Carmichael neighborhood.
  - There is a need for sidewalk infill in neighborhoods that do not currently have sidewalks, such as Fair Oaks.
  - There need to be more consistent implementation of pedestrian pushbuttons. For example, when crossing from Cottage Way to Winding Way across Watt Avenue, the pedestrian pushbutton is only on one side of the street.
- Additional infrastructure that participants generally supported or expressed a desire for included:
  - Protected bike lanes
  - Median refuge islands
  - Leading pedestrian intervals
  - Curb extensions
  - Roundabouts could be considered in place of signalized intersections where feasible



Spring Evening Workshop. 14 Respondents.



Spring Evening Workshop. 14 Respondents.

Infrastructure Improvements of Concern

- Participants were invited to participate in a poll about pedestrian infrastructure improvements that they have concerns with or would not want to see in their communities. Participants were able to vote for as many improvements as they did not like, with the option to say they liked all types of improvements.
  - At the workshop on May 18th, most participants responded that they liked all types of pedestrian improvements (29%). However, the top pedestrian improvements that participants did not want to see in their communities were median refuge islands (14%), pedestrian hybrid beacons (14%), rectangular rapid flashing beacons (9.5%), and curb extensions (9.5%).
  - At the workshop on May 20th, most participants responded that they liked all types of pedestrian improvements (50%). However, the top pedestrian improvement that participants did not want to see in their communities was no right on red signals (50%).
- Participants were invited to participate in a poll about bicycle infrastructure improvements that they have concerns with or would not want to see in their communities. Participants were able to vote for as many improvements as they did not like, with the option to say they liked all types of improvements.
  - At the workshop on May 18th, most participants responded that they liked all types of bike improvements (39%). However, the top bicycle improvements that participants did not want to see in their communities were shared use paths (17%), buffered bike lanes (11%), and bike boulevards (11%).
  - At the workshop on May 20th, most participants responded that they liked all types of bike improvements (67%). However, the top bicycle improvements that participants did not want to see in their communities were bike boulevards (17%) and protected bike lanes (17%).
- Participants indicated concerns with protected bike lanes for a variety of reasons, including that they take up too much roadspace, they are not safe for bicyclists if they are poorly designed, impacts to bus stop access, and impacts to accessibility overall, especially for people who are blind or low vision.
  - Participants were interested in learning more about the specific design of the proposed Class IV bike lanes, particularly their impact on bus stops along Howe Avenue, Fulton Avenue, and El Camino Avenue.
- Participants shared concerns with leading pedestrian intervals and other signal improvements, particularly how they will impact audible signals and people who are blind or low vision.
- Rectangular Rapid Flashing Beacons, pedestrian hybrid beacons, and other signal improvements must be coordinated with audible signals to be safe for pedestrians who are blind or low vision. There were also concerns that flashing lights may cause headaches or seizures.
- Participants generally did not like shared use paths due to potential conflicts between pedestrians and bicyclists, and indicated that more education or fully separated facilities between pedestrians and bicyclists would be ideal.
- Additional questions and concerns about bike infrastructure included ensuring that cars would not use the bike lane as a passing lane and providing dedicated bike parking so that bikes, scooters, and shared rideables would not be left in the sidewalk.

Challenging Locations

- Throughout both of the worksops, participants shared specific locations that remain challenging for walking, biking, and rolling. These locations include:
  - The County previously removed a pedestrian and bike ramp at the Merrywood and Country Club Center in Arden Arcade, which restricts active transportation access.
  - Large intersections that are difficult to cross include Arden Way and Cottage Way, and El Camino Avenue and Eastern Avenue.
  - There is a Dutch Bros across from El Camino Fundamental High School that attracts a lot of traffic and is not pedestrian and bike friendly.
  - A lot of people use active transportation along Winding Way between Fair Oaks Boulevard and Illinois Avenue, even though there are no sidewalks and there is not enough space to walk, bike, or roll.
  - Scripps Drive was designed for vehicles, and the sidewalks were installed before ADA requirements. The sidewalks are at an extreme angle and are also now broken.
  - Madison Avenue has areas of the street that need repaving.
  - There is a need for a bike path by Haggin Oaks and Howe Park.
  - Sidewalks have been requested on Bell Avenue for access to Dyer Kelly Elementary and on Howe Avenue for access to Howe Ave Elementary, but have not been installed for years.

Lessons Learned

- Tuesday, May 18th:
  - Stop sharing screen after discussion slide
  - End Zoom meeting to log everyone off before debrief
  - Interpretation worked well, including recording in Spanish
- Thursday, May 20th:
  - Make sure to engage with more members of the blind community

- Make sure there's a similar # of bike and ped projects in final plan, or show in comparable terms
- Mikki to chat with disability advisory committee about class IVs and transit access

Key Questions

- Funding
  - To what extent will this plan be supported by funding? What is the commitment in resources to actually implement the plan?
  - Are there any actual grants or other funding sources that are actively being pursued right now?
  - Our community of Arden Arcade would receive a whole lot more money for transportation if it was an incorporated city. Would the County be supportive of establishment of new cities?
- Education and Programming
  - Will there be any consequences for bicyclers who ride on sidewalks?
  - How will education for pedestrian safety be addressed to driving community?
  - Will safe routes to school specifically be addressed in this plan?
- System Connectivity
  - How are County bike routes coordinated with City of Sacramento bike routes?
  - What amount of collaboration are you doing with Rancho Cordova where shared boundaries are concerned, like Bradshaw Rd and Old Placerville Rd?
  - How does this Plan intersect with SACOG's trails plan and also help provide connections with Sacramento's Transportation Priorities Plan?
- Disability Accessibility
  - Who is on the technical advisory committee? In particular, people with disabilities need to be on the technical advisory committee and part of the design process.
  - How does the webmap tool work for those visually impaired? Can it screen read?
  - Has the project established a list of mobility needs?
  - What are your plans to implement and install more audible signals? What, if anything, will the plan do to have a more formalized way of implementing these installments?
  - Will the blind community be consulted to determine which intersections will be most beneficial?
- Infrastructure and Design
  - What is the typical vehicle speed that is considered conducive to a "walkable" community?
  - Is there a pedestrian crossing option that has proven to be more effective at preventing collisions and pedestrian accidents? Crosswalks seem to be largely ignored by drivers.
  - Will maintenance of existing sidewalks (such as lifted panels or trip hazards) be addressed as part of the Plan? Will it be a priority to make ALL sidewalks safe, specifically existing sidewalks, for pedestrian travel?
  - For Class IV bike lanes, are you coordinating with maintenance staff for sweeping/cleaning of the bike lanes? If a street sweeper cannot fit, what measures are being taken?
  - There are around 1500 bike projects but only 93 pedestrian projects. Given almost everyone is a pedestrian at some point but not all of us ride bicycles, why is the plan so bike heavy?
  - Is there a published schedule of sidewalk and road maintenance for the various county areas? Does this include limitations on funding for the various areas?
  - Are there plans to implement and install more pedestrian signals?

Digital Engagement Summaries

ONLINE COMMUNITY SURVEY – WINTER 2020/2021

Survey Statistics

During the first phase of community engagement, over 830 community members took the online survey. The survey opened in July 2020 and closed in January 2021. The survey was made available in both English, Spanish, and Russian. There were 832 English responses, 15 Spanish responses, and 4 Russian responses. The survey was sent out to multiple Sacramento County newsletter lists, post on social media, and distributed through partnerships with community-based organizations. A summary of survey findings is in the next section.

Demographics

The survey was taken by a diverse range of Sacramento County residents. All age groups were well represented except the age 74 and older group. About half of residents identified as non-white (two percent American-Indian or Alaska Native, 12 percent Asian, 12 percent black, five percent Native Hawaiian or Pacific Islander, and 19 percent Latino. The survey respondents are 47 percent women, 42 percent men, and 4 percent nonbinary.

Key Survey Takeaways

Pre-COVID travel behavior

Almost two-thirds of survey participants walked/ran for fun or exercise during normal times, and nearly half of participants walked to reach a destination (store, school, work, etc.). Over 40 percent of participants stated that they bicycle for fun or exercise, and

just under 30 percent said that they bike to destinations. Less than one-fifth of respondents indicated that they took public transportation. There were no substantial differences between respondents' use of modes between pre-COVID and current times. The one exception was a about a 10% drop in respondents taking public transit.

Active Transportation to Destinations

Respondents were asked what destinations they would walk or bike to if it was more comfortable and convenient. Four answer choices were selected by at least 40 percent of all respondents (in order from most to least selected): parks (60 percent), fun or exercise (56 percent), stores (54 percent), and restaurants/bars (41 percent). These are the destinations that residents are most likely to walk or bike to. Trips to/from school were only selected by 26 percent of respondents. In a separate question, parents of school-aged children were asked what factors would encourage more walking and biking trips. The top four responses are safety (traffic-related), safety (crime-related), if the school was closer, and if there were more ways to cross the street along their route.

Walking

When asked how much they agree with, "I feel comfortable walking around in my community," only 15 percent of respondents strongly agreed. Over 45 percent of respondents were either neutral (33 percent) or disagreed (13 percent) with the statement. Over 50 percent of respondents indicated that they were concerned about being hit by a car and crime and personal safety. Poor or lack of streetlights and missing sidewalks were listed as concerns by over one-quarter of respondents. The top five changes that would increase respondent comfort (listed by over one-third of respondents) are safer ways to cross the street, slower traffic, building sidewalks where they are missing, better lighting for pedestrians, and fixing broken sidewalks.

Bicycling

When asked how much do you agree with, "I feel comfortable biking around in my community," only 9 percent of respondents strongly agreed. Over 59 percent of respondents were either neutral (38%) or disagreed (21%) with the statement. Over two-thirds of respondents indicated that they were worried about being hit by a car. Over one-third of residents indicated that they were concerned about crime and personal safety and the lack of bike lanes or paths to bicycle. Over one-quarter of respondents were concerned about having no streetlights at night and having no secure bike parking at their destination. Building more bike lanes/other dedicated facilities was the most selected improvement, by 55% of respondents. Three additional improvements were selected by over 40% of respondents: slower traffic, greater separation from vehicle traffic, and wider bike lanes.

Interactive Web Map Summary – Summer 2020 – January 2021

The first phase of the interactive web map launched in summer 2020 and closed in January 2021. Over 420 comments were left on the interactive web map. Users could draw their current or preferred walking or biking routes and drop points at intersections or other locations that they had comments on. Users could like, dislike, and leave additional comments on others' routes and points. The public identified concerns on over 110 different roadway segments and over 70 intersections.

The following issues were noted throughout the County:

- Missing sidewalks are barriers
- Desire for safer routes to schools and libraries
- Safer park access
- More and enhanced river crossings
- Poor light rail station access
- Uncomfortable intersection crossings
- Desire for safer bicycle facilities

The most frequently mentioned corridors needing improvement were:

- Fair Oaks Boulevard
- Watt Avenue
- Whitney Avenue
- Cypress Avenue
- Bell Street
- Winding Way
- Madison Avenue

Themes for Recommendations

Based on an analysis of both the concerns of people walking and biking and their stated preferences for potential improvements, the following themes should influence the development of pedestrian and bicycle recommendations.

- Parks, commercial areas, and entertainment districts are the most desired walking and biking destinations. The development of priority areas should include considerations for these destinations.
- Infrastructure safety improvements are the top items that would make parents more comfortable letting their children walk or bike.
- Enhanced and safer ways to cross the street and closing sidewalk gaps are important priorities for pedestrians in Sacramento County.
    - Improved crossings are especially important around schools.
- A super-majority of bicycling respondents are concerned about being hit by cars. Building low-stress, separated bikeways will make more people comfortable and attract additional bike trips.
- Sacramento County residents love to walk, run, and bike for fun and exercise. Improving access to trails and implementing neighborhood-scale improvements will create an attractive walking and biking environment for various trip types.
- Provide wider shoulders in rural areas.

Phase 2 Recommendations Webmap Comments – Spring and Summer 2021

The following three tables present all public comments from the website and interactive map during Phase 2 Engagement. Table B-1 includes general comments left via the website's contact form. Over 30 website contacts and emails were received by the project team during the project. Table B-2 contains comments on sidewalk recommendations. Table B-3 has comments on recommended bicycle projects.

Table B-1. General Comments

Comment	Submission time	Category
On all bike paths please paint the names of the streets that that the exit takes you too. When you pass the access paths you don't know what street it takes you to.	10/3/2020 8:36	Wayfinding
Can you explain better what each of the class trails mean. Maybe when we click on the legend you can click on the class and there will be an EASY to understand explanation of the class. Example: cars, no cars, horses, no horses, bigger lane next to road, width of trail, anything else you know that we don't know etc.	4/28/2021 18:14	Website
The street INDUSTRY- has multiple land owners, businesses and fencing. It does NOT go all the way through to Winona. I can send pictures as it won't allow me to upload. There is an OLD railroad track (on some private land) not being used and would make a perfect walking area- behind the businesses on Orange Grove (from Off Roseville Rd to Orange grove (next to Watt Avenue) no cars- perfect area to upgrade. The PBID would love to give this area 'a sense of place,' which connects the area.	5/7/2021 11:46	Trails
I appreciate the work that has been done on this, but there still needs to be considerable improvement in the downtown area (within 5 miles of downtown) for people who commute downtown for work.	6/10/2021 11:16	General
Hi, I'd like to comment but I'm not getting an option when I click on the map recommendation. I think the bike path and the sidewalk idea in Freeport and connection to Sacramento is perfect.	6/15/2021 17:02	Infrastructure

Table B-1. General Comments continued

Comment	Submission time	Category
Looking at your plans I very much like the bike trail concept . Regarding the sidewalk I would need to know how much additional room next to the road it would require. If we have to give up some of our property line and move fences & landscaping I would have issues with the project. My address is **** Freeport Blvd. 95832 .Best Regards, Bob Lake	6/16/2021 17:00	Sidewalks
I am excited to see the proposed bicycle paths proposed for the Herald area. A few sidewalks would be nice, like on Ivie Rd., by the school and post office and Herald Rd., by the store and park.	6/23/2021 18:07	Sidewalks
Love the buffered bike lane down Arden for Arden and Mariemont school kids and bikers trying to safely get to American Rive bike trail. But how are bikers supposed to get safely across busy Fair Oaks using the bike boulevard from Los Molinos to Estates? There is no light there. Why not San Ramon to Wilhaggen where there is a light? That is the way I go instead of dangerous Arden (Maple Glenn—which could connect to Winding Creek BB—to La Sierra to San Ramon, Wilhaggen, Crondall to Estates)	6/24/2021 11:13	Infrastructure

Table B-2. Sidewalk Recommendation Comments

ID	Name	Type	Street	Street 2	Street 3	Comment	Likes	Dislikes	Date
435	Anonymous	Sidewalk Gap	Bayou Way			Walkability to Airport	0	0	4/28/2021 16:48
436	Sarah R Morgan	Sidewalk Gap	Chicago Ave			Road is a narrow two lane with no sidewalks and have been run off the road in the past few months while I was running.	0	0	4/28/2021 17:26
437	Sarah R Morgan	Sidewalk Gap	Fair Oaks Blvd			Small area of sidewalk missing between Temple Park and shopping center on corner	0	0	4/28/2021 17:33
438	PATTY WAIT	Sidewalk Gap	Morse Ave	Keeney Way	Hurley Way	There are no side walks on Morse. There is a fair amount of traffic.	2	0	4/28/2021 17:39
439	Patricia Furey	Sidewalk Gap	Fair Oaks Blvd	Wedgewood Ave		Corner of Fair Oaks Blvd and Wedgewood in front of dental office. The sidewalk ends, at the north of entrance to parking lot. Positions pedestrians to be just a foot away from passing traffic. Very dangerous for pedestrians to navigate.	0	0	4/28/2021 18:37
440	Patricia Furey	Sidewalk Gap	Tarshes Dr			The entrance to Tarshes requires pedestrians to cross California Ave without a crosswalk. The concrete dividers that separate the foot path from the road are crumbling or gone. Cars turning east onto Tarshes take the corner fast without looking for pedestrians and drive into the designated walking lane.	0	0	4/28/2021 18:54
441	Patricia Furey	Sidewalk Gap	Fair Oaks Blvd	Wedgewood Ave		Continuation of improvement in front of Dental Office on the corner of Fair Oaks and Wedgewood.	0	0	4/28/2021 19:02

Table B-2. Sidewalk Recommendation Comments, continued

ID	Name	Type	Street	Street 2	Street 3	Comment	Likes	Dislikes	Date
442	Fayzah	Sidewalk Gap	Bradshaw Rd			There are 2 sections with sidewalk gaps on the Rancho Cordova side, I'd like to see these resolved in conjunction with the City of Rancho Cordova.	1	0	4/29/2021 16:31
443	Mattie Parfitt	Sidewalk Gap	Bell St			There is no sidewalk to the corner. The walk button on the pole at this corner is more than 5' off the ground, too, which is ridiculous.	0	0	4/29/2021 20:13
444	Nancy Shigenaga	Sidewalk Gap	Locust Ave			Sidewalk needs to continue to Garfield	0	0	5/8/2021 8:44
445	Anonymous	Sidewalk Gap	Watt Ave			two sections west side of Watt near Kings/Chenu	0	0	5/18/2021 20:21
446	Anonymous	Sidewalk Gap	Marconi Ave			no sidewalk either side of Marconi–gap near Morse is a priority	0	0	5/18/2021 20:25
447	Giovanni	Sidewalk Gap	Vintage Park Dr			I think there should be a way to safely get to the park from the elementary	0	0	5/31/2021 17:15
448	Albert Q	Sidewalk Gap	South of Fisherman's Lake	North of Radio Rd	West of El Centro Rd	Need trails on the south side of the canal.	0	0	6/8/2021 16:26
449	Monica Placencia	Sidewalk Gap	Walnut Ave			I walk this road everyday with my dogs there isn't a sidewalk or shoulder. My kids ride their bikes to school and they are too scared to take this direct road. Please put a sidewalk here	0	0	6/8/2021 16:27
450	Alexa Mergen	Sidewalk Gap	Twitchell Island Road	Brannan Island Rd		I'm trying to indicate we need sidewalk gaps on Twitchell Island Road, Brannan Island Road along Seven-Mile Slough as well. Popular biking/walking areas.	0	0	6/8/2021 17:08

Table B-2. Sidewalk Recommendation Comments, continued

ID	Name	Type	Street	Street 2	Street 3	Comment	Likes	Dislikes	Date
451	Matt	Sidewalk Gap	Jackson Slough Rd			Sidewalk improvements must be extended south on Jackson Slough Rd. to Brannan Island Rd.	0	0	6/8/2021 17:19
452	Matt	Sidewalk Gap	Brannan Island Rd			Sidewalk improvements are badly needed along Brannan Island Rd. (the 'Delta Loop', a popular boating/restaurant/ sightseeing route).	0	0	6/8/2021 17:23
453	Dax-Conroy Gayle	Sidewalk Gap	Whitney Dr	Sue Pam Dr		Narrow edge no sidewalk safety or bicycle safety for children and adults walking to Carmichael Park, the largest park in the region. This part of Whitney Avenue has high rates of car travel to get to Fair Oaks Blvd.	0	0	6/8/2021 18:53
454	Lee Frederiksen	Sidewalk Gap	Landis Ave			Landis is very dangerous to walk on. It is narrow and no shoulders, and has a lot of traffic.	0	0	6/8/2021 20:08
455	Jill Sorenson	Sidewalk Gap	Becerra Way			This road is heavily used by elementary and high school students. It would be much safer with a sidewalk. Traffic has increased on Becerra due to the closure of the pick up parking lot at Mira Loma High School off of Edison. Parents now pick up via Becerra. There is heavy traffic with kids trying to navigate on bike and foot between Whitney and Edison. It can get very sketchy!	2	0	6/8/2021 20:15
456	Vincent King (SRPD)	Sidewalk Gap	South of Hanfield Dr/ Montefalco Way			Connect park to basin with future water supply project.	0	0	6/9/2021 12:29

Table B-2. Sidewalk Recommendation Comments, continued

ID	Name	Type	Street	Street 2	Street 3	Comment	Likes	Dislikes	Date
457	Vincent King (SRPD)	Sidewalk Gap	Mendocino Blvd			Southgate will add sidewalk, but would love DOT help completing it along Mendocino.	0	0	6/9/2021 12:58
458	Vincent King (SRPD)	Sidewalk Gap	47th Ave			gap	0	0	6/9/2021 13:00
459	Vincent King (SRPD)	Sidewalk Gap	Orange Ave			link parks and schools	1	0	6/9/2021 13:01
460	Vincent King (SRPD)	Sidewalk Gap	Orange Ave	Persimmon Ave		gap. Link to Park and Community Center.	0	0	6/9/2021 13:04
-	Ruth Ann Bertsch	Comment				Morse here needs to slow down the cars. they think they're on an expressway when they turn from Arden onto South-bound Morse. Bike lanes are already present for some of this.			6/10/2021 15:57
-	Ruth Ann Bertsch	Comment				the cars need to slow down on Morse. People turn onto Morse from Arden acting as if it were a speedway. Bike lanes won't be enough.			6/10/2021 15:58
461	Ruth Ann Bertsch	Sidewalk Gap	Sierra Blvd	Barberry Ln	Larch Ln	it is a shame that we appear to be requesting sidewalks on the direct, straight but noisy and busy streets when we could be routing pedestrians through some of our most beautiful neighborhoods.	2	0	6/10/2021 16:07
462	Fayzah	Sidewalk Gap	Bradshaw Rd	Lincoln Village Dr		LPI (leading Ped Interval) would be nice to reduce conflict with northbound cars turning east at the intersection. Also the ped refuge in this crossing is too small to accommodate more than one person, like families or 2+ cyclists. Many cars use the slip lane that should not BE in the slip lane, and they don't yield to peds.	0	0	6/11/2021 11:10

Table B-2. Sidewalk Recommendation Comments, continued

ID	Name	Type	Street	Street 2	Street 3	Comment	Likes	Dislikes	Date
463	Fayzah	Sidewalk Gap	Bradshaw Rd	Old Placerville Rd		LPI for signal here would be good. Also my kids, travelling northbound going home from Dollar Tree, have almost been struck by the cars turning north coming off Old Placerville (right on red) several times, and once I witnessed a similar near-miss with a woman travelling in an electric wheelchair ahead of me in the crosswalk. Having/using our right-of-way should not be so scary.	0	0	6/11/2021 11:28
464	Lee Frederiksen	Sidewalk Gap	Landis Ave			Landis Ave is extremely dangerous to walk along. It has a lot of traffic, is very narrow, and has no shoulders to step onto when a car is coming.	0	0	6/12/2021 7:29
465	A.B.	Sidewalk Gap	48th Ave			Sidewalk gap along 48th Ave. This is critical route for students traveling to school.	0	0	6/22/2021 17:55
466	A.B>	Sidewalk Gap	48th Ave	Wesley Ave	49th Ave	Sidewalk gap limits low-stress routes to school and the park.	0	0	6/22/2021 17:57
467	Anonymous	Sidewalk Gap	Wesley Ave			the sidewalks gap and crossings at Cuny Ave and Wesley do not make sense.	0	0	6/22/2021 17:58
468	Anonymous	Sidewalk Gap	Martin Luther King Jr Blvd	49th Ave		horrible connections because sidewalk is missing. Students have no where to walk.	0	0	6/22/2021 18:00
469	Sue Schooley	Sidewalk Gap	Buena Vista Ave	Corona Vista Way		this is a major route for high school students to get to BV high school, very fast traffic, yet no sidewalks on either side. high importance for Safe Routes to Schools	0	0	6/23/2021 17:08

Table B-2. Sidewalk Recommendation Comments, continued

ID	Name	Type	Street	Street 2	Street 3	Comment	Likes	Dislikes	Date
470	Sue Schooley	Sidewalk Gap	Buena Vista Ave			both sides of Buena Vista lacking sidewalk and its a major route to BV for high school students (not sure if my earlier comment went through—might be duplicate)	0	0	6/23/2021 17:10
471	Maria Trefilova	Sidewalk Gap	Locust Ave			Missing sidewalk	0	0	6/23/2021 20:57
472	Maria Trefilova	Sidewalk Gap	Locust Ave	Hackberry Ln		Missing sidewalk	0	0	6/23/2021 20:58
473	Maria Trefilova	Sidewalk Gap	Hackberry Ln			Missing sidewalk	0	0	6/23/2021 20:59
474	Maria Trefilova	Sidewalk Gap	Locust Ave	Virgusell Cir		Missing sidewalk	0	0	6/23/2021 21:01
475	Maria Trefilova	Sidewalk Gap	Hackberry Ln			Missing sidewalk	0	0	6/23/2021 21:02
476	Maria Trefilova	Sidewalk Gap	Garfield Ave			Missing sidewalk	0	0	6/23/2021 21:03
477	Tamie Dramer	Sidewalk Gap	Watt Ave			There are no crosswalks or lights for safe ped/cycle crossing here.	0	0	6/24/2021 14:46
478	Dorothy Putnam-Smith	Sidewalk Gap	Cardinal Rd			No sidewalks for Children to school or bicycles. This thoroughfare is used a lot by people picking their children up from school, sidewalks are essential.	0	0	6/27/2021 13:10
479	Barbara Moore	Sidewalk Gap	Cypress Ave			Sidewalk on North side of Cypress between Dena Way and Pasadena.	0	0	6/27/2021 19:39

Table B-2. Sidewalk Recommendation Comments, continued

ID	Name	Type	Street	Street 2	Street 3	Comment	Likes	Dislikes	Date
480	Heidi Satter	Sidewalk Gap	Mills Rd			Sidewalks needed for the safety of the many students at the nearby school. Safe walk routes to school may help reduce tremendous vehicle traffic.	1	0	6/29/2021 8:00
481	Dean Dal Ben	Sidewalk Gap	Starburst Way			Sidewalks are needed on both sides of Starburst Way from Sunnyfield Way to Jacinto Ave. Starburst Way is used by people walking to the North Laguna Creek Park as well as getting to Jacinto Ave to go to CRC and Barbara Comstock Morse elementary school. This area turns into a muddy mess during the rain and people walking or riding bikes in the street are in danger from vehicles driving on this roadway.	0	0	6/29/2021 16:43
482	Dean Dal Ben	Sidewalk Gap	Bruceville Rd			Gap is on west side of Bruceville Rd. A safe walkway is needed to walk safely north on Bruceville to get to CRC or Barbara Comstock Morse Elementary School or the library or go south on Bruceville to get to businesses near Bruceville and Center Parkway.	0	0	6/29/2021 16:51
483	Dean Dal Ben	Sidewalk Gap	Bruceville Rd			This section on the west side of Bruceville Rd leads to the several businesses located in the area defined by Bruceville Rd, Sheldon Rd. and Center Parkway. People need a safe way to avoid the heavy traffic on Bruceville Rd when they walk to or from this business area.	0	0	6/29/2021 16:59

Table B-2. Sidewalk Recommendation Comments, continued

ID	Name	Type	Street	Street 2	Street 3	Comment	Likes	Dislikes	Date
484	Dean Dal Ben	Sidewalk Gap	Jacinto Ave			There is an interior sidewalk within the North Laguna Creek park along the northwest side of the park facing Jacinto Ave but this curves deeply within the park away from the road. For the safety and convenience of those walking in this area who want a more direct walking route, the city should provide a city sidewalk as normal near the road and not take advantage of park funds/bonds to pay for a city sidewalk vs. a park walkway.	0	0	6/29/2021 17:08
485	Lee Frederiksen	Sidewalk Gap	Landis Ave			Need sidewalks. Very dangerous to walk.	0	0	6/30/2021 10:43
486	Carrie Frederiksen	Sidewalk Gap	Landis Ave			Landis Ave is very dangerous to walk/bike on.	0	0	6/30/2021 10:46
487	Scott Harger	Sidewalk Gap	Watt Ave			Heading South on the west side of Watt the sidewalk abruptly ends and a pedestrian is forced out onto Watt.	0	0	6/30/2021 14:46
488	Scott Harger	Sidewalk Gap	East of Watt Ave			This is a drive way into the Telephone Building. The cross slope of the driveway can force a wheelchair user into oncoming traffic. Hazardous for a hand cycle.	0	0	6/30/2021 14:51
489	Scott Harger	Sidewalk Gap	Marconi Ave			This is a well used pedestrian and bike Path of travel, to access Rayleys and bus stops. Both sides of Marconi need to be addressed.	0	0	6/30/2021 14:57

Table B-3. Bicycle Recommendation Comments

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
	Morrison Creek Trail, West Jackson Highway Master Plan New Class 1	Bradshaw Rd	Shared-Use Path			2	0			2
	Excelsior Rd, West Jackson Highway Master Plan New Class 1	S Watt Ave	Shared-Use Path			1	0			1
	West Jackson Highway Master Plan New Class 1	S Watt Ave	Shared-Use Path	DC	Yes! Please make separated bike facilities part of any expansions or upgrades to Jackson Road. This corridor provides one of the few consistent through routes through this developing area.	3	0	1		4
	Excelsior Rd	Waterman Rd	Shared-Use Path	Carrie Whitlock	The alignment of this trail has changed to follow Laguna Creek north along Waterman Rd. It would be nice to see that continued into the County along the creek.	3	0	1		4
	Markfield Way	Laguna Creek Trail	Shared-Use Path	Vincent King (SRPD)	This is old line work. You can get more accurate data from the Odgen Subdivision tentative map approved by Sacramento County.	3	0	1		4
	Leland Ave	Florencia Ln	Shared-Use Path			2	0			2

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
	Leland Ave	Florencia Ln	Shared-Use Path			2	0			2
	Florencia Ln	Rogers Rd, Admiral Ln	Shared-Use Path			1	0			1
	Gerber Rd	Waterman Trail	Shared-Use Path	Vincent King (SRPD)	Need crossing of Gerber Rd.	2	0	1		3
	Mccoy Ave	Elder Creek Trail	Shared-Use Path	Vincent King (SRPD)	Extend Class 1, II, III, or IV to Elk Grove Florin crossing. Class 1 preferred.	0	0			0
	Florin Rd	Waterman Rd, Dersingham Dr, Brevard Ct, Amarone Way, Heathfield Way	Shared-Use Path	Vincent King (SRPD)	Continue south to connect to existing trail.	3	0	2		5
	Gardner Ave	Elder Creek Trail	Shared-Use Path	Vincent King (SRPD)	North of Florin Rd, the Florin Vineyard Gap Plan does not call for class 1. This is a nice idea, but projects approved by the County and the County plan do not account for class 1 north of Florin Road. A funding mechanism and amendment to the FV Gap Plan is needed for this to occur.	0	0	1	1	0
	Clairidge Oak Ct	Hancock Dr	Shared-Use Path			1	0			1
	Big Horn Blvd	Dwight Rd	Bicycle Lane	Jeff D.	I like the existence of this path, but I don't understand why it is Class II. There is no road at that location. This should be Class I since the road and RxR crossing have been closed to vehicle traffic.	1	0	0	3	-2

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
		TREE VIEW RD, JACKSON RD	Bicycle Lane			1	0			1
	Grant Line Rd	Kiefer Blvd, Jackson Rd	Bicycle Lane			3	0			3
	Kenosha Rd	White Rock Rd	Bicycle Lane			3	0			3
	Aerojet Rd		Bicycle Lane			4	0			4
	Prairie City Rd	Aerojet Rd	Bicycle Lane	Brett Bollinger	This will be a good connection to the Folsom Plan Area.	3	0	1	0	4
	Folsom Blvd	Aerojet Rd	Bicycle Lane			2	0			2
	Roseville Rd, Track Crossing Trail	Orange Grove Ave, Industry Dr	Bicycle Lane			2	0			2
14th Ave	Lissetta Ave	Stockton Blvd	Bicycle Lane			6	0			6
24th St	Patrol Rd	U St	Bicycle Lane			1	0			1
2nd St	Ascot Ave	U St	Bicycle Lane	Kenneth	Roadway is currently not big enough for two vehicles. How do you plan to add bike lanes?	1	0	0	1	0
41st Ave	Franklin Blvd	44th St, Lemon Hill Ave	Bicycle Boulevard	Vincent King (SRPD)	Lots of traffic for a shared path, no? Class IV.	4	0	2	2	4

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
44th St	Fruitridge Rd	Hwy 99 Nb, Hwy 99 Sb	Bicycle Lane	Vincent King (SRPD)	The (green) multi use path show does not exist connecting to Le Donne Dr. This is currently an open field, but planned development with Mutual Housing and Habitat for Humanity. That project will provide a public bike/ped connection to 46th street. Suggest building from this connection with Class II on 46th and III through Nicholas Park to 47th St. and 50th Ave.	2	0	0	4	-2
47th Ave	27th St, Otto Cir	Leola Way	Separated Bikeway	DC	Please prioritize this improvement. This is a key east-west corridor but is currently a very hostile environment for non-drivers. This would help provide east-west bike/ped connectivity, which is severely lacking in south Sacramento. Also please prioritize making the freeway crossing safer for bikes and peds.	4	0	1	0	5
47th Ave	Burns Way	Wire Dr, Serna Center Drwy	Separated Bikeway	Vincent King (SRPD)	South of Sampson Blvd and 47th Ave there is a planned development with a portion of the creek running through it. DOT should work with DWR to allow bike/pedestrian access along the maintenance road between 47th and 50th. This will provide safer more direct access to Nicholas Park.	2	0	1	0	3
65th St	Stockton Blvd	Florin Rd	Bicycle Lane			3	0			3
66th Ave	55th St	Stockton Blvd, Chandler Dr	Bicycle Lane			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Admiral Ln		Gerber Rd	Bicycle Lane			1	0			1
Aerojet Rd	Baltimore St	Louisiana Rd, Unnamed Rd	Bicycle Lane			1	0			1
Aerojet Rd	Folsom Blvd	Baltimore St	Bicycle Lane			1	0			1
Airport Blvd	Bayou Way	Unnamed Rd, Airport Blvd E	Bicycle Lane	Dan	Love the possibility to bike to the airport!	3	0	1	0	4
Alder Creek Trail	Aerojet Rd		Shared-Use Path			5	0			5
Alder Creek Trail	Empire Ranch Rd, Russell Ranch Rd, Grand Prairie Rd, Rustic Ridge Cir, View Terrace Ct, Alder Creek Pkwy, Summit St		Shared-Use Path	Janet Rodgers	I will love this trail if you don't cut ANY trees down.	18	0	2		20
Almond Ave	Pershing Ave	Oak Ave	Bicycle Lane	Cordelia Min	Include bike signals at Greenback	1	0	1	0	2
Alta Arden Expy	Fulton Ave	Watt Ave	Bicycle Lane	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	2	0			2
Alta Mesa Rd	Dillard Rd	Boessow Rd	Bicycle Lane			3	0			3
Amalgam Way	Gold River Rd	Pyrites Way	Bicycle Lane			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Arcade Creek Trail	Arcade Creek Trail	Arcade Creek Trail, Auburn Blvd	Shared-Use Path	Benjamin Etgen	A contiguous bike trail from American River College to Light Rail was planned when light rail was installed 32 years ago. This needs to happen to allow American River College to continue to serve our community without contributing to climate change and the increasing debt burden of our students for cars, gasoline, insurance, and maintenance.	5	0			5
Arcade Creek Trail	Winding Way	Garfield Ave	Shared-Use Path	Benjamin Etgen	This needs to be connected to a bikeway to light rail.	9	0	1		10
Arcade Creek Trail	Madison Ave	Clearwater Dr, Yucatan Ave, Imperial Ln	Shared-Use Path			3	0			3
Arden Way	Exposition Blvd, Ethan Way	Arden Way Connector (Additiona	Buffered Bicycle Lane	Rich G.	Traffic on Arden travels at 50MPH. That's a fact. This should be a Class IV. I wouldn't ride on Arden if it's not. The sad part is that's my route to Whole Foods and Bel Air.	20	2	1	3	16
Arden Way Connector (Additiona	American River Bike Trl	Arden Way	Shared-Use Path	JJ	why? is someone hoping for pavement here?? using the existing path right next to it has been fine for me	3	0			3
Arno Rd	Valensin Ranch Rd, E Stockton Blvd	Riley Rd	Bicycle Lane			1	0			1
Ashton Dr	N River Way	Saverien Dr	Bicycle Boulevard	Heidi Satter	Very important for the safety of the neighborhood children due to high traffic from the nearby high schools.	1	0	1	0	2
Auburn Blvd	Bus 80 Wb, Bus 80 Eb	Manzanita Ave	Bicycle Lane			3	0			3

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Bannister Rd	Bannister Bike Trl	Winding Way	Bicycle Lane			1	0			1
Bayou Way	Bayou Rd	Airport Blvd	Bicycle Lane	Dan	Love the possibility to bike to the airport!/ Approach Woodland more safely	3	0	1	0	4
Beech Ave	Pershing Ave	Oak Ave	Bicycle Lane	Cordelia Min	Include a bike signal southbound.	1	0	2	1	2
Big Horn Blvd		Franklin Blvd	Bicycle Lane	Carrie Whitlock	This is planned as a buffered class II bikeway in the Elk Grove BPTMP. It would continue along Big Horn Blvd to Laguna Blvd.	0	0			0
Bilby Rd	Willard Pkwy	Bruceville Rd	Bicycle Lane	Carrie Whitlock	The Elk Grove BPTMP has this as a buffered class II bikeway.	0	0			0
Bilby Rd	Franklin Blvd	Willard Pkwy	Bicycle Lane	Carrie Whitlock	Elk Grove recommends taking this out. We do not have it in the BPTMP. It is expected that in the long run, the roadway over the UPRR crossing on Bilby will be closed as traffic shifts to a new overcrossing planned on Kammerer Rd.	2	0			2
Boessow Rd	Marengo Rd	Alta Mesa Rd	Bicycle Lane			2	0			2
Borden Rd	Herald Rd	Alta Mesa Rd	Bicycle Lane			1	0			1
Borden Rd	Alta Mesa Rd	Clay Station Rd	Bicycle Lane			2	0			2
Bradshaw Rd	Unnamed Rd	Elder Creek Rd	Shared-Use Path			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Bradshaw Rd	Elder Creek Rd	Calvine Rd	Buffered Bicycle Lane	Cordelia Min	Desperately needed!	5	0	1	0	6
Bradshaw Rd	Folsom Blvd	Unnamed Rd	Separated Bikeway	Fayzah	My kid's school route: we're transit-dependent and this gives us more options!	6	0	5	3	8
Bridge St	Temescal St	Fair Oaks Blvd, Howard St	Bicycle Boulevard			1	0			1
Bruceville Rd	Lambert Rd	Twin Cities Rd	Bicycle Lane			2	0			2
Bruceville Rd	Bilby Rd	Lambert Rd	Bicycle Lane	Mark Elliott	90% of the time I don't ride this segment of Bruceville solo because there isn't a designated bike lane. And this is heavily used by commuters and commercial trucks.	5	0			5
California Ave	Kenneth Ave	Landis Ave	Bicycle Lane			1	0			1
California Ave	Grant Ave	Sutter Ave	Bicycle Lane			1	0			1
California Ave	Fair Oaks Blvd	Jan Dr	Bicycle Lane			1	0			1
Calvine Rd	Vineyard Rd	Grant Line Rd	Separated Bikeway	Carrie Whitlock	The Elk Grove BPTMP has this as a class I, from Grant Line Rd to Bader Rd.	1	0			1
Calvine Rd	Hwy 99 Nb, Cosumnes River Blvd	Elk Grove Florin Rd	Separated Bikeway	Carrie Whitlock	In the Elk Grove BPTMP, the class IV is proposed to continue to Bader Rd.	0	0			0

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Calvine Road Trail	Bruceville Rd	Calvine Rd	Shared-Use Path	Vincent King (SRPD)	Like this. If over crossing here, it would also make sense to provide a more direct connection/path to E. Stockton and thus Tillotson Parkway, since it is the premiere detached path nearest this location.	2	0	1	1	2
Canberra Dr	S Watt Ave	Thornhill Dr	Bicycle Boulevard			1	0			1
Cardwell Ave	Oak Ave	Golden Gate Ave	Bicycle Lane			2	0			2
Cctc Trail	Ketcherside Ln		Shared-Use Path			1	0			1
Cctc Trail		S Watt Ave	Shared-Use Path	Carrie Whitlock	The class I rail to trail bikeway along here was removed from the City of Elk Grove BPTMP due to a lack of willingness by RR to provide the ROW. If the county were able to negotiate ROW with the RR, that could be reconsidered.	15	0		1	14
Central Ave	Woodmore Oaks Dr	Santa Juanita Ave	Bicycle Lane			1	0			1
Chenu Ave	Morse Ave	Kings Way, Watt Ave	Bicycle Boulevard	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	2	0			2
Cherokee Ln	Conley Rd	Boessow Rd	Bicycle Lane			2	0			2
Cherry Ave	Hazel Ave	Mountain Ave	Bicycle Lane			2	0			2
Cherry Brook Dr	Colonnade Way	Rushing River Ct, New Class I	Bicycle Boulevard			2	0			2

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Chestnut Ave	Pershing Ave	Oak Ave, Granite Ave	Bicycle Lane			2	0	1	0	3
Chica Way	Berrendo Dr	Las Pasas Way	Bicycle Boulevard			1	0			1
Chicago Ave	Winding Way	Yvonne Way, Cozzins Ct	Bicycle Lane	Sue Schooley	Chicago dead ends just past Yvonne and is a very narrow rough road, if you add that route you need to continue it to Buena Vista, better option would be to go up Arboleda or Shamrock Drive to Ascolano to Buena Vista which leads you to Madison by BV high school, its the Safe Route to School needed for students	2	1	1	0	2
Chicago Ave	Kaula Dr	Madison Ave, Mckay St	Bicycle Boulevard	Vincent King (SRPD)	Extend south to the western park entrance to Florin Creek park.	2	0	1	0	3
Christensen Rd	Twin Cities Rd	New Hope Rd	Bicycle Lane			2	0			2
Clay Station Rd	Borden Rd	Simmerhorn Rd	Bicycle Lane			2	0			2
Clay Station Rd	Mckinley Ave	Borden Rd	Bicycle Lane			1	0			1
Clay Station Rd	Dillard Rd	Twin Cities Rd	Bicycle Lane			2	0			2
College Oak Dr	Myrtle Ave	Madison Ave	Bicycle Lane			1	0			1
Colonnade Way	Ranch River Dr	Cherry Brook Dr	Bicycle Boulevard			1	0			1
Colony Rd	Dillard Rd	Valensin Rd	Bicycle Lane			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Conley Rd	Cherokee Ln	Alta Mesa Rd	Bicycle Lane			2	0			2
Cordova Hills Master Plan New Class 2	Cordova Hills Master Plan New Class 1		Bicycle Lane			1	0			1
Core Rd	Franklin Blvd	Ed Rau Rd	Bicycle Lane			1	0			1
Cottage Park Trail	Cottage Way	Morse Ave	Shared-Use Path	N.D.	Having a shared use path through Cottage park would be fantastic to create connectivity for the Cottage Elementary School population.	1	0	1		2
Country Creek Dr	Indian Creek Dr, Country Trail Dr	Country Lake Dr	Bicycle Lane			2	0			2
Cresthill Dr	Sheldon Lake Dr	Sloughhouse Rd	Bicycle Lane			2	0			2
Crestview Dr	Winding Way	Jan Dr	Bicycle Lane			1	0			1
Curragh Downs Dr	Curragh Downs Trail	Hazel Ave, Visage Cir	Bicycle Lane			2	0			2
Curragh Downs Trail	Curragh Downs Dr	Illinois Ave	Shared-Use Path	Cordelia Min	Awesome -- have to walk the bike now & unusable for people of my ilk after winter rains.	1	0		1	0
Deer Creek Trail		Laguna Creek Trail	Shared-Use Path			4	0			4
Deer Creek Trail		Laguna Creek Trail	Shared-Use Path	Janet Rodgers	Can't wait to ride this one! We love deer creek hills!	9	0	2		11

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Deer Creek Trail		Alder Creek Trail	Shared-Use Path	Cordelia Min	Presume you're working with the rancher--he was amazingly awesome with Scott Road and rude, untidy bicyclists ruined it. Establish a bike-community liaison/partnership to keep it clean for him.	6	0	1		7
Del Campo Park Trail	Bellue St, Moraga Dr	Crestview Dr	Shared-Use Path			3	0			3
Del Paso Rd	E Levee Rd	Blackrock Dr, Professor Ln	Bicycle Lane	Kate Burns	Definitely needed here especiallly traveling toward the Charter school. Would be even better to have a Class IIB	2	0	1	0	3
Del Paso Rd	Upper Westside New Class 1	Power Line Rd	Bicycle Lane			1	0			1
Del Paso Rd	Euboea Island Ln, Arco Del Paso Ln, Cognac Cir, Paso Centro Ln	Upper Westside New Class 1	Separated Bikeway			1	0			1
Dewey Dr	Winding Way	Dunmore Ave	Buffered Bicycle Lane			2	0			2
Dillard Rd	Jackson Rd	Hwy 99 Nb	Bicycle Lane			5	0			5
Douglas Rd	Mather Blvd		Bicycle Lane	Zach	A Class I facility to connect Mather Blvd Trail to Folsom South Canal would encourage more riders and make it a less stressful route.	3	0	0	1	2

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Dry Creek Trail	Barros Dr	Dry Creek Rd	Shared-Use Path			6	0			6
Dry Creek Trail	U St, 24th St	Gibson Ranch Park Rd, Gibson Ranch Park Road	Shared-Use Path			7	0			7
E Levee Rd	W Elkhorn Blvd	Nemdec Trail	Shared-Use Path			1	0			1
E Stockton Blvd	Stockton Blvd	Meadowhaven Dr, Power Inn Rd	Separated Bikeway			2	0			2
Eastern Ave	Whitney Ave	Edison Ave	Buffered Bicycle Lane			1	0			1
Eastern Ave	Arden Way	El Camino Ave	Separated Bikeway	Suzy Murray	Increase safety for students going to and from El Camino HS/Choices Charter. Need to account for cars coming out of the Dutch Bros at El Camino and Eastern. Distracted drivers into/out of that parking lot are a hazard to kids coming to/from school.	6	0			6
Easton Place Land Use Master Plan New Class 1	Nimbus Rd, Albany Ave	Nimbus Rd	Shared-Use Path			1	0			1
Easton Place Land Use Master Plan New Class 1	Nimbus Rd		Shared-Use Path			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Easton Place Land Use Master Plan New Class 1	Birkmont Dr	Alder Creek Trail	Shared-Use Path			2	0			2
Easton Place Land Use Master Plan New Class 1	Alabama Ave, Unnamed Rd		Shared-Use Path			1	0			1
Ed Rau Rd	Core Rd	Eschinger Rd	Bicycle Lane			1	0			1
El Camino Ave	Connie Dr	Fair Oaks Blvd	Separated Bikeway	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	12	0			12
El Centro Rd	Jumilla Way, Alcantar Cir	Witter Way	Bicycle Lane	Carrie Whitlock	This is proposed as a buffered class II in the Elk Grove BPTMP.	1	0	0	1	0
Elder Creek Trail	Waterman Trail	Elk Grove Florin Rd	Shared-Use Path	Vincent King (SRPD)	Need crossing of Elk Grove Florin. This likely means taking bikes/peds north to cross at McCoy on the east side of the road, then back down to the creek trail on the west side of the road.	0	0	2		2
Elder Creek Trail	Elk Grove Florin Rd	Mack Rd	Shared-Use Path			3	0			3
Elder Creek Trail	Waterman Trail	Kiefer Blvd, Mather South, Mather South Community Master Plan New Class 1, Newbridge Specific Plan New Class 1	Shared-Use Path	Vincent King (SRPD)	Need signalized crossing at Florin Rd and practical route around railroad.	8	0	1		9

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Elk Grove Blvd	I 5 Sb	Franklin Blvd	Bicycle Lane			1	0			1
Elk Grove Creek Trail	Grant Line Rd	Center Pkwy	Shared-Use Path	Carrie Whitlock	The Laguna Creek Trail is expected to continue into City of Sac, and County of Sac, connecting somewhere near the light rail station along Cosumnes River Blvd.	10	0	2		12
Elk Grove Florin Rd	S Watt Ave, Florin Rd	Calvine Rd	Buffered Bicycle Lane			2	0			2
Elk Grove Uprr Trail	Hwy 99 Nb	Elk Grove Creek Trail	Shared-Use Path	Carrie Whitlock	This segment is now realigned to go south-west to Jeannie McConnell Park at Iron Rock Way.	2	0	1		3
Elkhorn Blvd	W Elkhorn Blvd	I 80 Wb, Greenback Ln	Separated Bikeway			3	0			3
Elm Ave	Almond Hill Ct	Main Ave	Bicycle Lane			1	0			1
Elsie Ave	Stockton Blvd, Mack Rd	Cottonwood Ln	Separated Bikeway			4	0			4
Elverta Rd	Rio Linda Blvd, W Elverta Rd	Watt Ave	Bicycle Lane			2	0			2
Elverta Specific Plan New Class 1	Elverta Rd, Cherry Brook Dr	Elverta Specific Plan New Class 2	Shared-Use Path			2	0			2
Elverta Specific Plan New Class 2	New Class I	Elverta Specific Plan New Class 1	Bicycle Lane			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Engle Rd	Winston Way	Fair Oaks Blvd	Bicycle Lane			5	0			5
Engle Rd	Norris Ave	Bausell St	Bicycle Lane	Vincent King (SRPD)	Silver Springs Lot P Lot G to Gerber Road. Need to consider class 1 on the western side of Excelsior as alternate Laguna Creek alignment if primary is inhibited.	2	0	0	1	1
Eschinger Rd	Ed Rau Rd	W Stockton Blvd	Bicycle Lane	Mark Elliott	ride south elk grove rural roads 4-5 days a week, which are in poor condition, no shoulder, with increasing levels of traffic(commuter shortcuts).	4	0			4
Escobar Way Connector	Mira Del Rio Dr, Escobar Way	So. American River Trail	Shared-Use Path			1	0			1
Estates Dr	Crondall Dr	Fair Oaks Blvd	Bicycle Boulevard			2	0			2
Ethan Way	Hurley Way	Hurley Way	Bicycle Lane	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	1	0			1
Ethan Way	Arden Way	El Camino Ave	Bicycle Lane			1	0			1
Ethan Way	Hurley Way	Arden Way, Exposition Blvd	Separated Bikeway	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	5	0	1	0	6
Excelsior Rd	Kiefer Blvd	Jackson Rd	Shared-Use Path			3	0			3

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Excelsior Rd	Jackson Rd, West Jackson Highway Master Plan New Class 1	Calvine Rd	Bicycle Lane			1	0			1
Excelsior Rd	Air Tower Rd, Park Rd, Mather Blvd	Woodring Dr	Bicycle Lane			1	0			1
Fair Oaks Blvd	Winding Way	Central Ave, Winding Way	Bicycle Lane			1	0			1
Fair Oaks Blvd	Sequoia Cir	Greenback Ln	Bicycle Lane			2	0			2
Fair Oaks Blvd	Crestline Ave	Winding Way	Bicycle Boulevard			1	0			1
Fair Oaks Blvd	Pine Garden Ln	Crestline Ave	Separated Bikeway	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	32	1	6	0	37
Fair Oaks Blvd	Central Ave, Winding Way	Sequoia Cir	Separated Bikeway			2	0			2
Filbert Ave	Pershing Ave	Oak Ave	Bicycle Lane	Vincent King (SRPD)	Class II existing (Florin Mall Drive from Florin to Orange Ave) thanks to SRPD South of Florin Area Active transportation grant. DOT was an implementing partner and administered the project.	2	0	0	1	1
Florin Creek Trail	Florin Creek Trail	Florin Creek Trail	Shared-Use Path	Vincent King (SRPD)	Direct nearby class II and III to use the existing Class 1 path.	1	0	1		2

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Florin Creek Trail	Palmer House Dr	Florin Perkins Rd	Shared-Use Path	Vincent King (SRPD)	The portion of this alignment south of Florin Rd is blocked by housing and very constrained creek corridor. Need to consider alternate alignments, perhaps under the powerline corridor to move bikes/peds in the short term while maintaining the long-term goal of class 1 connections.	2	0	2		4
Florin Mall Dr	Florin Rd	Orange Ave	Bicycle Lane			1	0			1
Florin Rd	Franklin Blvd	Sunrise Blvd	Separated Bikeway	DC	Please prioritize a freeway crossing here. Currently there are few safe bike/ped crossings over SR-99, and generally no consistent and safe east-west bike/ped routes through south Sacramento.	15	0	3	0	18
Folsom Blvd	S Watt Ave, Watt Ave	Mira Del Rio Dr	Separated Bikeway			9	1			8
Folsom Blvd	Nimbus Rd, Hazel Ave	Aerojet Rd	Separated Bikeway			1	0			1
Folsom Blvd	Aerojet Rd	Us 50 Eb	Separated Bikeway			1	0			1
Folsom South Canal Trail	Twin Cities Rd	Dillard Rd	Shared-Use Path	Mark Elliott	adding more miles and connectivity to south county via the Folsom Canal bike/ped path, like it!	8	0			8
Folsom South Canal Trail	Dillard Rd	Sloughhouse Rd				10	1			9

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Foxfire Dr	Woodlake Hills Dr, Unnamed Rd	Trajan Dr	Bicycle Boulevard			2	0			2
Franklin Blvd	Willard Pkwy	N Thornton Rd	Bicycle Lane	Marilissa Loera	San Joaquin County has a proposed Class II Bicycle Lane would provide connection from Sacramento County to San Joaquin County (and vice versa).	3	0	1	0	4
Franklin Blvd	Fruitridge Rd	Huss Ave	Bicycle Lane	Kou Xiong	I bike to midtown for work using this path and it would really help knowing I'll be safe from other vehicles.	4	0	1	1	4
Franklin Blvd	38th Ave	Phoenix Park Dr Franklin Blvd Aly, Creeks Edge Way, East Pkwy	Separated Bikeway	DC	Please prioritize buffered lanes here. Franklin is a great north-south connection, and buffered bike lanes here will connect with existing and planned buffered facilities on the portions of Franklin Bl in City of Sacramento.	8	0	2	0	10
Freeport Blvd		Freeport Marina	Separated Bikeway	Mark Elliott	this segment north of consumnes blvd that isn't class 2 needs to be completed to connect to the bike path in the park and on to the Sac levee bike trail. it's WAAAYYY overdue!	5	0	1	0	6
Fruitridge Rd	Martin Luther King Jr Blvd	53rd St	Bicycle Lane	Anonymous	Can this be protected?	3	1	0	4	-2
Fulton Ave	Sierra Blvd, Munroe St	Auburn Blvd	Separated Bikeway	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	15	0			15
Garden Highway Trail	I 80 Eb	Garden Hwy	Shared-Use Path	Dan	I like this, but there needs to be a connection over the bridge to West Sac if there isn't now	12	1	1		12

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Garden Hwy	I 80 Eb	N Bayou Way	Shared-Use Path			6	0			6
Garfield Ave	Fair Oaks Blvd, Unnamed Rd	Greenback Ln, Verner Ave	Buffered Bicycle Lane	J S	Madison Ave. is in great need of repair and modernization. The road base is crumbling. To conceive of adding purpose built bike path is wrong headed. Bicycling on the same corridor is both dangerous (just walking on Madison is dangerous) and unhealthy breathing do to traffic. Bicycling corridors should be placed off major traffic corridors for safety as well as aesthetic considerations.	6	2	0	1	3
Gary Way	Mcclaren Dr	Arden Way	Bicycle Boulevard			1	0			1
Gerber Creek Trail	Cctc Trail		Shared-Use Path			3	0			3
Gerber Creek Trail	Cctc Trail	Vineyard Rd	Shared-Use Path	Vincent King (SRPD)	Need to coordinate alignments and crossings of Gerber Road.	1	0	1		2
Gerber Creek Trail	Gerber Rd	Florin Rd	Shared-Use Path			2	0			2
Gerber Rd	Stockton Blvd	Elk Grove Florin Rd	Separated Bikeway			4	0			4
Gerber Rd	Bradshaw Rd	Excelsior Rd, Birch Ranch Dr	Separated Bikeway			2	0			2
Gibbons Dr	Walnut Ave, Unnamed Rd	Fair Oaks Blvd	Bicycle Lane			6	0			6
Gibson Ranch Park Rd	Elverta Rd	Unnamed Rd	Bicycle Lane			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Gibson Ranch Park Road	Unnamed Rd	Gibson Ranch Park Rd	Shared-Use Path			1	0			1
Goethe Rd	Rosemont Dr, Mayhew Rd	Bradshaw Rd	Bicycle Lane	Anonymous	This street is dangerous for bikers in places, especially as you are nearer to Bradshaw	2	0	1		3
Gold Country Blvd	Hazel Ave	American River Bike Trl	Bicycle Lane	shalako	When are you going to finish the bike path under the Hazel bridge. I used it all the time. It's much better and safer than trying to cross Hazel at the light.	1	0	1		2
Gold River Rd	Coloma Rd	Pyrites Way	Bicycle Lane			2	0			2
Golden Gate Ave	Granite Ave, Golden Gate Avenue Trail	Cardwell Ave	Bicycle Lane			1	0			1
Golden Gate Ave	Hazel Ave	Golden Gate Avenue Trail	Bicycle Lane			2	0			2
Golden Gate Avenue Trail	Granite Ave, Golden Gate Avenue Trail	Golden Gate Avenue Trail	Shared-Use Path			1	0			1
Grandpark New Class 1	W Elkhorn Blvd	Grandpark New Class 4	Shared-Use Path			1	0			1
Grandpark New Class 1	Grandpark New Class 4	Grandpark New Class 4	Shared-Use Path			1	0			1
Grandpark New Class 1	Grandpark New Class 4	Grandpark New Class 4	Shared-Use Path			1	0			1
Grandpark New Class 1	Grandpark New Class 2	Grandpark New Class 2	Shared-Use Path			1	0			1
Grandpark New Class 1	Grandpark New Class 2	Grandpark New Class 2	Shared-Use Path			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Grandpark New Class 1	E Levee Rd	Grandpark New Class 2, Grandpark New Class 4	Shared-Use Path			1	0			1
Grandpark New Class 1	Grandpark New Class 1	Grandpark New Class 1	Shared-Use Path			1	0			1
Grandpark New Class 1	Grandpark New Class 2, Grandpark New Class 4	E Levee Rd	Shared-Use Path			1	0			1
Grandpark New Class 2	Grandpark New Class 4	Grandpark New Class 1	Bicycle Lane			1	0			1
Grandpark New Class 4	Grandpark New Class 1	Grandpark New Class 1	Separated Bikeway			2	0			2
Grandpark New Class 4	Grandpark New Class 1	Grandpark New Class 1	Separated Bikeway			3	0			3
Granite Ave	Oak Ave, Chestnut Ave	Cherry Ave	Bicycle Lane			2	0			2
Granite Avenue Trail	Cherry Ave	Placer County Trail	Shared-Use Path			2	0			2
Grant Ave	Sue Pam Dr	Grant Avenue Trail	Bicycle Lane			2	0	0	1	1
Grant Avenue Trail	Autumn Point Ln		Shared-Use Path			1	0			1
Grant Line Rd	White Rock Rd		Bicycle Lane			2	0			2
Grant Line-White Rock Trail	Mosher Rd	White Rock Trail	Shared-Use Path	Mark Elliott	to be able to ride to folsom and beyond starting from elk grove safely would be awesome.	11	0			11

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Green Rd	Wilton Rd	Dillard Rd	Bicycle Lane			1	0			1
Greenback Ln	Fair Oaks Blvd	Main Ave	Buffered Bicycle Lane	Cordelia Min	YES! Desperately needed.	2	0	1	0	3
Greenback Ln	I 80 Wb, Elkhorn Blvd	Sewan Ave, Yucatan Ave, Freedom Ln, Declaration Cir, Redcliff Dr	Buffered Bicycle Lane			1	0			1
Hackberry Ln	Cypress Ave	Nichora Way	Bicycle Lane			1	0			1
Harrington Way	American River Bike Trl	Kingsford Dr, American River Dr	Bicycle Lane			1	0			1
Harvest Falls Dr	Trading Post Ct	Ranch River Dr	Bicycle Boulevard	Vincent King (SRPD)	Extend to Fruitridge Community Park. There is a pool, community center, and SETA Head Start daycare at this park where children play and are engaged in after school and summer programs. Continue through the park to link to MLK Blvd.	1	0	1	0	2
Hazel Ave	Madison Ave	Oak Ave	Buffered Bicycle Lane			2	0			2
Hazel Ave	Folsom Blvd, Nimbus Rd	American River Bike Trl	Separated Bikeway			2	0			2
Hazel Ave	American River Bike Trl	Madison Ave	Separated Bikeway			2	0			2
Hazel Ave	Oak Ave	W Ranch Dr	Separated Bikeway			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Hickory Ave	Oak Ave	Indian Hill Ct	Bicycle Lane			1	0			1
Hobday Rd	Colony Rd	Folsom South Canal Trail	Bicycle Lane			1	0			1
Hood Franklin Rd	River Rd, 2nd St, Sacramento River Trail	Franklin Blvd	Bicycle Lane	Mark Elliott	the segment from franklin to I-5 has 50% no shoulder, 50% crap shoulder filled with broken glass and debris guaranteed to puncture bike tires. 50+ mph traffic heavy at commute times. Class 2 is welcome!	4	0			4
Howe Ave	Fair Oaks Blvd	Marconi Ave	Separated Bikeway	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	15	0	3	0	18
Hurley Way	Oak Terrace Ct	Crisp Ct, Rowena Way	Bicycle Lane	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	1	0			1
Hurley Way	Ethan Way	Dealynn St	Bicycle Lane	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	2	0			2
Hwy 160	State Highway 12	Sherman Island East Levee Rd	Bicycle Lane	Matt	Great to see this in the plan, so needed!	4	0	1	0	5
Hwy 160	Sutter Slough Bridge Rd, Courtland Brg	Walnut Grove Brg	Bicycle Lane			3	0			3

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
I-5 Trail	Kausen Dr	I 5 Nb	Shared-Use Path	Mark Elliott	150% in favor of any alternative that eliminates the need to run the gauntlet of Consum. R. Blvd.- Franklin to Freeport via bike. I ride 2-300 miles a week & have had or seen while driving too many close calls particularly at I-5 or the lt. rail bridge(most cyclists use the 10' wide(why???) sidewalk. As evidence see Google Earth and count cars directly adjacent or in the bike lane in both directions, 15 of 57 by my count,non-peak. Live in Elk Grove & want a safe bike route to downtown & ARBT!	10	0			10
I-5 Trail Connector		I-5 Trail	Shared-Use Path			2	0			2
I-5 Trail Connector	I-5 Trail	Freeport Blvd, Sacramento River Trail	Shared-Use Path			6	0			6
Illinois Ave	Unnamed Rd	Pershing Ave	Bicycle Lane	Cordelia Min	Include paving (really rough ride) & bike signals both directions at Madison.	2	0	1	0	3
Indian Creek Dr	Country Creek Dr, Country Trail Dr	Indian Hill Ct	Bicycle Lane			1	0			1
Indian Hill Ct	Indian Creek Dr	Hickory Ave	Bicycle Lane			1	0			1
Iona Way	Elsie Ave, Darla Way	Leilani Ct	Bicycle Lane			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Isleton-Stone Lakes Trail	Corodon St, Grove St, Lord St, C St, Tyler St	Sacramento River Trail	Shared-Use Path	Mark Elliott	This would make Walnut Grove, Isleton and Rio Vista and this route a tourist destination for cyclists.	19	0			19
Jackson Rd	Excelsior Rd, West Jackson Highway Master Plan New Class 1	Eagles Nest Rd	Shared-Use Path			4	0			4
Jackson Rd	Eagles Nest Rd		Bicycle Lane	Dan	Separation from the incredibly fast traffic would be great	9	0	1	0	10
Jackson Rd	Thornhill Dr	Excelsior Rd, West Jackson Highway Master Plan New Class 1	Bicycle Lane			1	0			1
Jackson Slough Rd	Terminous Rd	State Highway 12	Bicycle Lane	Matt	This is great but it really needs to be extended along Jackson Slough south of Hwy 12, then along Brannan Island Rd. heading east.	1	0	1	0	2
Jacob Ln	Dovercourt Cir, Sherlock Way	American River Dr	Bicycle Boulevard			1	0			1
Jan Dr	Ranger Way, Jan Drive Trail	California Ave	Bicycle Lane			1	0			1
Jan Dr	Winding Way	Crestview Dr	Bicycle Lane			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Kammerer Bikeway	Hwy 99 Nb	I 5 Nb	Shared-Use Path	Mark Elliott	this would add a faster route to get east of 99(bike) & reduce traffic on Eschinger. Car speed will be 50+ i'm guessing so nice fat, "fatter" than 4', would be appreciated!!! Fingers crossed since I am aware this road is currently being reconstructed.	7	0			7
Kammerer Rd	Bruceville Rd	Promenade Pkwy, Grant Line Rd	Bicycle Lane	Carrie Whitlock	The Elk Grove BPTMP has this as a buffered class II bike lane from Bruceville Rd to Lent Ranch Pkwy.	1	0	0	1	0
Kaula Dr	Fair Oaks Blvd	Chicago Ave	Bicycle Boulevard	Cordelia Min	One of my favorite back roads!	3	0	2	0	5
Kenneth Ave	Mission Ave	Fair Oaks Blvd	Bicycle Lane			3	0			3
Kenneth Ave	Winding Way	Greenback Ln	Bicycle Lane	Cordelia Min	Include bike signals at Greenback & fix the oak tree problem just south of Greenback--DANGEROUS lack of visibility.	3	0	1	0	4
Kenosha Rd	Nimbus Rd, Albany Ave	Louisiana Rd	Bicycle Lane			2	0			2
Kiefer Blvd	Bradshaw Rd, West Jackson Highway Master Plan New Class 1	West Jackson Highway Master Plan New Class 1	Bicycle Lane			1	0			1
Kiefer Blvd	Rosemont Dr	Thornhill Dr	Bicycle Lane			2	0			2
Kiefer Blvd	Reith Ct	Rosemont Dr	Separated Bikeway			2	0			2

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Kiefer Blvd	Thornhill Dr	Bradshaw Rd, West Jackson Highway Master Plan New Class 1	Separated Bikeway			5	0			5
Kings Way	Chenu Ave, Watt Ave	Marilona Dr, Maryal Dr	Bicycle Boulevard			2	0			2
Kost Rd	New Hope Rd, Orr Rd	Tudor St	Bicycle Lane			1	0			1
L Street Trail	L St	L St	Shared-Use Path			2	0			2
La Serena Dr	Hazel Ave	L St	Bicycle Lane			1	0			1
La Sierra Dr	La Brea Way	Arden Way, Maple Glen Rd	Bicycle Boulevard			5	0			5
Laguna Creek Trail	Heritage Hill Dr, Bamarcia Dr, Devon Crest Way	Crystal Creek Dr, Fillies Ct	Shared-Use Path	Juan Chavez	Where does the south/west end of this trail segment terminate? It appears to be near a park site, but it's not clear if it connects to any thing in particular.	6	0	2	1	7
Laguna Creek Trail	Saddle Creek Dr	Newbridge Specific Plan New Class 1	Shared-Use Path	Paul Myers	Thank you for adding an East-West bike/pedestrian only route that avoids autos on high speed streets/highways. When will it be completed?	10	0	1	2	9
Laguna Creek Trail	Grant Line-White Rock Trail	Newbridge Specific Plan New Class 1	Shared-Use Path			6	0			6
Laguna Creek Trail	Deer Creek Trail		Shared-Use Path			8	0			8

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Lambert Rd	River Rd	Bruceville Rd	Bicycle Lane	Anonymous	Lambert east of I-5 has no shoulder, crap surface, with increasing traffic. A dream come true if this were to be made Class 2.	5	0			5
Latrobe Rd	Indio Dr, Jackson Rd	Michigan Bar Rd	Bicycle Lane			3	0			3
Lemon Hill Ave	44th St, 41st Ave	Stockton Blvd	Bicycle Boulevard	Vincent King (SRPD)	They is a Boys and Girls Club here off 47th. Bike and pedestrian access should be improved beyond shared class III.	1	0	1	0	2
Lincoln Ave	Manzanita Ave	San Juan Ave	Bicycle Lane			1	0			1
Locust Ave	Walnut Ave	Manzanita Ave	Bicycle Lane			1	0			1
Lone Tree Rd	Meister Way, N Bayou Way	W Elverta Rd	Bicycle Lane			1	0			1
Longview Dr	Roseville Rd	Watt Ave	Bicycle Lane			1	0			1
Los Molinos Way	Fair Oaks Blvd	La Sierra Dr	Bicycle Boulevard	kellimwheeler	Not safe to get across Fair Oaks to American River bike trail. Should be San Ramon to Wihaggin where there is a light. Then across American River Drive to Crondall. Crondall to Estates to river access.	2	1	1	1	1
M St	Sun Brae Ct, W M St	Oak Ln	Bicycle Lane	Kenneth	This street would be great for a complete street concept. Roadway is wide and can accommodate striping for bike lanes, parking. Roadway is approximately 40 feet wide. Two 10 foot travel lanes, 6 ft parking, 5 ft bike lanes (10+10+6+6+5+5=42 ft)	1	0	1	0	2

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Madison Ave	Roseville Rd, Unnamed Rd	Greenback Ln, Lake Natoma Dr	Separated Bikeway	Cy	This is a very busy major road. Ideally, more street lights would be ideal to present a more "safer" feel to the road.	9	1	3	0	11
Main Ave	Greenback Ln	Oak Ave, Mountain Ave	Bicycle Lane	ida	This should extend all the way over the 80 overpas. I have walked there with a stroller before and it is dangerous. There is not a safe way to get across and the sidewalk is very narrow and very high off the ground. there is not room for 2 people to walk next to each other. High traffic and narrow lanes.	2	0	1	1	2
Manzanita Ave	Fair Oaks Blvd	Auburn Blvd	Separated Bikeway			3	0			3
Marconi Ave	Walnut Ave	Fair Oaks Blvd, Palm Dr	Buffered Bicycle Lane			1	0			1
Marconi Ave	Howe Ave	Walnut Ave	Separated Bikeway	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	14	0	0	1	13
Marilona Dr	Kings Way, Maryal Dr	Marconi Ave	Bicycle Boulevard	Suzy Murray	Better bike infrastructure is sorely needed near Del Paso Manor Elem. school, but needs to connect to improved, safer walking/biking infrastructure on nearby main, busy streets. Many families walk/bike their kids to DPM, and morning rush hour traffic on Marconi, El Camino, and Eastern makes for dangerous walking and biking. Any improvements in sidewalks/bike lanes really need to be part of an overall strategy to improve kids' safe routes to school.	2	0			2
Marlynn St	Perth Way	Stanley Ave	Bicycle Boulevard			2	0			2

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Marshall Ave	Stanley Ave	Grant Ave	Bicycle Lane			1	0			1
Mather Blvd	Douglas Rd	Air Tower Rd, Park Rd, Excelsior Rd	Bicycle Lane			1	0			1
Mather South Community Master Plan New Class 1	Mather South Community Master Plan New Class 1	Mather South Community Master Plan New Class 1	Shared-Use Path			1	0			1
Mather South Community Master Plan New Class 1	Mather South Community Master Plan New Class 1	Mather South Community Master Plan New Class 1	Shared-Use Path			2	0			2
Mather South Community Master Plan New Class 1	Mather South Community Master Plan New Class 1	Mather South Community Master Plan New Class 1	Shared-Use Path			2	0			2
Mayhew Drain Trail	Mayhew Rd	So. American River Trail	Shared-Use Path			2	0			2
Mcclaren Dr	Shelato Way	Arden Way	Bicycle Boulevard			1	0			1
Mckay St	Madison Ave, Chicago Ave	Treecrest Ave	Bicycle Lane			1	0			1
Mckinley Ave	Twin Cities Rd	Clay Station Rd	Bicycle Lane			1	0			1
Meadowhaven Dr	E Stockton Blvd, Power Inn Rd	Pixley Way	Bicycle Lane			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Mercantile Drive Connector	Salisbury Rd		Shared-Use Path			1	0			1
Michigan Bar Rd	Latrobe Rd	Jackson Rd	Bicycle Lane			1	0			1
Micron Ave	Huntsman Dr, Mayhew Rd	Us 50 Eb	Bicycle Lane			2	0			2
Mills Rd	Huntington Rd	Drake Cir	Bicycle Boulevard	N.D.	This would be a great addition to Mills Road as it would make bicycling to and from the area schools safer.	3	0	1	0	4
Mira Del Rio Dr	Hyannis Way, So. American River Trail	Paseo Rio Way	Bicycle Lane			1	0			1
Mira Del Rio Dr	Folsom Blvd	Escobar Way, Escobar Way Connector	Bicycle Boulevard			1	0			1
Mirandy Dr	Huntsman Dr	Mayhew Rd	Bicycle Boulevard			1	0			1
Mission Ave	El Camino Ave	Engle Rd	Bicycle Lane	Suzy Murray	increases safety for students to El Camino HS and Choice Charter School	3	0			3
Montclaire St	Marconi Ave	Whitney Ave	Bicycle Lane			3	0			3
Moraga Dr	Jan Dr	Dewey Dr, Papaya Dr	Bicycle Lane			2	0			2
Morrison Creek Trail	Franklin Blvd, A Pkwy	Burdett Way	Shared-Use Path	Vincent King (SRPD)	There is an existing bike/ped crossing of Morrison Creek between Candell Ct and Sky Pkwy. Please add to the map and build into the network.	2	0	2	1	3

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Morse Ave	Fair Oaks Blvd	Sierra Blvd, Northrop Ave	Bicycle Lane			2	0			2
Morse Ave	Arden Way	Alta Arden Expy	Bicycle Lane	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	1	0	1	0	2
Morse Ave	Cottage Park Trail	El Camino Ave	Bicycle Lane			3	0			3
Morse Ave	El Camino Ave, Drayton Dr	Marconi Ave	Bicycle Lane	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	1	0			1
Morse Ave	Marconi Ave	Auburn Blvd	Bicycle Lane	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	3	0			3
Mountain Ave	Oak Ave, Main Ave	Cherry Ave	Bicycle Lane			2	0			2
Myrtle Ave	I 80 Eb	College Oak Dr	Bicycle Lane			1	0			1
Myrtle Ave	Roseville Rd	Harrison St	Separated Bikeway			1	0			1
N Bayou Way	Crossfield Dr	Garden Hwy	Bicycle Lane			2	0			2
N Market Blvd	Northgate Blvd	Arena Blvd, Gateway Park Blvd	Bicycle Lane			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
National Dr	Del Paso Rd	N Market Blvd	Bicycle Lane	Marilissa Loera	San Joaquin County's Bicycle Master Plan Update does not have a planned connecting Bicycle Lane on New Hope Road. There is a proposed Buffered Bicycle Lane along Thornton Road.	1	0	0	1	0
Navaho Dr	Watt Ave	Blackfoot Way	Bicycle Boulevard			1	0			1
Nemdec Trail	W Elkhorn Blvd	W Elverta Rd	Shared-Use Path			2	0			2
New Class I	Cherry Brook Dr	16th St, Elverta Specific Plan New Class 2	Shared-Use Path			1	0			1
New Class I	16th St, Road A	9th St	Shared-Use Path			1	0			1
New Class I	Elverta Specific Plan New Class 2	El Modena Ave	Shared-Use Path			1	0			1
New Class I	Elverta Specific Plan New Class 2	16th St, Road A	Shared-Use Path			1	0			1
New Class I Connector		Harvest Falls Dr	Shared-Use Path	GEORGE BROAD	This would be great for me. I wouldn't have to ride on Elverta Rd and 28th Street to get to the bike path any more! Can't wait.	5	0	1		6
New Hope Rd	N New Hope Rd	Kost Rd, Orr Rd	Bicycle Lane	Mark Elliott	no shoulder and high speed 60+ make this a sketchy route, class 2 would definitely help, Kost included. Well travelled by Galt commuters.	4	0			4
New Hope Rd	Orr Rd	Turnace Ct	Bicycle Lane			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Newbridge Specific Plan New Class 1	Sunrise Blvd	Sunrise Blvd, Laguna Creek Trail	Shared-Use Path			1	0			1
Newbridge Specific Plan New Class 1	Eagles Nest Rd, Newbridge Specific Plan New Class 2	Eagles Nest Rd	Shared-Use Path			1	0			1
Newbridge Specific Plan New Class 1	Kiefer Blvd		Shared-Use Path			1	0			1
Newbury Way	Shelfield Dr	Claremont Rd	Bicycle Lane			1	0			1
Norris Ave	Clairidge Way	Auburn Blvd	Bicycle Lane			4	0			4
North Ave	Mission Ave	Fair Oaks Blvd	Bicycle Lane			2	0			2
North Pkwy	Sky Pkwy	Steiner Dr	Bicycle Lane			1	0			1
Northgate Blvd	N Freeway Blvd	Del Paso Rd	Bicycle Lane			1	0			1
Northrop Ave	Enterprise Dr	Howe Ave	Bicycle Lane	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	1	0			1
Oak Ave	Kenneth Ave, Wachtel Way	Santa Juanita Ave, Oak Avenue Pkwy	Separated Bikeway			3	0	1	0	4
Oak Avenue Pkwy	Santa Juanita Ave, Oak Ave	Marsalla Dr	Separated Bikeway			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Old Winding Way	Old Winding Way	Old Winding Way	Bicycle Boulevard			1	0			1
Oleander Drive Connection	Oleander Dr	Del Campo Park Trail	Shared-Use Path			4	0			4
Orr Rd	New Hope Rd, Kost Rd	Sparrow Dr, W Elm Ave	Bicycle Lane			2	0			2
Out Of Scope–Within City Lim	Unnamed Rd	Fulton Ave	Shared-Use Path			3	0			3
Out Of Scope–Within City Lim	Wachtel Way	Fair Oaks Blvd, Shimmer River Ln	Shared-Use Path			2	0			2
Oxbow Dr	Tyler Island Bridge Rd	Terminous Rd	Bicycle Lane	Alexa Mergen	This is a beautiful stretch of road.	2	0	1	0	3
Oxwood Dr	Tallyho Dr	Roseport Way	Bicycle Boulevard	Austin Allen	I use this road to get to Mayhew/ Rancho from here, route signage to encourage this route to mayhew would be good.	1	0	1	0	2
Palm Dr	California Ave	San Lorenzo Way	Bicycle Boulevard			4	0			4
Palmer House Dr	Skander Way	Gerber Rd	Bicycle Lane			1	0			1
Pasadena Ave	Cypress Ave	Auburn Blvd	Bicycle Lane	Benjamin Etgen	This has another of the County's many notorious slip ways! Nothing is worse for pedestrians and cyclists. Even signal controlled traffic making a left turn with a green aspect has to stop for traffic making a right turn against a red aspect!	7	0	1	0	8

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Pasadena Ave	Auburn Blvd	Edison Ave	Bicycle Lane			4	0			4
Paseo Rio Way	Mira Del Rio Dr	Horn Rd, Folsom Blvd	Bicycle Lane			1	0			1
Patrol Road	Recreation Way, 32nd St	Patrol Rd	Shared-Use Path			2	0			2
Pecan Ave	Pershing Ave	Elm Ave	Bicycle Lane	Cordelia Min	Include a bike/pedestrian crossing at Greenback.	3	0	1	0	4
Pennsylvania Ave	Sacramento Bar Beach Access	Magnolia Ave	Bicycle Boulevard	Vincent King (SRPD)	The levee on the north side of Florin Creek may provide an off-street option to connect to the good work the City is doing along Franklin Blvd. and access to Franklin Boyce Park.	1	0	1	0	2
Pershing Ave	Kenneth Ave	Illinois Ave	Bicycle Lane			2	0			2
Pershing Avenue Trail	American River Bike Trl	Snipes Blvd, Twin Lakes Ave	Shared-Use Path			1	0			1
Petite Creek Dr	Country Lake Dr		Bicycle Lane			1	0			1
Phoenix Ave	Illinois Ave	Runway Dr	Bicycle Lane	Cordelia Min	Add a light at Hazel or too dangerous to cross.	1	0	1	0	2
Phoenix Ave	Kenneth Ave	Illinois Ave	Bicycle Lane			1	0			1
Phoenix Park Trail	Groff Dr	Sunset Ave, Runway Dr	Shared-Use Path			2	0			2
Placer County Trail	Santa Juanita Trail	Wpa Powerline Trail	Shared-Use Path			7	0			7

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Placer Mine Connector	American River Bike Trl	Placer Mine Rd	Shared-Use Path	Zach	This would be a great new connection to the American River Bike Trail	3	0			3
Placerville Road Trail	Payen Rd	Us 50 Eb	Shared-Use Path	Katie	Not a fan of shared-use paths because too many walkers are clueless and don't single up	7	0		`	
Pope Ave	Fulton Ave	Watt Ave	Bicycle Lane	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	3	0			3
Power Inn Rd	Lorin Ave	Geneva Pointe Dr	Separated Bikeway			2	0			2
Power Line Rd	Garden Hwy	W Elverta Rd	Shared-Use Path			4	0			4
Prairie City Rd	Us 50 Eb	White Rock Rd	Separated Bikeway			3	0			3
Pyrites Way	Gold River Rd	Amalgam Way	Bicycle Lane			1	0			1
Q St	18th St	Watt Ave, Bainbridge Dr	Separated Bikeway			2	0			2
Q Street Trail	Marysville Blvd, W Q St	Nemdec Trail	Shared-Use Path			1	0			1
Race Track Rd	River Rd, Walnut Grove Thornton Rd	Tyler Island Rd	Bicycle Lane			3	0			3
Rampart Dr	Winding Way	Barrett Rd	Bicycle Boulevard			2	0			2
Ranch River Dr	Colonnade Way	Harvest Falls Dr	Bicycle Boulevard			2	0			2

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Rimwood Dr		Madison Ave	Bicycle Boulevard			1	0			1
Rio Linda Blvd	Elkhorn Blvd	U St	Bicycle Lane			1	0			1
Rio Linda Blvd	W Elverta Rd, Elwyn Ave	Pleasant Grove Rd	Bicycle Lane			1	0			1
Rio Linda Blvd	Ascot Avenue Trail	Elkhorn Blvd	Separated Bikeway			1	0			1
Rising Rd	Alta Mesa Rd	Tavernor Rd	Bicycle Lane			1	0			1
River Oak Way	Classic Pl	Sarah Ct	Bicycle Boulevard			1	0			1
River Rd	2nd St	Walnut Grove Thornton Rd, Race Track Rd	Bicycle Lane			8	0			8
Robertson Ave	Mission Ave	Fair Oaks Blvd	Bicycle Lane	Rich G.	Why the gap between Eastern and Mission on Robertson Ave.?	4	0			4
Robertson Ave	Watt Ave	Eastern Ave	Bicycle Lane	Rich G.	Why the gap between Eastern and Mission on Robertson Ave.?	1	1			0
Robla Creek Trail	Channing Dr, Watt Ave	Elkhorn Trail	Shared-Use Path			1	0			1
Roseport Way	Oxwood Dr	Mayhew Rd	Bicycle Boulevard	Austin Allen	I use this road to get to Mayhew/ Rancho from here, route signage to encourage this route to mayhew would be good.	1	0	1	0	2

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Roseville Rd	Daly Ave, Antelope Rd	Imran Woods Cir	Bicycle Lane	Dan	I was trying to find a way to bike easily to/from the light rail to Sierra College Auto Fair in Rocklin, and gave up after a couple hours of researching different possibilities..	1	0	1	0	2
Roseville Rd	Unnamed Rd	Unnamed Rd, Madison Ave	Separated Bikeway			3	0			3
Routier Trail	Jackson Rd	Old Placerville Rd, Routier Rd	Shared-Use Path			3	0			3
S Watt Ave	Jackson Rd	Florin Rd, Elk Grove Florin Rd	Buffered Bicycle Lane	Cordelia Min	Desperately needed!	5	0	1	0	6
S Watt Ave	Watt Ave, Folsom Blvd	Jackson Rd	Separated Bikeway	Mellissa Meng	This section of roadway has very fast traffic and no other good options to avoid it. Many students would take this to get to Rosemont High School and Einstein. It is also a continuation of the significant investment of bikeway across the freeway and river and would go a long way to improving the whole corridor for cyclists and walkers.	6	0	1	0	7
Sacramento Northern Trail	Elverta Rd	Los Garcias Ln, Rio Linda Blvd	Shared-Use Path			2	0			2
Sacramento River Trail	Hood Franklin Rd, River Rd, 2nd St	Freeport Marina	Shared-Use Path	Dan	Currently this is only a couple-inch wide shoulder. I hope this will be expanded.	16	0	2		18
Sailor Bar Trail	Sailor Bar Trail	Sailor Bar Trail	Shared-Use Path			8	1			7

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
San Juan Ave	Fair Oaks Blvd	Madison Ave	Separated Bikeway			2	0			2
Sand Bar Cir	River Walk Way	Los Rios Dr, American River Dr, Mcclaren Dr	Bicycle Boulevard			1	0			1
Santa Anita Park Trail	Hernando Rd	Bell St	Shared-Use Path			2	0			2
Santa Juanita Ave	Central Ave	Oak Ave	Bicycle Lane			2	0			2
Santa Juanita Ave	Dowd Ct		Bicycle Lane			3	0			3
Santa Juanita Ave	Oak Avenue Pkwy, Oak Ave	Dowd Ct	Buffered Bicycle Lane			1	0			1
Santa Juanita Trail	Oak Ave	Placer County Trail	Shared-Use Path			2	0			2
Sarah Ct	Boyer Dr	River Oak Way	Bicycle Boulevard			1	0			1
Saverien Dr	American River Dr	Fair Oaks Blvd, Wilhaggin Park Ln	Bicycle Lane	Heidi Satter	Very important here for the high school students!	1	0	1	0	2
Scott Rd	White Rock Rd	Latrobe Rd	Bicycle Lane	Katie	But a protected lane would be better	7	0	1	0	8
Sheldon Lake Dr	Grant Line Rd, Sunrise Blvd	Cresthill Dr	Bicycle Lane			3	0			3
Shelfield Dr	Carmelo Dr	Newbury Way	Bicycle Boulevard			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Sierra Blvd	Howe Ave	Morse Ave, Northrop Ave	Bicycle Lane	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	3	0			3
Simmerhorn Rd	Palm Ave	Clay Station Rd	Bicycle Lane	Vincent King (SRPD)	Continue II or III to pedestrian crossing of creek.	2	1	1	0	2
Sky Pkwy	North Pkwy	65th St	Bicycle Lane			1	0			1
Sloughhouse Rd	Jackson Rd	Grant Line Rd	Bicycle Lane			4	0			4
So. American River Trail	Mira Del Rio Dr	Escobar Way Connector	Shared-Use Path			2	0			2
So. American River Trail	Escobar Way Connector	Watt Ave	Shared-Use Path	Dan	I like this but it's very difficult to access from the neighborhood; access is currently a locked gate in someone's backyard.	12	2	2	1	11
Stanley Ave	Fair Oaks Blvd	Marshall Ave	Bicycle Lane			1	0			1
State Highway 12	Hwy 160	Brannan Island Rd, Kettleman Ln	Bicycle Lane	Alexa Mergen	Please extend the bike lane south on Jackson Slough as well, to Brannan Island Road.	4	1	1	1	3
Stevenson Ave	E Stockton Blvd	Cottonwood Ln, Birch Hollow Way	Bicycle Lane			1	0			1
Stewart Rd	Fair Oaks Blvd	Arden Way	Bicycle Lane			1	0			1
Stockton Blvd	Riza Ave	E Stockton Blvd	Separated Bikeway			4	0			4

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Stockton Blvd	Young St	55th St, 39th Ave, Mcmahon Dr, 40th Ave	Separated Bikeway			2	0			2
Stockton Blvd	14th Ave	21st Ave, Perry Ave	Separated Bikeway			6	0	1	0	7
Stone Lakes Refuge Trail	Sacramento River Trail	Elk Grove Blvd, I 5 Nb	Shared-Use Path	Mark Elliott	Makes it shorter/easier to get to West Sac/Clarksburg and an open space ride in Stone Lakes	8	0			8
Stonehouse Rd	Latrobe Rd	Jackson Rd	Bicycle Lane			1	0			1
Sue Pam Dr	Whitney Ave	Grant Ave	Bicycle Lane			1	0			1
Sunrise Blvd	Jackson Rd	Sheldon Lake Dr, Grant Line Rd	Bicycle Lane			1	0			1
Sunrise Blvd	Coloma Rd	Fair Oaks Blvd	Bicycle Lane			3	0			3
Sunrise Blvd	Loisdale Way, Dionysus Way	Jackson Rd	Separated Bikeway			4	0			4
Sunrise Blvd	Fair Oaks Blvd	Madison Ave	Separated Bikeway			2	0	1	0	3
Sunrise Boulevard Trail	Folsom Blvd	Citrus Rd	Shared-Use Path	shalako	Please get the bums out from under the bridge and along the path between 50 and Coloman. It makes it pretty scary riding through there.	2	0		1	1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Sunset Ave	Isabella Ave	Main Ave, Unnamed Rd	Bicycle Lane	Cordelia Min	Do some work with property owners who have overgrown foliage or sloped yards eroding onto the bike trail (seems especially prevalent when property BACKS to the street (unaware?), but one has a HUGE oleander hedge which is usually taking up 1/2 or more of the existing bike lane.	4	0	1	0	5
Sutter Ave	Fair Oaks Blvd	Hollister Ave	Bicycle Lane			2	0			2
Tallyho Dr	Kiefer Blvd	Kiefer Blvd	Bicycle Lane	Austin Allen	This road sees heavy bike/stroller usage, class II would be great here.	2	0	1	0	3
Teichert Conveyor Trail	Kiefer Blvd, West Jackson Highway Master Plan New Class 1	Folsom Blvd	Shared-Use Path			7	0			7
Terminous Rd	Jackson Slough Rd	Oxbow Dr	Bicycle Lane			2	0			2
Trajan Dr	Greenback Ln	Central Ave	Bicycle Lane			2	0			2
Tuckeroo Way	Gum Ranch Dr	Treecrest Ave, High Hill Way	Bicycle Lane			2	0			2
Turnbridge Dr	Franklin Blvd	Chevy Chase Way	Bicycle Boulevard			2	0			2
Twin Cities Rd	River Rd	W Stockton Blvd	Bicycle Lane	Anonymous	Add a bicycle facility into Rancho Seco Recreation Area	2	0	1	0	3
Twin Cities Rd	Marengo Rd		Bicycle Lane	Mark Elliott	Like this but this is a 65+ mph highway with commercial vehicles, not sure that 4' wide class 2 is sufficient,	2	0			2

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Tyler Island Bridge Rd	Tyler Island Rd	Hwy 160	Bicycle Lane	Chris	It would be great if Isleton's 6th street could be completed to connect the city with Tyler Island Bridge Road.	3	0	1	0	4
Tyler Island Rd	Race Track Rd	Tyler Island Bridge Rd	Bicycle Lane			4	0			4
Unnamed Rd	Power Line Rd	Crossfield Dr	Bicycle Lane			2	0			2
Unnamed Rd	Tarshes Dr	San Lorenzo Way	Bicycle Boulevard			4	0			4
Unnamed Rd	Olive Ave	Sailor Bar Trail	Bicycle Boulevard			1	0			1
Upper Westside New Class 1			Shared-Use Path			1	0			1
Upper Westside New Class 1	Unnamed Rd	Upper Westside New Class 2	Shared-Use Path			1	0			1
Upper Westside New Class 1		Upper Westside New Class 2	Shared-Use Path			1	0			1
Upper Westside New Class 1		El Centro Rd	Shared-Use Path			1	0			1
Upper Westside New Class 1	Upper Westside New Class 2	Upper Westside New Class 2	Shared-Use Path			1	0			1
Upper Westside New Class 1	Upper Westside New Class 2	El Centro Rd	Shared-Use Path			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Upper Westside New Class 1	El Centro Rd	San Juan Rd	Shared-Use Path			4	0			4
Upper Westside New Class 1	San Juan Rd	Witter Way	Shared-Use Path			2	0			2
Upper Westside New Class 1	Witter Way	Bayou Way	Shared-Use Path			8	0			8
Valensin Rd	Colony Rd	Alta Mesa Rd	Bicycle Lane			1	0			1
Valensin Rd	Arno Rd	Colony Rd, N Valensin Rd	Bicycle Lane			1	0			1
Van Alstine Ave	Fair Oaks Blvd	California Ave	Bicycle Lane	Kenneth	This area is a flood plain area. Not much growth would be expected in this area. Can you still provide bike lanes?	1	0	0	1	0
Verner Ave	Walnut Ave	Garfield Ave	Bicycle Boulevard			1	0			1
Vineyard Rd	Gerber Rd	Calvine Rd	Separated Bikeway			3	0			3
W Delano St	Delano St, Eloise Ave	Elwyn Ave	Bicycle Boulevard			1	0			1
W Elkhorn Blvd	Elkhorn Blvd		Separated Bikeway			2	0			2
W Elverta Rd		Garden Hwy	Bicycle Lane			1	0			1
W Elverta Rd	Elverta Rd, Rio Linda Blvd	Sorento Rd	Bicycle Lane			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
W Elverta Rd	E Levee Rd		Separated Bikeway			1	0			1
Walmort Rd	Dillard Rd	Alta Mesa Rd	Bicycle Lane			1	0			1
Walnut Ave	Madison Ave	Oak Ave	Bicycle Lane	Vincent King (SRPD)	Need pedestrian intersection/signal where class 1 crosses Vintage to access Community & Aquatic Center.	2	0	0	2	0
Walnut Ave	Palm Ave	Verner Ave	Bicycle Boulevard			1	0			1
Walnut Ave	Fair Oaks Blvd	Raleigh Way	Separated Bikeway	Suzy Murray	As with all bike lanes/bike infrastructure, the lanes need to actually be safe. Unprotected bike lanes on busy streets are not reassuring. Drivers weave in and out of bike lanes, and bicyclists in bike lanes are still victims of vehicle accidents. Unless the bike lanes offer some level of safety from cars, I can't see them getting broadly used.	7	0			7
Walnut Ave	Unnamed Rd	Winding Way	Separated Bikeway			8	1			7
Walnut Grove Thornton Rd	River Rd, Race Track Rd	Old Walnut Grove Thornton Rd, Walnut Grove Rd	Bicycle Lane			1	0			1
Waterman Trail	Cctc Trail		Shared-Use Path	Vincent King (SRPD)	Continue southeast (see County approved Singh Estates) to cross railroad at Gerber and connect to existing path around the detention basin.	1	0	2		3

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Watt Ave	S Watt Ave, Folsom Blvd	Pope Ave	Separated Bikeway	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	25	1	7	0	31
Watt Ave	Lynne Way	Spruce Ridge Way, Uphill Way	Separated Bikeway	Dan	Great to have bike lane to/from busses and light rail	11	0	3	0	14
Watt Avenue Paseo Trail	Freedom Park Dr	U St	Shared-Use Path			1	0			1
West Jackson Highway Master Plan New Class 1	Florin Rd	Knox Rd	Shared-Use Path	Vincent King (SRPD)	Practically speaking this will likely follow a different path, but the intent is to like the Elder and Gerber Crk trails.	1	0	1		2
West Jackson Highway Master Plan New Class 1	Elder Creek Rd	S Watt Ave	Shared-Use Path			1	0			1
West Jackson Highway Master Plan New Class 1		Teichert Conveyor Trail	Shared-Use Path			2	0			2
West Jackson Highway Master Plan New Class 1	Tree View Rd		Shared-Use Path			1	0			1
West Jackson Highway Master Plan New Class 1			Shared-Use Path			1	0			1
West Jackson Highway Master Plan New Class 1	Bradshaw Rd		Shared-Use Path			1	0			1

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
West Jackson Highway Master Plan New Class 1		Knox Rd	Shared-Use Path			1	0			1
West Jackson Highway Master Plan New Class 1	Newbridge Specific Plan New Class 1	Tree View Rd	Shared-Use Path			1	0			1
West Jackson Highway Master Plan New Class 1	Bradshaw Rd	Mayhew Rd	Shared-Use Path			1	0			1
West Jackson Highway Master Plan New Class 1	Mayhew Rd	S Watt Ave	Shared-Use Path			1	0			1
West Jackson Highway Master Plan New Class 1	Zinfandel Dr	Excelsior Rd	Shared-Use Path			1	0			1
West Jackson Highway Master Plan New Class 1			Shared-Use Path			1	0			1
West Jackson Highway Master Plan New Class 1			Shared-Use Path			2	0			2
West Jackson Highway Master Plan New Class 1	S Watt Ave	Mayhew Rd	Shared-Use Path			2	0			2

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
West Jackson Highway Master Plan New Class 1	Teichert Conveyor Trail	Kiefer Blvd	Shared-Use Path			1	0			1
West Jackson Highway Master Plan New Class 1	Excelsior Rd		Shared-Use Path			1	0			1
West Jackson Highway Master Plan New Class 1	Teichert Conveyor Trail		Shared-Use Path			1	0			1
West Jackson Highway Master Plan New Class 1	Kiefer Blvd	Excelsior Rd	Shared-Use Path			2	0			2
West Jackson Highway Master Plan New Class 1	Kiefer Blvd	Happy Ln, Routier Trail	Shared-Use Path			2	0			2
West Jackson Highway Master Plan New Class 1		Kiefer Blvd	Shared-Use Path			1	0			1
Westcamp Rd		Fair Oaks Blvd	Bicycle Boulevard			1	0			1
White Rock Rd	Unnamed Rd	White Rock Trail	Bicycle Lane			5	0			5
White Rock Trail	Grant Line-White Rock Trail	White Rock Rd	Shared-Use Path			4	0			4

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Whitney Ave	Morse Ave	Watt Ave	Bicycle Lane	Jim Shannon	I am generally in favor of bike lanes in the Arden-Arcade area so I can commute safely to work from Land Park.	5	0			5
Whitney Ave	Watt Ave	Sue Pam Dr	Buffered Bicycle Lane	Dax-Conroy Gayle	There are no bike lanes, sidewalks to be shared when walking/ riding on Whitney Avenue between Garfield and Sue Pam/ Grant. Not safe at all.	7	1	4	0	10
Wildridge Dr	Primrose Dr	Rimwood Dr	Bicycle Lane			1	0			1
Wilton Rd	Grant Line Rd	Dillard Rd	Bicycle Lane			1	0			1
Winding Creek Rd	Watt Ave, Cottage Way	Cathay Way	Bicycle Boulevard	kellimwheeler	Why not continue this BB up Maple Glenn to La Sierra and then to San Ramon/Wilhaggin to get across busy Arden and Fair Oaks? Then there is a stop sign to get across American River Drive to Crondall to Estates to American River bike trail.	5	0	0	1	4
Winding Way	Auburn Blvd	College Oak Dr	Bicycle Lane			3	0			3
Winding Way	Pennsylvania Ave	Fair Oaks Blvd	Bicycle Lane			1	0			1
Winding Way	Fair Oaks Blvd, Central Ave	Hazel Ave	Bicycle Lane	Angela	While there is a bicycle lane here it is not kept up well and not wide enough in some areas. What is the plan for keeping it up?	5	0	1	0	6

Table B-3. Bicycle Recommendation Comments, continued

Street	Cross Street 1	Cross Street 2	Bikeway C;Ass	Commentor	Comment	Rec Likes	Rec Dislikes	Comment Likes	Comment Dislikes	Net Likes
Winding Way	Walnut Ave	Dewey Dr	Bicycle Lane	Ali Doerr Westbrook	The vehicle speeds are very high on this street. I'm concerned that a basic bike lane won't encourage folks to ride. Please consider lowering speeds and doing traffic calming as well if you decide to go with a class 2.	4	1			3
Winona Way/ Uprr Crossing	Roseville Rd, Winona Way	Dudley Way, Dudley Blvd	Shared-Use Path			1	0			1
Wittenham Way	Greenback Ln	Woodlake Hills Dr	Bicycle Lane			1	0			1
Woodlake Hills Dr	Fair Oaks Blvd	Unnamed Rd, Foxfire Dr	Bicycle Boulevard			2	0			2
Woodmore Oaks Dr	Central Ave	Fair Oaks Blvd	Bicycle Lane			1	0			1
Woods Rd	Colony Rd	Alta Mesa Rd	Bicycle Lane			1	0			1
Wpa Powerline Trail	Hazel Ave	Fair Oaks Blvd	Shared-Use Path			7	0			7
Zinfandel Dr	Douglas Rd	Eagles Nest Rd, Kiefer Blvd	Bicycle Lane	Paul Myers	Please path the gravel section. Thank you!	2	0			2
Zinfandel Dr	Unnamed Rd	Douglas Rd	Separated Bikeway			2	0			2

Appendix C: Project Recommendations and Prioritization

Introduction

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

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

Prioritization Process

The project prioritization process includes the following steps:

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

Prioritization Categories

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

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

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

Prioritization Scoring Criteria

The County will first assign scores to each category, and then create a combined score by weighting the score for each category by the relevant local weighting factor. Each prioritization category has been given a recommended scoring criterion based on various factors related to each category. The proposed prioritization scoring for bicycle and pedestrian projects are provided in Table C-1. Preliminary recommendations for criteria scores are also provided.

Table C-1. Proposed Prioritization Scoring for Bicycle and Pedestrian Projects

CATEGORY/SUBCATEGORY	CRITERIA	POINTS
SAFETY AND COMFORT		**10**
Crash Frequency	Tier 1 – Located on a High Injury Corridor	5
	Tier 2 – Recent Pedestrian- or Bicycle-involved Collisions (5 years)	3
User Comfort	Meets all ages and ability criteria based on Level of Traffic Stress	5
	Doesn't meet all ages and abilities but closes a gap in the existing network	3
	Doesn't meet all ages and abilities and doesn't close a gap in the existing network	0
CONNECTIVITY AND ACCESS		**10**
SCHOOL AND TRANSIT (BUS OR RAIL) ACCESSIBILITY	Allows low stress access via the roadway and/or trail network. The project is within a half-mile radius of a school and an existing or planned transit line.	5
	Allows low stress access via the roadway and/or trail network. The project is within a half-mile radius of a school or an existing or planned transit line.	4
	The project is within a half-mile radius of a school or an existing or planned transit line, not accounting for user stress.	3
	The project is within a two-mile radius of a school or an existing or planned transit line, not accounting for user stress.	1
	The project is located more than two miles from a school or transit line	0

Table C-1. Proposed Prioritization Scoring for Bicycle and Pedestrian Projects, continued

CATEGORY/SUBCATEGORY	CRITERIA	POINTS
Equity		**5**
	Project is located within an Environmental Justice community	5
	Project improves transit connectivity for bus or rail lines that serve Environmental Justice communities	3
	Project improves bicycle or pedestrian connectivity to schools that serve over 70% of students eligible for free or reduced-price meals	3
	Project does not meet equity criteria	0
REGIONAL CONNECTIVITY	Connection to regional trails or existing/planned facility in an incorporated city and in an area with a high percentage of short trips	5
	In area with high percentage of short trips, no regional trail/City connection	3
	Regional trail/City connection only	3
	Does not connect to regional trail/City and is in an area with a low percentage of short trips	0
IMPLEMENTATION		**10**
FEASIBILITY/COMPLEXITY	High Feasibility/Low Complexity	5
	Medium Feasibility/Complexity	3
	Low Feasibility/High Complexity	1
COMMUNITY NEED	Project was identified during public engagement for the ATP as a problem area or desired improvement	5
	Project was not identified during public engagement for ATP development	0

Weighting of Prioritization Categories

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

Table C-2. Criteria Weighting

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

EXAMPLE SCORE

The highest scoring pedestrian project is the spot improvement at Myrtle Ave/ Watt Avenue. This project received a final score of 4.40 of five possible points. The project received the following scores in each category/subcategory:

Table C-3. Prioritization Example

	Crash Frequency (25%)	User Comfort (15%)	School and Transit (15%)	Regional Connectivity (15%)	Equity (10%)	Feasibility/ Complexity (15%)	Community Need (5%)	Score
Score	5	5	5	3	5	3	5	
Weighted Score Value	1.25	0.75	0.75	0.45	0.5	0.45	0.25	4.4

Moving From Prioritization to Implementation

A prioritized list of projects provides valuable guidance for County staff moving forward. The list provides direction and an implementation order based on a variety of factors including funding opportunities, local maintenance schedules, community support, and other feasibility considerations. As such, the County will consider these factors when programming, and implementing recommended projects. This will further advance Goal 4: Implementation.

Table C-4 provides the full prioritization breakdown for pedestrian projects. Table C-5 provides the full prioritization of sidewalk gap projects. Table C-6 provides the prioritization breakdown for recommended bicycle projects.

Table C-4. Pedestrian Intersection Recommendations

Project ID	Street 1	Street 2	Street 3	Intersection Type	Traffic Control	Map Book Grid ID	Priority	Score	Cost Estimate	Rank
122	Myrtle Ave	Watt Ave		Medium Intersection	All-Way Traffic Signal	C5	Yes	4.4	$51,150	1
150	Elkhorn Blvd	Roseville Rd		Priority Ped Intersection	Overcrossing	B6	Yes	4.3	$11,250	2
22	Walerga Rd	Roseville Rd		Priority Ped Intersection	Overcrossing	B5	Yes	4.3	$14,250	2
16	Martin Luther King Jr Blvd	Fruitridge Rd		Medium Intersection	All-Way Traffic Signal	F4	Yes	4.25	$51,150	4
172	Andrea Blvd	Roseville Rd		Priority Ped Intersection	Minor Street Stop Controlled	B6	Yes	4.15	$41,250	5
19	47Th Ave	Martin Luther King Jr Blvd		Medium Intersection	All-Way Traffic Signal	F4	No	3.95	$60,450	6
143	Arden Way	Bell St		Medium Intersection	All-Way Traffic Signal	D5	No	3.95	$60,450	6
147	Arden Way	Driveway To Howeboutarden Shopping Center		Priority Ped Intersection	All-Way Traffic Signal	D4	No	3.95	$7,750	6
154	Arden Way	Ethan Way		Priority Ped Intersection	All-Way Traffic Signal	D4	No	3.95	$7,750	6
110	Bell St	El Camino Ave		Medium Intersection	All-Way Traffic Signal	D5	Yes	3.95	$51,150	6
159	Edison Ave	Watt Ave		Medium Intersection	All-Way Traffic Signal	C5	Yes	3.95	$60,450	6
26	Florin Rd	Briggs Dr	Palmer House Dr	Medium Intersection	All-Way Traffic Signal	F4	No	3.95	$51,150	6
148	Fruitridge Rd	44Th St		Medium Intersection	All-Way Traffic Signal	F4	Yes	3.95	$60,450	6
53	Fulton Ave	Hurley Way		Medium Intersection	All-Way Traffic Signal	D5	No	3.95	$51,150	6

Table C-4. Pedestrian Intersection Recommendations, continued

Project ID	Street 1	Street 2	Street 3	Intersection Type	Traffic Control	Map Book Grid ID	Priority	Score	Cost Estimate	Rank
98	Howe Ave	Cottage Way		Medium Intersection	All-Way Traffic Signal	D5	No	3.95	$51,150	6
158	Madison Ave	Jackson St		Medium Intersection	All-Way Traffic Signal	C5	Yes	3.95	$60,450	6
18	Whitney Ave	Watt Ave		Medium Intersection	All-Way Traffic Signal	C5	Yes	3.95	$51,150	6
105	Florin Rd	Franklin Blvd		Major Intersection	All-Way Traffic Signal	F4	Yes	3.85	$97,650	18
133	Roseville Rd	Madison Ave		Major Intersection	All-Way Traffic Signal	C5	Yes	3.85	$97,650	18
71	Walerga Rd	Elkhorn Blvd		Major Intersection	All-Way Traffic Signal	B5	Yes	3.85	$66,650	18
177	Arden Way	Morse Ave		Medium Intersection	All-Way Traffic Signal	D5	Yes	3.8	$60,450	21
81	Fulton Ave	Pope Ave		Priority Ped Intersection	Minor Street Stop Controlled	C5	Yes	3.8	$38,750	21
112	Fulton Ave	Edison Ave		Medium Intersection	All-Way Traffic Signal	C5	Yes	3.8	$51,150	21
7	Howe Ave	Sierra Blvd		Medium Intersection	All-Way Traffic Signal	D5	Yes	3.8	$51,150	21
108	Northrop Ave	Fulton Ave		Medium Intersection	All-Way Traffic Signal	D5	Yes	3.8	$51,150	21
34	Power Inn Rd	Elsie Ave		Medium Intersection	All-Way Traffic Signal	G5	No	3.8	$51,150	21
123	Watt Ave	Pope Ave		Priority Ped Intersection	Minor Street Stop Controlled	C5	Yes	3.8	$38,750	21
169	Winding Creek Rd	Watt Ave	Cottage Way	Medium Intersection	All-Way Traffic Signal	D5	No	3.8	$60,450	21

Table C-4. Pedestrian Intersection Recommendations, continued

Project ID	Street 1	Street 2	Street 3	Intersection Type	Traffic Control	Map Book Grid ID	Priority	Score	Cost Estimate	Rank
89	Coyle Ave	Dewey Dr		Small Intersection	All-Way Traffic Signal	B6	Yes	3.75	$38,750	29
153	Dewey Dr	Madison Ave		Medium Intersection	All-Way Traffic Signal	B6	No	3.75	$60,450	29
149	Eastern Ave	Marconi Ave		Medium Intersection	All-Way Traffic Signal	D5	Yes	3.75	$60,450	29
135	Fair Oaks Blvd	Engle Rd		Medium Intersection	All-Way Traffic Signal	C6	Yes	3.75	$51,150	29
40	Manzanita Ave	Cypress Ave		Medium Intersection	All-Way Traffic Signal	C6	No	3.75	$51,150	29
128	Marconi Ave	Mission Ave	Wrendale Way	Medium Intersection	All-Way Traffic Signal	D6	Yes	3.75	$51,150	29
152	Marconi Ave	Norris Ave		Medium Intersection	All-Way Traffic Signal	D5	Yes	3.75	$60,450	29
115	Oak Ave	Fair Oaks Blvd		Medium Intersection	All-Way Traffic Signal	D6	Yes	3.75	$51,150	29
8	Robertson Ave	Fair Oaks Blvd		Medium Intersection	All-Way Traffic Signal	C6	Yes	3.75	$51,150	29
102	Airbase Dr	Roseville Rd		Priority Ped Intersection	Overcrossing	C5	Yes	3.7	$14,250	28
174	Bell St	Marconi Ave		Medium Intersection	All-Way Traffic Signal	D5	Yes	3.7	$60,450	39
187	Fulton Ave	Cottage Way		Medium Intersection	All-Way Traffic Signal	D5	No	3.7	$60,450	39
48	Howe Ave	Hurley Way		Medium Intersection	All-Way Traffic Signal	D5	No	3.7	$51,150	39
44	Madison Ave	Hemlock St		Medium Intersection	All-Way Traffic Signal	C6	No	3.7	$51,150	39

Table C-4. Pedestrian Intersection Recommendations, continued

Project ID	Street 1	Street 2	Street 3	Intersection Type	Traffic Control	Map Book Grid ID	Priority	Score	Cost Estimate	Rank
4	Walnut Ave	Madison Ave		Priority Ped Intersection	Minor Street Stop Controlled	C6	No	3.7	$38,750	39
117	Wright St	Arden Way		Priority Ped Intersection	Minor Street Stop Controlled	D5	No	3.7	$38,750	39
151	Wright St	Marconi Ave		Medium Intersection	All-Way Traffic Signal	D5	Yes	3.7	$60,450	39
163	Stevenson Ave	Spengler Dr		Priority Ped Intersection	All-Way Stop	G5	No	3.65	$39,835	46
68	Alta Arden Expy	Howe Ave		Major Intersection	All-Way Traffic Signal	D5	No	3.65	$66,650	46
79	Alta Arden Expy	Watt Ave		Major Intersection	All-Way Traffic Signal	D5	No	3.65	$66,650	46
67	Arden Way	Fulton Ave		Major Intersection	All-Way Traffic Signal	D5	No	3.65	$66,650	46
87	Arden Way	Watt Ave		Major Intersection	All-Way Traffic Signal	D5	No	3.65	$66,650	46
23	El Camino Ave	Morse Ave	Drayton Dr	Priority Ped Intersection	Minor Street Stop Controlled	D5	No	3.65	$705,250	46
134	El Camino Ave	Howe Ave		Major Intersection	All-Way Traffic Signal	D4	Yes	3.65	$66,650	46
58	Franklin Blvd	47Th Ave		Major Intersection	All-Way Traffic Signal	F4	No	3.65	$66,650	46
129	Howe Ave	Arden Way		Major Intersection	All-Way Traffic Signal	D5	No	3.65	$66,650	46
161	Marconi Ave	Fulton Ave		Major Intersection	All-Way Traffic Signal	D5	No	3.65	$66,650	46
43	Stockton Blvd	Florin Rd		Major Intersection	All-Way Traffic Signal	F4	Yes	3.65	$128,650	46
131	Watt Ave	Roseville Rd		Major Intersection	All-Way Traffic Signal	C5	Yes	3.65	$190,650	46

Table C-4. Pedestrian Intersection Recommendations, continued

Project ID	Street 1	Street 2	Street 3	Intersection Type	Traffic Control	Map Book Grid ID	Priority	Score	Cost Estimate	Rank
93	Wright St	El Camino Ave		Priority Ped Intersection	Minor Street Stop Controlled	D5	No	3.65	$271,250	46
183	Manzanita Ave	Auburn Blvd		Medium Intersection	All-Way Traffic Signal	B6	No	3.6	$60,450	59
52	Palm Ave	Coyle Ave	Manzanita Ave	Small Intersection	All-Way Traffic Signal	B6	No	3.6	$38,750	59
166	Butano Dr	Watt Ave		Medium Intersection	All-Way Traffic Signal	D5	No	3.55	$60,450	61
84	College Oak Dr	Madison Ave		Medium Intersection	All-Way Traffic Signal	C6	No	3.55	$51,150	61
14	Howe Ave	Northrop Ave		Medium Intersection	All-Way Traffic Signal	D5	No	3.55	$51,150	61
100	Roseville Rd	Palm Ave		Priority Ped Intersection	Minor Street Stop Controlled	B5	Yes	3.55	$7,750	61
10	Florin Rd	65Th St		Major Intersection	All-Way Traffic Signal	F4	No	3.5	$66,650	65
85	Gerber Rd	Power Inn Rd		Major Intersection	All-Way Traffic Signal	G5	No	3.5	$66,650	65
137	Hackberry Ln	Madison Ave		Medium Intersection	All-Way Traffic Signal	C6	No	3.5	$51,150	65
42	Hazel Ave	Pershing Ave		Medium Intersection	All-Way Traffic Signal	B8	Yes	3.5	$51,150	65
162	Manzanita Ave	Winding Way		Medium Intersection	All-Way Traffic Signal	C6	No	3.5	$60,450	65
181	Manzanita Ave	Lincoln Ave		Medium Intersection	All-Way Traffic Signal	C6	No	3.5	$60,450	65
73	Marconi Ave	Watt Ave		Major Intersection	All-Way Traffic Signal	D5	Yes	3.5	$66,650	65
90	Schuyler Dr	Madison Ave		Medium Intersection	All-Way Traffic Signal	C6	No	3.5	$51,150	65

Table C-4. Pedestrian Intersection Recommendations, continued

Project ID	Street 1	Street 2	Street 3	Intersection Type	Traffic Control	Map Book Grid ID	Priority	Score	Cost Estimate	Rank
88	Stockton Blvd	Gerber Rd		Major Intersection	All-Way Traffic Signal	G4	Yes	3.5	$97,650	65
28	Greenback Ln	Fair Oaks Blvd		Major Intersection	All-Way Traffic Signal	B7	No	3.5	$190,650	65
56	Auberry Dr	Triad Cir	Meadowhaven Dr	Priority Ped Intersection	All-Way Stop	G5	No	3.45	$7,750	75
80	Fair Oaks Blvd	Winding Way		Medium Intersection	All-Way Stop	C7	No	3.45	$51,150	75
36	Wilbur Way	Gerber Rd		Medium Intersection	All-Way Traffic Signal	G5	No	3.45	$51,150	75
82	Dewey Dr	Saint James Dr		Small Intersection	Uncontrolled Intersection	C6	No	3.45	$38,750	75
130	Dewey Dr	Palm Ave		Small Intersection	Uncontrolled Intersection	C6	No	3.45	$38,750	75
27	Fair Oaks Blvd	El Camino Ave		Major Intersection	All-Way Traffic Signal	D6	Yes	3.45	$97,650	75
180	Marconi Ave	Fair Oaks Blvd	Palm Dr	Major Intersection	All-Way Traffic Signal	D6	Yes	3.45	$66,650	75
156	Rutland Dr	Madison Ave		Medium Intersection	Uncontrolled Intersection	C6	No	3.45	$283,650	75
178	65Th St	Stockton Blvd		Major Intersection	All-Way Traffic Signal	F4	No	3.4	$66,650	83
101	Airbase Dr	Madison Ave		Major Intersection	All-Way Traffic Signal	C5	No	3.4	$128,650	83
140	Alta Arden Expy	Ethan Way		Major Intersection	All-Way Traffic Signal	D4	No	3.4	$66,650	83
60	Auburn Blvd	Madison Ave		Major Intersection	All-Way Traffic Signal	C6	No	3.4	$128,650	83

Table C-4. Pedestrian Intersection Recommendations, continued

Project ID	Street 1	Street 2	Street 3	Intersection Type	Traffic Control	Map Book Grid ID	Priority	Score	Cost Estimate	Rank
83	Auburn Blvd	Business 80 NB Marconi Ave Off	Marconi Ave	Major Intersection	All-Way Traffic Signal	C4	No	3.4	$128,650	83
107	El Camino Ave	Fulton Ave		Major Intersection	All-Way Traffic Signal	D5	No	3.4	$66,650	83
62	Hillsdale Blvd	Madison Ave		Major Intersection	All-Way Traffic Signal	C5	No	3.4	$97,650	83
6	Watt Ave	Airbase Dr		Major Intersection	All-Way Traffic Signal	B5	No	3.4	$66,650	83
114	Watt Ave	Don Julio Blvd		Major Intersection	All-Way Traffic Signal	B5	No	3.4	$66,650	83
136	Madison Ave	Manzanita Ave		Medium Intersection	All-Way Traffic Signal	C6	No	3.35	$51,150	92
24	Watt Ave	Fair Oaks Blvd		Major Intersection	All-Way Traffic Signal	E5	Yes	3.3	$66,650	93
25	El Camino Ave	Watt Ave		Major Intersection	All-Way Traffic Signal	D5	No	3.25	$66,650	94
32	Fulton Ave	Alta Arden Expy		Major Intersection	All-Way Traffic Signal	D5	No	3.25	$66,650	94
59	Garfield Ave	Madison Ave		Major Intersection	All-Way Traffic Signal	C6	No	3.25	$128,650	94
142	Marconi Ave	Montclaire St		Medium Intersection	Uncontrolled Intersection	D5	Yes	3.25	$283,650	94
66	Mission Ave	Whitney Ave		Small Intersection	All-Way Stop	C6	Yes	3.25	$38,750	94
141	Morse Ave	Sierra Blvd	Northrop Ave	Small Intersection	All-Way Stop	D5	No	3.25	$38,750	94
109	Norris Ave	Edison Ave		Small Intersection	All-Way Stop	C5	No	3.25	$38,750	94
164	Power Inn Rd	Florin Rd		Major Intersection	All-Way Traffic Signal	F5	No	3.25	$66,650	94

Table C-4. Pedestrian Intersection Recommendations, continued

Project ID	Street 1	Street 2	Street 3	Intersection Type	Traffic Control	Map Book Grid ID	Priority	Score	Cost Estimate	Rank
9	Watt Ave	Elkhorn Blvd	Elkhorn Blvd	Major Intersection	All-Way Traffic Signal	B5	No	3.25	$66,650	94
39	Whitney Ave	Eastern Ave		Small Intersection	All-Way Traffic Signal	C5	No	3.25	$38,750	94
29	Auburn Blvd	Orange Grove Ave		Medium Intersection	All-Way Traffic Signal	C5	No	3.2	$51,150	104
61	Filbert Ave	Greenback Ln		Medium Intersection	All-Way Traffic Signal	B8	No	3.2	$51,150	104
11	Greenback Ln	Illinois Ave	Hickory Ave	Medium Intersection	All-Way Traffic Signal	B8	Yes	3.2	$51,150	104
47	Greenback Ln	Trajan Dr		Medium Intersection	All-Way Traffic Signal	B7	No	3.2	$51,150	104
176	Hemlock St	Auburn Blvd		Medium Intersection	All-Way Traffic Signal	B6	No	3.2	$60,450	104
170	Larchmont Dr	Walerga Rd		Priority Ped Intersection	Minor Street Stop Controlled	B5	Yes	3.2	$7,750	104
55	Main Ave	Greenback Ln		Medium Intersection	All-Way Traffic Signal	B8	No	3.2	$51,150	104
97	Sunrise Blvd	Winding Way		Medium Intersection	All-Way Traffic Signal	C7	Yes	3.2	$51,150	104
51	Dewey Dr	Palm Ave		Small Intersection	Uncontrolled Intersection	C6	No	3.2	$38,750	104
37	Fair Oaks Blvd	North Ave		Medium Intersection	Uncontrolled on FOB; Ped signal on North Ave	C6	Yes	3.2	$283,650	104
41	Manzanita Ave	Fair Oaks Blvd		Major Intersection	All-Way Traffic Signal	C6	No	3.2	$97,650	104
78	Marconi Ave	Walnut Ave		Major Intersection	All-Way Traffic Signal	D6	No	3.2	$190,650	104
179	47Th Ave	44Th St		Medium Intersection	All-Way Traffic Signal	F4	No	3.15	$60,450	116

Table C-4. Pedestrian Intersection Recommendations, continued

Project ID	Street 1	Street 2	Street 3	Intersection Type	Traffic Control	Map Book Grid ID	Priority	Score	Cost Estimate	Rank
92	Rosemont Dr	Goethe Rd	Mayhew Rd	Small Intersection	All-Way Traffic Signal	E6	No	3.1	$38,750	117
31	Central Ave	Hazel Ave		Medium Intersection	All-Way Traffic Signal	B8	Yes	3.05	$51,150	118
46	Greenback Ln	Kenneth Ave		Medium Intersection	All-Way Traffic Signal	B8	No	3.05	$51,150	118
146	Sunset Ave	Sunrise Blvd		Medium Intersection	All-Way Traffic Signal	C7	Yes	3.05	$60,450	118
77	Elkhorn Blvd	Dry Creek Rd		Medium Intersection	All-Way Traffic Signal	B4	No	3	$51,150	121
182	Fair Oaks Blvd	California Ave		Medium Intersection	All-Way Traffic Signal	C6	No	3	$60,450	121
145	Lincoln Ave	Barrett Rd		Small Intersection	All-Way Stop	C6	No	3	$38,750	121
33	Palmerson Dr	N Loop Blvd		Small Intersection	All-Way Traffic Signal	A6	No	3	$38,750	121
96	Sunrise Blvd	Fair Oaks Blvd		Major Intersection	All-Way Traffic Signal	C7	No	3	$128,650	121
70	W Elkhorn Blvd	Marysville Blvd		Medium Intersection	All-Way Traffic Signal	B4	No	3	$51,150	121
3	Marconi Ave	Morse Ave		Priority Ped Intersection	Minor Street Stop Controlled	D5	Yes	2.95	$38,750	127
35	Coyle Ave	Parkoaks Dr		Small Intersection	Uncontrolled Intersection	B6	No	2.95	$38,750	127
139	Bainbridge Dr	Larchmont Dr		Priority Ped Intersection	All-Way Stop	B5	No	2.9	$39,835	129
74	Elkhorn Blvd	Larchmont Dr		Medium Intersection	All-Way Traffic Signal	B5	No	2.9	$51,150	129
104	Hillsdale Blvd	Diablo Dr		Priority Ped Intersection	Minor Street Stop Controlled	B6	No	2.9	$47,275	129

Table C-4. Pedestrian Intersection Recommendations, continued

Project ID	Street 1	Street 2	Street 3	Intersection Type	Traffic Control	Map Book Grid ID	Priority	Score	Cost Estimate	Rank
116	Stevenson Ave	Power Inn Rd		Medium Intersection	All-Way Traffic Signal	G5	No	2.9	$51,150	129
119	Andrea Blvd	Diablo Dr		Small Intersection	All-Way Stop	B6	No	2.85	$38,750	133
65	Elverta Rd	Palmerson Dr		Medium Intersection	All-Way Traffic Signal	A5	No	2.85	$51,150	133
72	Florin Rd	Florin Perkins Rd	French Rd	Major Intersection	All-Way Traffic Signal	F5	No	2.8	$66,650	135
168	Hazel Ave	Greenback Ln		Major Intersection	All-Way Traffic Signal	B8	Yes	2.75	$66,650	136
120	Madison Ave	Hazel Ave		Major Intersection	All-Way Traffic Signal	B8	Yes	2.75	$66,650	136
173	Monument Dr	Galbrath Dr		Priority Ped Intersection	All-Way Stop	B6	No	2.75	$39,835	136
20	Bell St	Edison Ave		Priority Ped Intersection	All-Way Stop	C5	No	2.7	$48,360	139
127	Calvine Rd	Vintage Park Dr		Medium Intersection	All-Way Traffic Signal	G5	No	2.7	$51,150	139
91	Hurley Way	Bell St		Small Intersection	All-Way Traffic Signal	D5	No	2.7	$38,750	139
21	Morse Ave	Hurley Way		Small Intersection	All-Way Traffic Signal	D5	Yes	2.7	$38,750	139
144	Oak Ave	Hickory Ave		Medium Intersection	All-Way Stop	B8	No	2.7	$51,150	139
13	Fair Oaks Blvd	Kenneth Ave		Medium Intersection	Uncontrolled Intersection	D6	Yes	2.7	$283,650	139
76	Fair Oaks Blvd	Beginning of FOB Right Turn Slip Lane (Near Don Way)		Major Intersection	Uncontrolled Intersection	C6	No	2.7	$283,650	139

Table C-4. Pedestrian Intersection Recommendations, continued

Project ID	Street 1	Street 2	Street 3	Intersection Type	Traffic Control	Map Book Grid ID	Priority	Score	Cost Estimate	Rank
124	Marconi Ave	Morse Ave		Priority Ped Intersection	Minor Street Stop Controlled	D5	Yes	2.65	$252,650	146
188	Elkhorn Blvd	I-80		Interstate Ramp	Interstate Ramp with slip lanes	B6	No	2.6	$38,750	147
138	Larchmont Dr	Galbrath Dr		Priority Ped Intersection	Minor Street Stop Controlled	B5	No	2.6	$38,750	147
171	Palmerson Dr	Heartland Dr		Small Intersection	All-Way Stop	A6	No	2.55	$38,750	149
113	Vintage Park Dr	Brittany Park Dr	Delahye Cir	Small Intersection	All-Way Stop	G5	No	2.55	$38,750	149
49	Edison Ave	Eastern Ave		Small Intersection	All-Way Stop	C5	No	2.5	$38,750	151
2	Engle Rd	Mission Ave		Small Intersection	All-Way Stop	C6	No	2.5	$38,750	151
45	Fair Oaks Blvd	Central Ave	Winding Way	Medium Intersection	All-Way Stop	C7	No	2.5	$51,150	151
103	Jan Dr	Winding Way		Small Intersection	All-Way Traffic Signal	C6	No	2.5	$38,750	151
125	Moraga Dr	Jan Dr		Small Intersection	All-Way Stop	C6	No	2.5	$38,750	151
111	Whitney Ave	Norris Ave		Small Intersection	All-Way Traffic Signal	C5	No	2.5	$38,750	151
194	Winding Way	Dewey Dr		Small Intersection	All-Way Traffic Signal	C6	No	2.5	$38,750	151
54	Cottage Way	Morse Ave		Small Intersection	All-Way Traffic Signal	D5	No	2.45	$38,750	158
192	Elk Grove Florin Rd	Elder Creek Trail		Small Intersection	Uncontrolled Intersection	G5	No	2.45	$38,750	158

Table C-4. Pedestrian Intersection Recommendations, continued

Project ID	Street 1	Street 2	Street 3	Intersection Type	Traffic Control	Map Book Grid ID	Priority	Score	Cost Estimate	Rank
191	Gerber Rd	Passalis Ln		Medium intersection	Minor Street Stop Controlled	G5	No	2.45	$252,650	158
160	Orange Grove Ave	Pasadena Ave		Priority Ped Intersection	Minor Street Stop Controlled	C6	No	2.45	$7,750	158
5	Tiogawoods Dr	French Rd	Gerber Rd	Medium Intersection	All-Way Traffic Signal	G5	No	2.45	$51,150	158
12	Fair Oaks Blvd	Kenneth Ave		Medium Intersection	Uncontrolled Intersection	D6	Yes	2.45	$283,650	158
75	Fair Oaks Blvd	End Of Fob Right Turn Slip Lane (Near Wayside Ln)		Major Intersection	Uncontrolled Intersection	C6	No	2.45	$283,650	158
17	65Th St	53Rd Ave		Priority Ped Intersection	Minor Street Stop Controlled	F4	No	2.4	$248,775	165
64	Elverta Rd	Rio Linda Blvd	W Elverta Rd	Major Intersection	All-Way Stop	A4	No	2.4	$51,150	165
190	Florin Rd	SR-99		Interstate Ramp	Interstate Ramp with slip lanes	F4	No	2.4	$38,750	165
69	Greenback Ln	Madison Ave	Lake Natoma Dr	Major Intersection	All-Way Traffic Signal	B8	No	2.4	$97,650	165
118	Mission Ave	Cottage Way		Small Intersection	All-Way Stop	D6	No	2.35	$38,750	169
63	Gunn Rd	Kenneth Ave		Small Intersection	All-Way Stop	D6	No	2.25	$38,750	170
126	Kenneth Ave	Garfield Ave		Medium Intersection	All-Way Stop	D6	No	2.25	$51,150	170
99	Kiefer Blvd	Huntsman Dr		Medium Intersection	All-Way Traffic Signal	E6	No	2.25	$51,150	170
185	Poker Ln	Don Julio Blvd		Medium Intersection	All-Way Traffic Signal	A6	No	2.25	$60,450	170

Table C-4. Pedestrian Intersection Recommendations, continued

Project ID	Street 1	Street 2	Street 3	Intersection Type	Traffic Control	Map Book Grid ID	Priority	Score	Cost Estimate	Rank
94	Q St	Dry Creek Rd		Small Intersection	All-Way Stop	B4	No	2.25	$38,750	170
193	San Juan Ave	Winding Way		Medium Intersection	All-Way Traffic Signal	C7	No	2.25	$51,150	170
132	San Juan Ave	Winding Way		Medium Intersection	All-Way Traffic Signal	C7	No	2.25	$51,150	170
106	Dewey Dr	Papaya Dr	Moraga Dr	Small Intersection	Uncontrolled Intersection	C6	No	2.2	$38,750	177
95	Eastern Ave	El Camino Ave		Major Intersection	All-Way Traffic Signal	D5	No	2.2	$66,650	177
86	Millburn St	Coyle Ave		Small Intersection	Uncontrolled Intersection	B6	No	2.2	$38,750	177
165	Don Julio Blvd	Walerga Rd		Major Intersection	All-Way Traffic Signal	B5	Yes	2.15	$66,650	180
155	Monument Dr	Antelope Rd		Priority Ped Intersection	Minor Street Stop Controlled	B6	No	2.15	$271,250	180
30	Central Ave	Trajan Dr		Small Intersection	All-Way Stop	B7	No	2.1	$38,750	182
1	Dillard Rd	Colony Rd		Medium Intersection	All-Way Stop	H7	No	2.1	$51,150	182
167	Franklin Blvd	Hood Franklin Rd		Medium Intersection	All-Way Stop	I4	No	2.1	$51,150	182
184	Walnut Grove Brg	River Rd		Medium Intersection	All-Way Stop	L3	No	2.1	$51,150	182
15	Sunset Ave	Kenneth Ave		Small Intersection	All-Way Stop	C8	No	2.05	$38,750	186
189	Hazel Ave	US 50		Interstate Ramp	Interstate Ramp with slip lanes	C8	No	1.95	$38,750	187

Table C-4. Pedestrian Intersection Recommendations, continued

Project ID	Street 1	Street 2	Street 3	Intersection Type	Traffic Control	Map Book Grid ID	Priority	Score	Cost Estimate	Rank
50	Marconi Ave	Gunn Rd		Medium Intersection	Uncontrolled Intersection	D6	No	1.95	$283,650	187
57	Pershing Ave	Illinois Ave		Small Intersection	All-Way Stop	B8	No	1.95	$38,750	187
121	W Elkhorn Blvd	W 2Nd St		Medium Intersection	Uncontrolled Intersection	B4	No	1.95	$283,650	187
157	I St	20Th St		Small Intersection	All-Way Stop	B4	No	1.8	$38,750	191
38	Poker Flat Dr	Coloma Rd	Gold Country Blvd	Small Intersection	All-Way Traffic Signal	C7	No	1.8	$38,750	191
175	Saverien Dr	American River Dr		Small Intersection	All-Way Stop	D6	No	1.8	$38,750	191
186	Franklin Blvd	Bilby Rd		Major Intersection	All-Way Stop	I4	No	1.5	$82,150	194

Table C-5. Sidewalk Gap Projects

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
22nd St - 1	0	2642.92	B4	No	1.95	$740,020	914
22nd St - 2	0	2645.29	B4	No	2.4	$740,680	740
32nd St - 1	0	633.88	B5	No	2.15	$177,485	862
34th St - 1	0	212.44	B5	No	2.75	$59,480	523
47th Ave - 1	0	1340.03	F4	Yes	4.7	$375,205	2
48th Ave - 1	0	635.27	F4	No	3.75	$177,875	189
Airbase Dr - 1	0	352.69	C5	Yes	4	$98,750	119
Airbase Dr - 2	0	795.49	C5	Yes	4	$222,735	119
Airport Blvd - 1	0	4831.29	B1	No	2.35	$1,352,760	810
Airport Blvd - 2	0	4240.32	B1	No	1.9	$1,187,290	930
Airport Blvd W - 1	0	1676.08	B1	No	2.35	$469,305	810
Alta Arden Expy - 1	1	414.61	D4	Yes	4.25	$58,045	32
Alta Arden Expy - 2	1	580.39	D5	Yes	4.25	$81,255	32
Alta Arden Expy - 3	1	501.24	D5	No	2.75	$70,175	523
Alta Arden Expy - 4	1	580.47	D5	No	3	$81,265	286
Alta Arden Expy - 5	1	290.24	D5	No	2.75	$40,633	523
Alta Arden Expy - 6	1	218.64	D5	No	2.75	$30,610	523
Alta Arden Expy - 7	0	249.88	D5	Yes	3.85	$69,965	151
Alta Arden Expy - 8	1	187.41	D5	Yes	3.85	$26,238	151

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Alta Arden Expy - 9	1	1110.71	D5	Yes	4.25	$155,500	32
Alta Arden Expy - 10	0	1216.49	D5	No	3	$340,615	286
Alta Arden Expy - 11	1	211.56	D5	No	3	$29,620	286
Alta Arden Expy - 12	1	272.40	D5	No	2.75	$38,135	523
Alta Arden Expy - 13	1	708.23	D5	No	2.75	$99,153	523
Alta Arden Expy - 14	1	163.44	D5	No	4	$22,883	119
Andrea Blvd - 1	1	689.09	B6	No	3.2	$96,473	266
Anna Way - 1	0	683.26	D4	Yes	4.7	$191,310	2
Antelope Rd - 1	1	219.07	B5	No	3.2	$30,670	266
Antelope Rd - 2	1	1571.80	B6	No	2.4	$220,053	740
Antelope Rd - 3	1	440.11	B6	No	2.1	$61,615	875
Antelope Rd - 4	1	274.88	B6	No	2.55	$38,485	621
Antelope Rd - 5	1	753.60	B6	Yes	3.6	$105,505	200
Antelope Rd - 6	1	735.52	B6	No	2.4	$102,973	740
Antelope Rd - 7	1	738.15	A6	Yes	3.6	$103,343	200
Arden Way - 1	0	4007.39	D5	Yes	4.05	$1,122,070	85
Arden Way - 2	1	211.79	D5	No	2.8	$29,650	396
Arden Way - 3	1	211.79	D6	No	2.65	$29,650	555
Arden Way - 4	1	158.84	D6	No	2.8	$22,238	396

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Arden Way - 5	1	211.79	D6	No	2.8	$29,650	396
Arden Way - 6	1	305.46	D6	No	2.8	$42,765	396
Arden Way - 7	1	660.64	D6	No	3.4	$92,490	241
Auburn Blvd - 1	0	332.97	C5	No	2.75	$93,235	523
Auburn Blvd - 2	1	230.41	B6	Yes	3.65	$32,258	198
Barberry Ln - 1	0	4266.57	D5	No	2.8	$1,194,640	396
Barrett Rd - 1	1	448.23	C6	No	2.55	$62,753	621
Barrett Rd - 2	1	192.10	C6	No	2.55	$26,893	621
Barrett Rd - 3	1	256.13	C6	No	2.55	$35,858	621
Barrett Rd - 4	1	1408.71	C6	No	2.55	$197,220	621
Barrett Rd - 5	0	576.29	C6	No	3.3	$161,360	257
Bayou Way - 1	0	4697.80	B1	No	1.9	$1,315,385	930
Becerra Way - 1	0	1343.10	C5	No	2.8	$376,065	396
Bell St - 1	1	365.38	C5	No	2.85	$51,153	364
Bell St - 2	0	193.44	C5	No	3	$54,160	286
Bell St - 3	1	391.89	C5	No	3	$54,865	286
Bell St - 4	0	979.72	D5	Yes	4.25	$274,320	32
Bell St - 5	0	2345.06	D5	Yes	4.25	$656,615	32
Bell St - 6	0	2345.06	D5	Yes	4.25	$656,615	32
Bell St - 7	1	211.48	D5	Yes	4	$29,608	119

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Bell St - 8	1	634.44	D5	No	3	$88,820	286
Bell St - 9	0	1163.13	D5	No	3	$325,675	286
Bell St - 10	0	1163.13	D5	No	3	$325,675	286
Bell St - 11	1	153.98	D5	No	2.75	$21,558	523
Bell St - 12	1	230.97	D5	No	2.75	$32,335	523
Bell St - 13	1	264.29	D5	No	4.25	$37,000	32
Bell St - 14	1	1532.89	D5	No	3	$214,605	286
Bell St - 15	0	102.51	D5	No	3	$28,705	286
Bell St - 16	1	211.50	D5	No	3.45	$29,610	239
Bradshaw Rd - 1	1	811.86	E6	No	2.35	$113,660	810
Bradshaw Rd - 2	0	1235.06	E6	No	2.35	$345,820	810
Bradshaw Rd - 3	0	50.72	E6	No	2.95	$14,200	361
Bradshaw Rd - 4	0	641.39	G6	No	2.4	$179,590	740
Brannan Island Rd - 1	0	3201.25	O1	No	1.75	$896,350	950
Brannan Island Rd - 2	0	32805.41	O2	No	1.75	$9,185,515	950
Bruceville Rd - 1	0	724.00	H4	No	2.35	$202,720	810
Bruceville Rd - 2	0	439.45	H4	No	2.65	$123,045	555
Buena Vista Ave - 1	0	1721.45	C7	No	2.8	$482,005	396
Buena Vista Ave - 2	0	1777.87	C7	No	2.8	$497,805	396

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
California Ave - 1	1	207.64	D6	No	2.8	$29,070	396
California Ave - 2	0	622.92	D6	No	2.8	$174,415	396
California Ave - 3	0	1715.80	D6	No	2.8	$480,425	396
California Ave - 4	0	343.16	C6	No	2.8	$96,085	396
California Ave - 5	1	171.58	C6	No	2.8	$24,020	396
California Ave - 6	1	343.16	C6	No	2.8	$48,043	396
California Ave - 7	0	171.58	C6	No	2.8	$48,040	396
California Ave - 8	1	514.74	C6	No	2.8	$72,063	396
California Ave - 9	1	343.16	C6	No	2.8	$48,043	396
California Ave - 10	1	343.16	C6	No	2.8	$48,043	396
California Ave - 11	0	514.74	C6	No	2.8	$144,125	396
California Ave - 12	1	171.58	C6	No	2.8	$24,020	396
California Ave - 13	0	1029.48	C6	No	3.55	$288,255	210
California Ave - 14	1	343.16	C6	No	2.8	$48,043	396
California Ave - 15	0	343.16	C6	No	2.8	$96,085	396
California Ave - 16	0	211.12	C6	No	3.55	$59,115	210
California Ave - 17	0	171.58	C6	No	3.55	$48,040	210
California Ave - 18	1	184.73	C6	No	2.8	$25,863	396
California Ave - 19	1	184.73	C6	No	2.55	$25,863	621
California Ave - 20	0	316.67	C6	No	2.55	$88,670	621

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Calvine Rd - 1	1	168.74	G5	No	3	$23,625	286
Cameron Ranch Dr - 1	1	375.52	C6	No	2.15	$52,573	862
Candace St - 1	0	381.86	C6	No	2.65	$106,920	555
Cardinal Rd - 1	0	2799.72	C7	No	2.8	$783,920	396
Cassady Way - 1	0	857.90	C6	No	2.8	$240,210	396
Central Ave - 1	1	217.92	B8	No	2.1	$30,510	875
Central Ave - 2	0	435.85	B8	No	1.65	$122,035	962
Central Ave - 3	1	272.40	B8	No	1.65	$38,138	962
Central Ave - 4	1	163.44	B8	No	1.65	$22,883	962
Central Ave - 5	0	326.89	B8	No	1.65	$91,530	962
Central Ave - 6	0	696.02	B8	No	2.1	$194,885	875
Central Ave - 7	1	588.94	B8	No	2.1	$82,453	875
Central Ave - 8	0	1392.04	B8	No	3.35	$389,770	243
Central Ave - 9	0	1604.75	B8	Yes	3.8	$449,330	167
Central Ave - 10	1	401.19	B8	No	2.55	$56,165	621
Central Ave - 11	0	4680.52	B8	No	2.55	$1,310,545	621
Chicago Ave - 1	0	4125.44	C7	No	2.35	$1,155,125	810
Chippendale Dr - 1	0	158.13	C6	Yes	3.85	$44,275	151
College Oak Dr - 1	1	400.08	C6	No	2.6	$56,010	598
College Oak Dr - 2	1	200.04	C6	No	2.6	$28,005	598

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
College Oak Dr - 3	1	200.04	C6	No	2.6	$28,005	598
College Oak Dr - 4	1	791.09	C6	No	3	$110,753	286
College Oak Dr - 5	0	732.10	C6	No	3	$204,990	286
Cottage Way - 2	1	237.89	D5	No	3	$33,305	286
Cottage Way - 9	1	264.31	D5	No	3	$37,003	286
Cottage Way - 3	0	1320.46	D5	No	3	$369,730	286
Cottage Way - 4	1	211.32	D6	No	3.75	$29,585	189
Cypress Ave - 1	0	715.63	C6	No	2.65	$200,375	555
Cypress Ave - 2	0	825.73	C6	No	2.65	$231,205	555
Cypress Ave - 3	1	275.24	C6	No	2.2	$38,535	849
Cypress Ave - 4	1	220.19	C6	No	2.2	$30,828	849
Cypress Ave - 5	1	950.17	C6	No	2.65	$133,025	555
Cypress Ave - 6	1	475.09	C6	No	2.65	$66,513	555
Cypress Ave - 7	1	369.57	C6	No	2.8	$51,740	396
Cypress Ave - 8	1	739.14	C6	No	2.8	$103,480	396
Cypress Ave - 9	1	212.96	C6	No	2.8	$29,815	396
Dawn Way - 1	1	317.20	D4	Yes	4.25	$44,408	32
Del Paso Rd - 1	0	4557.34	C2	No	1.9	$1,276,055	930
Dewey Dr - 1	0	346.55	B6	Yes	3.1	$97,035	278
Dewey Dr - 2	0	864.04	B6	Yes	4.25	$241,930	32

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Dewey Dr - 3	1	545.40	B6	Yes	4.05	$76,355	85
Dewey Dr - 4	1	244.11	C6	No	4.05	$34,175	85
Dewey Dr - 5	1	229.97	C6	No	4.05	$32,195	85
Dewey Dr - 6	1	811.90	C6	No	2.8	$113,665	396
Dixon Oaks Ln - 1	1	953.14	B8	Yes	4.05	$133,440	85
Don Julio Blvd - 1	0	1345.61	A6	No	2.55	$376,770	621
Don Julio Blvd - 2	0	2594.40	A6	No	2.55	$726,430	621
Driveway East Of Watt Ave - 1	0	86.46	D5	Yes	4.1	$24,210	71
E Stockton Blvd - 1	0	223.87	G4	Yes	4.45	$62,685	11
E Stockton Blvd - 2	1	447.74	G4	Yes	4.45	$62,683	11
E Stockton Blvd - 1	1	932.11	G5	Yes	4.45	$130,495	11
E Stockton Blvd - 2	1	599.21	G5	Yes	4.45	$83,890	11
E Stockton Blvd - 3	1	383.37	G5	Yes	2.75	$53,673	523
E Stockton Blvd - 4	0	230.02	G5	Yes	2.75	$64,405	523
E Stockton Blvd - 5	1	2070.20	G5	Yes	2.75	$289,828	523
Eastern Ave - 1	1	216.94	C5	No	2.8	$30,373	396
Eastern Ave - 2	1	474.76	C5	No	2.55	$66,465	621
Eastern Ave - 3	1	158.25	C5	No	2.55	$22,155	621
Eastern Ave - 4	1	237.38	C5	No	2.8	$33,233	396

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Eastern Ave - 5	1	158.25	C5	No	2.8	$22,155	396
Eastern Ave - 6	1	712.13	C5	No	2.55	$99,700	621
Eastern Ave - 7	1	395.63	C5	No	4.05	$55,388	85
Eastern Ave - 8	1	1016.96	D5	No	2.8	$142,373	396
Eastern Ave - 9	0	374.67	D5	No	2.8	$104,905	396
Eastern Ave - 10	0	1319.17	D5	No	2.8	$369,370	396
Eastern Ave - 11	0	2057.39	D5	No	2.8	$576,070	396
Eastern Ave - 12	1	162.43	D5	No	2.8	$22,740	396
Eastern Ave - 13	0	629.21	D5	No	2.55	$176,180	621
Eastern Ave - 14	0	1782.75	D5	No	2.8	$499,170	396
Eastern Ave - 15	0	524.34	D5	No	2.1	$146,815	875
Eastern Ave - 16	1	629.21	D5	No	1.65	$88,090	962
Edison Ave - 1	1	729.79	C5	No	2.75	$102,170	523
Edison Ave - 2	1	437.87	C5	No	3	$61,303	286
Edison Ave - 3	0	412.15	C5	No	3	$115,400	286
Edison Ave - 4	0	412.15	C5	No	3	$115,400	286
Edison Ave - 5	1	176.64	C5	No	3	$24,730	286
Edison Ave - 6	0	176.64	C5	No	3	$49,460	286
Edison Ave - 7	0	351.84	C5	Yes	3.75	$98,515	189

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Edison Ave - 8	1	381.16	C5	Yes	4.25	$53,363	32
Edison Ave - 9	1	242.67	C5	Yes	3.85	$33,973	151
Edison Ave - 10	0	529.53	C5	Yes	3.85	$148,270	151
Edison Ave - 11	0	235.35	C5	No	2.85	$65,895	364
Edison Ave - 12	1	882.55	C5	No	2.85	$123,558	364
Edison Ave - 13	1	176.01	C5	No	2.85	$24,640	364
Edison Ave - 14	0	352.02	C5	No	2.85	$98,565	364
Edison Ave - 15	0	762.70	C5	No	2.75	$213,555	523
Edison Ave - 16	1	410.68	C5	No	2.75	$57,495	523
Edison Ave - 17	1	410.68	C5	Yes	4	$57,495	119
Edison Ave - 18	0	176.01	C5	Yes	4	$49,280	119
Edison Ave - 19	1	645.94	C5	Yes	4	$90,433	119
Edison Ave - 20	1	356.26	C5	Yes	4.25	$49,878	32
Edison Ave - 21	1	445.33	C5	No	3	$62,348	286
Edison Ave - 22	1	356.26	C5	No	2.8	$49,878	396
Edison Ave - 23	0	178.13	C5	No	2.8	$49,875	396
Edison Ave - 24	1	356.26	C5	No	2.65	$49,878	555
Edison Ave - 25	1	267.20	C5	No	2.8	$37,408	396
Edison Ave - 26	0	178.13	C5	No	2.8	$49,875	396

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Edison Ave - 27	1	166.08	C5	No	2.8	$23,253	396
Edison Ave - 28	1	1026.86	C5	No	2.8	$143,760	396
Edison Ave - 29	1	707.03	C6	No	2.8	$98,985	396
Edison Ave - 30	1	212.11	C6	No	2.8	$29,695	396
Edith St - 1	0	426.13	C6	No	2.55	$119,315	621
El Camino Ave - 1	0	683.26	D4	Yes	4.7	$191,310	2
El Camino Ave - 2	1	157.67	D4	Yes	4.25	$22,075	32
El Camino Ave - 3	1	581.60	D5	Yes	4.25	$81,423	32
El Camino Ave - 4	0	449.42	D5	Yes	4.25	$125,835	32
El Camino Ave - 5	1	158.62	D5	Yes	4.25	$22,208	32
El Camino Ave - 6	1	462.62	D5	Yes	4	$64,765	119
El Camino Ave - 7	1	237.93	D5	Yes	4	$33,310	119
El Camino Ave - 8	1	237.93	D5	Yes	4	$33,310	119
El Camino Ave - 9	1	158.62	D5	Yes	3.85	$22,208	151
El Camino Ave - 10	1	277.59	D5	Yes	3.85	$38,863	151
El Camino Ave - 11	1	527.87	D6	No	2.8	$73,903	396
El Camino Ave - 12	1	263.93	D6	No	2.65	$36,950	555
El Camino Ave - 13	1	211.15	D6	No	2.55	$29,560	621
El Camino Ave - 14	0	158.12	D6	No	2.8	$44,270	396
El Camino Ave - 15	1	263.53	D6	No	2.8	$36,893	396
El Camino Ave - 16	1	237.53	D6	No	2.55	$33,255	621
El Camino Ave - 17	1	410.01	D6	No	2.55	$57,400	621

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
El Camino Ave Bell St Tamarack Way Alley - 1	1	213.19	D5	Yes	4.25	$29,845	32
El Centro Rd - 1	0	4063.14	C2	No	2.8	$1,137,680	396
El Centro Rd - 2	0	3335.99	C2	No	2.35	$934,080	810
Elder Creek Rd - 1	1	603.89	F5	No	2.85	$84,545	364
Elk Grove Florin Rd - 1	0	4664.55	F5	No	3.15	$1,306,075	273
Elk Grove Florin Rd - 2	0	654.02	G5	No	2.4	$183,125	740
Elkhorn Blvd - 1	0	1374.46	B4	No	2.8	$384,850	396
Elkhorn Blvd - 2	1	687.23	B4	No	2.8	$96,213	396
Elkhorn Blvd - 3	1	370.05	B4	No	2.4	$51,808	740
Elkhorn Blvd - 4	1	633.24	B4	No	2.4	$88,655	740
Elkhorn Blvd - 5	1	527.70	B4	No	2.4	$73,878	740
Elkhorn Blvd - 6	0	2638.52	B4	No	3.75	$738,785	189
Elkhorn Blvd - 7	1	1160.95	B4	No	2.55	$162,533	621
Elkhorn Blvd - 8	0	3132.87	B4	No	2.55	$877,205	621
Elkhorn Blvd - 9	0	2942.00	B4	No	2.4	$823,760	740
Elkhorn Blvd - 10	0	2639.33	B5	No	2.9	$739,015	363
Elkhorn Blvd - 11	0	1373.41	B5	No	2.15	$384,555	862
Elkhorn Blvd - 12	1	950.82	B5	No	2.15	$133,115	862
Elkhorn Blvd - 13	1	739.53	B5	No	2.6	$103,535	598
Elkhorn Blvd - 14	0	316.94	B5	No	2.6	$88,745	598
Elkhorn Blvd - 15	1	633.88	B5	No	3.85	$88,743	151

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Elkhorn Blvd - 16	1	1065.45	B5	No	3.2	$149,163	266
Elm Ave - 1	0	5277.11	B8	No	2.55	$1,477,590	621
Elverta Rd - 1	0	956.06	A5	No	2.35	$267,695	810
Engle Rd - 1	0	686.19	C6	No	3.55	$192,135	210
Engle Rd - 2	1	263.89	C6	No	2.4	$36,945	740
Engle Rd - 3	0	369.45	C6	No	2.4	$103,445	740
Engle Rd - 4	1	211.12	C6	No	1.95	$29,555	914
Engle Rd - 5	1	475.01	C6	No	1.95	$66,503	914
Engle Rd - 6	0	158.34	C6	No	1.95	$44,335	914
Engle Rd - 7	1	369.45	C6	No	2.2	$51,723	849
Engle Rd - 8	0	369.45	C6	No	2.2	$103,445	849
Engle Rd - 9	1	342.15	C6	No	2.4	$47,900	740
Engle Rd - 10	1	244.39	C6	Yes	3.8	$34,215	167
Excelsior Rd - 1	0	5301.95	F7	No	3.15	$1,484,545	273
Fair Oaks Blvd - 1	1	601.81	E5	No	2.85	$84,253	364
Fair Oaks Blvd - 3	0	2008.06	E5	Yes	3.75	$562,260	189
Fair Oaks Blvd - 4	0	2268.44	E5	Yes	4.05	$635,160	85
Fair Oaks Blvd - 5	1	507.91	E5	Yes	3.9	$71,108	146
Fair Oaks Blvd - 6	0	1079.31	E5	No	2.65	$302,205	555
Fair Oaks Blvd - 7	0	1881.38	D5	No	1.9	$526,785	930
Fair Oaks Blvd - 8	1	277.89	D6	No	1.9	$38,905	930
Fair Oaks Blvd - 9	1	240.00	D6	No	2.2	$33,600	849

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Fair Oaks Blvd - 10	0	492.69	D6	No	2.65	$137,955	555
Fair Oaks Blvd - 11	0	184.76	D6	No	2.65	$51,735	555
Fair Oaks Blvd - 12	1	369.52	D6	No	2.65	$51,733	555
Fair Oaks Blvd - 13	1	220.52	D6	No	2.65	$30,873	555
Fair Oaks Blvd - 14	1	735.08	D6	No	2.65	$102,913	555
Fair Oaks Blvd - 15	1	182.80	D6	No	2.65	$25,593	555
Fair Oaks Blvd - 16	0	2207.26	D6	Yes	4.05	$618,030	85
Fair Oaks Blvd - 17	1	210.79	D6	Yes	4.05	$29,510	85
Fair Oaks Blvd - 18	0	80.91	D6	Yes	4.05	$22,655	85
Fair Oaks Blvd - 19	1	178.15	D6	Yes	4.05	$24,940	85
Fair Oaks Blvd - 20	1	190.02	C6	Yes	4.05	$26,603	85
Fair Oaks Blvd - 21	1	238.21	C6	Yes	4.05	$33,350	85
Fair Oaks Blvd - 22	1	291.15	C6	Yes	4.05	$40,760	85
Fair Oaks Blvd - 23	0	669.06	C6	No	2.65	$187,340	555
Fair Oaks Blvd - 24	1	256.48	C7	No	2.5	$35,908	731
Fair Oaks Blvd - 25	0	256.48	C7	No	2.5	$71,815	731
Fair Oaks Blvd - 26	0	351.38	C7	No	2.5	$98,385	731
Fair Oaks Blvd - 27	1	175.69	C7	No	2.5	$24,598	731
Fair Oaks Blvd - 28	1	351.38	C7	No	2.8	$49,193	396
Fair Oaks Blvd - 29	0	263.36	B7	No	2.5	$73,740	731
Falcon Rd - 1	1	1159.74	C7	No	2.8	$162,363	396
Florin Rd - 1	1	211.67	F5	Yes	4.1	$29,635	71

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Florin Rd - 2	0	423.34	F5	Yes	3.65	$118,535	198
Florin Rd - 3	0	10662.25	F6	Yes	3.6	$2,985,430	200
Folsom Blvd - 1	1	2273.00	E5	Yes	4	$318,220	119
Folsom Blvd - 2	1	1997.27	E6	Yes	3.55	$279,618	210
Folsom Blvd - 3	0	579.84	E6	Yes	2.35	$162,355	810
Folsom Blvd - 4	1	2220.51	E6	No	2.35	$310,870	810
Franklin Blvd - 1	1	313.85	F4	No	3.1	$43,940	278
Freeport Blvd - 1	0	3587.03	G3	No	2.35	$1,004,365	810
Frida Maria Ct - 1	1	239.32	C7	No	2.55	$33,505	621
Fruitridge Rd - 1	1	293.69	F4	Yes	4.55	$41,118	10
Fruitridge Rd - 2	1	284.65	F4	Yes	4.1	$39,850	71
Fruitridge Rd - 3	1	325.82	F4	Yes	4.1	$45,615	71
Fulton Ave - 1	1	219.13	D5	No	2.85	$30,678	364
Fulton Ave - 2	1	1239.03	D5	Yes	4.1	$173,463	71
Garden Hwy - 1	0	37963.43	B1	No	1.75	$10,629,760	950
Garden Hwy - 2	0	10803.59	C2	No	1.9	$3,025,005	930
Garden Hwy - 3	0	11385.63	D2	No	1.9	$3,187,975	930
Garden Hwy - 4	0	1674.58	D2	No	2.35	$468,885	810
Garfield Ave - 1	0	1314.31	C6	No	2.6	$368,005	598
Garfield Ave - 2	1	200.45	B6	No	3	$28,063	286
Garfield Ave - 3	1	160.18	C6	Yes	4	$22,425	119
Garfield Ave - 4	0	2253.11	C6	No	2.6	$630,870	598

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Garfield Ave - 5	0	329.76	C6	No	2.6	$92,335	598
Garfield Ave - 6	0	842.71	C6	No	2.85	$235,960	364
Garfield Ave - 7	0	725.47	C6	No	2.65	$203,130	555
Garfield Ave - 8	1	263.81	C6	No	2.4	$36,933	740
Garfield Ave - 9	0	329.76	C6	No	2.4	$92,335	740
Garfield Ave - 10	0	197.86	C6	No	2.4	$55,400	740
Garfield Ave - 11	1	264.18	C6	No	2.4	$36,985	740
Garfield Ave - 12	0	686.88	C6	No	1.95	$192,325	914
Garfield Ave - 13	1	317.02	C6	No	1.95	$44,383	914
Garfield Ave - 14	0	185.33	C6	No	2.2	$51,895	849
Garfield Ave - 15	1	264.76	C6	No	1.95	$37,068	914
Garfield Ave - 16	0	200.45	B6	No	2.85	$56,125	364
Garfield Ave - 17	0	661.90	C6	No	1.95	$185,330	914
Garfield Ave - 18	0	316.41	C6	No	1.95	$88,595	914
Garfield Ave - 19	0	817.39	C6	No	2.7	$228,870	552
Garfield Ave - 20	0	1319.30	C6	No	3.55	$369,405	210
Garfield Ave - 21	0	475.09	D6	No	2.55	$133,025	621
Garfield Ave - 22	1	422.39	D6	No	2.55	$59,135	621
Garfield Ave - 23	1	158.40	D6	No	2.55	$22,175	621
Garfield Ave - 24	0	184.80	D6	No	2.55	$51,745	621
Garfield Ave - 25	0	158.40	D6	No	2.55	$44,350	621
Garfield Ave - 26	0	215.84	D6	No	2.55	$60,435	621

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Garfield Ave - 27	0	431.69	D6	No	3.3	$120,870	257
Garfield Ave - 28	1	295.08	D6	No	2.55	$41,310	621
Garfield Ave - 29	1	295.08	D6	No	2.4	$41,310	740
Garfield Ave - 30	0	252.92	D6	No	2.65	$70,820	555
Garfield Ave - 31	0	168.62	D6	No	2.4	$47,210	740
Garfield Ave - 32	1	210.77	D6	No	2.65	$29,508	555
Garfield Ave - 33	1	252.92	D6	No	2.65	$35,410	555
Garfield Ave - 34	1	801.79	B6	No	2.85	$112,250	364
Glademont Ct - 1	0	171.58	C6	No	2.8	$48,040	396
Glenwood Rd - 1	0	1527.00	D5	No	3	$427,560	286
Gobernadores Ln - 1	0	3131.26	D6	Yes	4.05	$876,755	85
Goethe Rd - 1	1	620.56	E6	No	2.8	$86,878	396
Gold Country Blvd - 1	1	194.05	C8	No	1.9	$27,168	930
Grant Line Rd - 1	1	1866.79	I6	No	2.8	$261,350	396
Greenback Ln - 1	1	820.90	B6	No	2.85	$114,925	364
Greenback Ln - 2	1	671.64	B6	No	3.1	$94,030	278
Gunn Rd - 1	1	449.35	D6	No	2.55	$62,910	621
Gunn Rd - 2	1	634.38	D6	No	2.55	$88,813	621
Gunn Rd - 3	0	1078.57	D6	No	2.55	$302,000	621
Gunn Rd - 4	0	1324.02	D6	No	2.55	$370,725	621
Gunn Rd - 5	0	348.43	D6	No	2.4	$97,560	740
Gunn Rd - 6	0	278.74	D6	No	2.4	$78,050	740

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Gunn Rd - 7	1	209.06	D6	No	2.4	$29,268	740
Gunn Rd - 8	1	348.43	D6	No	2.4	$48,780	740
Hackberry Ln - 1	0	128.23	C6	No	2.8	$35,905	396
Hackberry Ln - 1	0	1244.77	C6	No	2.8	$348,535	396
Hackberry Ln - 2	0	296.15	C6	No	2.8	$82,920	396
Hazel Ave - 1	1	243.86	A8	No	1.65	$34,140	962
Hazel Ave - 2	1	1707.01	A8	No	1.65	$238,980	962
Hazel Ave - 3	1	243.86	A8	No	1.65	$34,140	962
Hazel Ave - 4	0	487.72	A8	No	1.65	$136,560	962
Hazel Ave - 5	1	609.65	A8	No	1.65	$85,350	962
Hazel Ave - 6	1	168.96	B8	Yes	3.5	$23,655	225
Hazel Ave - 7	0	450.55	B8	Yes	3.5	$126,155	225
Hazel Ave - 8	0	337.91	B8	Yes	3.5	$94,615	225
Hazel Ave - 9	0	634.28	B8	Yes	3.35	$177,600	243
Hazel Ave - 10	1	158.57	B8	Yes	3.35	$22,200	243
Hazel Ave - 11	1	199.70	B8	Yes	3.8	$27,958	167
Hazel Ave - 12	1	792.85	B8	Yes	3.35	$111,000	243
Hazel Ave - 13	0	449.32	B8	Yes	3.8	$125,810	167
Hazel Ave - 14	1	199.70	B8	Yes	3.8	$27,958	167
Hazel Ave - 15	0	317.14	B8	No	3.35	$88,800	243
Hazel Ave - 16	0	1059.04	B8	Yes	3.8	$296,530	167
Hazel Ave - 17	1	623.35	B8	Yes	3.6	$87,270	200

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Hazel Ave - 18	0	317.71	B8	Yes	4.05	$88,960	85
Hazel Ave - 19	0	317.71	B8	Yes	3.8	$88,960	167
Hazel Ave - 20	1	1707.01	B8	No	2.25	$238,980	836
Hazel Ave - 21	0	389.59	C8	Yes	3.6	$109,085	200
Hazel Ave - 22	0	211.81	B8	Yes	3.8	$59,305	167
Hazel Ave - 23	1	423.62	B8	Yes	3.8	$59,308	167
Hazel Ave - 24	1	389.59	C8	No	3.35	$54,543	243
Hazel Ave - 25	0	317.71	B8	Yes	3.5	$88,960	225
Hazel Ave - 26	1	233.76	C8	No	3.35	$32,725	243
Hazel Ave - 27	1	529.52	B8	Yes	3.5	$74,133	225
Hazel Ave - 28	1	155.84	C8	No	2.1	$21,818	875
Hazel Ave - 29	0	155.84	C8	No	2.1	$43,635	875
Hazel Ave - 30	0	953.14	B8	Yes	3.5	$266,880	225
Hazel Ave - 31	1	233.76	C8	No	2.1	$32,725	875
Hazel Ave - 32	0	731.57	B8	No	2.25	$204,840	836
Hazel Ave - 33	1	440.62	C8	No	2.1	$61,688	875
Hazel Ave - 34	1	293.75	C8	No	2.1	$41,125	875
Hemlock St - 1	1	209.76	C6	No	2.15	$29,368	862
Hemlock St - 2	1	664.31	B6	Yes	4	$93,003	119
Hemlock St - 3	1	314.65	C6	No	2.75	$44,050	523
Hemlock St - 4	1	262.20	C6	No	2.15	$36,708	862
Hickory Ave - 1	1	478.96	B8	Yes	3.5	$67,055	225

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Hickory Ave - 2	0	159.65	B8	No	2.1	$44,705	875
Hickory Ave - 3	1	159.65	B8	No	2.1	$22,353	875
Hickory Ave - 4	0	1277.22	B8	No	2.1	$357,620	875
Hillsdale Blvd - 1	1	165.72	C5	Yes	4	$23,200	119
Hillsdale Blvd - 2	1	165.72	B5	No	2.75	$23,200	523
Hillsdale Blvd - 3	1	714.48	B6	No	3.2	$100,028	266
Hope Ln - 1	0	599.44	C6	No	2.2	$167,845	849
Howe Ave - 1	1	264.33	D4	Yes	4.25	$37,008	32
Hurley Way - 1	1	738.63	D5	No	3.45	$103,408	239
Hurley Way - 2	1	158.72	D5	No	3	$22,220	286
Hurley Way - 3	1	264.53	D5	No	3	$37,035	286
Hurley Way - 4	0	211.62	D5	No	3	$59,255	286
Hurley Way - 5	1	423.24	D5	No	3	$59,255	286
Hurley Way - 6	1	211.62	D5	No	3	$29,628	286
Hurley Way - 7	1	158.72	D5	No	3	$22,220	286
Hurley Way - 8	0	579.21	D5	No	3	$162,180	286
Hurley Way - 9	1	210.62	D5	No	3	$29,488	286
Hust Ln - 1	0	346.73	B4	No	2.1	$97,085	875
I 80 Eb - 1	0	1052.15	C5	Yes	4.1	$294,605	71
Illinois Ave - 1	1	328.56	B8	Yes	3.5	$45,998	225
Illinois Ave - 2	0	328.56	B8	Yes	3.8	$91,995	167
Illinois Ave - 3	1	525.69	B8	No	2.55	$73,598	621

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Illinois Ave - 4	1	197.14	B8	No	2.55	$27,600	621
Illinois Ave - 5	1	262.85	B8	No	2.65	$36,798	555
Illinois Ave - 6	0	394.27	B8	No	2.8	$110,395	396
Illinois Ave - 7	1	195.98	B8	No	2.5	$27,438	731
Illinois Ave - 8	1	160.49	B8	No	2.55	$22,468	621
Illinois Ave - 9	0	156.79	B8	No	2.55	$43,900	621
Illinois Ave - 10	0	401.22	B8	No	2.55	$112,340	621
Illinois Ave - 11	0	666.34	B8	No	2.55	$186,575	621
Illinois Ave - 12	1	160.49	C8	No	2.55	$22,468	621
Illinois Ave - 13	1	156.79	B8	No	2.55	$21,950	621
Illinois Ave - 14	1	641.96	C8	No	2.1	$89,875	875
Illinois Ave - 15	0	160.49	C8	No	1.9	$44,935	930
Illinois Ave - 16	0	481.47	C8	No	1.65	$134,810	962
Illinois Ave - 17	1	160.49	C8	No	1.65	$22,468	962
Illinois Ave - 18	1	160.49	C8	No	1.65	$22,468	962
Isleton Rd - 1	0	41982.89	M2	No	3.1	$11,755,210	278
Jacinto Ave - 1	0	3080.51	H4	No	2.35	$862,545	810
Jackson Slough Rd - 1	0	7734.93	O1	No	1.75	$2,165,780	950
Jackson Slough Rd - 2	0	4793.79	N1	No	1.75	$1,342,260	950
Jackson St - 1	1	156.97	C5	No	4.45	$21,975	11
Jackson St - 2	1	209.30	C5	No	3.2	$29,303	266
Jackson St - 3	0	366.27	C5	No	3.2	$102,555	266

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Jackson St - 4	1	261.62	C5	No	3.05	$36,628	285
Jacob Ln - 1	1	330.26	D6	No	2.2	$46,238	849
Kenneth Ave - 1	1	199.51	D6	Yes	4.05	$27,933	85
Kenneth Ave - 2	1	319.22	D6	Yes	4.05	$44,690	85
Kenneth Ave - 3	1	199.51	D6	No	2.8	$27,933	396
Kenneth Ave - 4	0	319.22	D6	No	2.8	$89,380	396
Kenneth Ave - 5	1	359.12	D6	No	2.8	$50,278	396
Kenneth Ave - 6	0	438.92	D6	No	2.8	$122,900	396
Kenneth Ave - 7	0	530.22	B8	No	2.1	$148,460	875
Kenneth Ave - 8	1	742.31	B8	No	2.1	$103,923	875
Kenneth Ave - 9	1	424.18	B8	No	2.4	$59,385	740
Kenneth Ave - 10	1	424.18	B8	No	1.65	$59,385	962
Kenneth Ave - 11	1	1378.57	B8	No	2.1	$193,000	875
Kenneth Ave - 12	1	476.19	B8	No	3.15	$66,668	273
Kenneth Ave - 13	1	263.43	B8	No	2.25	$36,880	836
Kenneth Ave - 14	0	332.70	B8	No	3.35	$93,155	243
Kenneth Ave - 15	1	199.62	B8	No	3.35	$27,948	243
Kenneth Ave - 16	1	199.62	B8	No	2.1	$27,948	875
Kenneth Ave - 17	1	199.62	B8	No	2.1	$27,948	875
Kenneth Ave - 18	1	665.39	B8	No	2.1	$93,155	875
Kenneth Ave - 19	1	332.70	B8	No	2.25	$46,578	836
Kenneth Ave - 20	0	549.70	B8	No	2.25	$153,915	836

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Kenneth Ave - 21	0	534.79	B8	No	3.55	$149,740	210
Kenneth Ave - 22	1	305.60	B8	No	2.8	$42,783	396
Kenneth Ave - 23	0	738.58	B8	No	2.55	$206,805	621
Kenneth Ave - 24	1	246.19	C8	No	2.25	$34,468	836
Kenneth Ave - 25	0	1066.84	C8	No	2.25	$298,715	836
Kenneth Ave - 26	0	1641.30	C8	No	2.35	$459,565	810
Kenneth Oak Way - 1	1	199.62	B8	No	3.35	$27,948	243
Kiefer Blvd - 1	0	1493.42	E5	No	2.8	$418,160	396
Kiefer Blvd - 2	1	537.82	E6	No	2.8	$75,295	396
Kiefer Blvd - 3	1	430.25	E6	No	2.8	$60,235	396
Kreth Rd - 1	1	373.08	C7	No	2.55	$52,233	621
Landis Ave - 1	0	1968.24	C6	Yes	4.05	$551,110	85
Larchmont Dr - 1	1	447.50	B5	Yes	3.5	$62,650	225
Lincoln Ave - 1	0	360.16	C6	No	2.55	$100,845	621
Lincoln Ave - 2	0	520.24	C6	No	2.55	$145,665	621
Lincoln Ave - 3	0	188.03	C6	No	2.55	$52,650	621
Lincoln Ave - 4	1	282.04	C6	No	2.55	$39,485	621
Lincoln Ave - 5	1	705.11	C6	No	2.55	$98,715	621
Lincoln Ave - 6	1	235.04	C6	No	2.55	$32,905	621
Lincoln Ave - 7	0	658.10	C6	No	3.3	$184,270	257
Lincoln Ave - 8	0	239.32	C6	No	3.3	$67,010	257
Lincoln Ave - 9	1	239.32	C6	No	2.55	$33,505	621

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Lincoln Ave - 10	0	957.27	C6	No	2.55	$268,035	621
Lincoln Ave - 11	0	2632.50	C7	No	2.55	$737,100	621
Lincoln Village Dr - 1	0	70.29	E6	No	2.8	$19,680	396
Locust Ave - 1	0	1991.98	C6	No	2.8	$557,755	396
Locust Ave - 2	0	177.94	C6	No	2.65	$49,825	555
Locust Ave - 3	0	306.47	C6	No	2.8	$85,810	396
Locust Ave - 4	0	191.75	C6	No	4.05	$53,690	85
M St - 1	1	158.39	B4	No	2.55	$22,175	621
M St - 2	1	527.96	B4	No	2.55	$73,915	621
M St - 3	1	158.39	B4	No	2.55	$22,175	621
M St - 4	0	686.35	B4	No	2.4	$192,180	740
Mackenzie Ln - 1	0	537.66	C6	No	2.4	$150,545	740
Madison Ave - 1	1	512.42	B7	No	2.8	$71,738	396
Madison Ave - 2	1	512.42	B7	No	2.8	$71,738	396
Madison Ave - 3	1	512.42	B7	No	2.8	$71,738	396
Main Ave - 1	1	1198.72	C8	No	2.85	$167,823	364
Main Ave - 2	1	871.80	B8	No	3.3	$122,053	257
Main Ave - 3	1	710.47	B8	No	3.5	$99,465	225
Main Ave - 4	1	544.87	B8	No	2.4	$76,283	740
Main Ave - 5	1	369.58	B8	No	3.5	$51,740	225
Main Ave - 6	1	633.56	B8	No	3.5	$88,698	225
Main Ave - 7	1	791.95	B8	No	2.1	$110,873	875

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Main Ave - 8	0	475.17	B8	No	1.65	$133,045	962
Main Ave - 9	0	1368.94	B8	No	1.65	$383,300	962
Main Ave - 10	1	421.21	B8	No	1.65	$58,970	962
Main Ave - 11	0	1474.24	B8	No	2.4	$412,785	740
Main Ave - 12	1	526.51	B8	No	2.4	$73,713	740
Main Ave - 13	1	526.51	B8	No	2.4	$73,713	740
Main Ave - 14	0	631.82	B8	No	2.1	$176,910	875
Main St - 1	0	275.13	C7	No	2.8	$77,040	396
Manzanita Ave - 1	1	249.71	C6	Yes	3.8	$34,960	167
Manzanita Ave - 2	1	499.42	C6	Yes	3.8	$69,918	167
Manzanita Ave - 3	1	187.28	C6	Yes	3.8	$26,220	167
Manzanita Ave - 4	1	1176.80	C6	Yes	3.8	$164,753	167
Manzanita Ave - 5	1	252.17	C6	Yes	3.8	$35,305	167
Manzanita Ave - 6	1	199.60	B6	Yes	3.9	$27,945	146
Manzanita Ave - 7	1	159.68	B6	Yes	3.9	$22,355	146
Marconi Ave - 1	1	262.80	D5	Yes	4.25	$36,793	32
Marconi Ave - 2	0	893.51	D5	Yes	4.25	$250,185	32
Marconi Ave - 3	0	893.51	D5	Yes	4.25	$250,185	32
Marconi Ave - 4	1	237.68	D5	Yes	4.25	$33,275	32
Marconi Ave - 5	0	1029.94	D5	Yes	4.25	$288,380	32
Marconi Ave - 6	0	2987.20	D5	Yes	4.1	$836,415	71
Marconi Ave - 7	0	2241.36	D5	Yes	4.1	$627,580	71

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Marconi Ave - 8	1	1213.50	D5	Yes	4.25	$169,890	32
Marconi Ave - 9	1	1266.26	D5	Yes	4.05	$177,275	85
Marconi Ave - 10	1	1029.95	D5	Yes	4.05	$144,193	85
Marconi Ave - 11	0	211.23	D5	Yes	4.05	$59,145	85
Marconi Ave - 12	1	422.46	D5	Yes	4.05	$59,145	85
Marconi Ave - 13	1	475.27	D6	Yes	4.05	$66,538	85
Marconi Ave - 14	0	158.42	D6	Yes	4.05	$44,360	85
Marconi Ave - 15	1	158.28	D6	Yes	3.8	$22,160	167
Marconi Ave - 16	1	211.04	D6	Yes	3.8	$29,545	167
Martin Luther King Jr Blvd - 1	1	174.36	F4	No	3	$24,410	286
Martin Luther King Jr Blvd - 2	0	606.82	F4	No	3	$169,910	286
Martsmith Way - 1	1	267.42	C8	No	2.1	$37,440	875
Marysville Blvd - 1	0	516.40	B3	No	1.65	$144,590	962
Marysville Blvd - 2	0	2686.28	B3	No	2.1	$752,160	875
Marysville Blvd - 3	0	2561.26	B3	No	2.55	$717,155	621
Marysville Blvd - 4	0	499.76	B4	No	3.55	$139,930	210
Marysville Blvd - 5	0	775.90	B4	No	3.55	$217,255	210
Marysville Blvd - 6	0	4453.06	B4	No	2.55	$1,246,855	621
Mauer Ave - 1	1	343.16	D6	No	2.8	$48,043	396
Mayhew Rd - 1	1	1450.10	E6	Yes	4	$203,015	119
Mendocino Blvd - 1	0	121.24	F4	Yes	4.1	$33,945	71

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Merry Ln - 1	0	171.58	C6	No	2.8	$48,040	396
Michigan Bar Rd - 1	0	21373.13	F11	No	1.75	$5,984,475	950
Mills Rd - 1	0	1130.68	E5	No	2.65	$316,590	555
Mission Ave - 1	0	158.53	C6	No	2.8	$44,390	396
Mission Ave - 2	1	475.17	C6	Yes	3.55	$66,525	210
Mission Ave - 3	1	791.95	C6	Yes	2.8	$110,873	396
Mission Ave - 4	0	712.76	C6	Yes	4.05	$199,570	85
Mission Ave - 5	1	316.78	D6	Yes	4.05	$44,350	85
Mission Ave - 6	1	763.69	D6	Yes	4.05	$106,918	85
Mission Ave - 7	1	395.01	D6	No	2.8	$55,303	396
Mission Ave - 8	0	1326.33	D6	No	2.8	$371,370	396
Mission Ave - 9	0	369.53	D6	No	2.8	$103,470	396
Mission Ave - 10	1	263.95	D6	No	2.8	$36,953	396
Mission Ave - 11	1	211.16	D6	No	2.65	$29,563	555
Mission Ave - 12	1	494.85	D6	No	2.65	$69,278	555
Mission Ave - 13	1	219.93	D6	No	2.8	$30,790	396
Mission Ave - 14	0	668.79	D6	No	2.65	$187,260	555
Mission Ave - 15	1	182.40	D6	No	2.65	$25,535	555
Mission Ave - 16	0	1264.61	D6	No	2.8	$354,090	396
Mission Ave - 17	1	1155.18	D6	No	2.65	$161,725	555
Montclaire St - 1	0	2528.59	C5	No	3	$708,005	286
Montclaire St - 2	1	474.11	C5	Yes	4.25	$66,375	32

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Montclaire St - 3	0	395.09	D5	Yes	4.1	$110,625	71
Moraga Dr - 1	1	353.44	C6	No	2.8	$49,483	396
Morse Ave - 1	0	4493.62	D5	Yes	4.25	$1,258,215	32
Morse Ave - 2	1	198.56	C5	No	2.85	$27,800	364
Morse Ave - 3	0	365.15	C5	No	2.85	$102,240	364
Morse Ave - 4	1	200.05	D5	No	2.75	$28,008	523
Morse Ave - 5	1	314.37	D5	No	2.75	$44,013	523
Morse Ave - 6	0	952.63	D5	Yes	3	$266,735	286
Morse Ave - 7	1	581.25	D5	No	3	$81,375	286
Morse Ave - 8	0	528.41	D5	No	3	$147,955	286
Morse Ave - 9	0	158.52	D5	No	3	$44,385	286
Morse Ave - 10	1	211.36	D5	No	3	$29,590	286
Morse Ave - 11	0	211.36	D5	No	2.8	$59,180	396
Morse Ave - 12	0	158.52	D5	No	2.55	$44,385	621
Morse Ave - 13	1	528.41	D5	No	2.55	$73,978	621
Morse Ave - 14	0	2587.63	D5	Yes	3.55	$724,535	210
Munroe St - 1	1	601.89	E5	No	2.85	$84,265	364
Munroe St - 2	1	157.02	D5	No	2.6	$21,983	598
Munroe St - 3	1	243.91	E5	No	3	$34,148	286
Myrtle Ave - 1	1	163.59	C6	No	2.85	$22,903	364
Myrtle Ave - 2	1	232.84	C6	No	2.85	$32,598	364

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Nadine St - 1	0	739.24	C6	No	2.4	$206,990	740
Norris Ave - 1	0	877.32	C5	No	3	$245,650	286
Norris Ave - 2	0	633.47	C5	No	2.8	$177,370	396
Norris Ave - 3	1	316.73	D5	Yes	4.05	$44,343	85
Norris Ave - 4	1	339.61	C5	No	2.8	$47,545	396
Norris Ave - 5	0	618.23	C5	No	2.8	$173,105	396
Norris Ave - 6	1	309.12	C5	No	2.8	$43,275	396
North Ave - 1	1	1002.56	C6	No	2.4	$140,360	740
North Ave - 2	1	316.60	C6	No	1.95	$44,325	914
North Ave - 3	0	158.30	C6	No	1.95	$44,325	914
North Ave - 4	0	316.60	C6	No	2.7	$88,650	552
North Ave - 5	0	190.93	C6	No	2.7	$53,460	552
North Ave - 6	1	286.40	C6	No	2.4	$40,095	740
North Ave - 7	1	286.40	C6	No	2.8	$40,095	396
North Ave - 8	1	286.40	C6	No	2.55	$40,095	621
North Ave - 9	0	238.66	C6	No	2.55	$66,825	621
North Ave - 10	1	381.86	C6	No	3.8	$53,460	167
Northrop Ave - 1	1	262.35	D5	Yes	3.6	$36,730	200
Northrop Ave - 2	1	262.35	D5	Yes	2.85	$36,730	364
Northrop Ave - 3	1	581.71	D5	Yes	4.25	$81,440	32
Northrop Ave - 4	1	264.41	D5	No	3	$37,018	286
Northrop Ave - 5	0	1692.25	D5	No	3	$473,830	286

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Northrop Ave - 6	0	1698.52	D5	No	2.8	$475,585	396
O St - 1	0	633.40	B4	No	2.4	$177,350	740
Old Placerville Rd - 1	0	252.61	E6	No	2.8	$70,730	396
Old Placerville Rd - 2	0	378.91	E6	No	2.35	$106,095	810
Old Placerville Rd - 3	1	315.76	E6	No	2.35	$44,208	810
Old Placerville Rd - 4	1	947.28	E6	No	2.35	$132,620	810
Old Placerville Rd - 5	1	252.61	E6	No	2.35	$35,365	810
Old Placerville Rd - 6	0	378.91	E6	No	2.8	$106,095	396
Orange Ave - 1	0	2026.82	G4	Yes	4.7	$567,510	2
Palm Ave - 1	1	209.61	C6	No	2.8	$29,345	396
Palm Ave - 2	1	293.45	C6	No	4.05	$41,083	85
Palm Ave - 3	1	251.53	C6	No	4.05	$35,215	85
Palm Ave - 4	1	185.74	C7	No	2.65	$26,003	555
Palm Ave - 5	1	371.47	C7	No	2.65	$52,005	555
Palm Ave - 6	1	185.74	C7	No	2.65	$26,003	555
Palm Ave - 7	1	278.60	C7	No	2.65	$39,005	555
Palm Ave - 8	0	742.94	C7	No	2.65	$208,025	555
Pamela Ln - 1	0	422.96	D5	Yes	4	$118,430	119
Pasadena Ave - 1	1	165.28	C5	No	2.55	$23,140	621
Pasadena Ave - 2	0	165.28	C5	No	2.55	$46,280	621
Pasadena Ave - 3	1	165.28	C5	No	2.55	$23,140	621
Pasadena Ave - 4	1	495.84	C5	No	2.55	$69,418	621

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Pasadena Ave - 5	1	330.56	C5	No	2.55	$46,278	621
Pasadena Ave - 6	0	330.56	C5	No	2.55	$92,555	621
Pasadena Ave - 7	1	165.28	C5	No	2.55	$23,140	621
Pasadena Ave - 8	1	692.85	C5	No	2.8	$97,000	396
Pasadena Ave - 9	0	207.86	C5	No	2.8	$58,200	396
Pasadena Ave - 10	1	277.14	C5	No	2.8	$38,800	396
Pasadena Ave - 11	1	611.15	C6	No	2.75	$85,563	523
Pasadena Ave - 12	0	235.06	C6	No	2.75	$65,815	523
Pasadena Ave - 13	0	846.21	C6	No	2.75	$236,940	523
Pasadena Ave - 14	1	329.08	C6	No	3	$46,073	286
Pasadena Ave - 15	1	290.55	C6	No	3	$40,678	286
Pasadena Ave - 16	0	687.24	C6	No	2.8	$192,430	396
Pasadena Ave - 17	0	484.25	C6	No	2.8	$135,590	396
Sunset Ave - 30	1	845.99	C7	No	3.6	$118,438	200
Pershing Ave - 1	1	265.54	B8	No	2.25	$37,175	836
Pershing Ave - 2	1	159.32	B8	No	2.25	$22,305	836
Pershing Ave - 3	0	584.18	B8	No	2.25	$163,570	836
Pershing Ave - 4	1	159.32	B8	No	2.25	$22,305	836
Pershing Ave - 5	0	690.40	B8	No	2.5	$193,310	731
Pershing Ave - 6	0	229.41	B8	No	2.8	$64,235	396
Pershing Ave - 7	0	573.54	B8	No	2.55	$160,590	621
Pershing Ave - 8	0	401.48	B8	No	2.55	$112,415	621

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Pershing Ave - 9	0	1234.83	B8	Yes	3.8	$345,750	167
Persimmon Ave - 1	0	768.58	G4	No	3	$215,200	286
Phoenix Ave - 1	0	1203.67	C8	No	2.25	$337,025	836
Pope Ave - 1	0	1003.79	C5	Yes	4.1	$281,060	71
Pope Ave - 2	1	316.98	C5	Yes	3.6	$44,378	200
Pope Ave - 3	0	475.48	C5	Yes	2.85	$133,135	364
Pope Ave - 4	1	369.82	C5	Yes	2.85	$51,775	364
Pope Ave - 5	0	316.98	C5	Yes	2.4	$88,755	740
Pope Ave - 6	0	1002.88	C5	Yes	2.85	$280,805	364
Pope Ave - 7	1	158.35	C5	No	2.6	$22,170	598
Pope Ave - 8	0	1266.80	C5	Yes	3.85	$354,705	151
Pope Ave - 9	1	158.35	C5	Yes	3.85	$22,170	151
Power Line Rd - 1	0	13915.99	B2	No	1.9	$3,896,475	930
Power Line Rd - 2	0	2279.20	C2	No	1.9	$638,175	930
Power Line Rd - 3	0	7233.72	B2	No	1.9	$2,025,445	930
Prairie City Rd - 1	0	422.38	C9	No	1.9	$118,265	930
Prairie City Rd - 2	0	1684.36	C9	No	1.9	$471,620	930
Prairie City Rd - 3	0	4325.95	C9	No	1.9	$1,211,265	930
Q St - 1	1	476.62	B4	No	2.4	$66,728	740
Q St - 2	1	158.87	B4	No	2.4	$22,243	740
Q St - 3	1	365.97	B4	No	2.4	$51,238	740
Q St - 4	0	2637.01	B4	No	3	$738,365	286

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Q St - 5	0	316.44	B4	No	2.55	$88,605	621
Q St - 6	0	210.96	B4	No	2.55	$59,070	621
Q St - 7	1	210.96	B4	No	2.55	$29,535	621
Q St - 8	0	421.92	B4	No	2.55	$118,140	621
Q St - 9	1	527.40	B4	No	2.55	$73,838	621
Q St - 10	0	421.92	B4	No	2.55	$118,140	621
Q St - 11	0	2456.09	B4	No	2.55	$687,705	621
Q St - 12	0	2823.16	B4	No	2.4	$790,485	740
Q St - 13	1	1267.78	B5	No	1.95	$177,490	914
Q St - 14	0	316.95	B5	No	2.15	$88,745	862
Q St - 15	1	950.84	B5	No	2.15	$133,118	862
Q St - 16	0	1380.77	B5	No	2.15	$386,615	862
Q St - 17	1	637.00	B5	No	2.15	$89,180	862
Q St - 18	0	955.50	B5	No	2.15	$267,540	862
Q St - 19	1	318.50	B5	No	2.6	$44,590	598
Q St - 20	0	1274.00	B5	No	2.75	$356,720	523
Q St - 21	0	212.33	B5	No	2.75	$59,455	523
Red Robin Ln - 1	1	160.27	D4	No	2.75	$22,438	523
Rio Linda Blvd - 1	0	3812.32	A4	No	2.55	$1,067,450	621
Rio Linda Blvd - 2	0	643.93	B4	No	2.1	$180,300	875
Rio Linda Blvd - 3	1	198.13	B4	No	2.1	$27,738	875
Rio Linda Blvd - 4	0	693.47	B4	No	2.1	$194,170	875

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Rio Linda Blvd - 5	1	247.67	B4	No	2.1	$34,673	875
Rio Linda Blvd - 6	1	211.13	B4	No	2.4	$29,558	740
Rio Linda Blvd - 7	1	263.92	B4	No	2.4	$36,948	740
Rio Linda Blvd - 8	1	158.35	B4	No	2.4	$22,170	740
Rio Linda Blvd - 9	0	580.62	B4	No	2.4	$162,570	740
Rio Linda Blvd - 10	0	265.20	B4	No	2.4	$74,255	740
Rio Linda Blvd - 11	1	212.16	B4	No	2.4	$29,703	740
Rio Linda Blvd - 12	0	212.16	B4	No	2.4	$59,405	740
Rio Linda Blvd - 13	1	318.24	B4	No	2.4	$44,553	740
Rio Linda Blvd - 14	1	159.12	B4	No	2.4	$22,278	740
Rio Linda Blvd - 15	0	318.24	B4	No	2.4	$89,105	740
Rio Linda Blvd - 16	1	424.31	B4	No	2.4	$59,405	740
Rio Linda Blvd - 17	1	424.31	B4	No	2.4	$59,405	740
Rio Linda Blvd - 18	1	536.79	B4	No	2.4	$75,150	740
Rio Linda Blvd - 19	0	3220.76	B4	No	3.15	$901,815	273
Rio Linda Blvd - 20	0	1705.81	B4	No	1.95	$477,625	914
Robertson Ave - 1	0	210.98	C6	No	3.3	$59,075	257
Robertson Ave - 2	1	158.24	C6	No	2.55	$22,153	621
Robertson Ave - 3	0	210.98	C6	No	2.55	$59,075	621
Robertson Ave - 4	1	158.24	C6	No	2.55	$22,153	621
Robertson Ave - 5	1	210.98	C6	No	2.55	$29,538	621
Robertson Ave - 6	1	263.73	C6	No	2.8	$36,923	396

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Robertson Ave - 7	0	210.98	C6	No	2.8	$59,075	396
Robertson Ave - 8	1	210.98	C6	No	2.8	$29,538	396
Robertson Ave - 9	1	331.44	C6	No	2.55	$46,400	621
Robertson Ave - 10	0	331.44	C6	No	3.8	$92,800	167
Roseville Rd - 1	1	399.94	C5	No	2.6	$55,993	598
Roseville Rd - 2	1	1199.82	C5	No	2.6	$167,975	598
Roseville Rd - 3	1	266.63	C5	No	2.6	$37,328	598
Roseville Rd - 4	1	1199.82	C5	No	2.6	$167,975	598
Roseville Rd - 5	1	266.63	C5	No	2.6	$37,328	598
Roseville Rd - 6	1	1333.14	C5	No	2.15	$186,640	862
Roseville Rd - 7	1	1066.51	C5	No	2.6	$149,310	598
Roseville Rd - 8	1	1610.71	C5	Yes	4	$225,500	119
Roseville Rd - 9	1	199.58	C5	Yes	4.7	$27,943	2
Roseville Rd - 10	0	332.64	C5	Yes	4.7	$93,140	2
Roseville Rd - 11	1	266.11	C5	Yes	4.7	$37,255	2
Roseville Rd - 12	1	937.73	C5	Yes	4.45	$131,283	11
Roseville Rd - 13	0	656.97	C5	Yes	4	$183,950	119
Roseville Rd - 14	0	167.42	C5	Yes	4	$46,880	119
Roseville Rd - 15	1	1171.97	B5	Yes	4	$164,075	119
Roseville Rd - 16	0	1509.42	B5	Yes	4	$422,635	119
Roseville Rd - 17	0	179.25	B5	Yes	3.85	$50,190	151
Roseville Rd - 18	1	1702.92	B5	Yes	3.85	$238,408	151

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Roseville Rd - 19	0	1523.66	B5	Yes	3.85	$426,625	151
Roseville Rd - 20	1	717.02	B5	Yes	4.3	$100,383	24
Roseville Rd - 21	1	1425.52	B5	Yes	4.3	$199,573	24
Roseville Rd - 22	1	570.21	B6	Yes	4.3	$79,830	24
Roseville Rd - 23	0	1425.52	B6	Yes	4.45	$399,145	11
Roseville Rd - 24	1	1235.45	B6	Yes	4.45	$172,963	11
Roseville Rd - 25	1	1164.18	B6	Yes	4.45	$162,985	11
Roseville Rd - 26	0	766.11	B6	Yes	4.3	$214,510	24
Roseville Rd - 27	1	1476.79	B6	No	2.75	$206,750	523
Roseville Rd - 28	1	246.13	B6	No	2.4	$34,458	740
Roseville Rd - 29	1	341.04	B6	No	2.4	$47,745	740
San Juan Ave - 1	1	221.70	B7	No	2.4	$31,038	740
San Juan Ave - 2	0	461.88	C7	No	2.4	$129,325	740
San Juan Ave - 3	1	244.16	C7	No	2.4	$34,183	740
San Juan Ave - 4	1	427.27	C7	No	2.4	$59,818	740
San Juan Ave - 5	0	610.39	C7	No	2.4	$170,910	740
San Juan Ave - 6	1	183.12	C7	No	2.4	$25,638	740
San Juan Ave - 7	0	183.12	C7	No	2.8	$51,275	396
San Juan Ave - 8	0	762.29	C7	No	3.55	$213,440	210
San Juan Ave - 9	1	457.38	C7	No	3.55	$64,033	210
San Juan Ave - 10	0	308.64	C7	No	2.55	$86,420	621
San Juan Ave - 11	1	205.76	C7	No	2.55	$28,805	621

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
San Juan Ave - 12	1	240.05	C7	No	2.55	$33,608	621
San Juan Ave - 13	1	205.76	C7	No	2.55	$28,805	621
San Juan Ave - 14	1	205.76	C7	No	2.55	$28,805	621
San Juan Ave - 15	1	259.34	C7	No	2.4	$36,308	740
San Juan Rd - 1	0	4859.38	C2	No	2.35	$1,360,625	810
Saverien Dr - 1	0	835.96	D6	No	2.35	$234,070	810
Scott Rd - 1	0	41788.38	E10	No	1.75	$11,700,745	950
Sheraton Dr - 1	1	391.97	B8	No	2.55	$54,875	621
Sierra Blvd - 1	0	2784.90	D5	Yes	4.25	$779,775	32
Sierra Blvd - 1	1	238.21	D5	Yes	4	$33,350	119
Sierra Blvd - 2	1	476.42	D5	Yes	2.85	$66,698	364
Sierra Blvd - 3	1	397.01	D5	No	2.6	$55,583	598
Sierra Blvd - 4	0	238.21	D5	No	2.6	$66,700	598
Sierra Blvd - 5	1	317.61	D5	No	2.85	$44,465	364
South Of Fisherman'S Lake North Of Radio Rd - 1	0	6279.41	C2	No	2.35	$1,758,235	810
South Of Hanfield Dr At Montefalco Way - 1	0	422.13	G6	No	2.4	$118,195	740
Spruce Ave - 1	1	400.89	B6	No	2.85	$56,125	364
Starburst Way - 1	0	624.32	H4	No	2.8	$174,810	396
Stewart Rd - 1	0	790.22	D6	No	2.35	$221,260	810
Stockton Blvd - 1	1	203.98	F4	No	3.1	$28,558	278
Stockton Blvd - 2	1	203.98	F4	No	3.1	$28,558	278

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Stockton Blvd - 3	1	259.76	F4	No	3.3	$36,368	257
Stockton Blvd - 4	1	245.33	F4	No	2.85	$34,345	364
Stockton Blvd - 5	1	245.33	F4	No	2.85	$34,345	364
Stockton Blvd - 6	1	273.98	F4	Yes	4	$38,358	119
Stockton Blvd - 7	1	214.41	F4	Yes	4	$30,018	119
Stockton Blvd - 8	0	559.67	F4	Yes	4.45	$156,710	11
Stockton Blvd - 9	1	895.47	F4	Yes	4.75	$125,365	1
Stockton Blvd - 10	0	671.60	G4	Yes	4.45	$188,050	11
Stockton Blvd - 11	0	223.87	G4	Yes	3.85	$62,685	151
Stockton Blvd - 12	0	163.81	G4	Yes	3.85	$45,870	151
Stockton Blvd - 13	1	224.70	G4	Yes	3.85	$31,458	151
Stockton Blvd - 14	1	1179.70	G4	Yes	4.3	$165,158	24
Stockton Blvd - 15	1	532.63	G4	Yes	4.3	$74,568	24
Stockton Blvd - 16	1	532.63	G4	Yes	4.3	$74,568	24
Sue Pam Dr - 1	0	609.63	C6	No	2.65	$170,695	555
Sunrise Blvd - 1	1	415.74	C7	Yes	3.35	$58,203	243
Sunrise Blvd - 2	1	277.09	C7	Yes	3.35	$38,793	243
Sunrise Blvd - 3	1	356.35	C7	Yes	3.5	$49,888	225
Sunrise Blvd - 4	1	404.12	C7	Yes	3.6	$56,575	200
Sunrise Blvd - 5	1	190.79	C7	Yes	3.6	$26,710	200
Sunrise Blvd - 6	0	763.17	C7	No	2.55	$213,685	621
Sunrise Blvd - 7	1	922.83	C7	No	2.35	$129,195	810

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Sunset Ave - 1	0	561.85	C7	No	2.8	$157,320	396
Sunset Ave - 2	1	224.74	C7	No	2.55	$31,463	621
Sunset Ave - 3	1	224.74	C7	No	2.55	$31,463	621
Sunset Ave - 4	0	224.74	C7	No	2.55	$62,925	621
Sunset Ave - 5	0	674.22	C7	No	2.8	$188,785	396
Sunset Ave - 6	1	337.11	C7	No	2.35	$47,195	810
Sunset Ave - 7	0	1011.34	C7	No	2.35	$283,175	810
Sunset Ave - 8	0	184.95	C7	No	3.35	$51,785	243
Sunset Ave - 9	1	323.66	C7	No	3.35	$45,313	243
Sunset Ave - 10	0	184.95	C7	No	2.1	$51,785	875
Sunset Ave - 11	0	786.04	C7	No	2.25	$220,090	836
Sunset Ave - 12	1	459.29	C7	No	2.5	$64,303	731
Sunset Ave - 13	0	918.59	C7	No	2.5	$257,205	731
Sunset Ave - 14	0	2296.47	C7	No	3.4	$643,015	241
Sunset Ave - 15	1	459.29	C7	No	2.65	$64,303	555
Sunset Ave - 16	0	1033.41	C8	No	2.65	$289,355	555
Sunset Ave - 17	0	2732.09	C8	No	2.35	$764,985	810
Sunset Ave - 18	1	427.88	C8	No	1.65	$59,903	962
Sunset Ave - 19	1	267.42	C8	No	2.1	$37,440	875
Sunset Ave - 20	0	427.88	C8	No	2.1	$119,805	875
Sunset Ave - 21	0	320.91	C8	No	2.1	$89,855	875
Sunset Ave - 22	1	213.94	C8	No	2.1	$29,953	875

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Sunset Ave - 23	0	267.42	C8	No	2.1	$74,880	875
Sunset Ave - 24	1	462.66	C8	No	2.1	$64,773	875
Sunset Ave - 25	0	264.38	C8	No	2.1	$74,025	875
Sunset Ave - 26	1	528.75	C8	No	2.1	$74,025	875
Sunset Ave - 27	1	462.66	C8	No	2.1	$64,773	875
Sunset Ave - 28	1	462.66	C8	No	1.65	$64,773	962
Sunset Ave - 29	0	594.85	C8	No	1.65	$166,560	962
Tarshes Dr - 1	0	315.80	D6	No	2.8	$88,425	396
Terminous Rd - 1	0	3420.77	N1	No	1.75	$957,815	950
Terminous Rd - 2	0	10958.06	N1	No	1.75	$3,068,255	950
Twin Cities Rd - 1	1	449.09	K6	No	2.2	$62,873	849
Twitchell Island Rd - 1	0	2949.68	O1	No	1.75	$825,910	950
Tyrone Way - 1	0	369.51	C6	No	2.2	$103,465	849
U St - 1	0	2249.48	B5	No	2.6	$629,855	598
U St - 2	0	1168.40	B5	No	2.15	$327,150	862
U St - 3	1	531.09	B5	No	2.6	$74,353	598
U St - 4	0	212.44	B5	No	2.6	$59,480	598
U St - 5	1	212.44	B5	No	2.6	$29,740	598
U St - 6	1	1699.49	B5	No	2.75	$237,930	523
Unnamed Aly - 1	1	298.12	E4	No	2.65	$41,738	555
Unnamed Rd - 1	1	1378.07	C6	No	3	$192,930	286

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Us 50 Wb - 1	1	587.50	C8	No	2.55	$82,250	621
Vintage Park Dr - 1	0	2116.95	G5	No	3.1	$592,745	278
Virgusell Cir - 1	0	1520.78	C6	No	2.85	$425,820	364
W El Camino Ave - 1	1	268.87	D2	No	1.9	$37,643	930
W Elkhorn Blvd - 1	0	6322.54	B2	No	2.8	$1,770,310	396
W Elkhorn Blvd - 2	0	5190.28	B3	No	3.55	$1,453,280	210
W Elkhorn Blvd - 3	0	437.95	B4	No	3.55	$122,625	210
W M St - 1	0	2025.26	B4	No	2.55	$567,075	621
W M St - 2	1	158.39	B4	No	2.55	$22,175	621
W M St - 3	1	158.39	B4	No	2.55	$22,175	621
W Q St - 1	0	2507.40	B3	No	1.65	$702,070	962
W Q St - 2	0	1376.90	B4	No	2.4	$385,535	740
Walerga Rd - 1	1	482.91	B5	Yes	3.5	$67,608	225
Walerga Rd - 2	1	577.61	B5	No	3.95	$80,865	145
Walerga Rd - 3	1	636.45	A5	No	2.55	$89,103	621
Walerga Rd - 4	1	1460.01	B5	No	3.2	$204,403	266
Walerga Rd - 5	1	1226.42	B5	Yes	4.45	$171,700	11
Walerga Rd - 6	1	1380.68	B5	Yes	2.75	$193,295	523
Walerga Rd - 7	1	338.04	B5	Yes	2.75	$47,325	523
Walerga Rd - 8	1	353.58	A5	No	3	$49,503	286
Walerga Rd - 9	0	353.58	A5	No	3.15	$99,005	273

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Walerga Rd - 10	0	531.20	B5	Yes	4.3	$148,735	24
Walerga Rd - 11	0	797.50	B5	Yes	4.45	$223,300	11
Walnut Ave - 1	1	461.11	C6	No	2.4	$64,555	740
Walnut Ave - 2	1	184.44	C6	No	2.4	$25,823	740
Walnut Ave - 3	1	368.89	C6	No	2.4	$51,645	740
Walnut Ave - 4	1	276.66	C6	No	2.2	$38,733	849
Walnut Ave - 5	1	158.36	C6	No	2.2	$22,170	849
Walnut Ave - 6	1	185.12	C6	No	2.65	$25,918	555
Walnut Ave - 7	1	368.94	C6	No	2.4	$51,653	740
Walnut Ave - 8	1	237.86	C6	No	2.55	$33,300	621
Walnut Ave - 9	1	317.15	C6	No	2.55	$44,400	621
Walnut Ave - 10	0	185.00	C6	No	3.3	$51,800	257
Walnut Ave - 11	0	660.03	C6	Yes	3.8	$184,810	167
Walnut Ave - 12	1	580.83	D6	Yes	3.8	$81,315	167
Walnut Ave - 13	1	370.66	D6	No	3.3	$51,893	257
Walnut Ave - 14	0	264.76	D6	No	2.55	$74,130	621
Walnut Ave - 15	1	404.23	D6	No	2.55	$56,593	621
Walnut Ave - 16	1	485.07	D6	No	2.55	$67,910	621
Walnut Ave - 17	1	158.34	D6	No	2.4	$22,168	740
Walnut Ave - 18	0	1161.13	D6	No	2.55	$325,115	621
Walnut Ave - 19	1	158.34	D6	No	2.55	$22,168	621

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Walnut Ave - 20	1	491.24	D6	No	2.55	$68,775	621
Walnut Ave - 21	0	245.62	D6	No	2.55	$68,775	621
Walnut Ave - 22	1	245.62	D6	No	2.55	$34,388	621
Walnut Ave - 23	1	245.62	D6	No	2.55	$34,388	621
Walnut Rd - 1	0	485.88	C6	No	2.65	$136,045	555
Watt Ave - 1	1	614.97	C5	Yes	4.7	$86,095	2
Watt Ave - 2	0	172.30	C5	Yes	4.1	$48,245	71
Watt Ave - 3	0	128.27	D5	Yes	4.1	$35,915	71
Watt Ave - 4	0	183.28	D5	Yes	4.1	$51,320	71
Watt Ave - 5	1	157.22	C5	Yes	4.25	$22,010	32
Watt Ave - 6	1	157.22	C5	Yes	4.25	$22,010	32
Watt Ave - 7	1	253.41	D5	Yes	4.25	$35,478	32
Watt Ave - 8	1	558.10	D5	Yes	4.25	$78,135	32
Watt Ave - 9	1	316.98	D5	No	3	$44,378	286
Watt Ave - 10	1	1003.78	D5	No	3	$140,528	286
Watt Ave - 16	1	314.72	D5	No	2.8	$44,060	396
Watt Ave - 18	1	157.36	E5	No	3.9	$22,030	146
Wesley Ave - 1	0	639.20	F4	No	3	$178,975	286
Wesley Ave - 2	0	1207.51	F4	No	3	$338,100	286
White Rock Rd - 1	0	8925.75	D8	No	1.9	$2,499,210	930
White Rock Rd - 2	0	10265.32	D8	No	1.75	$2,874,290	950

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
White Rock Rd - 3	0	11402.21	D9	No	1.75	$3,192,620	950
Whitney Ave - 1	0	2215.66	C5	Yes	4.25	$620,385	32
Whitney Ave - 2	1	263.77	C5	Yes	4.25	$36,928	32
Whitney Ave - 3	1	157.99	C5	Yes	4.25	$22,118	32
Whitney Ave - 4	1	289.65	C5	No	3	$40,550	286
Whitney Ave - 5	0	475.79	C5	No	3	$133,220	286
Whitney Ave - 6	0	158.60	C5	No	2.8	$44,405	396
Whitney Ave - 7	1	317.20	C5	No	2.8	$44,408	396
Whitney Ave - 8	1	211.23	C6	No	2.8	$29,573	396
Whitney Ave - 9	1	158.35	C6	No	2.8	$22,170	396
Whitney Ave - 10	0	369.50	C6	No	2.8	$103,460	396
Whitney Ave - 11	1	158.35	C6	No	2.65	$22,170	555
Whitney Ave - 12	1	158.41	C6	No	2.4	$22,178	740
Whitney Ave - 13	1	158.41	C6	No	1.95	$22,178	914
Whitney Ave - 14	1	369.62	C6	No	1.95	$51,748	914
Whitney Ave - 15	0	316.82	C6	No	1.95	$88,710	914
Whitney Ave - 16	0	805.73	C6	No	2.65	$225,605	555
Wilhaggin Dr - 1	1	375.88	E5	No	1.9	$52,623	930
Winding Way - 1	1	504.41	C5	No	3	$70,618	286
Winding Way - 2	0	756.62	C5	No	3	$211,850	286
Winding Way - 3	1	457.36	C6	No	3	$64,030	286

Table C-5. Sidewalk Gap Projects, continued

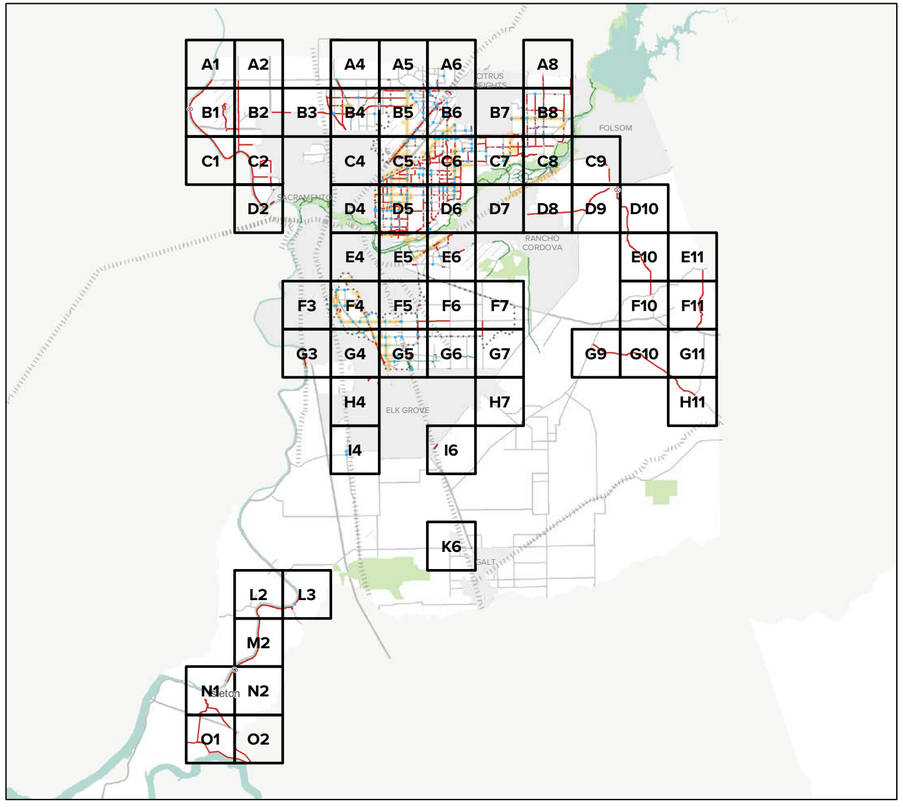
Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Winding Way - 4	0	274.42	C6	No	3	$76,835	286
Winding Way - 5	0	1539.38	C6	No	3	$431,025	286
Winding Way - 6	0	1394.48	C6	No	3	$390,455	286
Winding Way - 7	0	1654.35	C6	No	2.4	$463,220	740
Winding Way - 8	1	183.82	C6	No	2.4	$25,735	740
Winding Way - 12	0	240.14	C7	No	2.8	$67,240	396
Winding Way - 10	0	2375.08	C7	No	2.8	$665,025	396
Winding Way - 11	0	9958.84	C7	No	2.8	$2,788,475	396
Wrendale Way - 1	1	158.37	D6	Yes	4.05	$22,173	85
Wright St - 1	1	314.75	C5	Yes	3	$44,065	286
Wright St - 2	0	1678.67	C5	Yes	4.25	$470,030	32
Wright St - 3	1	209.83	D5	Yes	4.25	$29,378	32
Wright St - 4	1	586.41	D5	Yes	4	$82,098	119
Wright St - 5	0	1919.16	D5	Yes	4	$537,365	119
Watt Ave - 17	1	1206.43	D5	No	2.8	$168,900	396
Watt Ave - 15	1	264.46	D5	No	2.8	$37,025	396
Watt Ave - 14	1	634.71	D5	No	2.8	$88,860	396
Watt Ave - 13	1	370.25	D5	No	2.8	$51,835	396
Watt Ave - 12	1	370.25	D5	No	3	$51,835	286
Watt Ave - 11	1	370.25	D5	No	3	$51,835	286
Ethan Way - 8	1	420.39	D4	No	2.85	$58,855	364

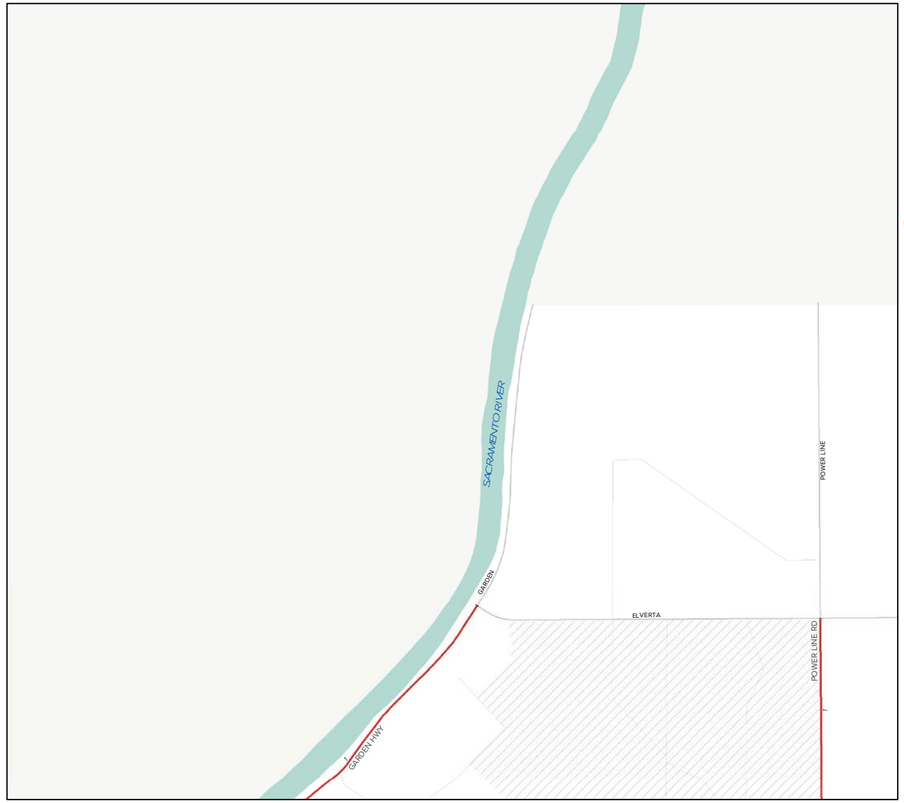
Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Ethan Way - 7	1	600.55	D4	No	2.85	$84,078	364
Ethan Way - 6	1	240.22	D4	No	2.85	$33,630	364
Ethan Way - 5	1	436.67	D4	No	4.25	$61,135	32
Ethan Way - 4	1	751.04	D4	No	3	$105,145	286
Wright St - 1	1	153.89	D5	No	3	$21,545	286
Ethan Way - 3	1	310.93	D4	No	3	$43,530	286
Cottage Way - 1	1	290.76	D5	No	3	$40,705	286
Cottage Way - 3	1	264.02	D5	No	3	$36,963	286
Cottage Way - 4	1	369.63	D5	No	3.75	$51,748	189
Cottage Way - 6	1	264.02	D5	No	3.75	$36,963	189
Cottage Way - 7	1	290.89	D5	No	3	$40,725	286
Cottage Way - 8	1	474.67	D4	No	3	$66,455	286
Winding Way - 9	1	660.39	C6	Yes	4.05	$92,455	85
Winding Oak Dr - 1	1	1628.90	C8	No	1.9	$228,045	930
Fair Oaks Blvd - 30	1	605.01	B7	Yes	3.9	$84,700	146
Greenback Ln - 3	1	633.18	B7	Yes	3.75	$88,645	189
Oak Ave - 1	1	669.19	B8	No	2.65	$93,688	555
Meiss Rd - 1	0	40017.42	G10	No	1.9	$11,204,875	930
Wright St - 3	0	359.56	D5	Yes	4.25	$100,675	32
Wirght St - 2	0	269.31	D5	No	2.85	$75,405	364
Cottage Way	0	264.02	D5	No	3.75	$73,925	189

Table C-5. Sidewalk Gap Projects, continued

Street Name and Gap Number	Sidewalk Currently on 1 or 0 Sides	Length (Ft)	Map Book Grid ID	Priority Network	Score	Sidewalk Cost (6 feet wide)	Rank
Ethan Way - 2	0	374.15	D4	No	3	$104,760	286
Ethan Way - 1	0	153.51	D4	No	3	$42,980	286
Morse Ave - 1	0	1815.73	D5	Yes	4.25	$508,405	32
Winding Way - 10	0	177.96	C6	No	2.8	$49,830	396
Winding Way - 11	0	508.45	C6	No	2.8	$142,365	396
Santa Juanita - 1	0	5176.59	A8	No	2.95	$1,449,445	361
Fair Oaks Blvd - 2	1	211.37	E5	Yes	3	$29,593	286
Fair Oaks Blvd - 31	1	372.78	D5	No	2.2	$52,190	849
River Rd - 1		2636.70	L3	Yes	-	$369,138	-





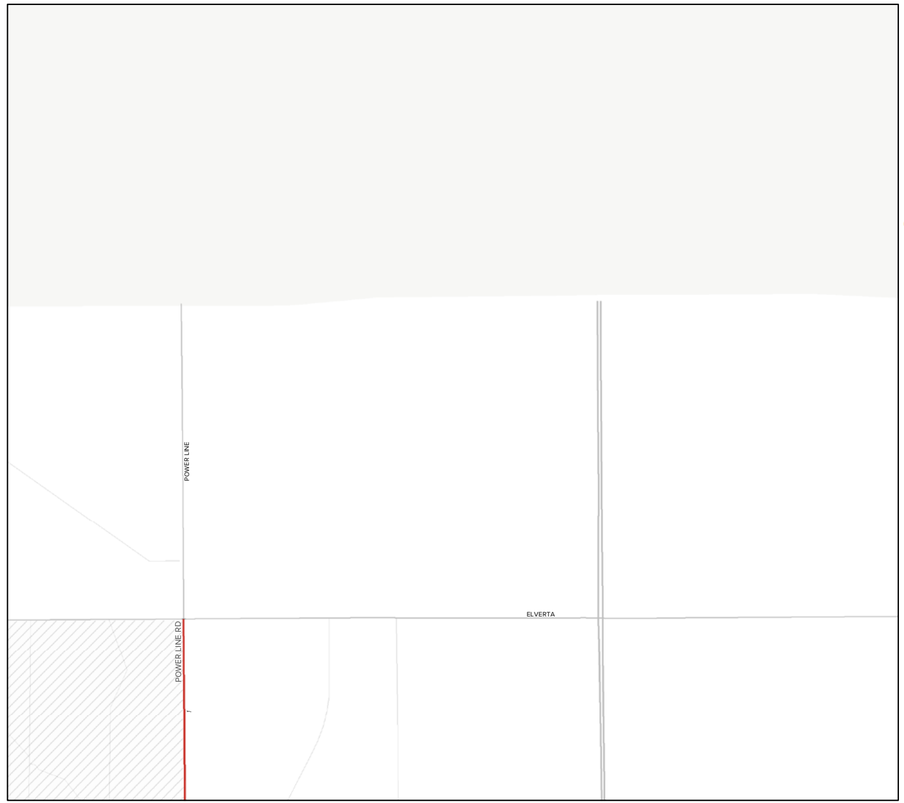
Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: A1

FEET
0 500



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
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- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
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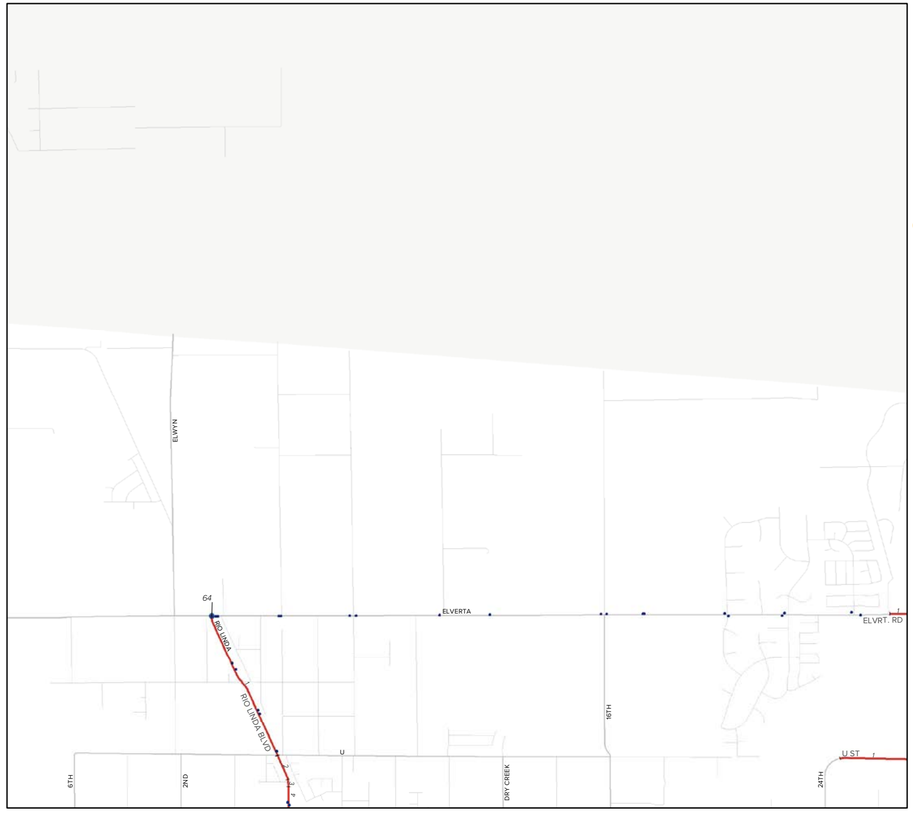
- EJ Communities
- Airport
- Water
- Park

Grid Locator: A2

FEET
0 500



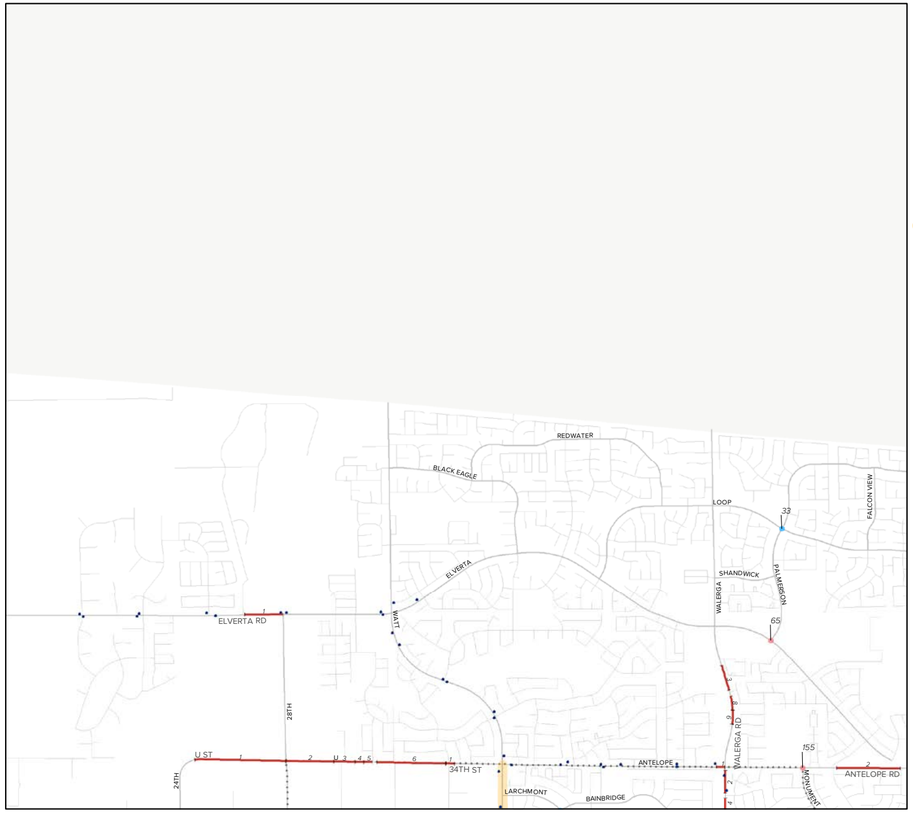
Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: A4

FEET
0 500



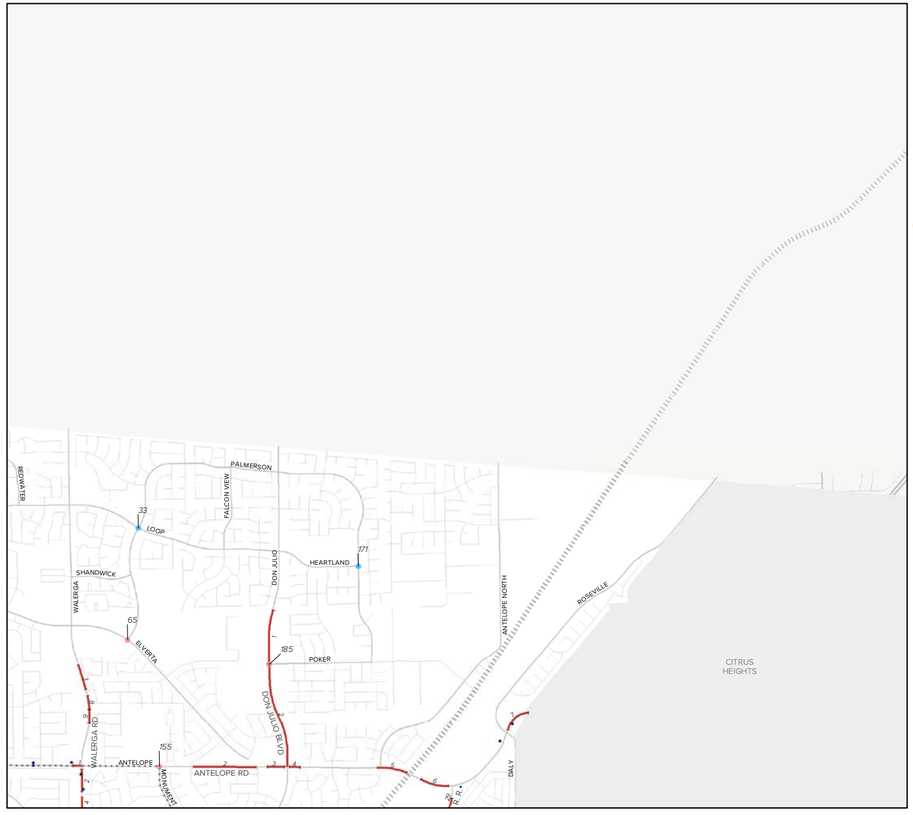
Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: A5

FEET
0 500



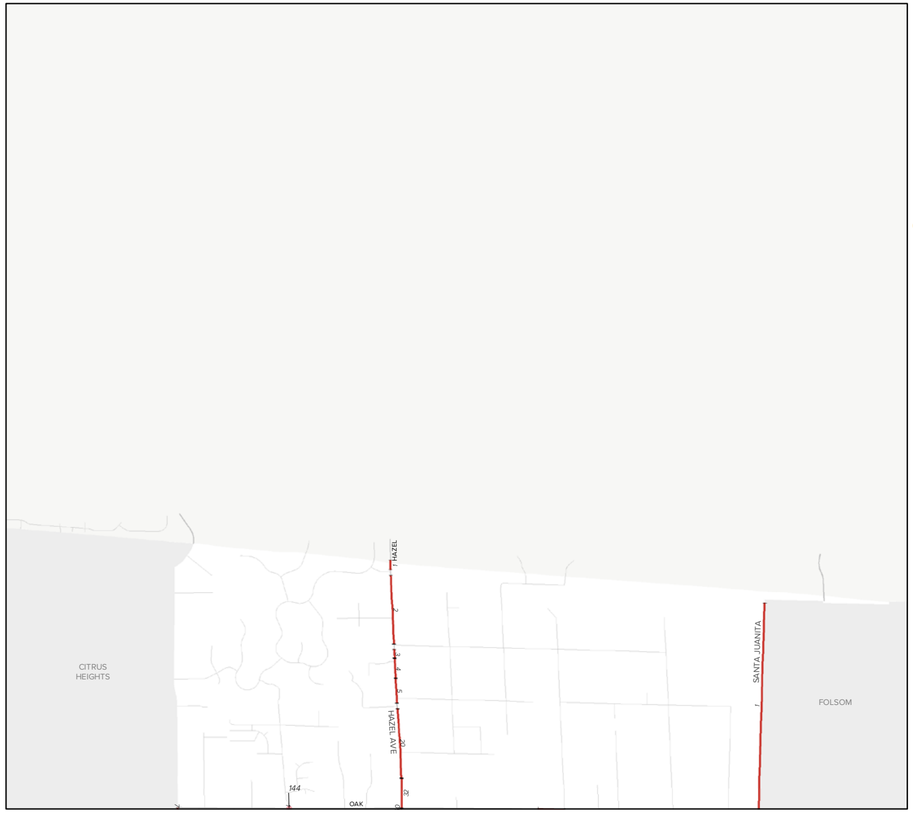
Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: A6

FEET
0 500



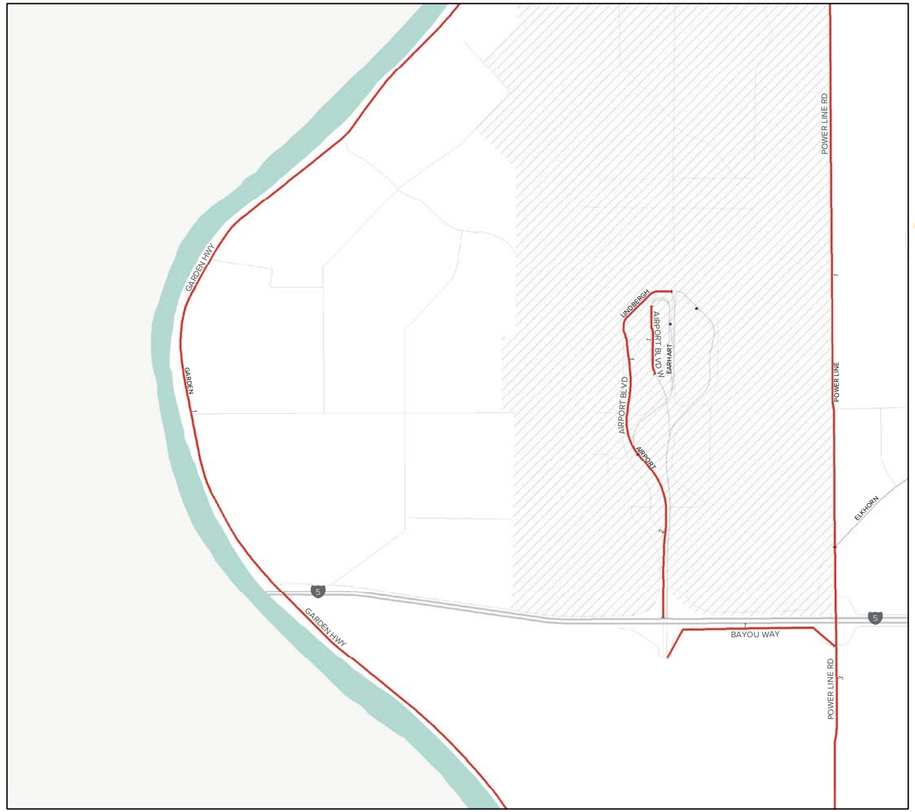
Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: A8

FEET
0 500



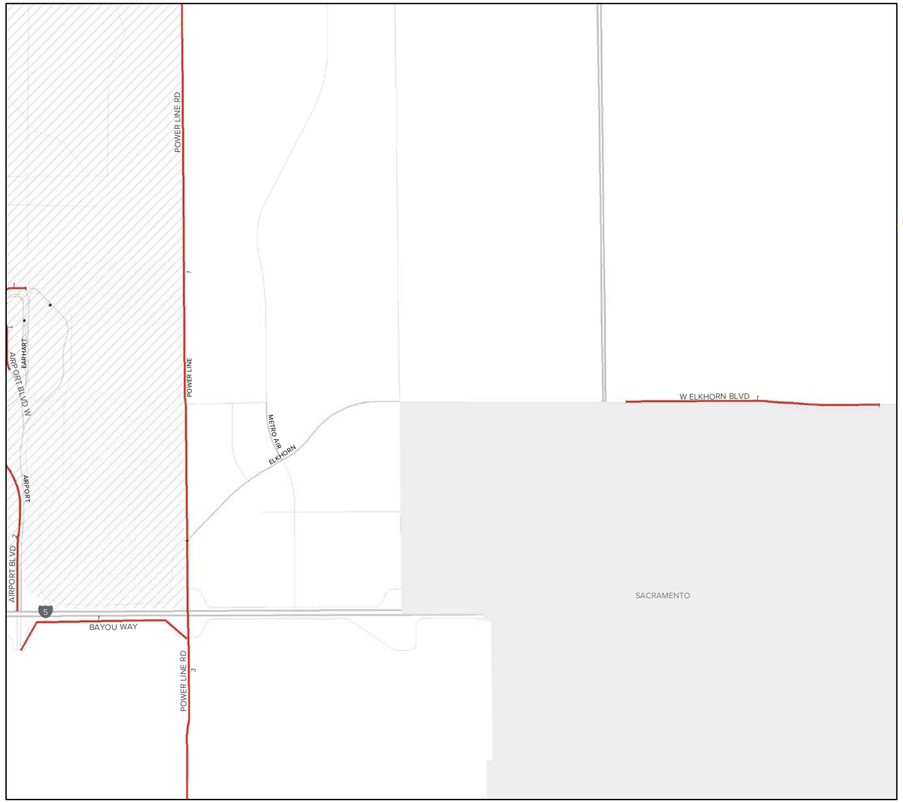
Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: B1

FEET
0 500



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: B2

FEET
0 500

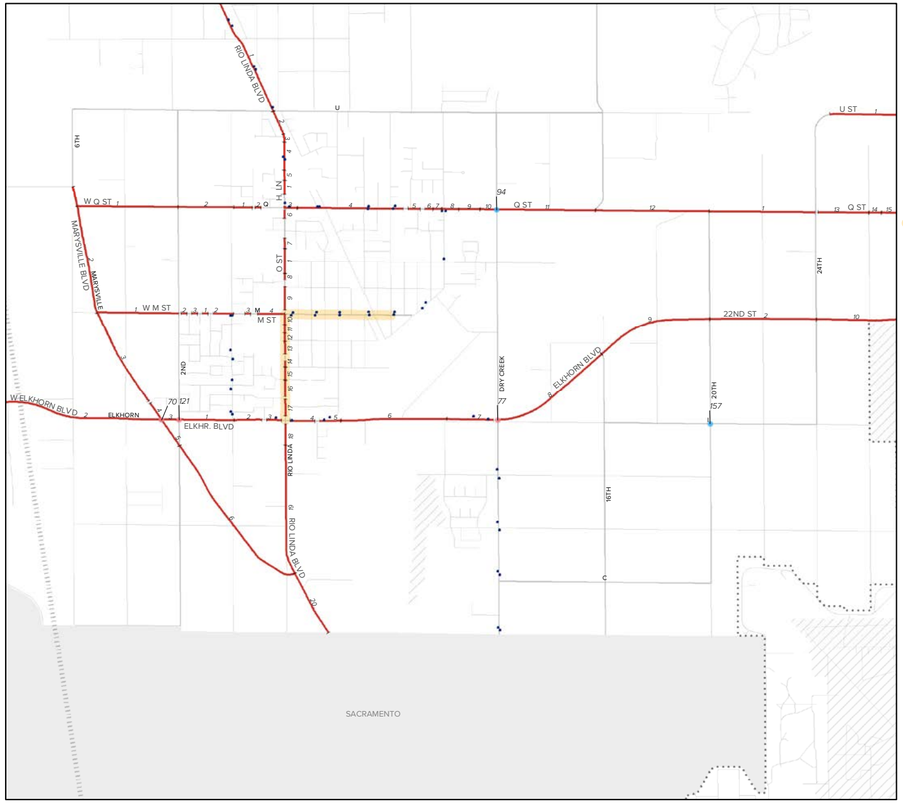
Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: B3

FEET
0 500



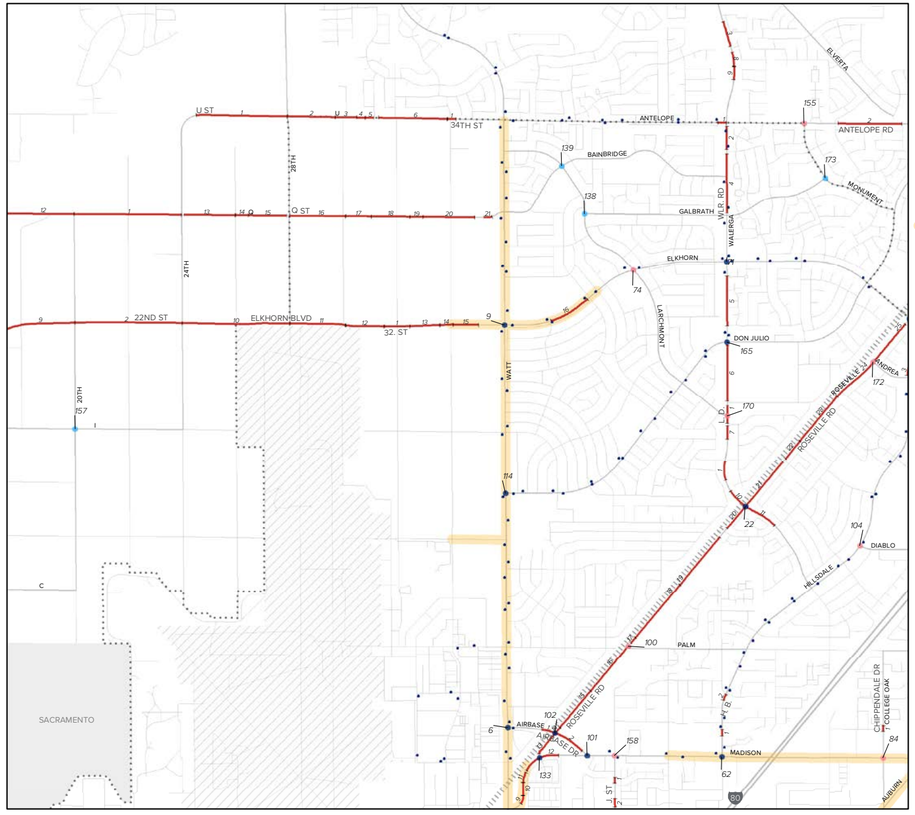
Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: B4

FEET
0 500



Sacramento County Active Transportation Plan

Pedestrian Facilities

Pedestrian Features
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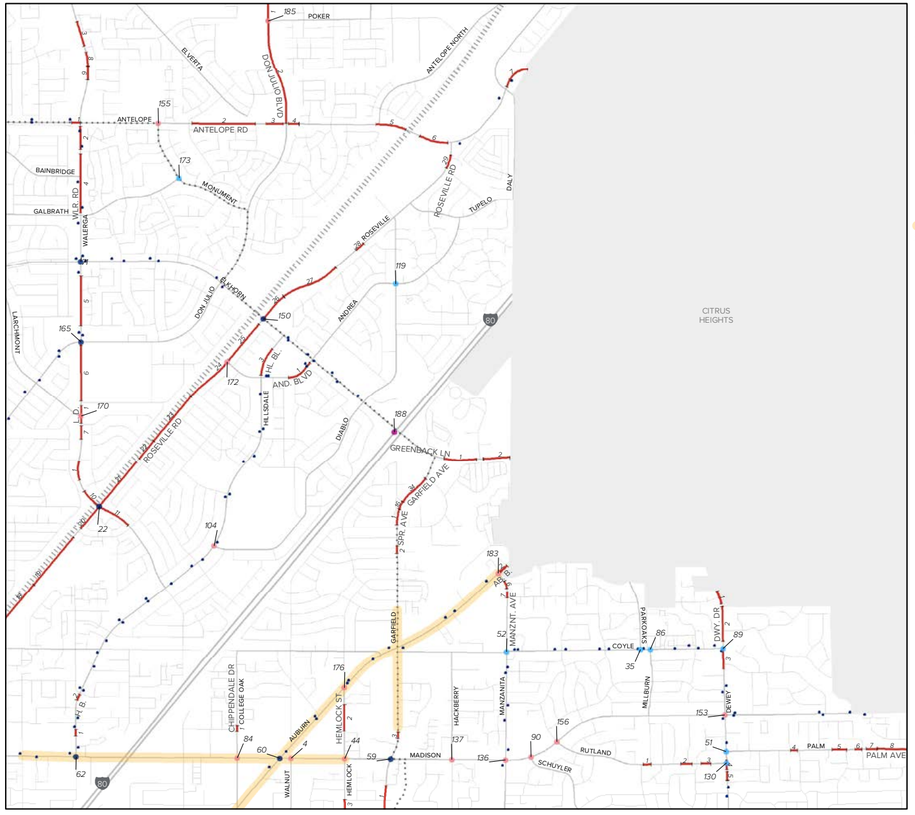
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: B5

FEET
0 500



Sacramento County Active Transportation Plan

Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
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- Small Intersection

Other Features
- Bus Stops
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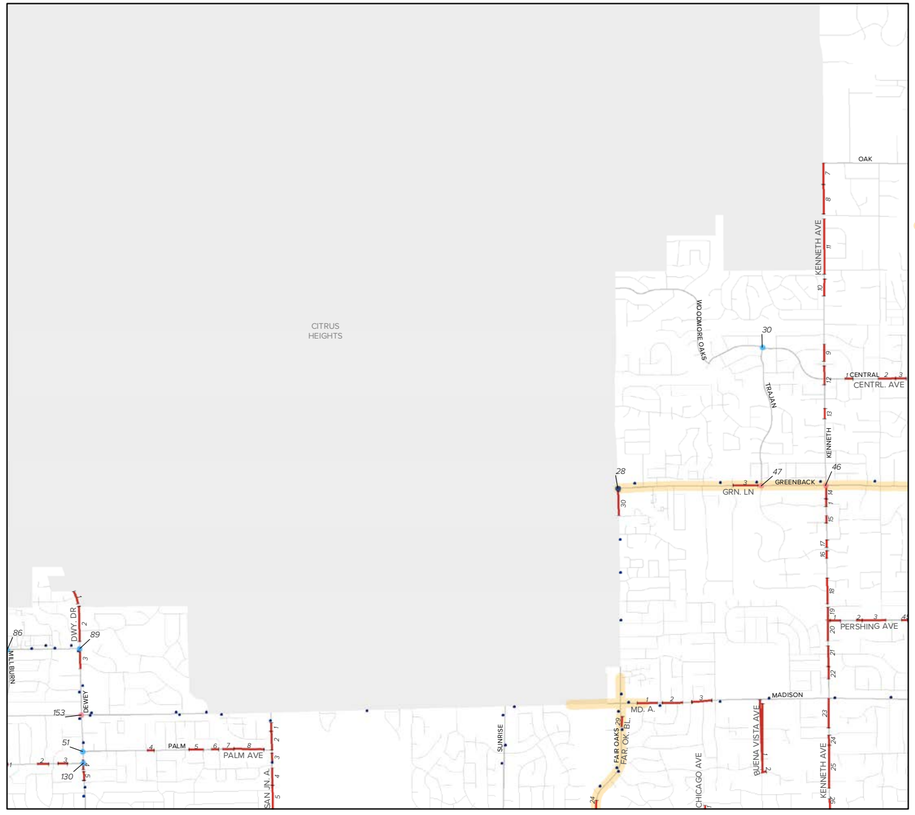
- EJ Communities
- Airport
- Water
- Park

Grid Locator: B6

FEET
0 500



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
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- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
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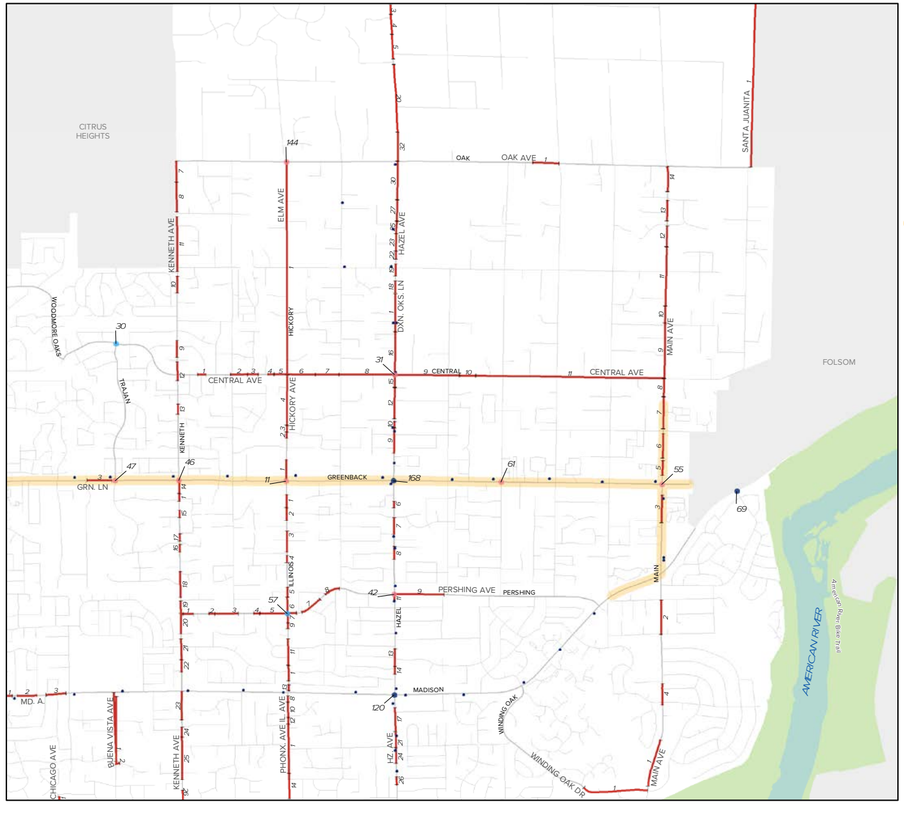
- EJ Communities
- Airport
- Water
- Park

Grid Locator: B7

FEET
0 500



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
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Other Features
- Bus Stops
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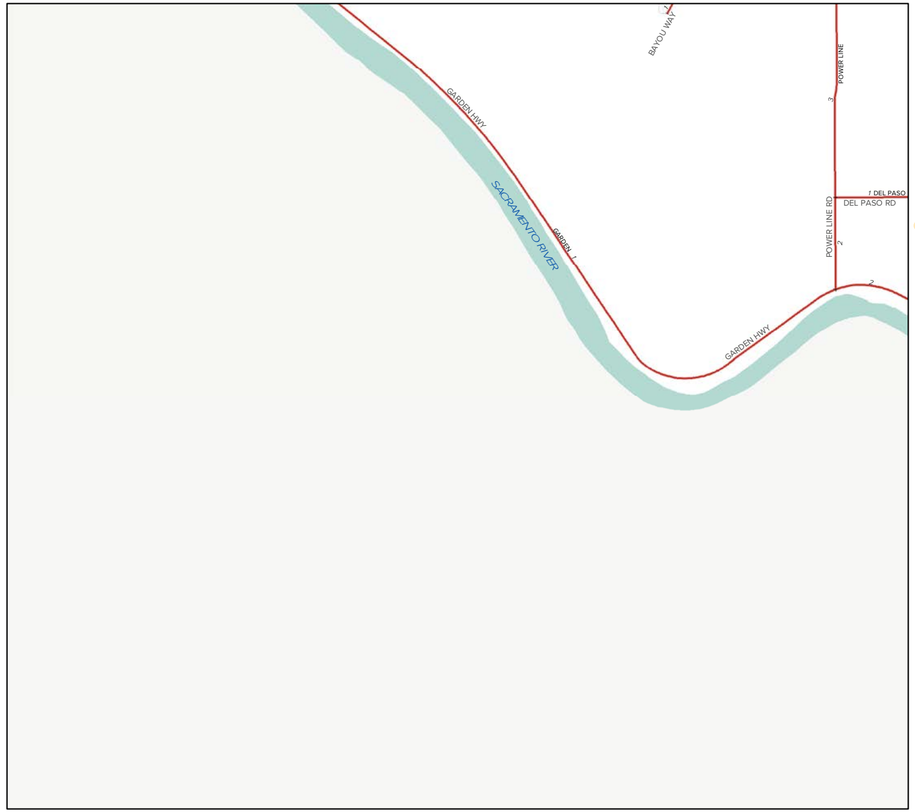
- EJ Communities
- Airport
- Water
- Park

Grid Locator: B8

FEET
0 500



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
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Other Features
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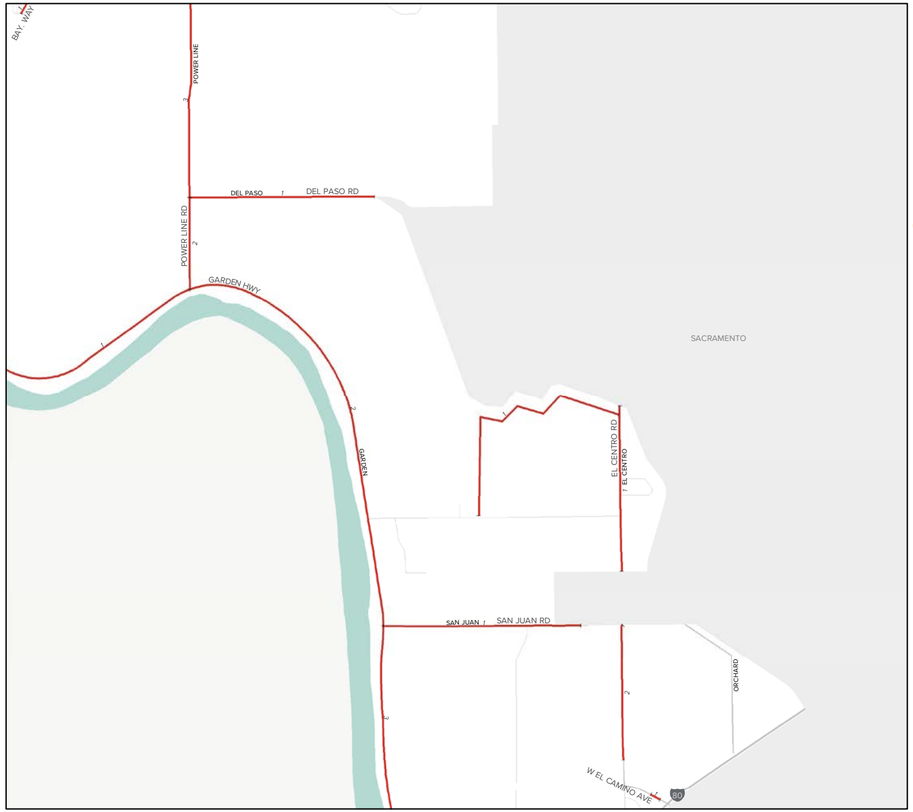
- Airport
- Water
- Park

Grid Locator: C1

FEET
0 500



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
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- Small Intersection

Other Features
- Bus Stops
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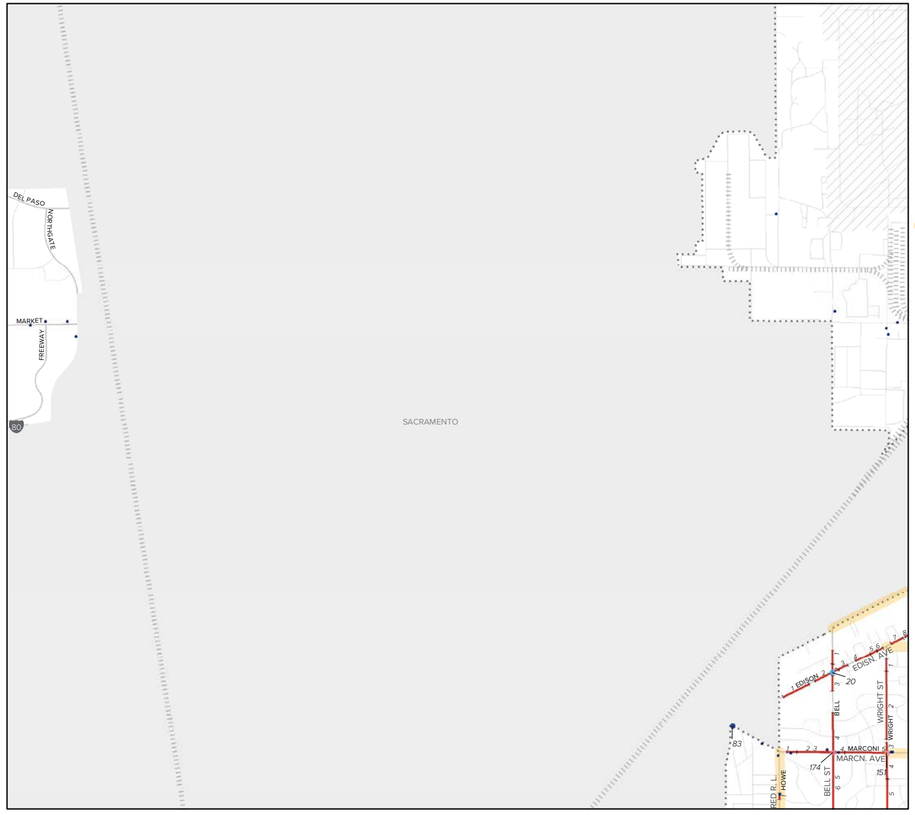
- EJ Communities
- Airport
- Water
- Park

Grid Locator: C2

FEET
0 500



Sacramento County Active Transportation Plan

Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
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Other Features
- Bus Stops
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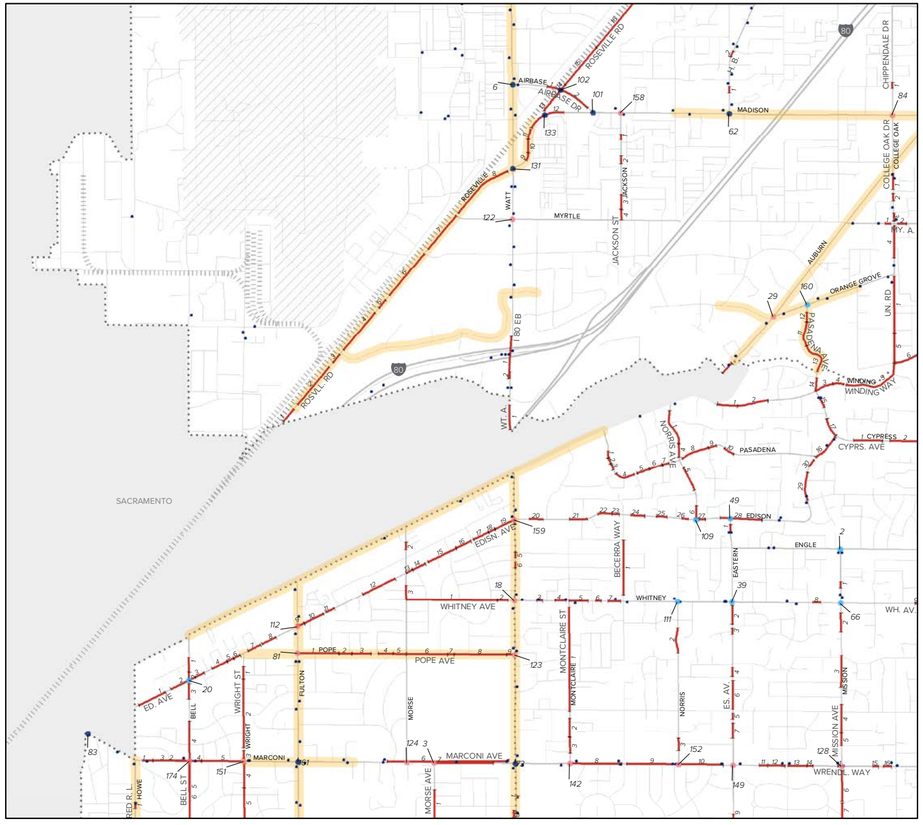
- Airport
- Water
- Park

Grid Locator: C4

FEET
0 500



Sacramento County Active Transportation Plan

Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
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- Bus Stops
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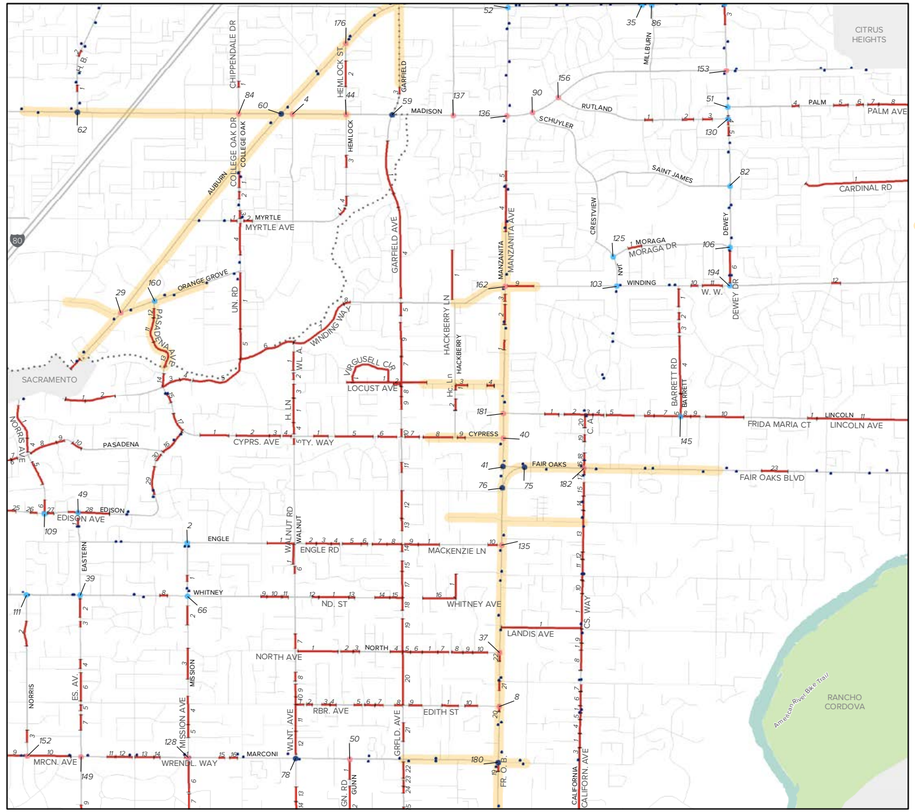
- Water
- Park

Grid Locator: C5

FEET
0 500



Sacramento County Active Transportation Plan

Pedestrian Facilities

Pedestrian Features

- Sidewalk Gaps
- Interstate Ramp
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Other Features

- Bus Stops
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- EJ Communities
- Airport
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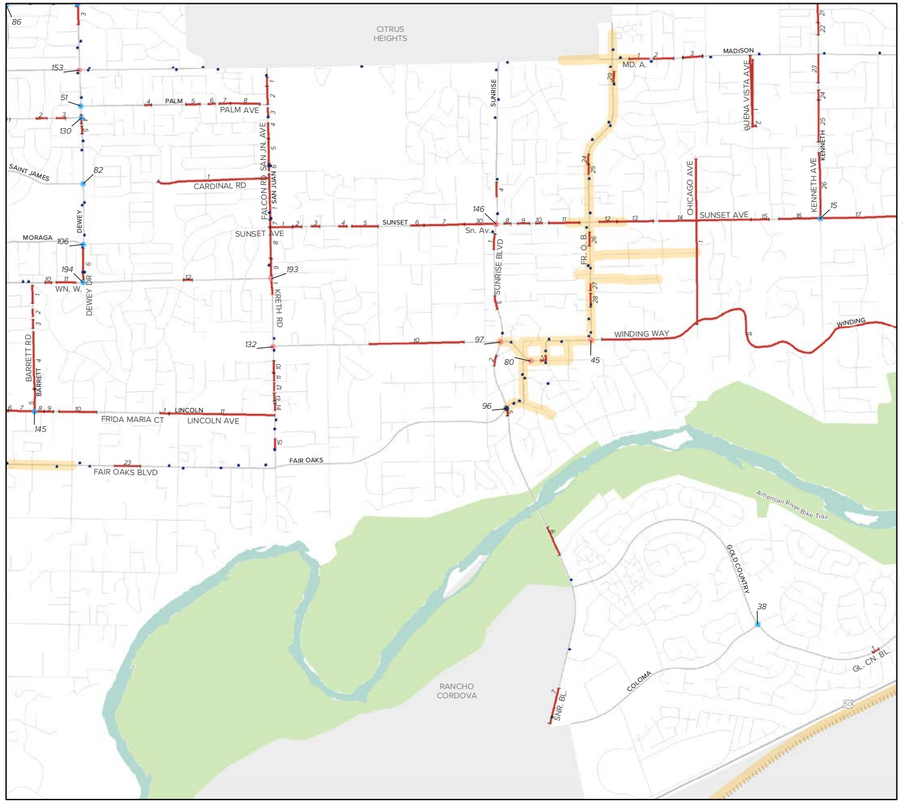
- Park

Grid Locator: C6

FEET
0 500



Sacramento County Active Transportation Plan

Pedestrian Facilities

Pedestrian Features

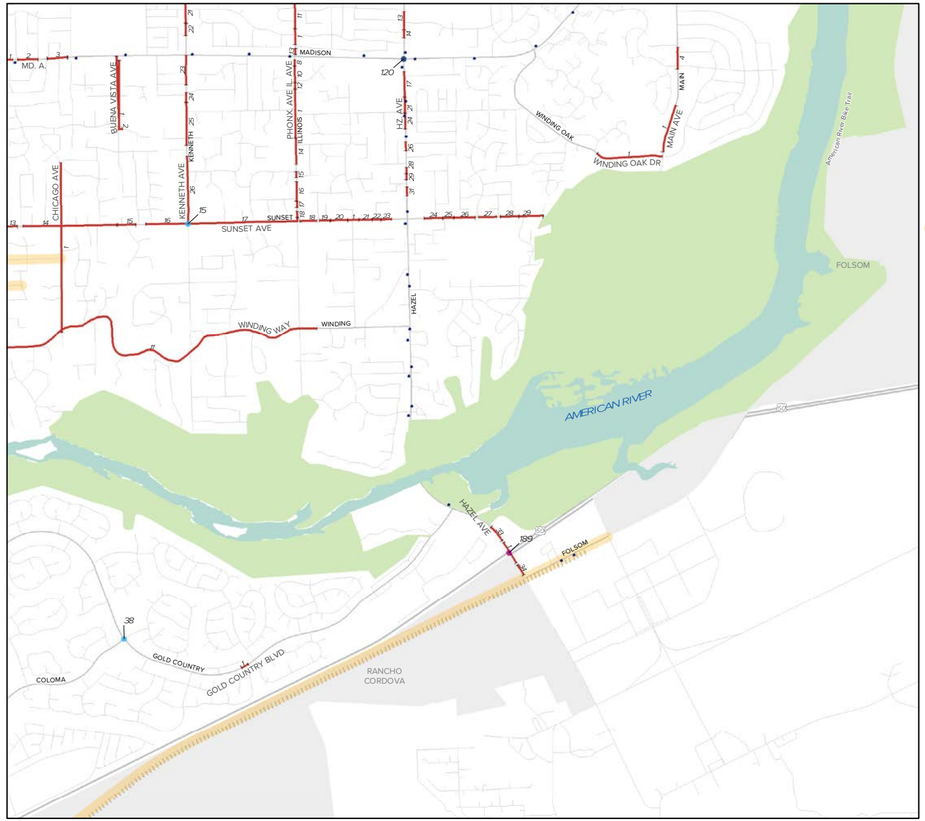
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features

- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: C7

FEET
0 500



Sacramento County Active Transportation Plan

Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
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Other Features
- Bus Stops
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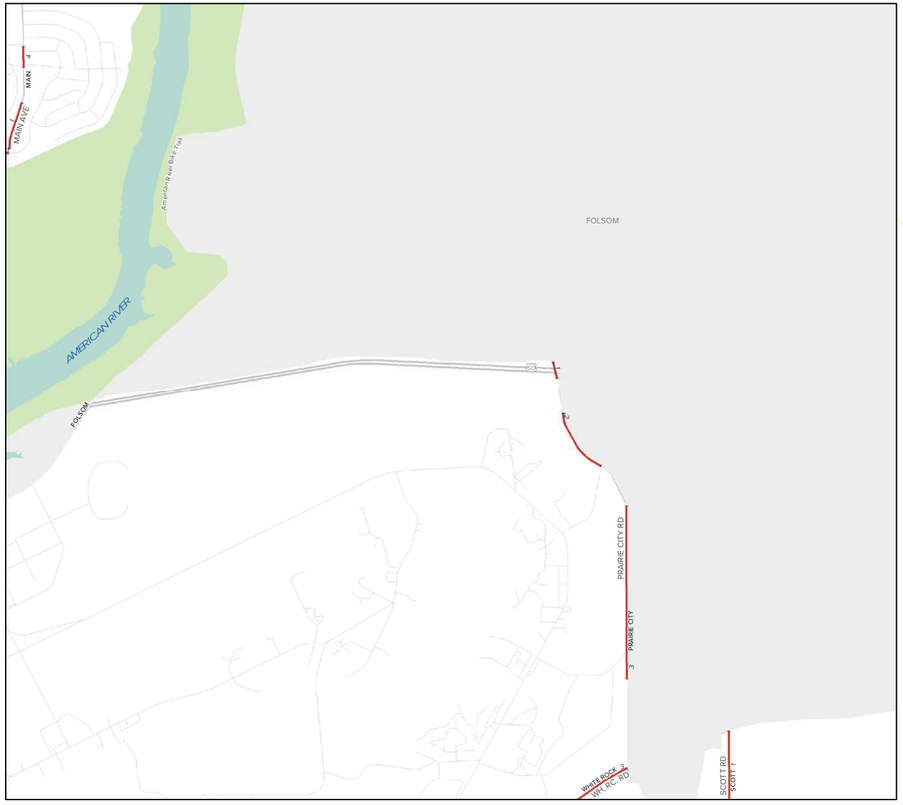
- EJ Communities
- Airport
- Water
- Park

Grid Locator: C8

FEET
0 500



Sacramento County Active Transportation Plan

Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
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Other Features
- Bus Stops
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- EJ Communities
- Airport
- Water
- Park

Grid Locator: C9

FEET
0 500

Sacramento County Active Transportation Plan

Pedestrian Facilities

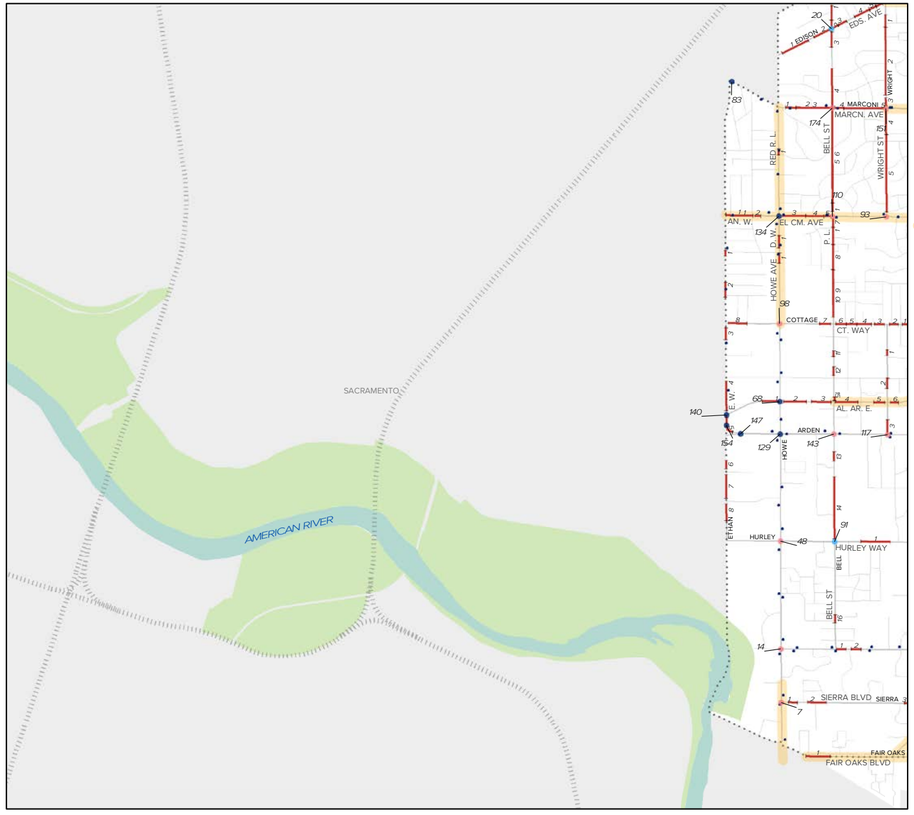
Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: D2

N

FEET
0 500



Sacramento County Active Transportation Plan

Pedestrian Facilities

Pedestrian Features
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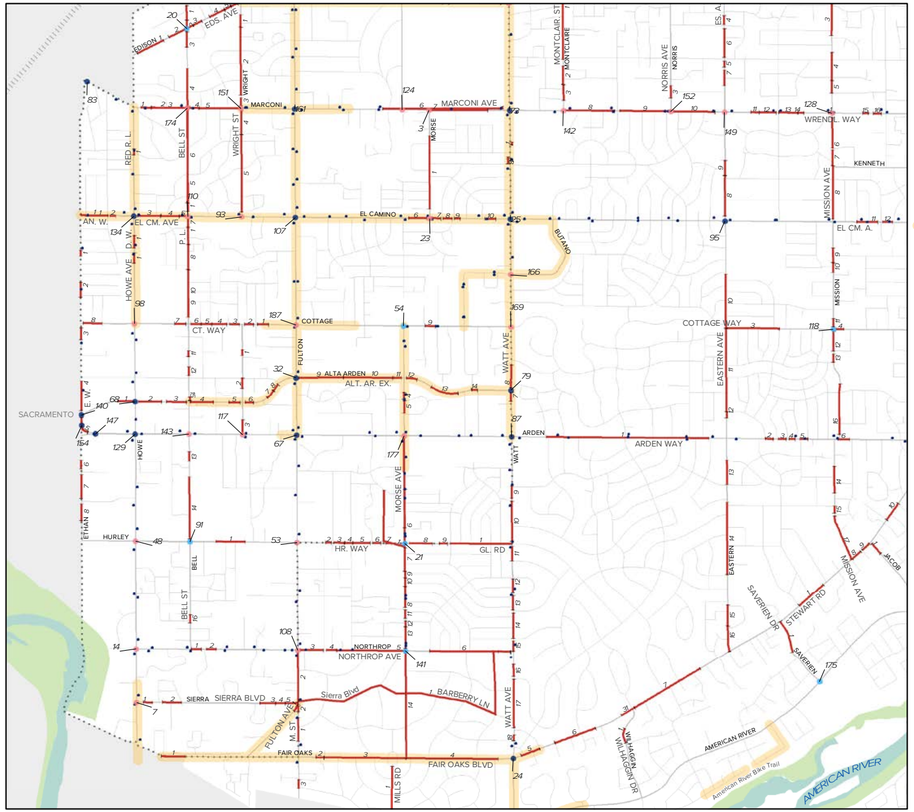
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: D4

N

FEET
0 500



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
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Other Features
- Bus Stops
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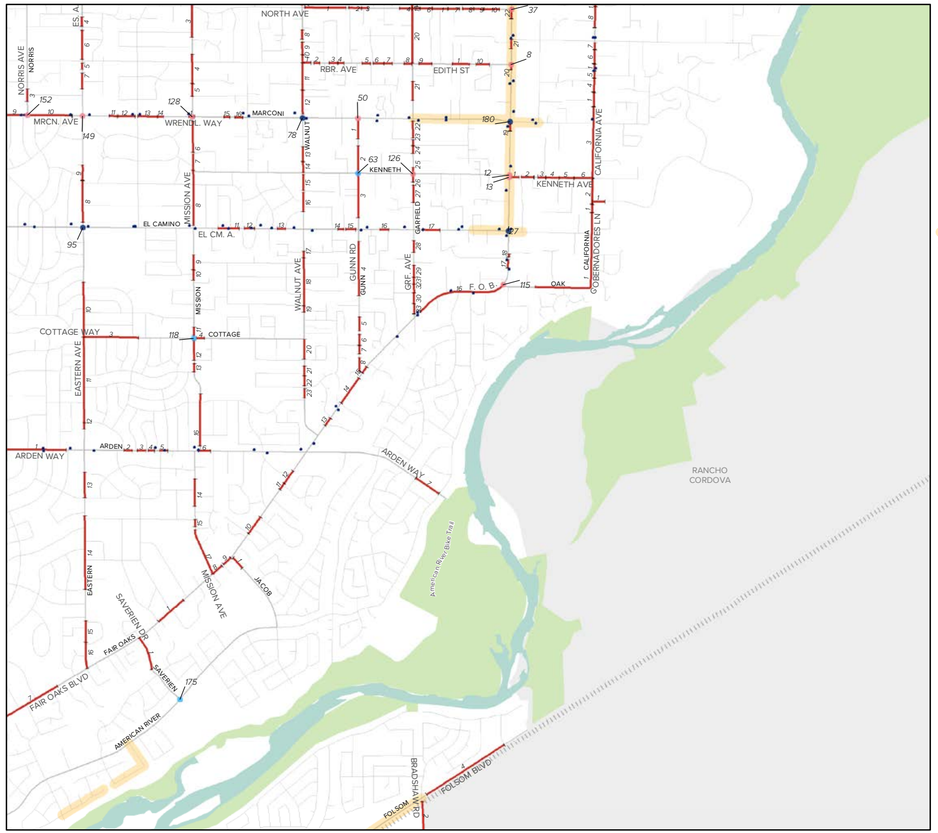
- EJ Communities
- Airport
- Water
- Park

Grid Locator: D5

FEET
0 500



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
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- Small Intersection

Other Features
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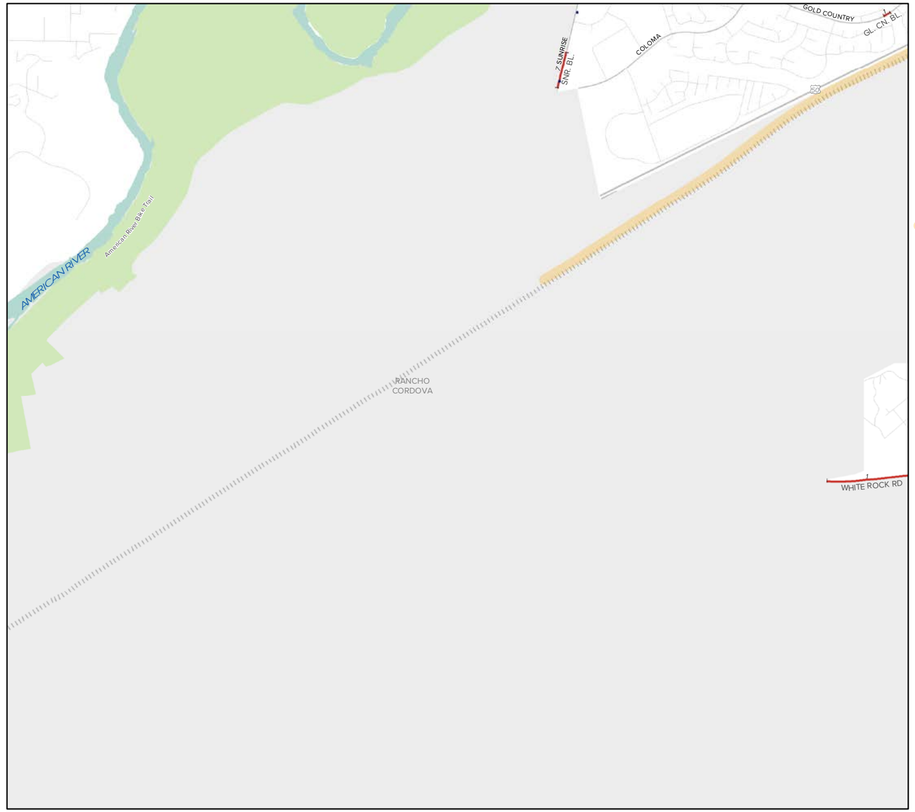
- EJ Communities
- Airport
- Water
- Park

Grid Locator: D6

FEET
0 500



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: D7

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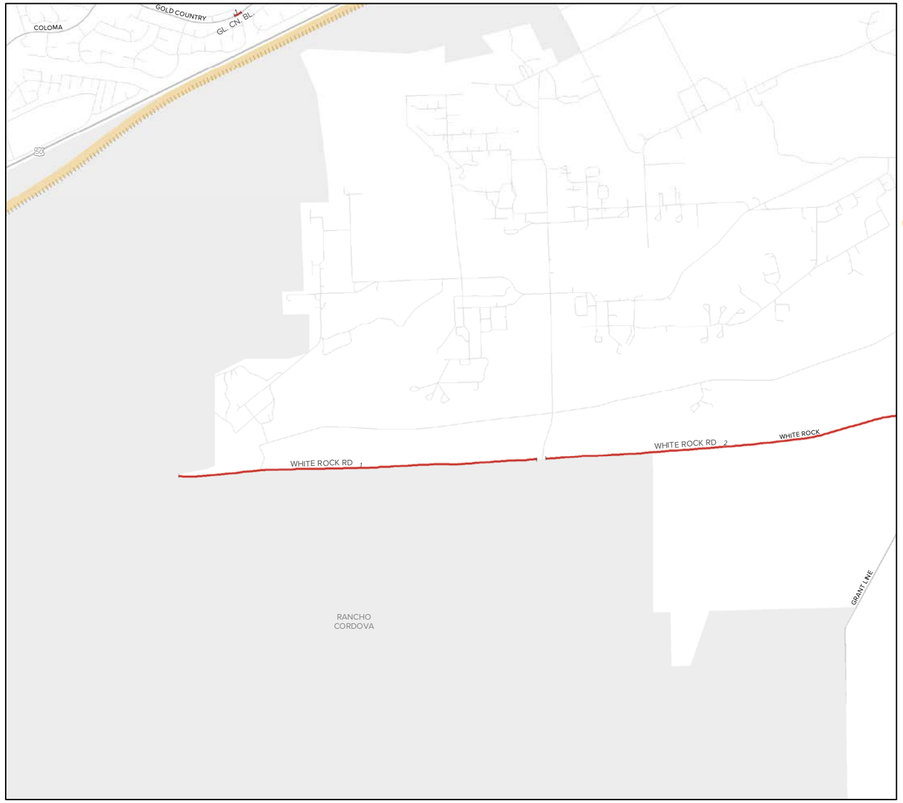

Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: D8

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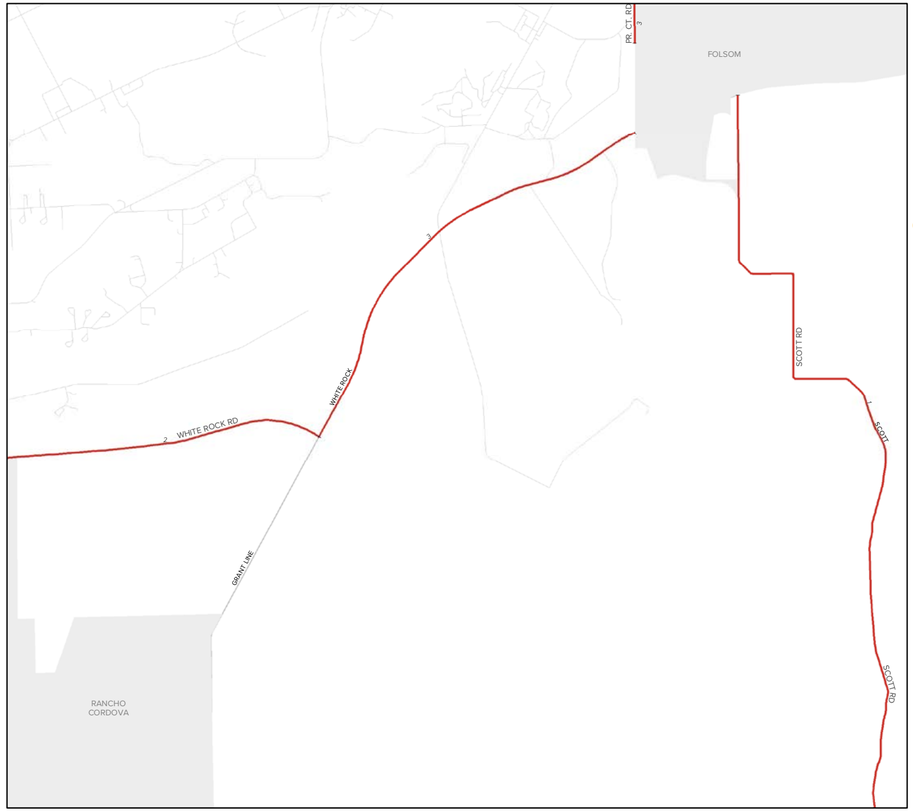

Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: D9

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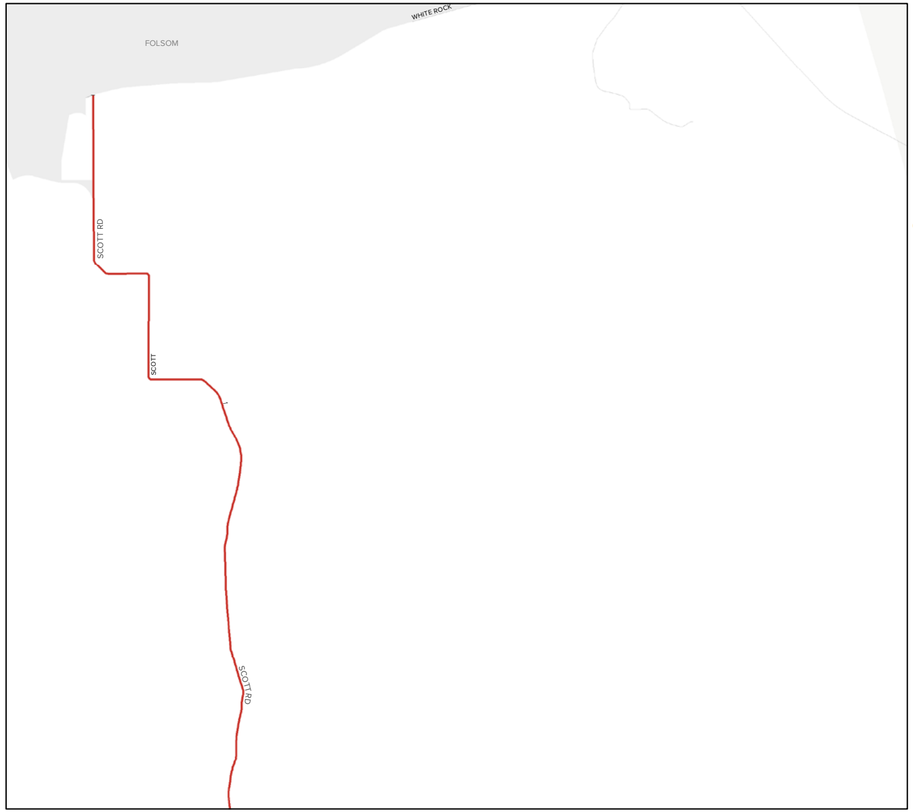

Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: D10

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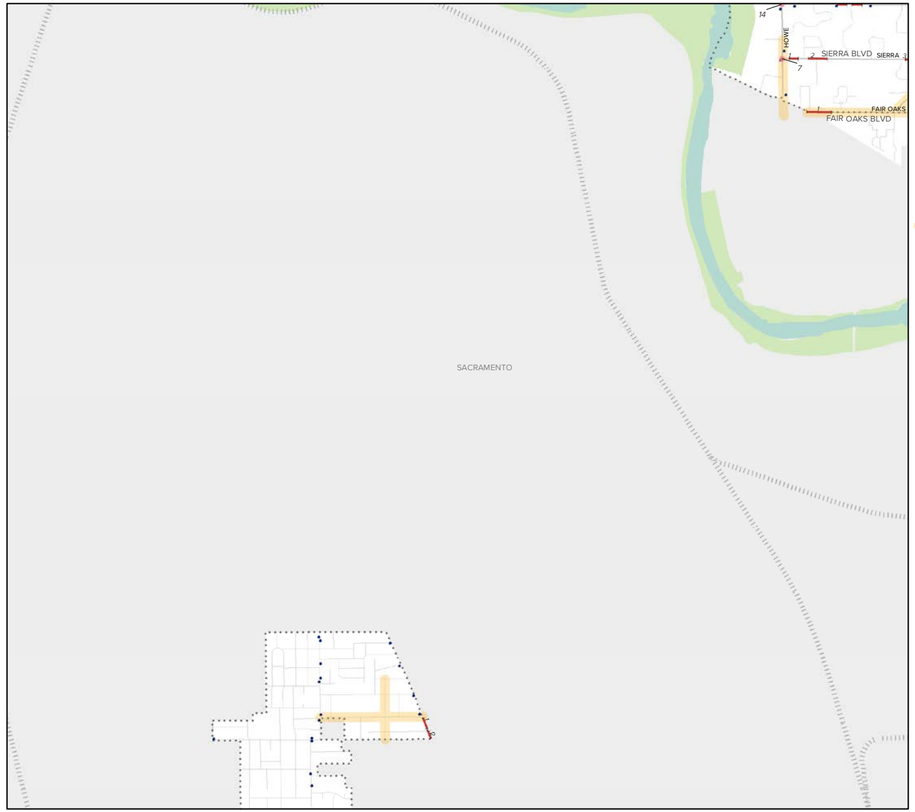
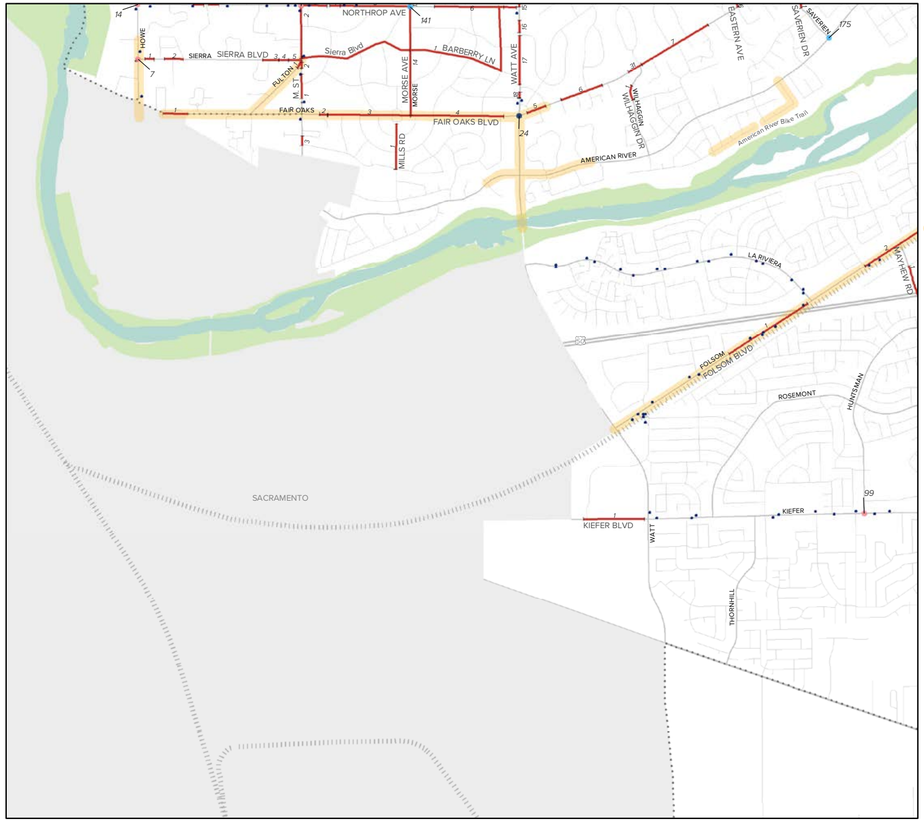


Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: E4

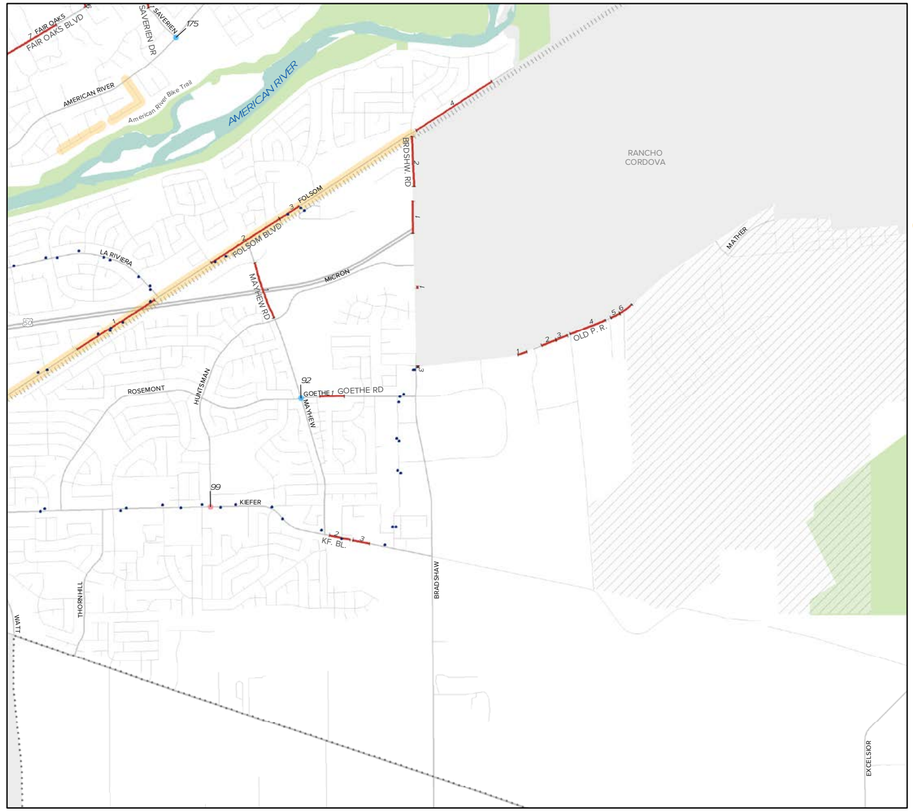


Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: E5



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: E6

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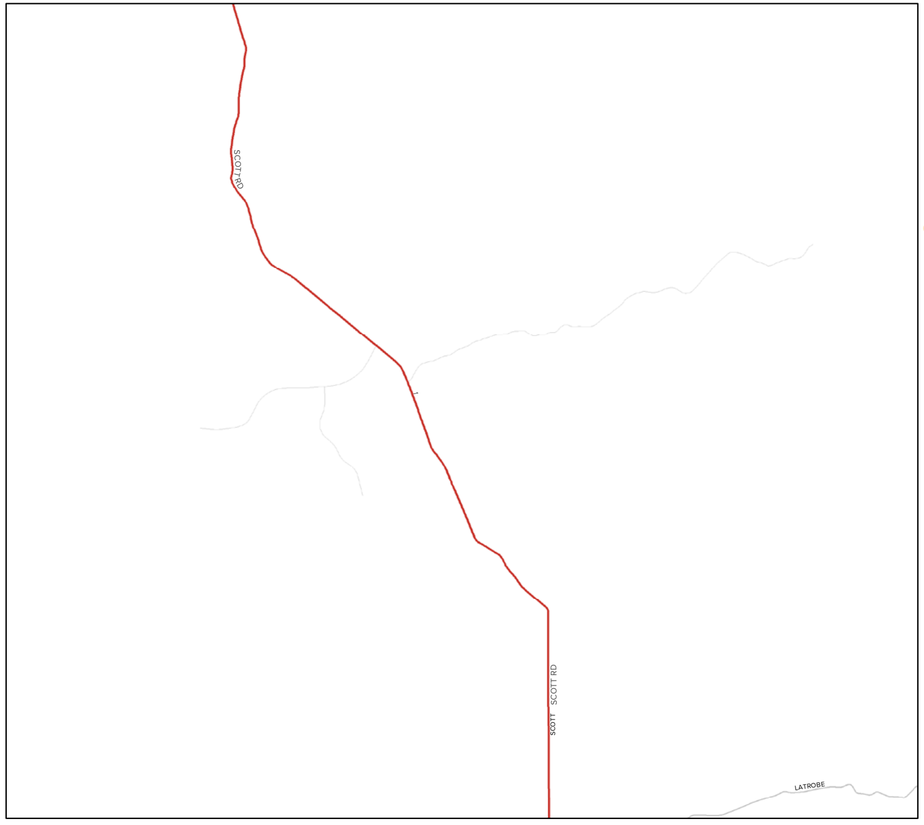

Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: E10

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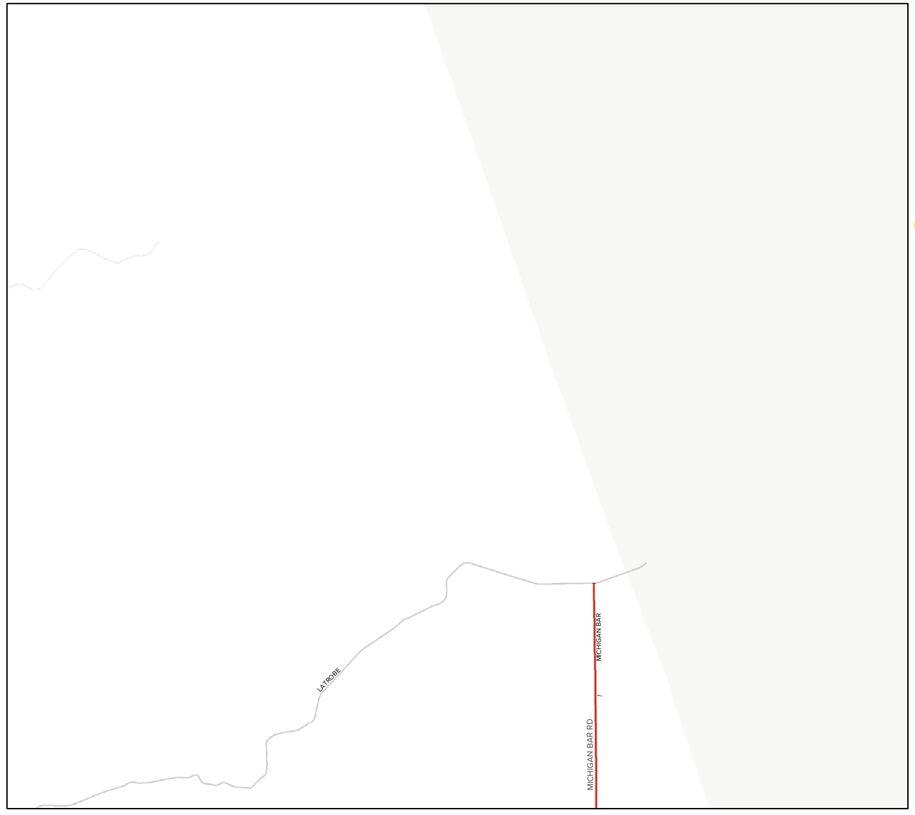

Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: E11

N

FEET
0 500

Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: F3

N

FEET
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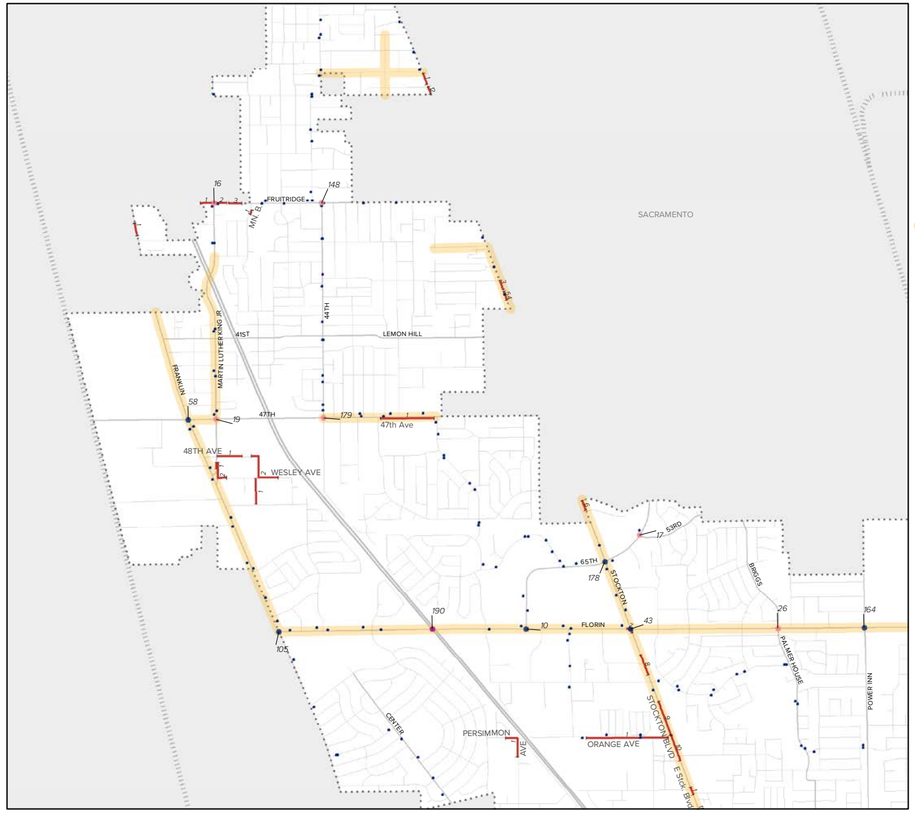

Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: F4

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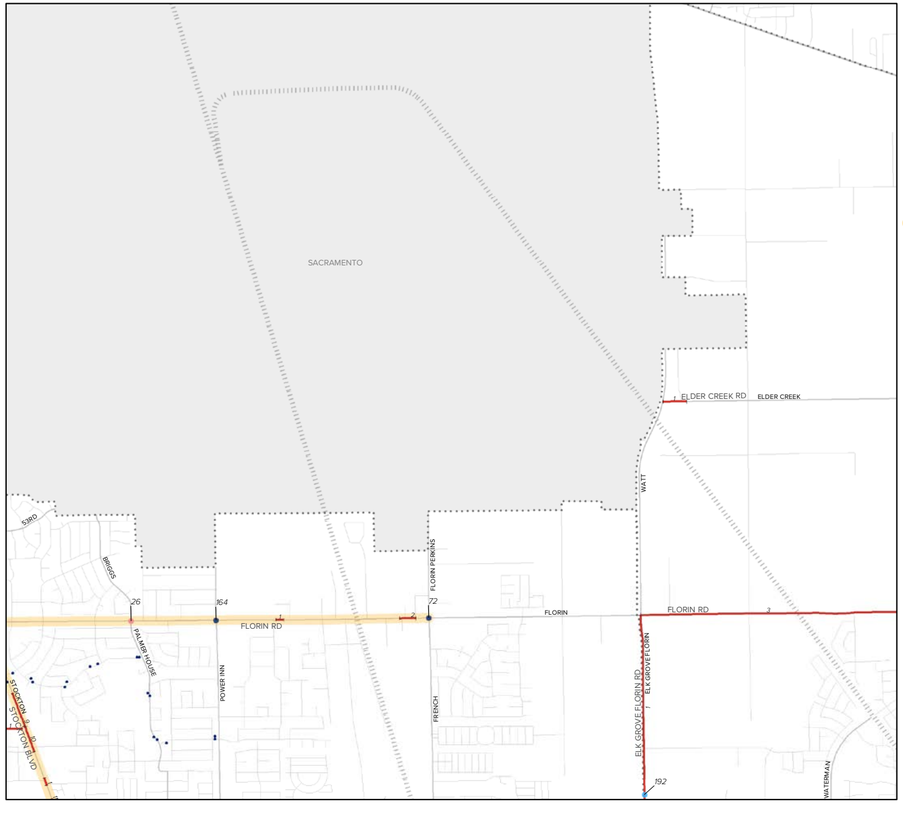

Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
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- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: F5

FEET
0 500

Sacramento County Active Transportation Plan

Pedestrian Facilities

Pedestrian Features

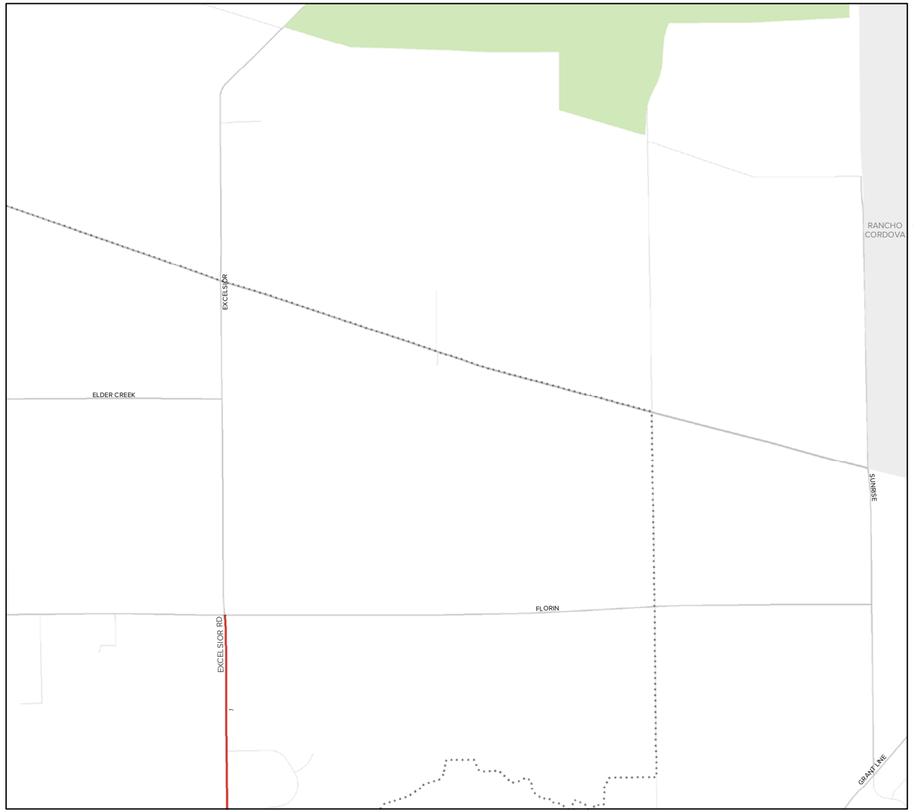
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features

- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: F6

FEET
0 500



Sacramento County Active Transportation Plan

Pedestrian Facilities

Pedestrian Features

- Sidewalk Gaps
- Interstate Ramp
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- Medium Intersection
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Other Features

- Bus Stops
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- Airport
- Water
- Park

Grid Locator: F7

FEET
0 500

Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
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- EJ Communities
- Airport
- Water
- Park

Grid Locator: F10

Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
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- Small Intersection

Other Features
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- Pedestrian District
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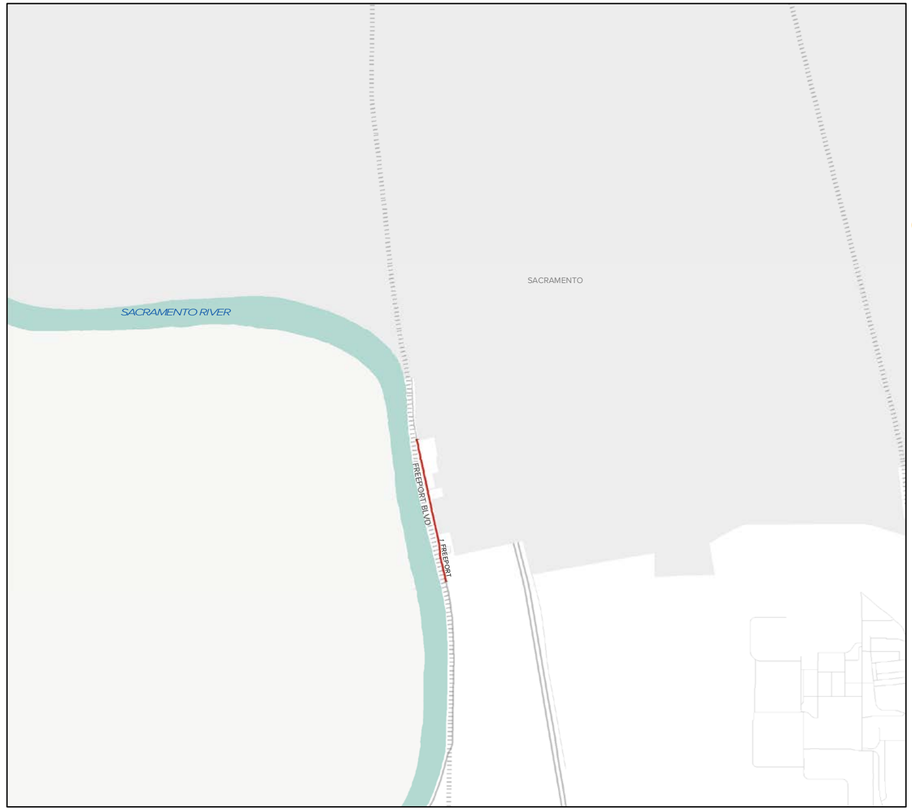
- Airport
- Water
- Park

Grid Locator: F11



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
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- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
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- EJ Communities
- Airport
- Water
- Park

Grid Locator: G3

FEET
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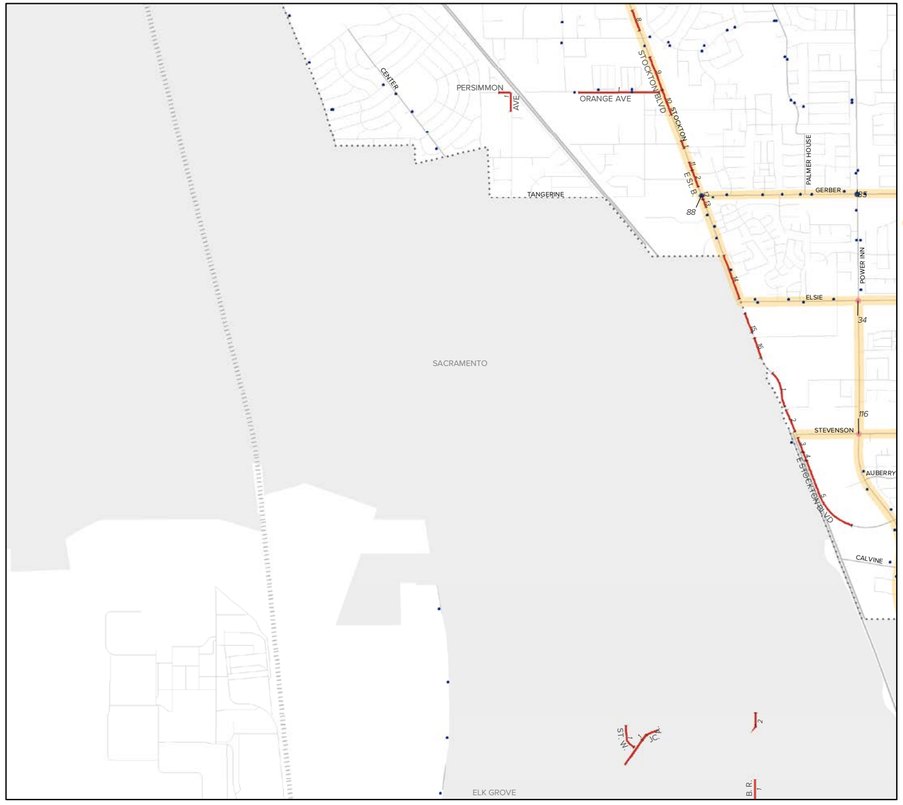

Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
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- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: G4

FEET
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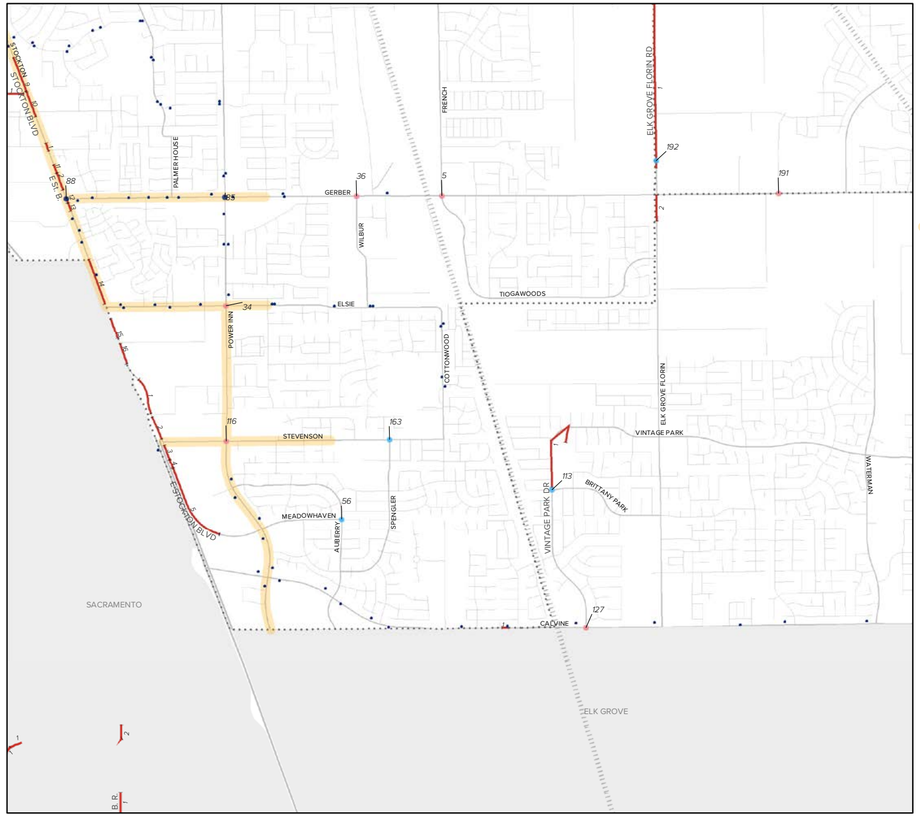


Sacramento County Active Transportation Plan

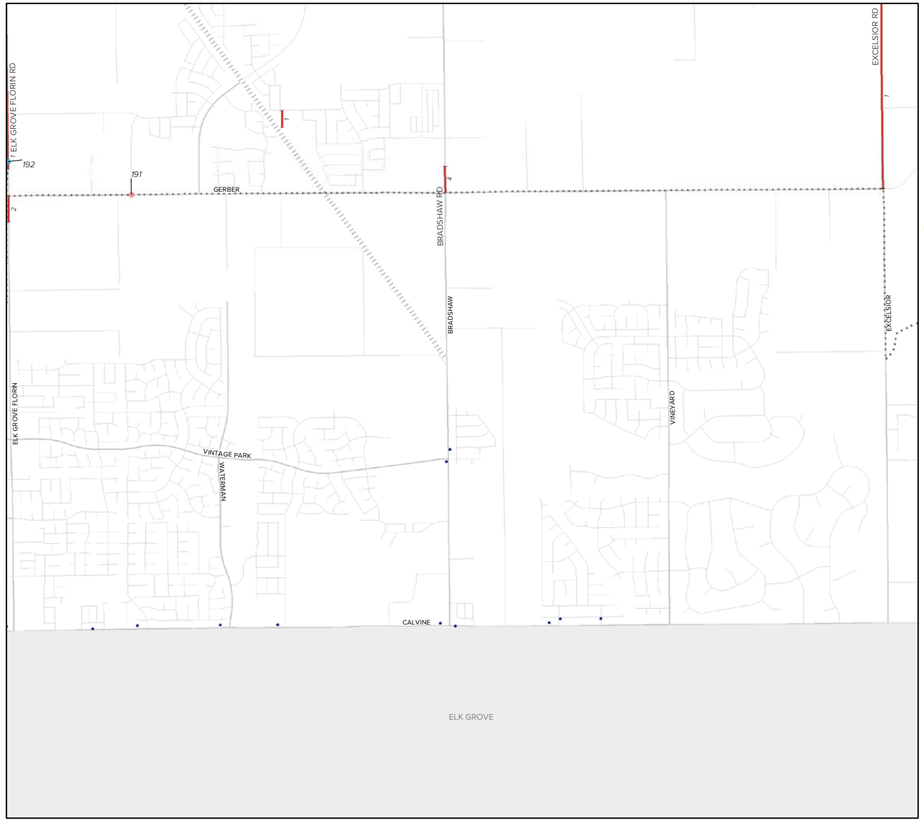
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: G5

FEET
0 500



Sacramento County Active Transportation Plan

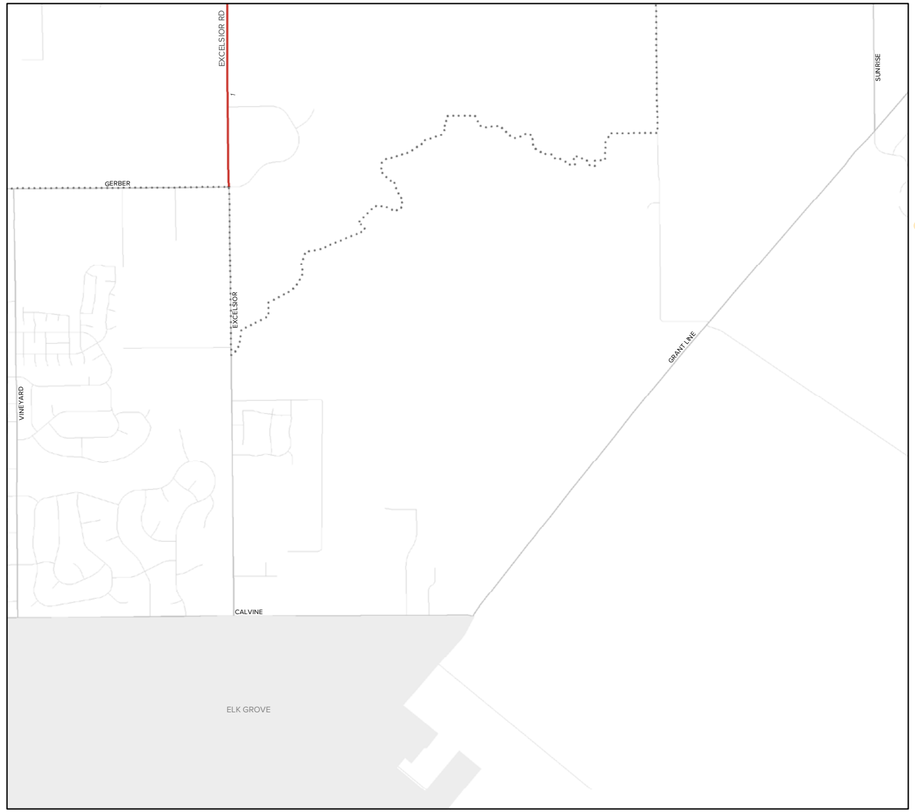
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: G6

FEET
0 500



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
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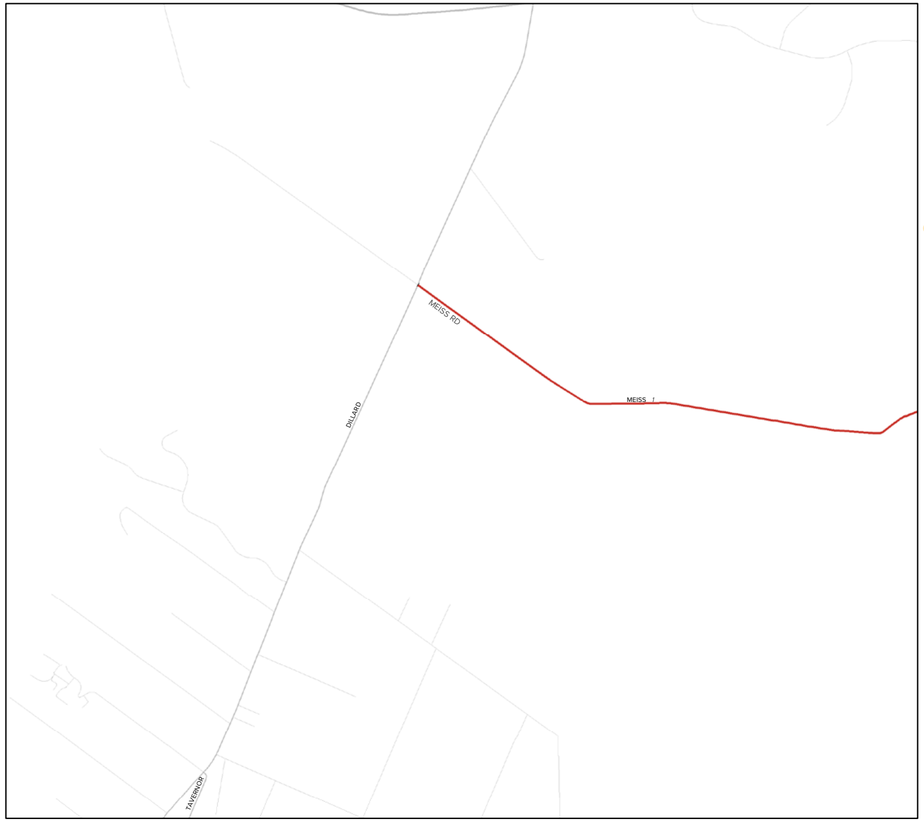
- EJ Communities
- Airport
- Water
- Park

Grid Locator: G7

FEET
0 500



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
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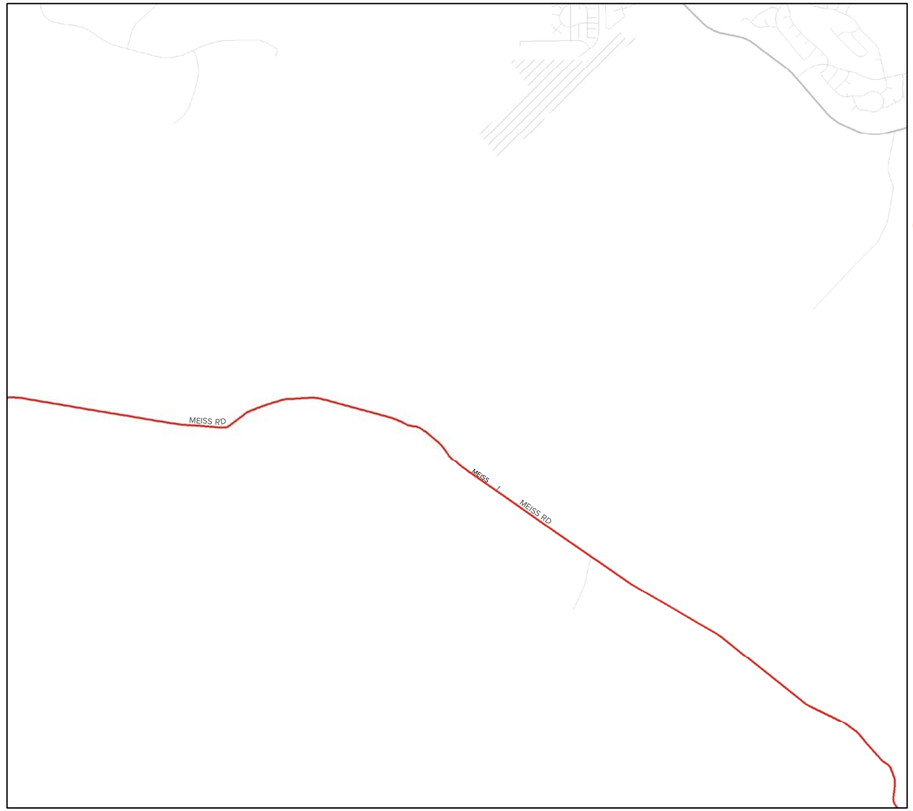
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: G9

FEET
0 500



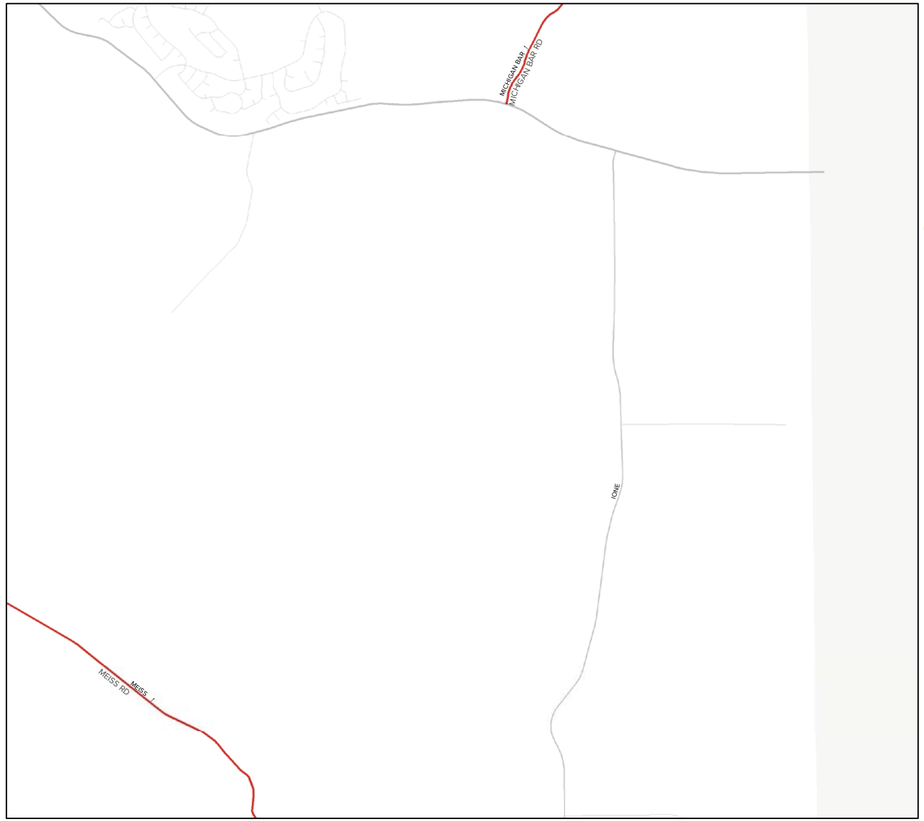
Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: G10

FEET
0 500



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
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- Small Intersection

Other Features
- Bus Stops
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- EJ Communities
- Airport
- Water
- Park

Grid Locator: G11

FEET
0 500

Sacramento County Active Transportation Plan

Pedestrian Facilities

Pedestrian Features

- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features

- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: H4

FEET
0 500

Sacramento County Active Transportation Plan

Pedestrian Facilities

Pedestrian Features

- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features

- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: H7

FEET
0 500

Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
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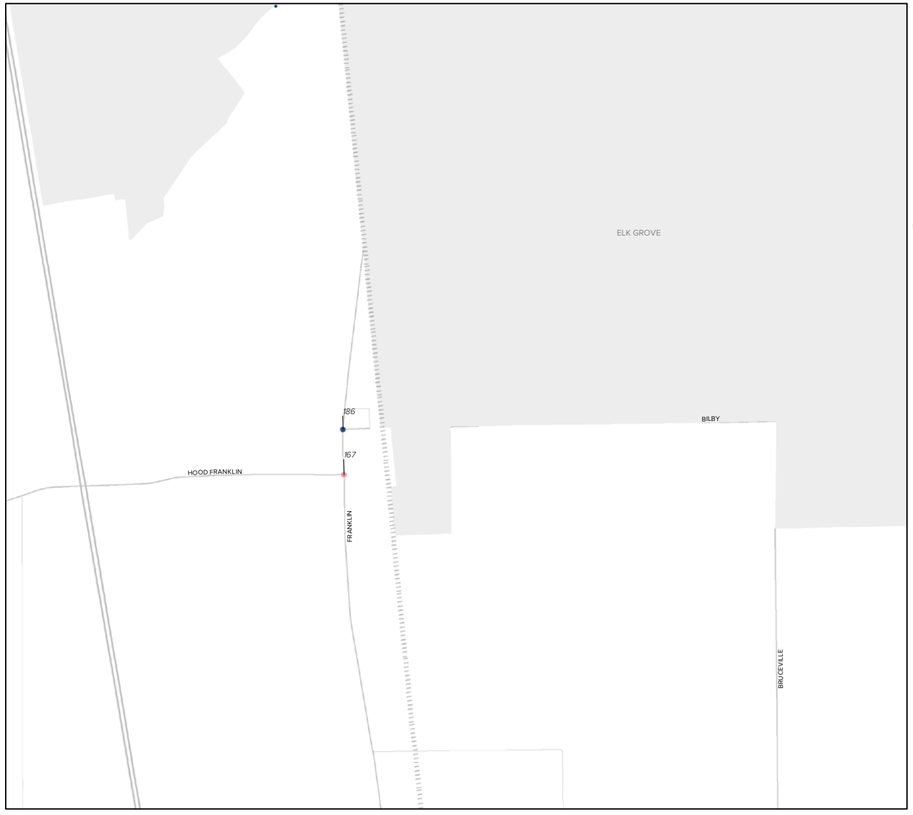
Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: H11

FEET
0 500



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
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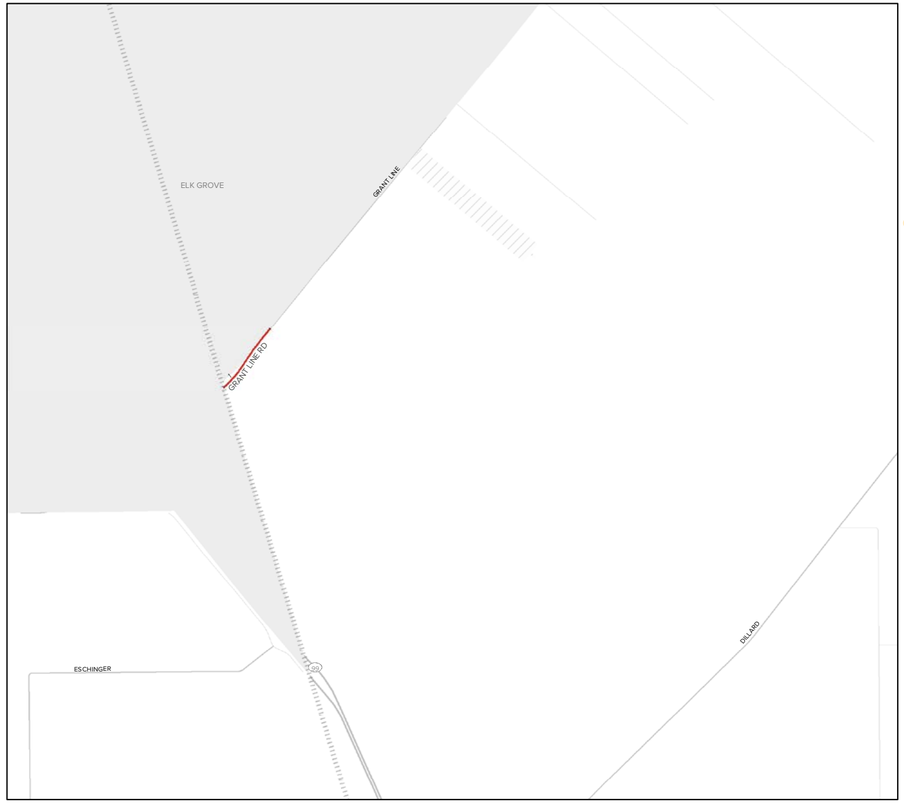
Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: I4

FEET
0 500



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
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- Interstate Ramp
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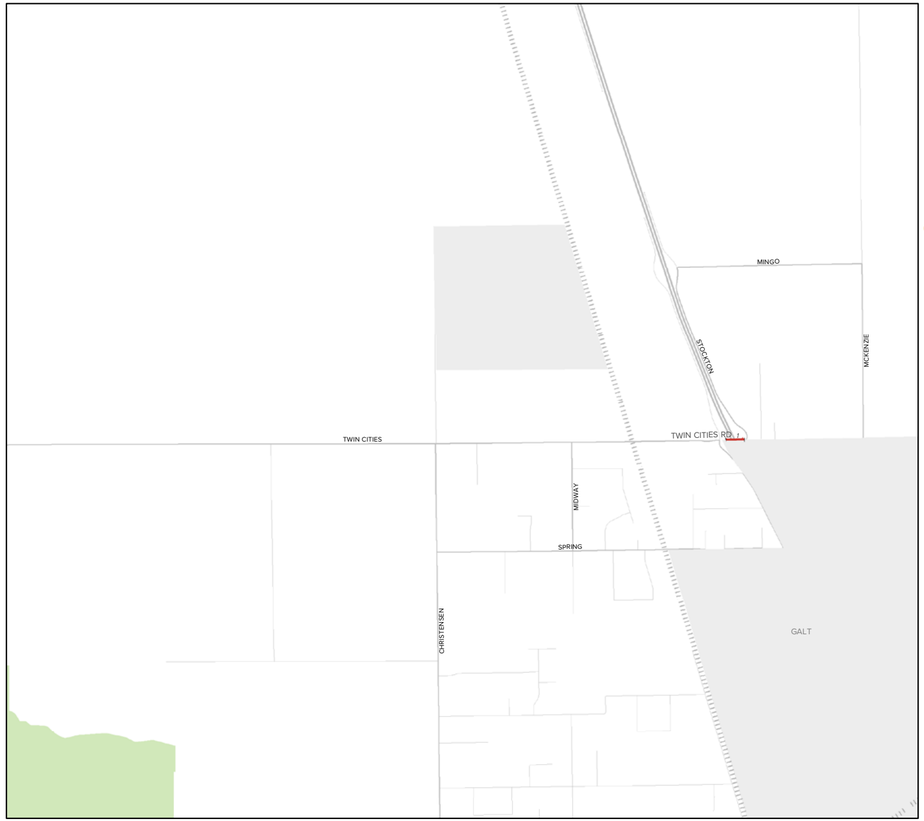
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: I6

FEET
0 500



Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
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- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: K6

FEET
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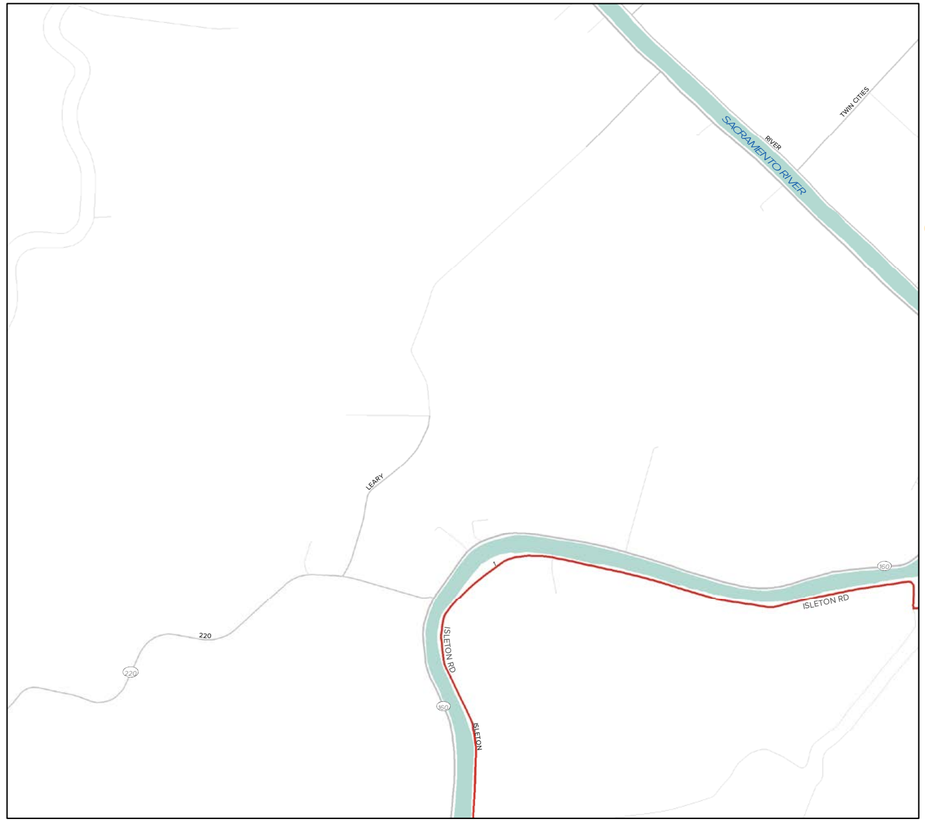

Sacramento County Active Transportation Plan

Pedestrian Facilities

Pedestrian Features

- Sidewalk Gaps
- Interstate Ramp
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Other Features

- Bus Stops
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- EJ Communities
- Airport
- Water
- Park

Grid Locator: L2

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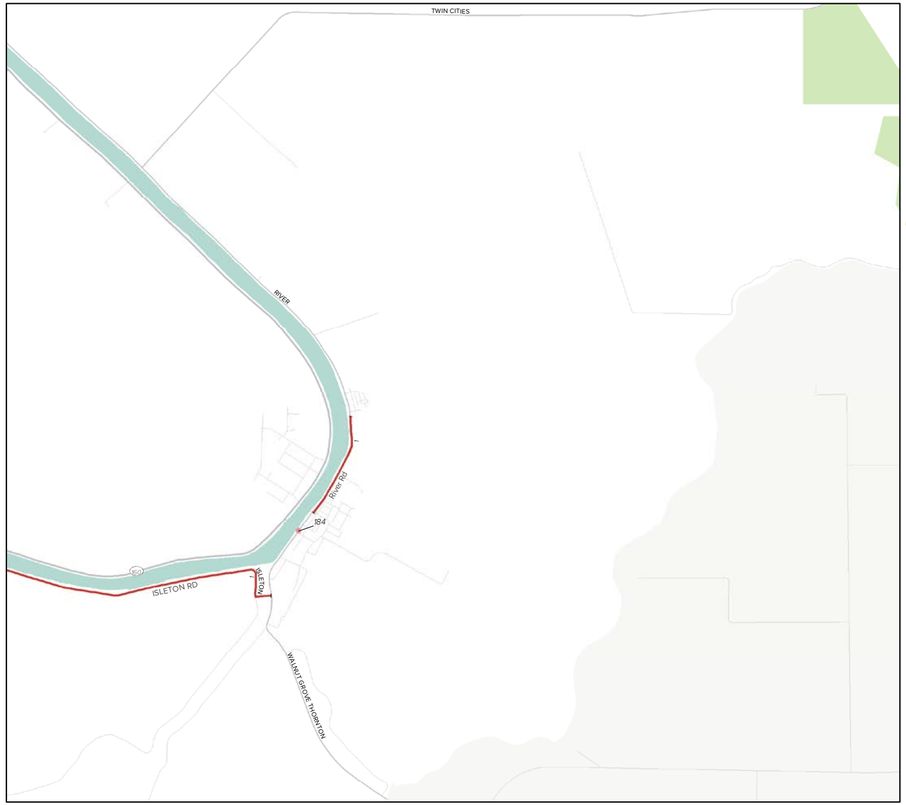

Sacramento County Active Transportation Plan

Pedestrian Facilities

Pedestrian Features

- Sidewalk Gaps
- Interstate Ramp
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- Medium Intersection
- Small Intersection

Other Features

- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: L3

FEET
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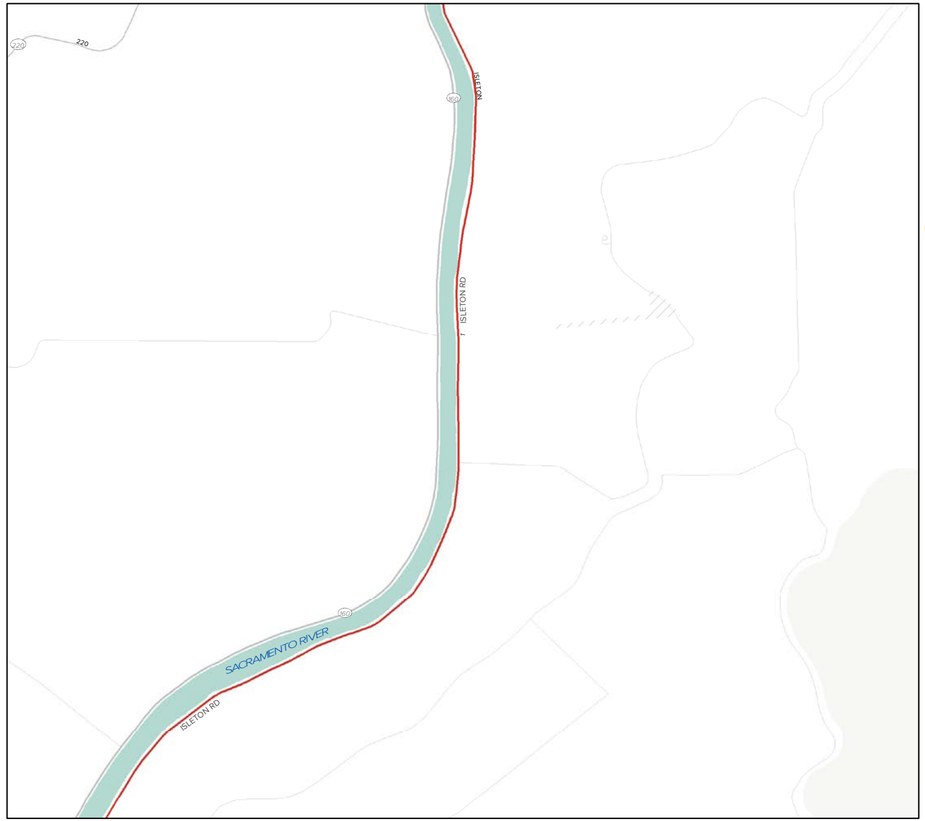

Sacramento County Active Transportation Plan

Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
- Major Intersection
- Medium Intersection
- Small Intersection

Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: M2

FEET
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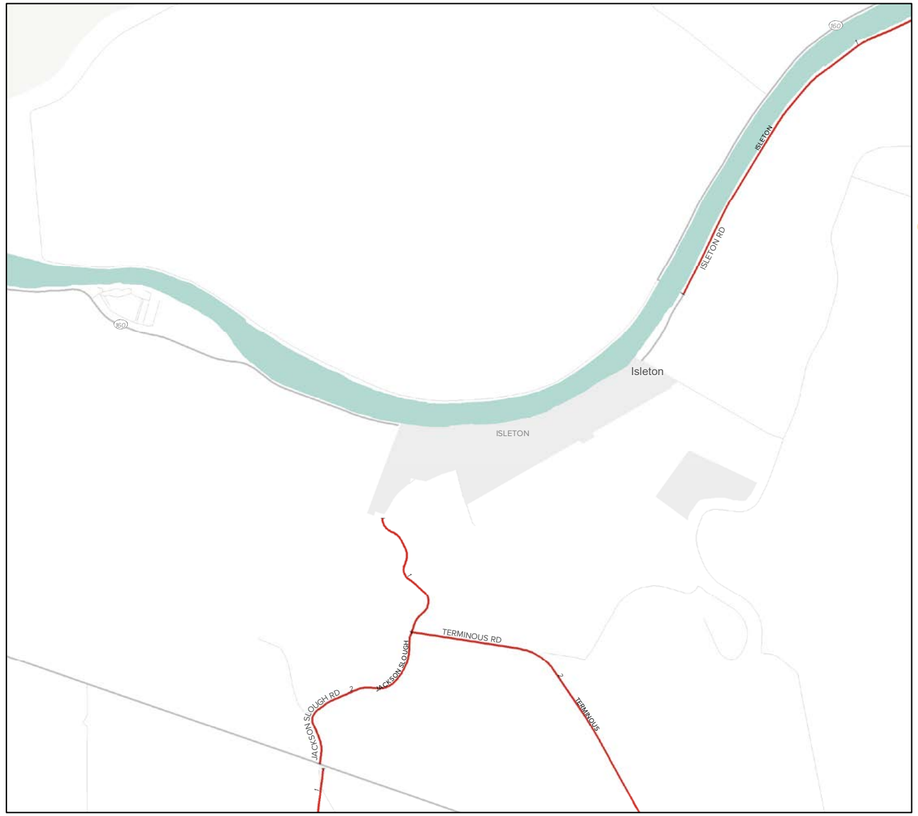

Sacramento County Active Transportation Plan

Pedestrian Facilities

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Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: N1

FEET
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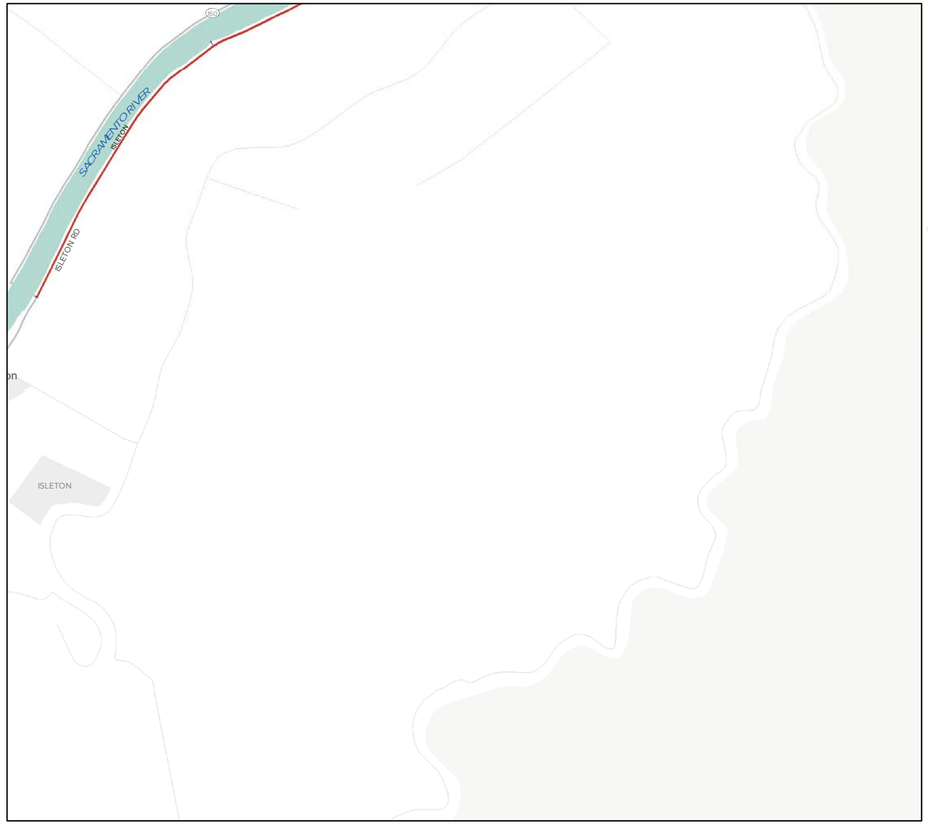

Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
- Interstate Ramp
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- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: N2

FEET
0 500

Sacramento County Active Transportation Plan
Pedestrian Facilities

Pedestrian Features
- Sidewalk Gaps
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Other Features
- Bus Stops
- Pedestrian District
- EJ Communities
- Airport
- Water
- Park

Grid Locator: O1

FEET
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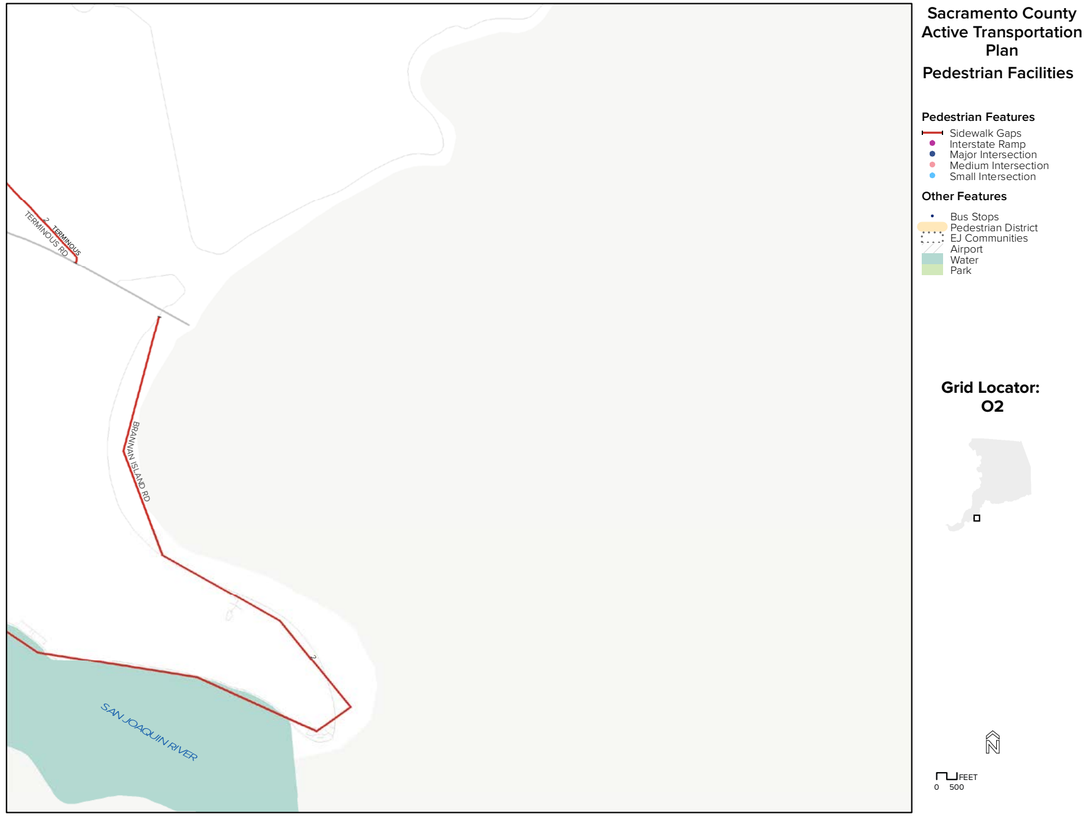

Sacramento County Active Transportation Plan

Pedestrian Facilities

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Other Features
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- Water
- Park

Grid Locator: O2

Table C-6. Bicycle Recommendations

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
121	Shared-Use Path	Morrison Creek Trail	Franklin Blvd	Burdett Way	1.76	D4	4.7	$2,882,785	1
804	Study Corridor	47th Ave	27th St	Wire Dr	2.11	D4	4.7	$4,353,620	1
819	Study Corridor	Elkhorn Blvd	W Elkhorn Blvd	I 80 WB	7.39	A4	4.7	$15,212,850	1
820	Study Corridor	Elsie Ave	Stockton Blvd	Cottonwood Ln	1.55	D4	4.7	$3,197,350	1
831	Study Corridor	Fruitridge Rd	Martin Luther King Jr Blvd	Stockton Blvd	1.19	D4	4.7	$2,458,745	1
840	Study Corridor	Madison Ave	Roseville Rd	Greenback Ln, Lake Natoma Dr	10.40	B6	4.7	$21,416,895	1
847	Study Corridor	Power Inn Rd	Lorin Ave	Geneva Pointe Dr	3.27	D4	4.7	$6,730,515	1
854	Study Corridor	Stockton Blvd	Riza Ave	E Stockton Blvd	2.57	D4	4.7	$5,294,190	1
865	Study Corridor	Watt Ave	S Watt Ave, Folsom Blvd	Placer County Border	12.46	B4	4.7	$25,665,445	1
827	Buffered Bicycle Lane	Florin Rd	Franklin Blvd	Sunrise Blvd	4.35	D4	4.7	$3,264,953	1
637	Bicycle Boulevard	46th St	47th Ave	Lang Ave	0.30	D4	4.45	$15,770	11
811	Study Corridor	Calvine Rd	Hwy 99 NB	Bader Rd	4.67	E5	4.45	$9,607,600	11
198	Bicycle Lane	44th St	Fruitridge Rd	Hwy 99 NB	1.51	D4	4.4	$1,112,950	13
375	Bicycle Lane	Iona Way	Elsie Ave	Leilani Ct	0.35	D4	4.4	$258,135	13
535	Bicycle Lane	Stevenson Ave	E Stockton Blvd	Cottonwood Ln	1.30	D4	4.4	$961,035	13
785	Bicycle Boulevard	Turnbridge Dr	Franklin Blvd	Chevy Chase Way	0.45	D4	4.4	$131,385	13
816	Study Corridor	E Stockton Blvd	South of Victory Ave	Power Inn Rd	1.12	E4	4.4	$2,314,470	13
818	Study Corridor	El Camino Ave	Connie Dr	Fair Oaks Blvd	4.98	B5	4.4	$10,250,415	13
832	Study Corridor	Fulton Ave	Sierra Blvd, Munroe St	Auburn Blvd	3.60	C4	4.4	$7,414,245	13
833	Study Corridor	Gerber Rd	Stockton Blvd	Elk Grove Florin Rd	2.73	D4	4.4	$5,629,855	13
836	Study Corridor	Howe Ave	Fair Oaks Blvd	Marconi Ave	2.99	C4	4.4	$6,150,785	13
843	Study Corridor	Myrtle Ave	Roseville Rd	Harrison St	1.01	B5	4.4	$2,088,790	13

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
851	Study Corridor	Roseville Rd	East Border of City of Sacramento	Madison Ave	1.93	B4	4.4	$3,977,720	13
63	Shared-Use Path	Dry Creek Trail	Ascot Avenue Trail	Dry Creek Rd	1.73	B4	4.2	$4,925,095	24
737	Bicycle Boulevard	Navaho Dr	Watt Ave	Blackfoot Way	1.02	A4	4.2	$295,460	24
826	Study Corridor	Fair Oaks Blvd	Winding Way	Greenback Ln	2.37	B6	4.2	$4,870,680	24
144	Shared-Use Path	Q Street Trail	Watt Ave	32nd St	0.67	A4	4.15	$1,102,935	27
200	Bicycle Lane	47th St	47th Ave	Le Donne Dr	0.40	D4	4.15	$296,415	27
219	Bicycle Lane	Andrea Blvd	Roseville Rd	Elkhorn Blvd	0.45	A5	4.15	$334,985	27
335	Bicycle Lane	Galbrath Dr	Larchmont Dr	Walerga Rd	0.66	A5	4.15	$489,360	27
380	Bicycle Lane	Jackson St	Myrtle Ave	Madison Ave	0.50	B5	4.15	$366,270	27
427	Bicycle Lane	Mcdermott Dr	Elkhorn Blvd	Galbrath Dr	0.35	A5	4.15	$261,780	27
532	Bicycle Lane	Sprig Dr	Don Julio Blvd	Elkhorn Blvd	0.38	A5	4.15	$279,350	27
645	Bicycle Boulevard	37th Ave	44th St	Stockton Blvd	0.83	D4	4.15	$240,290	27
707	Bicycle Boulevard	Iona Way	Leilani Ct	Follett Ct	0.13	D4	4.15	$38,360	27
769	Bicycle Boulevard	Sampson Blvd	Fruitridge Rd	47th Ave	1.01	D4	4.15	$293,375	27
779	Bicycle Boulevard	Sprig Dr	Elkhorn Blvd	Golden Aspen Dr	0.14	A5	4.15	$40,720	27
786	Bicycle Boulevard	Turnbury Dr	Iona Way	Summer Sky Dr	0.44	D4	4.15	$126,720	27
787	Bicycle Boulevard	Turner Dr	Watt Ave	Larchmont Dr	0.41	A5	4.15	$117,755	27
794	Bicycle Boulevard	Weddigen Way	Gothberg Ave	Elkhorn Blvd	0.26	A5	4.15	$74,280	27
627	Buffered Bicycle Lane	Elk Grove Florin Rd	Florin Rd	Calvine Rd	3.01	D5	4.1	$476,600	41
721	Bicycle Boulevard	Lemon Hill Ave	44th St	Stockton Blvd	0.93	D4	4.1	$268,825	41
855	Study Corridor	Stockton Blvd	Young St	435' South of Mcmahon Dr	0.46	D4	4.1	$944,075	41
828	Study Corridor	Folsom Blvd	Watt Ave	Mira Del Rio Dr	3.06	C5	4	$6,310,585	44

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
81	Shared-Use Path	Florin Creek Trail	Palmer House Dr	Florin Perkins Rd	1.05	D4	3.95	$2,693,345	45
166	Shared-Use Path	Watt Avenue Paseo Trail	Freedom Park Dr	U St	1.96	A4	3.95	$3,199,950	45
228	Bicycle Lane	Auberry Dr	Spengler Dr	Geneva Pointe Dr	0.30	E4	3.95	$223,680	45
443	Bicycle Lane	Morse Ave	El Camino Ave	Marconi Ave	0.51	B4	3.95	$373,825	45
466	Bicycle Lane	Orange Grove Ave	Roseville Rd	Watt Ave	1.02	B4	3.95	$752,385	45
510	Bicycle Lane	Robertson Ave	Watt Ave	Fair Oaks Blvd	2.95	B5	3.95	$2,180,525	45
646	Bicycle Boulevard	41St Ave	Franklin Blvd	44th St	0.74	D4	3.95	$215,785	45
807	Study Corridor	Arden Way	Ethan Way	Morse Ave	1.44	C4	3.95	$2,956,815	45
822	Study Corridor	Fair Oaks Blvd	Pine Garden Ln	Palm Dr	6.17	C5	3.95	$12,699,570	45
842	Study Corridor	Marconi Ave	Howe Ave	Palm Dr	4.69	B5	3.95	$9,666,095	45
849	Study Corridor	Q St	18th St	Watt Ave	2.11	A4	3.95	$4,348,810	45
863	Study Corridor	Walerga Rd	Antelope Rd	Elverta Rd	0.67	A5	3.95	$1,378,975	45
81	Shared-Use Path	Florin Creek Trail	Palmer House Dr	Power Inn Rd	0.32	D4	3.95	$2,693,345	45
478	Bicycle Lane	Palmer House Dr	Skander Way	Gerber Rd	0.37	D4	3.9	$271,050	58
54	Shared-Use Path	Calvine Road Trail	Bruceville Rd	Calvine Rd	0.39	E4	3.8	$1,122,595	59
204	Bicycle Lane	66th Ave	55th St	Stockton Blvd	0.75	D4	3.8	$551,780	59
231	Bicycle Lane	Auburn Blvd	Bus 80 EB	Manzanita Ave	5.15	B5	3.8	$3,806,555	59
368	Bicycle Lane	Hurley Way	Oak Terrace Ct	Crisp Ct	0.28	C4	3.8	$203,455	59
431	Bicycle Lane	Meadowhaven Dr	Power Inn Rd	Pixley Way	0.12	E4	3.8	$85,620	59
632	Buffered Bicycle Lane	Greenback Ln	I 80 WB	Freedom Ln	0.57	A5	3.8	$90,520	59
41	Shared-Use Path	Arcade Creek Trail	Madison Ave	Clearwater Dr	1.64	B5	3.75	$2,690,965	65
214	Bicycle Lane	Almond Ave	Pershing Ave	Oak Ave	2.13	A6	3.75	$1,573,750	65

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
235	Bicycle Lane	Beech Ave	Pershing Ave	Oak Ave	2.01	A6	3.75	$1,484,455	65
263	Bicycle Lane	Chestnut Ave	Pershing Ave	Oak Ave	2.04	A6	3.75	$1,508,700	65
318	Bicycle Lane	Engle Rd	Winston Way	Fair Oaks Blvd	1.12	B5	3.75	$826,590	65
326	Bicycle Lane	Filbert Ave	Pershing Ave	Oak Ave	2.04	A6	3.75	$1,509,930	65
338	Bicycle Lane	Gibbons Dr	Walnut Ave	Fair Oaks Blvd	0.97	B5	3.75	$715,900	65
348	Bicycle Lane	Grant Ave	Sue Pam Dr	Grant Avenue Trail	0.99	B5	3.75	$729,195	65
408	Bicycle Lane	Locust Ave	Walnut Ave	Manzanita Ave	0.98	B5	3.75	$722,615	65
533	Bicycle Lane	Stanley Ave	Fair Oaks Blvd	Marshall Ave	1.00	B5	3.75	$742,330	65
542	Bicycle Lane	Sutter Ave	Fair Oaks Blvd	Hollister Ave	1.50	B5	3.75	$1,111,895	65
548	Bicycle Lane	Trajan Dr	Greenback Ln	Central Ave	0.67	A6	3.75	$492,600	65
615	Bicycle Lane	Wittenham Way	Greenback Ln	Woodlake Hills Dr	0.36	A6	3.75	$269,620	65
714	Bicycle Boulevard	La Sierra Dr	La Brea Way	Arden Way	1.76	C5	3.75	$511,365	65
726	Bicycle Boulevard	Marilona Dr	Kings Way	Marconi Ave	0.38	B5	3.75	$111,445	65
800	Bicycle Boulevard	Winding Creek Rd	Cottage Way	Cathay Way	1.07	C5	3.75	$309,760	65
805	Study Corridor	Arden Way	Watt Ave	Arden Way Connector (Additiona	2.70	C5	3.75	$5,564,125	65
817	Study Corridor	Eastern Ave	Arden Way	El Camino Ave	1.01	C5	3.75	$2,084,715	65
824	Study Corridor	Fair Oaks Blvd	Wayside Ln	Crestline Ave	3.08	B5	3.75	$6,352,455	65
825	Bicycle Lane	Fair Oaks Blvd	Manzanita Ave	Wayside Ln	0.10	B5	3.75	$206,085	65
841	Study Corridor	Manzanita Ave	Fair Oaks Blvd	Auburn Blvd	2.52	B5	3.75	$5,181,595	65
864	Bicycle Lane	Walnut Ave	Fair Oaks Blvd	Winding Way	3.41	B5	3.75	$7,017,160	65
866	Study Corridor	Winding Way	Walnut Ave	Dewey Dr	2.13	B5	3.75	$4,394,170	65
5	Shared-Use Path	Power Inn Rd	Florin Rd	Florin Creek Trail	0.24	D4	3.7	$396,740	88

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
74	Shared-Use Path	Elkhorn Trail	Watt Ave	Patrol Rd	1.17	A4	3.7	$1,921,875	88
167	Shared-Use Path	Watt Ave	Watt Avenue/Uprr Crossing	Watt Avenue/Uprr Crossing	0.19	B4	3.7	$303,005	88
182	Bicycle Lane	Service Rd	Industry Dr	Orange Grove Ave	0.19	B4	3.7	$139,510	88
185	Bicycle Lane	Future Don Julio Blvd Ext	32nd St	Watt Ave	0.50	B4	3.7	$367,285	88
206	Bicycle Lane	A St	Skvarla Ave	San Vincente Way	0.56	B5	3.7	$410,955	88
224	Bicycle Lane	Arnold Ave	Dudley Blvd	James Way	0.96	B4	3.7	$712,105	88
232	Bicycle Lane	Bannister Rd	Bannister Bike Trl	Winding Way	0.76	B6	3.7	$563,210	88
300	Bicycle Lane	East Pkwy	Florin Rd	Circle Pkwy	0.15	D4	3.7	$114,170	88
358	Bicycle Lane	Hemlock St	Madison Ave	Palm Ave	0.50	B5	3.7	$369,585	88
381	Bicycle Lane	James Way	Dudley Blvd	A St	0.16	B4	3.7	$115,890	88
477	Bicycle Lane	Palm St	Dudley Blvd	Watt Ave	0.22	B4	3.7	$161,170	88
486	Bicycle Lane	Peacekeeper Way	Dudley Blvd	Watt Ave	0.29	B4	3.7	$213,740	88
503	Bicycle Lane	Reese Rd	Florin Rd	Gerber Rd	0.99	D4	3.7	$735,080	88
679	Bicycle Boulevard	Circle Pkwy	East Pkwy	Orange Ave	0.68	D4	3.7	$197,935	88
703	Bicycle Boulevard	Hernando Rd	Gwen Dr	Fulton Ave	0.18	C4	3.7	$51,840	88
723	Bicycle Boulevard	Loucreta Dr	Palmer House Dr	Power Inn Rd	0.33	D4	3.7	$94,655	88
777	Bicycle Boulevard	Skvarla Ave	A St	Rafferty Ave	0.38	B4	3.7	$109,420	88
801	Bicycle Boulevard	Wings Way	Watt Ave	Poplar Blvd	0.24	B4	3.7	$69,000	88
810	Study Corridor	Bradshaw Rd	Folsom Blvd	2400' North of Jackson Rd	2.62	C5	3.7	$5,402,220	88
844	Study Corridor	Oak Ave	Kenneth Ave	Santa Juanita Ave	2.70	A6	3.7	$5,567,395	88
853	Study Corridor	San Juan Ave	Fair Oaks Blvd	Madison Ave	1.89	B5	3.7	$3,888,040	88
708	Bicycle Boulevard	Iowa Ave	42nd St	Vista Ave	0.43	D4	3.65	$125,800	110

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
813	Study Corridor	Cottonwood Ln	Elsie Ave	Stevenson Ave	0.60	D4	3.65	$1,243,700	110
624	Buffered Bicycle Lane	Dewey Dr	Winding Way	Dunmore Ave	1.63	B5	3.6	$258,355	112
631	Buffered Bicycle Lane	Greenback Ln	Fair Oaks Blvd	Chestnut Ave	2.74	B6	3.6	$433,540	112
290	Bicycle Lane	Don Julio Blvd	Watt Ave	Walerga Rd	1.34	A5	3.55	$989,780	114
362	Bicycle Lane	Hillsdale Blvd	Andrea Blvd	Elkhorn Blvd	0.23	A5	3.55	$166,710	114
446	Bicycle Lane	Munroe St	Huntington Rd	Fulton Ave	0.44	C4	3.55	$325,660	114
512	Bicycle Lane	Roseville Rd	Madison Ave	Airbase Dr	0.14	B5	3.55	$104,520	114
559	Bicycle Lane	U St	24th St	Watt Ave	1.43	A4	3.55	$1,058,455	114
812	Study Corridor	Cosumnes River Blvd	Calvine Road Trail	Hwy 99 NB	0.07	E4	3.55	$277,445	114
311	Bicycle Lane	Ellerslee Dr	Manzanita Ave	Rutland Dr	0.16	B5	3.5	$116,045	120
404	Bicycle Lane	Landis Ave	Fair Oaks Blvd	California Ave	0.38	B5	3.5	$280,115	120
407	Bicycle Lane	Linda Sue Way	Dewey Dr	Hammond Ct	0.63	B5	3.5	$467,175	120
473	Bicycle Lane	Palm Ave	Heritage Dr	Dewey Dr	0.40	B5	3.5	$293,450	120
474	Bicycle Lane	Palm Ave	Garfield Ave	Manzanita Ave	0.51	B5	3.5	$375,810	120
476	Bicycle Lane	Palm Dr	Fair Oaks Blvd	California Ave	0.38	B5	3.5	$279,210	120
515	Bicycle Lane	Rutland Dr	Templeton Dr	Palm Ave	0.49	B5	3.5	$358,925	120
602	Bicycle Lane	Marconi Ave	Westwood Ln	Westwood Ln	0.02	B5	3.5	$11,155	120
635	Buffered Bicycle Lane	S Watt Ave	Jackson Rd	Florin Rd	2.96	D5	3.5	$469,195	120
704	Bicycle Boulevard	Hilltop Dr	Manzanita Ave	Parkoaks Dr	0.65	B5	3.5	$190,115	120
739	Bicycle Boulevard	Nonnie Ave	Hackberry Ln	Manzanita Ave	0.26	B5	3.5	$74,955	120
743	Bicycle Boulevard	Oleander Dr	Saint James Dr	Palm Ave	0.31	B5	3.5	$91,125	120
799	Bicycle Boulevard	Will Rogers Dr	Dewey Dr	Papaya Dr	0.33	B5	3.5	$95,995	120
823	Study Corridor	Fair Oaks Blvd	Don Way	Wayside Ln	0.15	B5	3.5	$311,410	120

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
635	Shared-Use Path	S Watt Ave	Jackson Rd	Florin Rd	2.96	D5	3.5	$469,195	120
989	Study Corridor	Fair Oaks Blvd	10500 Fair Oaks Blvd	Winding Way	0.20	B6	3.5	$419,945	120
80	Shared-Use Path	Florin Creek Trail	Palmer House Dr	Palmer House Dr	0.77	D4	3.45	$1,257,800	136
441	Bicycle Lane	Morse Ave	Arden Way	Alta Arden Expy	0.27	C4	3.45	$200,055	136
527	Bicycle Lane	Sky Pkwy	North Pkwy	65th St	0.94	D4	3.45	$697,785	136
147	Shared-Use Path	Robla Creek Trail	Channing Dr	Elkhorn Trail	0.77	A4	3.35	$1,259,805	139
203	Bicycle Lane	65th St	Stockton Blvd	Florin Rd	0.62	D4	3.35	$460,260	139
215	Bicycle Lane	Alta Arden Expy	Fulton Ave	Watt Ave	1.02	C4	3.35	$751,590	139
369	Bicycle Lane	Hurley Way	Ethan Way	Dealynn St	0.57	C4	3.35	$419,690	139
444	Bicycle Lane	Morse Ave	Marconi Ave	Auburn Blvd	1.08	B4	3.35	$801,950	139
493	Bicycle Lane	Pope Ave	Fulton Ave	Watt Ave	1.00	B4	3.35	$739,300	139
513	Bicycle Lane	Roseville Rd	Elkhorn Blvd	Antelope Rd	1.24	A5	3.35	$914,470	139
531	Bicycle Lane	Spengler Dr	Stevenson Ave	Auberry Dr	0.77	E4	3.35	$565,650	139
620	Buffered Bicycle Lane	Arden Way	Morse Ave	Watt Ave	0.50	C4	3.35	$79,235	139
629	Buffered Bicycle Lane	Garfield Ave	Fair Oaks Blvd	Greenback Ln	5.39	B5	3.35	$854,210	139
664	Bicycle Boulevard	Blackfoot Way	Watt Ave	Pima Way	0.58	A5	3.35	$167,255	139
675	Bicycle Boulevard	Chenu Ave	Morse Ave	Watt Ave	0.38	B4	3.35	$109,010	139
856	Study Corridor	Stockton Blvd	14th Ave	21St Ave	0.56	D4	3.3	$1,160,885	151
117	Shared-Use Path	Mayhew Drain Trail	Mayhew Rd	So. American River Trail	0.46	C5	3.25	$749,570	152
253	Bicycle Lane	California Ave	Kenneth Ave	Landis Ave	0.88	B5	3.25	$646,825	152
254	Bicycle Lane	California Ave	Fair Oaks Blvd	Jan Dr	0.37	B5	3.25	$274,685	152
313	Bicycle Lane	Elm Ave	Almond Hill Ct	Main Ave	1.95	A6	3.25	$1,438,845	152

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
319	Bicycle Lane	Engle Rd	Norris Ave	Bausell St	0.32	B5	3.25	$238,370	152
327	Bicycle Lane	Florin Perkins Rd	Specialty Cir	Florin Rd	0.45	D4	3.25	$334,875	152
455	Bicycle Lane	Norris Ave	Clairidge Way	Auburn Blvd	1.29	B5	3.25	$954,645	152
610	Bicycle Lane	Winding Way	Central Ave	Hazel Ave	2.36	B6	3.25	$1,742,795	152
734	Bicycle Boulevard	Mirandy Dr	Huntsman Dr	Mayhew Rd	0.54	C5	3.25	$156,480	152
747	Bicycle Boulevard	Palm Dr	California Ave	San Lorenzo Way	0.56	B5	3.25	$162,225	152
757	Bicycle Boulevard	Rampart Dr	Winding Way	Barrett Rd	0.80	B5	3.25	$232,820	152
839	Study Corridor	Kiefer Blvd	Thornhill Dr	Bradshaw Rd	1.58	C5	3.25	$3,263,210	152
852	Study Corridor	S Watt Ave	Folsom Blvd	Jackson Rd	1.05	C5	3.25	$2,159,380	152
990	Bicycle Lane	Pennsylvania Ave	Magnolia Ave	Lemon St	0.38	B6	3.25	$281,294	152
296	Bicycle Lane	Dudley Blvd	Winona Way/Uprr Crossing	34th St	1.54	B4	3.2	$1,141,595	166
650	Bicycle Boulevard	44th St	26th Ave	Fruitridge Rd	0.23	D4	3.2	$66,935	166
161	Shared-Use Path	Teichert Conveyor Trail	Kiefer Blvd	Folsom Blvd	6.10	D5	3.15	$9,984,360	168
315	Bicycle Lane	Elverta Rd	W Elverta Rd	Watt Ave	3.84	A4	3.15	$2,839,210	168
387	Bicycle Lane	Kenneth Ave	Mission Ave	Fair Oaks Blvd	1.44	B5	3.15	$1,061,300	168
388	Bicycle Lane	Kenneth Ave	Winding Way	Greenback Ln	2.34	B6	3.15	$1,732,575	168
406	Bicycle Lane	Lincoln Ave	Manzanita Ave	San Juan Ave	1.96	B5	3.15	$1,446,790	168
416	Bicycle Lane	Main Ave	Greenback Ln	Oak Ave	1.50	A6	3.15	$1,106,695	168
437	Bicycle Lane	Mission Ave	El Camino Ave	Engle Rd	1.51	B5	3.15	$1,113,245	168
456	Bicycle Lane	North Ave	Mission Ave	Fair Oaks Blvd	1.46	B5	3.15	$1,080,195	168
487	Bicycle Lane	Pecan Ave	Pershing Ave	Elm Ave	1.53	A6	3.15	$1,134,235	168
625	Buffered Bicycle Lane	Eastern Ave	Whitney Ave	Edison Ave	0.39	B5	3.15	$61,310	168

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
806	Study Corridor	Ethan Way	Exposition Blvd	Alta Arden Expy	0.09	C4	3.15	$181,250	168
821	Study Corridor	Ethan Way	Hurley Way	Arden Way	0.49	C4	3.15	$1,008,270	168
27	Shared-Use Path	Elder Creek Trail	Waterman Trail	Elk Grove Florin Rd	0.53	D5	3.1	$871,440	180
40	Shared-Use Path	Arcade Creek Trail	Garfield Ave	Madison Ave	0.37	B5	3.1	$602,770	180
55	Shared-Use Path	Calvine Road Trail	Hwy 99 NB	E Stockton Blvd	0.12	E4	3.1	$191,860	180
163	Shared-Use Path	Union Pacific Rr Trail	Florin Rd	Mccomber St	0.51	D4	3.1	$835,750	180
199	Bicycle Lane	47th Ave	Wire Dr	Stockton Blvd	0.07	D4	3.1	$54,100	180
202	Bicycle Lane	55th St	Florin Rd	66th Ave	0.25	D4	3.1	$187,190	180
284	Bicycle Lane	Date Ave	Myrtle Ave	Madison Ave	0.49	B5	3.1	$365,590	180
361	Bicycle Lane	Hillsdale Blvd	Madison Ave	Frizell Ave	0.16	B5	3.1	$115,315	180
413	Bicycle Lane	M St	W M St	Oak Ln	1.00	A4	3.1	$737,185	180
449	Bicycle Lane	N Market Blvd	Northgate Blvd	Gateway Park Blvd	1.48	B3	3.1	$1,094,025	180
541	Bicycle Lane	Sunset Ave	Isabella Ave	Main Ave	4.55	B6	3.1	$3,364,015	180
544	Bicycle Lane	Tallyho Dr	Kiefer Blvd	Kiefer Blvd	1.17	C5	3.1	$861,335	180
613	Bicycle Lane	Winona Way	Roseville Rd	Watt Ave	0.41	B4	3.1	$305,000	180
662	Bicycle Boulevard	Bell St	Marconi Ave	Edison Ave	0.37	B4	3.1	$107,770	180
815	Study Corridor	Douglas Rd	Mather Blvd	Rancho Cordova'S West Boundary	0.66	C6	3.1	$1,349,270	180
96	Shared-Use Path	Hedge Ave	Jackson Rd	Elder Creek Rd	1.77	D5	3.05	$2,903,315	195
270	Bicycle Lane	College Oak Dr	Myrtle Ave	Madison Ave	0.50	B5	3.05	$370,140	195
411	Bicycle Lane	Longview Dr	Roseville Rd	Watt Ave	1.12	B4	3.05	$830,260	195
459	Bicycle Lane	Northrop Ave	Enterprise Dr	Howe Ave	0.12	C4	3.05	$89,415	195
475	Bicycle Lane	Palm Ave	Roseville Rd	Palm Avenue Overcrossing	1.03	B5	3.05	$762,805	195
69	Shared-Use Path	Elder Creek Trail	Elk Grove	SR 99	3.49	D4	3	$6,660,495	200

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
189	Bicycle Lane	10th St	Q St	U St	0.46	A4	3	$338,700	200
233	Bicycle Lane	Barrett Rd	Lincoln Ave	Winding Way	0.61	B5	3	$448,225	200
283	Bicycle Lane	Curved Bridge Rd	Dry Creek Rd	Oak Ln	0.37	A4	3	$270,155	200
334	Bicycle Lane	G St	10th St	16th St	0.75	B4	3	$554,250	200
364	Bicycle Lane	Hollister Ave	Grant Ave	Lincoln Ave	0.75	B5	3	$552,820	200
378	Bicycle Lane	Jackson Rd	Thornhill Dr	Excelsior Rd	3.89	D5	3	$2,876,595	200
511	Bicycle Lane	Rogue River Dr	Whitewater Way	La Riviera Dr	0.47	C5	3	$349,090	200
536	Bicycle Lane	Stollwood Dr	Lincoln Ave	Winding Way	0.75	B5	3	$551,085	200
553	Bicycle Lane	La Riviera Dr	Tuolumne Dr	Tuolumne Dr	0.58	C5	3	$431,520	200
713	Bicycle Boulevard	Kingsbridge Dr	Bothwell Dr	Calvine Rd	0.74	E5	3	$215,800	200
722	Bicycle Boulevard	Linda Rio Dr	La Riviera Dr	Mira Del Rio Dr	0.79	C5	3	$230,205	200
752	Bicycle Boulevard	Perth Way	Palm Dr	Marlynn St	0.09	B5	3	$26,685	200
829	Study Corridor	Franklin Blvd	38th Ave	Franklin Blvd	2.40	D4	3	$4,934,135	200
995	Bicycle Lane	Whitney Ave	Watt Ave	Sue Pam Dr	2.75	B5	3	$2,037,818	200
112	Shared-Use Path	Laguna Creek Trail	Calvine Rd	Crystal Creek Dr	1.82	E5	2.95	$5,071,645	215
129	Shared-Use Path	Out of Scope - Within City Lim	West of Watt Ave	Fulton Ave	0.84	B4	2.95	$1,382,850	215
149	Shared-Use Path	Sacramento Northern Trail	Elverta Rd	Rio Linda Blvd	1.47	A4	2.95	$2,401,195	215
157	Shared-Use Path	So. American River Trail	Escobar Way Connector	Watt Ave	2.55	C5	2.95	$4,167,135	215
671	Bicycle Boulevard	Canberra Dr	S Watt Ave	Thornhill Dr	0.45	C5	2.95	$130,115	215
803	Bicycle Boulevard	Woodlake Hills Dr	Fair Oaks Blvd	Foxfire Dr	0.53	A6	2.95	$153,310	215
838	Study Corridor	Kiefer Blvd	Reith Ct	Rosemont Dr	0.65	C5	2.95	$1,341,740	215
860	Study Corridor	W Elkhorn Blvd	Elkhorn Blvd	Waterside Ave	4.37	A3	2.95	$9,004,785	215

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
171	Shared-Use Path	Wpa Powerline Trail	Hazel Ave	Wachtel Way	1.36	A6	2.95	$5,527,485	215
171	Shared-Use Path	Wpa Powerline Trail	Bladen Ct	Fair Oaks Blvd	0.92	A6	2.95	$5,527,485	215
6	Shared-Use Path	Nocholas Park Connection	44th St	46th St	0.23	D4	2.9	$384,605	225
8	Shared-Use Path	50th Ave	46th St	Steiner Dr	0.37	D4	2.9	$608,605	225
345	Bicycle Lane	Gothberg Ave	Larchmont Dr	Weddigen Way	0.27	A5	2.9	$196,975	225
386	Bicycle Lane	Kenneth Ave	Fair Oaks Blvd	California Ave	0.38	B5	2.9	$279,315	225
674	Bicycle Boulevard	Cathay Way	Winding Creek Rd	Rockwood Dr	0.09	C5	2.9	$27,530	225
695	Bicycle Boulevard	Golden Aspen Dr	Sprig Dr	Mcdermott Dr	0.10	A5	2.9	$28,265	225
709	Bicycle Boulevard	Iowa Ave	Vista Ave	Sampson Blvd	0.06	D4	2.9	$17,600	225
718	Bicycle Boulevard	Larry Way	Bruce Way	Don Julio Blvd	0.50	B5	2.9	$143,820	225
751	Bicycle Boulevard	Persimmon Ave	La Mancha Way	Pomegranate Ave	0.30	D4	2.9	$88,545	225
762	Bicycle Boulevard	Robert Frost Way	Oakhollow Dr	Hillsdale Blvd	0.25	B5	2.9	$73,035	225
763	Bicycle Boulevard	Rockwood Dr	Maple Glen Rd	Eastern Ave	0.17	C5	2.9	$48,445	225
767	Bicycle Boulevard	Rutland Dr	Ellerslee Dr	Templeton Dr	0.13	B5	2.9	$36,845	225
782	Bicycle Boulevard	Summer Sky Dr	Turnbury Dr	Bastien Ct	0.07	D4	2.9	$20,705	225
809	Study Corridor	Auburn Blvd	Manzanita Ave	Villa Mhp	0.05	B5	2.9	$112,325	225
12	Shared-Use Path	Douglas Rd	Mather Blvd	Folsom South Canal Trail	0.64	C6	2.85	$1,044,285	239
31	Shared-Use Path	Rogers Rd Utility Corridor	Florin Rd	Wolfe Heights Trail	1.18	D5	2.85	$1,935,035	239
70	Shared-Use Path	Elder Creek Trail	Waterman Trail	Kiefer Blvd	8.17	D5	2.85	$13,366,170	239
221	Bicycle Lane	Antelope Rd	Antelope North Rd	Mango Tree Way	0.87	A5	2.85	$644,695	239
251	Bicycle Lane	Butterfield Way	Stoughton Way	Butterfield Lrt Station	0.25	C5	2.85	$185,695	239

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
294	Bicycle Lane	Dry Creek Rd	Ascot Ave	Elverta Specific Plan New Class 2	2.56	A4	2.85	$1,891,520	239
447	Bicycle Lane	Myrtle Ave	I 80 EB	College Oak Dr	0.89	B5	2.85	$656,810	239
482	Bicycle Lane	Pasadena Ave	Cypress Ave	Auburn Blvd	0.85	B5	2.85	$630,990	239
596	Bicycle Lane	Walnut Ave	Madison Ave	Oak Ave	2.03	A6	2.85	$1,503,325	239
630	Bicycle Lane	Greenback Ln	Chestnut Ave	Main Ave	0.50	B6	2.85	$39,555	239
837	Study Corridor	Kenneth Ave	Elm Ave	Oak Ave	0.50	A6	2.85	$1,033,130	239
862	Study Corridor	Wachtel Way	Oak Ave	Old Auburn Rd	1.12	A6	2.85	$2,305,720	239
286	Bicycle Lane	Del Paso Rd	E Levee Rd	Professor Ln	0.94	B3	2.8	$697,335	251
291	Bicycle Lane	Don Julio Blvd	Redhead Way	Elkhorn Blvd	0.08	A5	2.8	$55,845	251
304	Buffered Bicycle Lane	El Centro Rd	Alcantar Cir	Witter Way	0.79	B3	2.8	$581,310	251
337	Bicycle Lane	Gerber Rd	Elk Grove Florin Rd	Bradshaw Rd	2.01	D5	2.8	$1,485,555	251
859	Study Corridor	Vineyard Rd	Gerber Rd	Calvine Rd	2.00	D5	2.8	$4,121,930	251
308	Bicycle Lane	Elder Creek Rd	S Watt Ave	Excelsior Rd	3.91	D5	2.75	$2,893,420	256
38	Shared-Use Path	Arcade Creek Trail	Auburn Blvd	Winding Way	1.03	B5	2.7	$1,685,275	257
39	Shared-Use Path	Arcade Creek Trail	Winding Way	Garfield Ave	1.06	B5	2.7	$1,738,210	258
56	Shared-Use Path	Cottage Park Trail	Cottage Way	Morse Ave	0.14	C4	2.7	$234,085	258
110	Shared-Use Path	Kiefer Blvd	Excelsior Rd	Bradshaw Rd	2.45	C5	2.7	$4,011,710	258
153	Shared-Use Path	Santa Anita Park Trail	Hernando Rd	Bell St	0.33	C4	2.7	$542,790	258
269	Bicycle Lane	College Oak Dr	Winding Way	Sycamore Ave	0.01	B5	2.7	$4,215	258
439	Bicycle Lane	Montclaire St	Marconi Ave	Whitney Ave	0.75	B5	2.7	$553,130	258
442	Bicycle Lane	Morse Ave	Cottage Park Trail	El Camino Ave	0.37	C4	2.7	$272,250	258
457	Bicycle Lane	North Pkwy	Sky Pkwy	Steiner Dr	0.33	D4	2.7	$242,880	258

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
657	Bicycle Boulevard	Aztec Way	Navaho Dr	Elverta Rd	0.36	A4	2.7	$104,965	258
658	Bicycle Boulevard	Beauregard Way	Madison Ave	Skyridge Dr	0.57	B6	2.7	$164,505	258
712	Bicycle Boulevard	Kings Way	Watt Ave	Maryal Dr	0.64	B5	2.7	$186,565	258
790	Bicycle Boulevard	Verner Ave	Walnut Ave	Garfield Ave	0.60	B5	2.7	$173,905	258
792	Bicycle Boulevard	Walnut Ave	Palm Ave	Verner Ave	0.34	B5	2.7	$97,545	258
86	Shared-Use Path	Garden Hwy	I 80 EB	N Bayou Way	7.84	B2	2.65	$12,840,040	271
142	Shared-Use Path	Power Line Rd	Garden Hwy	W Elverta Rd	4.44	A2	2.65	$7,262,965	271
324	Bicycle Lane	Excelsior Rd	Air Tower Rd	Woodring Dr	0.67	C6	2.65	$492,655	271
340	Bicycle Lane	Goethe Rd	Mayhew Rd	Bradshaw Rd	0.53	C5	2.65	$394,900	271
353	Bicycle Lane	Hackberry Ln	Cypress Ave	Nichora Way	0.96	B5	2.65	$712,760	271
428	Bicycle Lane	Mckay St	Madison Ave	Treecrest Ave	0.31	B6	2.65	$232,790	271
483	Bicycle Lane	Pasadena Ave	Auburn Blvd	Edison Ave	1.18	B5	2.65	$872,120	271
520	Bicycle Lane	Saverien Dr	American River Dr	Fair Oaks Blvd	0.34	C5	2.65	$254,425	271
636	Buffered Bicycle Lane	Santa Juanita Ave	Oak Avenue Pkwy	Dowd Ct	0.52	A7	2.65	$82,555	271
655	Bicycle Boulevard	Ashton Dr	N River Way	Saverien Dr	0.64	C5	2.65	$185,185	271
686	Bicycle Boulevard	East Pkwy	Circle Pkwy	A Pkwy	0.05	D4	2.65	$14,765	271
750	Bicycle Boulevard	Pennsylvania Ave	Sacramento Bar Beach Access	Magnolia Ave	0.23	B6	2.65	$67,215	271
850	Study Corridor	Rio Linda Blvd	Ascot Avenue Trail	Elkhorn Blvd	1.05	B4	2.65	$2,161,345	271
604	Bicycle Lane	Wilbur Way	Gerber Rd	Elsie Ave	0.53	D4	2.6	$393,650	284
640	Bicycle Boulevard	23Rd Ave	Warwick Ave	42nd St	0.26	D4	2.6	$74,340	284
643	Bicycle Boulevard	35th Ave	Martin Luther King Jr Blvd	Mendocino Blvd	0.15	D4	2.6	$44,605	284
651	Bicycle Boulevard	44th St	14th Ave	20th Ave	0.35	C4	2.6	$102,475	284

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
661	Bicycle Boulevard	Bell St	Arden Way	El Camino Ave	1.01	C4	2.6	$294,275	284
717	Bicycle Boulevard	Larchmont Dr	Walerga Rd	Don Julio Blvd	0.26	A5	2.6	$76,120	284
772	Bicycle Boulevard	San Vincente Way	A St	Santa Fe Way	0.05	B5	2.6	$14,585	284
774	Bicycle Boulevard	Santa Fe Way	San Vincente Way	Karl Dr	0.48	B5	2.6	$140,090	284
10	Shared-Use Path	Jackson Rd	Excelsior Rd	S Watt Ave	4.19	D5	2.55	$6,854,830	292
113	Shared-Use Path	Laguna Creek Trail	Saddle Creek Dr	Jackson Rd	5.97	D6	2.55	$10,463,115	292
322	Bicycle Lane	Ethan Way	Arden Way	El Camino Ave	0.98	C4	2.55	$723,380	292
341	Bicycle Lane	Gold Express Dr	Sunrise Blvd	Gold Rush Dr	0.43	B6	2.55	$319,400	292
480	Bicycle Lane	Palmerson Dr	Swindon Way	N Loop Blvd	0.15	A5	2.55	$113,600	292
492	Bicycle Lane	Poker Ln	Don Julio Blvd	Antelope North Rd	0.94	A5	2.55	$696,825	292
517	Bicycle Lane	San Juan Rd	El Centro Rd	Garden Hwy	1.11	B3	2.55	$822,970	292
33	Shared-Use Path	Del Norte Club Connection	Clairidge Oak Ct	Hancock Dr	0.07	B5	2.5	$110,225	299
62	Shared-Use Path	Del Campo Park Trail	Moraga Dr	Crestview Dr	0.28	B5	2.5	$461,625	299
68	Shared-Use Path	El Modena Ave	Elverta Rd	Elverta Specific Plan New Class 1	0.76	A4	2.5	$1,241,860	299
76	Shared-Use Path	Elverta Rd	Cherry Brook Dr	El Modena Ave	2.08	A4	2.5	$3,403,030	299
128	Shared-Use Path	Oleander Drive Connection	Oleander Dr	Del Campo Park Trail	0.15	B5	2.5	$240,935	299
260	Bicycle Lane	Central Ave	Woodmore Oaks Dr	Santa Juanita Ave	3.30	A6	2.5	$2,439,905	299
280	Bicycle Lane	Crestview Dr	Winding Way	Jan Dr	0.32	B5	2.5	$234,715	299
382	Bicycle Lane	Jan Dr	Jan Drive Trail	California Ave	0.26	B5	2.5	$193,880	299
383	Bicycle Lane	Jan Dr	Winding Way	Crestview Dr	0.25	B5	2.5	$186,815	299
420	Bicycle Lane	Marshall Ave	Sutter Ave	Lincoln Ave	0.50	B5	2.5	$369,625	299

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
440	Bicycle Lane	Moraga Dr	Jan Dr	Dewey Dr	0.56	B5	2.5	$412,350	299
450	Bicycle Lane	National Dr	Del Paso Rd	N Market Blvd	0.65	B3	2.5	$481,990	299
488	Bicycle Lane	Pershing Ave	Kenneth Ave	Illinois Ave	0.50	B6	2.5	$371,755	299
518	Bicycle Lane	Santa Juanita Ave	Central Ave	Oak Ave	0.95	A6	2.5	$700,815	299
552	Bicycle Lane	Tuckeroo Way	Gum Ranch Dr	Treecrest Ave	0.63	B6	2.5	$468,020	299
575	Bicycle Lane	Van Alstine Ave	Fair Oaks Blvd	California Ave	0.38	B5	2.5	$279,410	299
668	Bicycle Boulevard	Bridge St	Temescal St	Howard St	0.09	B6	2.5	$26,325	299
677	Bicycle Boulevard	Chica Way	Berrendo Dr	Las Pasas Way	0.07	C5	2.5	$21,765	299
678	Bicycle Boulevard	Chicago Ave	Kaula Dr	Madison Ave	0.31	B6	2.5	$90,935	299
690	Bicycle Boulevard	Fair Oaks Blvd	Crestline Ave	Winding Way	0.27	B6	2.5	$79,795	299
692	Bicycle Boulevard	Foxfire Dr	Woodlake Hills Dr	Trajan Dr	0.27	A6	2.5	$78,210	299
711	Bicycle Boulevard	Kaula Dr	Fair Oaks Blvd	Chicago Ave	0.47	B6	2.5	$135,495	299
727	Bicycle Boulevard	Marlynn St	Perth Way	Stanley Ave	0.18	B5	2.5	$52,890	299
742	Bicycle Boulevard	Fair Oaks Blvd	Old Winding Way	Old Winding Way	0.22	B6	2.5	$63,925	299
746	Bicycle Boulevard	Oxwood Dr	Tallyho Dr	Roseport Way	0.05	C5	2.5	$13,740	299
764	Bicycle Boulevard	Roseport Way	Oxwood Dr	Mayhew Rd	0.34	C5	2.5	$99,575	299
791	Bicycle Boulevard	W Delano St	Delano St	Elwyn Ave	0.15	A4	2.5	$43,375	299
795	Bicycle Boulevard	Westcamp Rd	End of Street	Fair Oaks Blvd	0.13	B6	2.5	$37,135	299
858	Study Corridor	Sunrise Blvd	Fair Oaks Blvd	Madison Ave	1.66	B6	2.5	$3,412,045	299
43	Shared-Use Path	Arnold Avenue Trail	Peacekeeper Way	Palm St	0.33	B4	2.45	$536,665	328
132	Shared-Use Path	Palm Ave	Palm Avenue Overcrossing	Palm Avenue Overcrossing	0.10	B5	2.45	$166,935	328
184	Bicycle Lane	Industry Dr	Winona Way	Service Rd	0.27	B4	2.45	$202,060	328

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
255	Bicycle Lane	Auburn Blvd	Caravan Village Mhp	Caravan Village Mhp	0.01	B4	2.45	$9,870	328
354	Bicycle Lane	Hackberry Ln	Hackberry Lane	Palm Ave	1.01	B5	2.45	$748,290	328
385	Bicycle Lane	Keema Ave	Walerga Rd	Longdale Dr	0.38	A5	2.45	$284,125	328
399	Bicycle Lane	La Cienega Dr	Larchmont Dr	Don Julio Blvd	0.35	A5	2.45	$257,415	328
494	Bicycle Lane	Poplar Blvd	Wings Way	Palm Avenue/Uprr Crossing	0.36	B5	2.45	$262,825	328
525	Bicycle Lane	Auburn Blvd	Sierra Vista Mhp	Sierra Vista Mhp	0.02	B5	2.45	$13,915	328
642	Bicycle Boulevard	34th Ave	Gaddi Dr	42nd St	0.09	D4	2.45	$27,080	328
647	Bicycle Boulevard	42nd St	Iowa Ave	34th Ave	0.05	D4	2.45	$13,520	328
649	Bicycle Boulevard	43Rd Ave	40th St	41St St	0.15	D4	2.45	$42,725	328
652	Bicycle Boulevard	A Pkwy	Center Pkwy	East Pkwy	0.22	D4	2.45	$63,870	328
701	Bicycle Boulevard	Hemlock St	Palm Ave	Garfield Ave	0.50	B5	2.45	$146,480	328
720	Bicycle Boulevard	Leader Ave	Pioneer Way	Hemlock St	0.15	B5	2.45	$43,350	328
745	Bicycle Boulevard	Orange Ave	Circle Pkwy	Persimmon Ave	0.15	D4	2.45	$43,110	328
753	Bicycle Boulevard	Pioneer Way	Leader Ave	Verner Ave	0.21	B5	2.45	$61,605	328
754	Bicycle Boulevard	Pomegranate Ave	Saint Lukes Way	Persimmon Ave	0.11	D4	2.45	$31,950	328
808	Study Corridor	Arden Way	Ethan Way	Alta Arden Expy	0.08	C4	2.45	$173,970	328
504	Bicycle Lane	Ridgepoint Dr	Great Valley Dr	Antelope North Rd	0.48	A5	2.4	$356,980	347
617	Bicycle Lane	Woodring Dr	Excelsior Rd	Zinfandel Dr	1.53	C6	2.4	$1,131,170	347
724	Bicycle Boulevard	Magnolia Ave	New York Ave	Pennsylvania Ave	0.26	B6	2.4	$74,075	347
798	Bicycle Boulevard	Wilhaggin Dr	Crondall Dr	American River Dr	0.07	C5	2.4	$20,240	347
11	Shared-Use Path	Jackson Rd	West Jackson Highway Master Plan New Class 1	S Watt Ave	4.19	D5	2.35	$6,865,485	351
104	Shared-Use Path	Kammerer Bikeway	Hwy 99 NB	I 5 NB	6.45	F4	2.35	$10,552,155	351

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
136	Shared-Use Path	Pershing Avenue Trail	American River Bike Trl	Twin Lakes Ave	0.60	B7	2.35	$976,525	351
164	Shared-Use Path	Upper Westside New Class 1	I 80 EB	Bayou Way	4.63	B3	2.35	$7,579,615	351
342	Bicycle Lane	Gold River Rd	Coloma Rd	Pyrites Way	0.46	B6	2.35	$341,550	351
359	Bicycle Lane	Hickory Ave	Oak Ave	Indian Hill Ct	0.52	A6	2.35	$381,360	351
396	Bicycle Lane	Kiefer Blvd	Rosemont Dr	Thornhill Dr	0.19	C5	2.35	$142,695	351
425	Bicycle Lane	Mayhew Rd	Folsom Blvd	Mayhew Drain Trail	0.02	C5	2.35	$14,115	351
458	Bicycle Lane	Northgate Blvd	N Freeway Blvd	Del Paso Rd	0.97	B3	2.35	$716,415	351
484	Bicycle Lane	Paseo Rio Way	Mira Del Rio Dr	Folsom Blvd	0.14	C5	2.35	$102,645	351
506	Bicycle Lane	Rio Linda Blvd	Elkhorn Blvd	U St	1.47	A4	2.35	$1,087,490	351
616	Bicycle Lane	Woodmore Oaks Dr	Central Ave	Fair Oaks Blvd	0.71	A6	2.35	$527,305	351
814	Study Corridor	Del Paso Rd	450' West of Wyndview Dr	Upper Westside New Class 1	0.56	B3	2.35	$1,160,960	351
830	Study Corridor	Freeport Blvd	City of Sacramento'S South Boundary	Freeport Marina	0.81	E3	2.35	$1,670,670	351
857	Study Corridor	Sunrise Blvd	950' South of Herodian Dr.	Jackson Rd	3.24	D6	2.35	$6,679,220	351
867	Study Corridor	Zinfandel Dr	Rancho Cordova'S Southern Boundary	Douglas Rd	0.71	C6	2.35	$1,461,310	351
7	Shared-Use Path	Hwy 99 NB	44th St	Maynard Way	0.05	D4	2.3	$73,965	367
367	Bicycle Lane	Howe Ave	Marconi Ave	Auburn Blvd	0.44	B4	2.3	$322,670	367
524	Bicycle Lane	Short Rd	Crafton Ct	Calvine Rd	0.50	E4	2.3	$370,655	367
543	Bicycle Lane	Tacomic Dr	Roseville Rd	Hillsdale Blvd	0.38	A5	2.3	$279,290	367
592	Bicycle Lane	Walerga Rd	Palm Ave	Hillsdale Blvd	0.31	B5	2.3	$232,760	367
634	Buffered Bicycle Lane	Osage Ave	S Watt Ave	S Watt Ave	0.01	D5	2.3	$2,080	367

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
672	Bicycle Boulevard	Candell Ct	Underwood Way	Morrison Creek Trail	0.04	D4	2.3	$12,140	367
728	Bicycle Boulevard	Maynard Way	Hwy 99 NB	Candell Ct	0.08	D4	2.3	$22,695	367
57	Shared-Use Path	Clairidge Way	Cowan School Trail	Cowan School Trail	0.10	B5	2.25	$156,980	375
95	Shared-Use Path	Hackberry Ln	Hackberry Lane	Hackberry Lane	0.03	B5	2.25	$55,460	375
103	Shared-Use Path	Jan Drive Trail	Ranger Way	Salmaan Dr	0.05	B5	2.25	$86,055	375
172	Bicycle Lane	Mayhew Rd	Oxwood Dr	Calibra Ln	0.30	C5	2.25	$218,130	375
188	Bicycle Lane	10th St	E St	Elkhorn Blvd	0.72	A4	2.25	$534,440	375
190	Bicycle Lane	14th St	I St	Elkhorn Blvd	0.11	A4	2.25	$84,520	375
252	Bicycle Lane	California Ave	Oak Ave	Tarshes Dr	0.39	B5	2.25	$286,225	375
305	Bicycle Lane	El Modena Ave	Elverta Rd	Artesia Rd	1.28	A4	2.25	$945,820	375
331	Bicycle Lane	Franklin Blvd	Fruitridge Rd	Huss Ave	0.24	D4	2.25	$174,620	375
360	Bicycle Lane	Highland View Ct	Norris Ave	Norris Ave	0.02	B5	2.25	$14,985	375
438	Bicycle Lane	Mona Woods Ln	Mission Ave	Mission Ave	0.02	B5	2.25	$14,145	375
461	Bicycle Lane	Oak Ave	Fair Oaks Blvd	California Ave	0.40	C5	2.25	$298,885	375
462	Bicycle Lane	Oak Ln	M St	Curved Bridge Rd	0.15	A4	2.25	$108,510	375
465	Bicycle Lane	Oleander Dr	Oleander Drive Connection	Saint James Dr	0.17	B5	2.25	$127,120	375
539	Bicycle Lane	Sun Shadows Ln	Engle Rd	Daybreak Ln	0.02	B5	2.25	$17,130	375
549	Bicycle Lane	Treecrest Ave	Mckay St	Tuckeroo Way	0.05	B6	2.25	$39,635	375
578	Bicycle Lane	W 2nd St	W Ascot Ave	W U St	2.43	A4	2.25	$1,797,460	375
591	Bicycle Lane	W U St	U St	W 6th St	0.62	A4	2.25	$457,890	375
659	Bicycle Boulevard	Becerra Way	Woodcrest Rd	Whitney Ave	0.27	B5	2.25	$78,345	375
663	Bicycle Boulevard	Berrendo Dr	La Sierra Dr	Chica Way	0.07	C5	2.25	$21,005	375

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
667	Bicycle Boulevard	Bramhall Way	Osgood Way	Osgood Way	0.17	B6	2.25	$49,950	375
673	Bicycle Boulevard	Cardinal Rd	Papaya Dr	San Juan Ave	0.53	B5	2.25	$154,380	375
680	Bicycle Boulevard	Clairidge Way	Robertson Ave	Norris Ave	0.40	B5	2.25	$116,470	375
684	Bicycle Boulevard	Delano St	Eloise Ave	Rio Linda Blvd	0.16	A4	2.25	$47,420	375
687	Bicycle Boulevard	Eloise Ave	Delano St	W Elverta Rd	0.31	A4	2.25	$90,275	375
691	Bicycle Boulevard	Flagstone St	Palm Ave	Madison Ave	0.23	B5	2.25	$65,590	375
696	Bicycle Boulevard	Golden Dr	Main Ave	Buffalo Ave	0.55	B6	2.25	$160,940	375
702	Bicycle Boulevard	Heritage Dr	Saint James Dr	Rutland Dr	0.25	B5	2.25	$71,485	375
705	Bicycle Boulevard	Hinsey Way	Osgood Way	Kaula Dr	0.03	B6	2.25	$8,455	375
719	Bicycle Boulevard	Las Pasas Way	La Sierra Dr	Chica Way	0.07	C5	2.25	$19,115	375
725	Bicycle Boulevard	Maple Glen Rd	Arden Way	Winding Creek Rd	0.33	C5	2.25	$96,410	375
736	Bicycle Boulevard	Natoma Ave	Olive Ave	Toyon Ave	0.25	B6	2.25	$71,955	375
748	Bicycle Boulevard	Papaya Dr	Moraga Dr	Cardinal Rd	0.61	B5	2.25	$178,265	375
766	Bicycle Boulevard	Rustic Rd	Winding Way	Papaya Dr	0.19	B5	2.25	$53,835	375
768	Bicycle Boulevard	Salmon Falls Dr	Water Tree Way	Tuolumne Dr	0.38	C5	2.25	$110,980	375
780	Bicycle Boulevard	Stansberry Way	Rogue River Dr	Whitewater Way	0.08	C5	2.25	$22,930	375
784	Bicycle Boulevard	Toyon Ave	Winding Way	Natoma Ave	0.14	B6	2.25	$39,875	375
793	Bicycle Boulevard	Waterton Way	Twin Falls Dr	Salmon Falls Dr	0.42	C5	2.25	$120,985	375
796	Bicycle Boulevard	Whitewater Way	Rogue River Dr	Linda Rio Dr	0.22	C5	2.25	$64,615	375
993	Shared-Use Path	New Class I	Florin Rd West of Excelsior Rd	Elder Creek Rd	1.24	D5	2.25	$2,038,308	375
154	Shared-Use Path	Santa Juanita Trail	Oak Ave	Placer County Trail	0.98	A6	2.2	$1,611,990	415
835	Study Corridor	Hazel Ave	Oak Ave	W Ranch Dr	1.15	A6	2.2	$2,377,615	415

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
845	Study Corridor	Oak Avenue Pkwy	Santa Juanita Ave	580' East of Santa Juanita Ave	0.10	A7	2.2	$213,070	415
638	Bicycle Boulevard	Sky Pkwy	1St Pkwy	North Pkwy	0.11	D4	2.15	$5,665	418
9	Shared-Use Path	Morrison Creek Trail	Hedge Ave	Bradshaw Rd	1.78	D5	2.1	$2,916,360	419
26	Shared-Use Path	Passalis Ln	Gerber Rd	Waterman Trail	0.26	D5	2.1	$417,740	419
45	Shared-Use Path	Ascot Avenue Trail	Dry Creek Rd	4th St	1.00	B4	2.1	$1,638,205	419
48	Shared-Use Path	Bradshaw Rd	SMUD Driveway	Elder Creek Rd	1.63	D5	2.1	$2,674,720	419
79	Shared-Use Path	Falcon View Trail	Shell Beach Dr	Falcon View Dr	0.24	A5	2.1	$399,240	419
88	Shared-Use Path	Gerber Creek Trail	Cctc Trail	Vineyard Rd	2.12	D5	2.1	$3,477,215	419
89	Shared-Use Path	Gerber Creek Trail	Gerber Rd	Florin Rd	1.17	D5	2.1	$1,907,765	419
102	Shared-Use Path	Jackson Rd	Excelsior Rd	Eagles Nest Rd	2.10	D6	2.1	$3,435,620	419
135	Shared-Use Path	Patrol Road	32nd St	Patrol Rd	2.96	A4	2.1	$4,843,875	419
152	Shared-Use Path	San Juan Rd	San Juan Rd	Upper Westside New Class 2	0.73	B3	2.1	$1,188,965	419
165	Shared-Use Path	Waterman Trail	Cctc Trail	Waterman Trail	1.20	D5	2.1	$1,772,780	419
170	Shared-Use Path	Winona Way/Uprr Crossing	Roseville Rd	Dudley Blvd	0.05	B4	2.1	$87,440	419
183	Bicycle Lane	Service Rd	Roseville Rd	Industry Dr	0.41	B4	2.1	$303,360	419
187	Bicycle Lane	Poker Ln / Titan Dr Connection	Don Julio Blvd	Titan Dr	0.14	A5	2.1	$103,005	419
194	Bicycle Lane	24th St	Patrol Rd	U St	2.32	A4	2.1	$1,711,675	419
312	Bicycle Lane	Elm Ave	Kenneth Ave	Elm Avenue Trail	0.29	A6	2.1	$216,650	419
323	Bicycle Lane	Excelsior Rd	Jackson Rd	Calvine Rd	4.56	D5	2.1	$3,371,545	419
355	Bicycle Lane	Happy Ln	Old Placerville Rd	Kiefer Blvd	1.20	C5	2.1	$886,140	419
415	Bicycle Lane	Main Ave	Lake Natoma Dr	Madison Ave	0.05	B6	2.1	$39,765	419

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
516	Bicycle Lane	San Juan Ave	Alexander Ct	Fair Oaks Blvd	0.28	B5	2.1	$205,735	419
560	Bicycle Lane	U St	W U St	Harvest Falls Dr	2.44	A4	2.1	$1,805,365	419
608	Bicycle Lane	Winding Way	Auburn Blvd	College Oak Dr	1.00	B5	2.1	$742,245	419
623	Buffered Bicycle Lane	Bradshaw Rd	Elder Creek Rd	Calvine Rd	4.01	D5	2.1	$635,305	419
656	Bicycle Boulevard	Aubergine Way	Woolwich Way	Excelsior Rd	0.74	C6	2.1	$214,730	419
715	Bicycle Boulevard	La Tour Dr	Don Julio Blvd	Antelope Rd	0.66	A5	2.1	$190,390	419
741	Bicycle Boulevard	Old Dairy Dr	Singing Tree Way	Palmerson Dr	0.41	A5	2.1	$119,460	419
749	Bicycle Boulevard	Pearlstone Dr	Palmerson Dr	Cook Riolo Rd	0.14	A5	2.1	$39,370	419
756	Bicycle Boulevard	Primrose Dr	Lake Knoll Ln	Madison Ave	0.11	B6	2.1	$31,675	419
834	Study Corridor	Gerber Rd	Bradshaw Rd	Excelsior Rd	2.01	D5	2.1	$4,147,255	419
66	Shared-Use Path	Eagles Nest Rd	Sunrise Blvd	Eagles Nest Rd	2.21	D6	2.05	$3,623,155	448
78	Shared-Use Path	Excelsior Rd	Kiefer Blvd	Jackson Rd	1.29	D5	2.05	$2,114,985	448
94	Shared-Use Path	Grant Line-White Rock Trail	Mosher Rd	White Rock Trail	18.21	D6	2.05	$29,800,280	448
109	Shared-Use Path	Kiefer Blvd	Zinfandel Dr	Excelsior Rd	1.77	D6	2.05	$2,892,340	448
111	Shared-Use Path	L Street Trail	L St	L St	0.09	B6	2.05	$152,425	448
116	Shared-Use Path	Mather South	Mather South Community Master Plan New Class 1	Mather South Community Master Plan New Class 1	2.93	D6	2.05	$4,802,585	448
118	Shared-Use Path	Mercantile Dr	Salisbury Rd	Folsom South Canal Trail	0.11	B6	2.05	$186,435	448
148	Shared-Use Path	Routier Trail	Jackson Rd	Old Placerville Rd	2.74	C5	2.05	$4,491,035	448
150	Shared-Use Path	Sacramento River Trail	River Rd	Freeport Marina	7.96	E3	2.05	$13,035,470	448
160	Shared-Use Path	Sunrise Boulevard Trail	Folsom Blvd	Citrus Rd	0.12	B6	2.05	$203,135	448

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
180	Bicycle Lane	Future Roadway East of California Circle	Folsom Blvd	Aerojet Rd	1.00	B7	2.05	$736,340	448
211	Bicycle Lane	Aerojet Rd	Folsom Blvd	Baltimore St	0.30	B6	2.05	$220,470	448
234	Bicycle Lane	Bayou Way	Bayou Rd	Airport Blvd	2.58	B2	2.05	$1,908,010	448
303	Bicycle Lane	El Centro Rd	W El Camino Ave	San Juan Rd	0.75	B3	2.05	$556,070	448
356	Bicycle Lane	Harrington Way	American River Bike Trl	American River Dr	0.22	C5	2.05	$165,870	448
377	Bicycle Lane	Jackson Rd	Eagles Nest Rd	East County Border	13.36	D7	2.05	$9,879,145	448
422	Bicycle Lane	Mather Blvd	Douglas Rd	Park Rd	0.98	C6	2.05	$722,365	448
514	Bicycle Lane	Roseville Rd	Antelope Rd	Imran Woods Cir	1.63	A5	2.05	$1,206,325	448
556	Bicycle Lane	Twin Cities Rd	Marengo Rd	East County Border	16.31	F7	2.05	$12,059,950	448
230	Bicycle Lane	Auburn Blvd	Howe Ave	Bell St	0.29	B4	2	$215,165	467
332	Bicycle Lane	Fruitridge Rd	S Watt Ave	Mayhew Rd	1.42	D5	2	$1,046,800	467
495	Bicycle Lane	Power Inn Rd	Junipero St	Lorin Ave	0.30	D4	2	$221,460	467
614	Bicycle Lane	Winters St	Downar Way	Dean St	0.38	B4	2	$280,090	467
827	Study Corridor	Florin Rd	Franklin Blvd	Sunrise Blvd	7.41	D5	2	$24,225,900	467
991	Bicycle Lane	Pennsylvania Ave	Winding Rd	Sunrise Hills Dr	0.79	B6	2	$584,683	467
994	Shared-Use Path	New Class I	Grant Avenue Trail Near Bar Dun Ln	Existing Trails Near Gerber Rd	0.40	D5	2	$650,985	467
176	Bicycle Lane	Future Tree View Rd Ext	Future Gerber Rd Ext	Jackson Rd	2.23	D6	1.95	$1,650,295	474
489	Bicycle Lane	Pershing Ave	Madison Ave	Walnut Ave	0.05	B6	1.95	$35,215	474
595	Bicycle Lane	Walnut Ave	Blue Oak Dr	Pershing Ave	0.17	B6	1.95	$129,300	474
778	Bicycle Boulevard	Skyridge Dr	Beauregard Way	Pershing Ave	0.05	B6	1.95	$13,875	474
2	Shared-Use Path	I-5 Trail Connector To Big Horn Blvd	Big Horn Blvd	Dwight Rd	0.41	E4	1.9	$665,360	478

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
16	Shared-Use Path	Cctc Trail	Ketcherside Ln	South County Border	11.57	F6	1.9	$18,929,930	478
18	Shared-Use Path	Churchill Downs Park Trail - Laguna Creek Trail Connector	Markfield Way	Laguna Creek Trail	0.43	E5	1.9	$710,120	478
19	Shared-Use Path	Florencia Ln	Leland Ave	Florencia Ln	0.28	D5	1.9	$451,900	478
20	Shared-Use Path	Wolfe Heights Trail	Leland Ave	Florencia Ln	0.47	D5	1.9	$764,175	478
21	Shared-Use Path	Wolfe Heights Trail	Florencia Ln	Admiral Ln	0.58	D5	1.9	$955,390	478
47	Shared-Use Path	Borden Rd	West Ln	Herald Rd	0.03	G6	1.9	$43,010	478
64	Shared-Use Path	Dry Creek Trail	U St	Gibson Ranch Park Rd	1.88	A4	1.9	$3,075,165	478
65	Shared-Use Path	E Levee Rd	W Elkhorn Blvd	Nemdec Trail	3.57	A3	1.9	$5,837,700	478
67	Shared-Use Path	El Centro Rd	South end of street	San Juan Rd	1.01	B3	1.9	$1,654,875	478
77	Shared-Use Path	Escobar Way Connector	Mira Del Rio Dr	So. American River Trail	0.12	C5	1.9	$190,295	478
84	Shared-Use Path	Freeport Blvd	Freeport Marina	River Rd	0.16	E3	1.9	$255,840	478
85	Shared-Use Path	Garden Highway Trail	I 80 EB	Garden Hwy	12.80	B2	1.9	$20,943,595	478
87	Shared-Use Path	Gerber Creek Trail	CCTC Trail	Proposed trail near rail tracks	1.41	D5	1.9	$2,315,845	478
90	Shared-Use Path	Gibson Ranch Park Road	Gibson Lake	Gibson Ranch/Dry Creek Trail	0.28	A4	1.9	$453,405	478
93	Shared-Use Path	Grant Avenue Trail	Autumn Point Ln	Grant Ave	0.10	B5	1.9	$157,630	478
97	Shared-Use Path	I-5 Trail	Kausen Dr	I 5 NB	2.29	E3	1.9	$3,744,230	478
100	Shared-Use Path	Isleton-Stone Lakes Trail	Grove St	Sacramento River Trail	14.29	F3	1.9	$23,392,345	478
119	Shared-Use Path	Mira Del Rio Dr	So. American River Trail	Folsom Blvd	0.47	C5	1.9	$135,935	478

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
123	Shared-Use Path	Nemdec Trail	W Elkhorn Blvd	W Elverta Rd	2.04	A3	1.9	$3,340,685	478
125	Shared-Use Path	New Class I Connector	Dry Creek Trail	Harvest Falls Dr	0.30	A4	1.9	$490,375	478
131	Shared-Use Path	Palladay Rd	El Modena Ave	Elverta Specific Plan New Class 2	2.03	A4	1.9	$3,318,090	478
143	Shared-Use Path	Q Street Trail	W Q St	Nemdec Trail	0.57	A3	1.9	$929,145	478
151	Shared-Use Path	Sailor Bar Trail	Sailor Bar Trail	Sailor Bar Trail	1.22	B6	1.9	$1,997,210	478
155	Shared-Use Path	So. American River Trail	Mira Del Rio Dr	Escobar Way Connector	0.23	C5	1.9	$371,515	478
177	Bicycle Lane	Kiefer Blvd	Grant Line Rd	Jackson Rd	3.19	D7	1.9	$2,357,840	478
264	Bicycle Lane	Chicago Ave	Winding Way	Yvonne Way	0.78	B6	1.9	$574,310	478
289	Bicycle Lane	Dillard Rd	Jackson Rd	Hwy 99 NB	14.34	E6	1.9	$10,596,445	478
339	Bicycle Lane	Gibson Ranch Park Rd	Elverta Rd	Gibson Ranch Park Rd	1.13	A4	1.9	$834,520	478
346	Bicycle Lane	Granite Ave	Oak Ave	Cherry Ave	0.75	A6	1.9	$552,965	478
373	Bicycle Lane	Illinois Ave	1400 Ft S of Curragh Downs Dr	Pershing Ave	2.16	B6	1.9	$1,596,500	478
394	Bicycle Lane	Kiefer Blvd	Bradshaw Rd	West Jackson Highway Master Plan New Class 1	1.68	C5	1.9	$1,240,245	478
419	Bicycle Lane	Marshall Ave	Stanley Ave	Grant Ave	0.50	B5	1.9	$369,615	478
453	Bicycle Lane	Newbury Way	Shelfield Dr	Claremont Rd	0.07	C5	1.9	$52,620	478
491	Bicycle Lane	Phoenix Ave	Kenneth Ave	Illinois Ave	0.50	B6	1.9	$370,000	478
509	Bicycle Lane	River Rd	2nd St	Race Track Rd	12.30	G2	1.9	$9,095,715	478
538	Bicycle Lane	Sue Pam Dr	Whitney Ave	Grant Ave	0.12	B5	1.9	$91,160	478
587	Bicycle Lane	W Elverta Rd	Elverta Rd	E Levee Rd	1.31	A3	1.9	$968,505	478
605	Bicycle Lane	Wildridge Dr	Primrose Dr	Rimwood Dr	0.43	B6	1.9	$318,685	478

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
609	Bicycle Lane	Winding Way	Pennsylvania Ave	Fair Oaks Blvd	0.25	B6	1.9	$184,500	478
676	Bicycle Boulevard	Cherry Brook Dr	Colonnade Way	Rushing River Ct	0.14	A4	1.9	$39,285	478
681	Bicycle Boulevard	Colonnade Way	Ranch River Dr	Cherry Brook Dr	0.26	A4	1.9	$76,265	478
689	Bicycle Boulevard	Estates Dr	Crondall Dr	Crondall Dr	0.03	C5	1.9	$7,695	478
693	Bicycle Boulevard	Gary Way	Mcclaren Dr	Arden Way	0.60	C5	1.9	$174,375	478
700	Bicycle Boulevard	Harvest Falls Dr	Trading Post Ct	Ranch River Dr	0.06	A4	1.9	$17,860	478
710	Bicycle Boulevard	Jacob Ln	Dovercourt Cir	American River Dr	0.28	C5	1.9	$80,530	478
733	Bicycle Boulevard	Mira Del Rio Dr	Folsom Blvd	Escobar Way	1.12	C5	1.9	$324,155	478
758	Bicycle Boulevard	Ranch River Dr	Colonnade Way	Harvest Falls Dr	0.07	A4	1.9	$19,905	478
759	Bicycle Boulevard	Rimwood Dr	Westcamp Rd	Madison Ave	0.57	B6	1.9	$164,485	478
760	Bicycle Boulevard	River Oak Way	Classic Pl	Sarah Ct	0.32	C5	1.9	$92,740	478
773	Bicycle Boulevard	Sand Bar Cir	River Walk Way	American River Dr	0.12	C5	1.9	$33,650	478
775	Bicycle Boulevard	Sarah Ct	Boyer Dr	River Oak Way	0.20	C5	1.9	$57,055	478
776	Bicycle Boulevard	Shelfield Dr	Carmelo Dr	Newbury Way	0.22	C5	1.9	$63,730	478
788	Bicycle Boulevard	San Lorenzo Way	Tarshes Dr	San Lorenzo Way	0.26	B5	1.9	$76,730	478
789	Bicycle Boulevard	Olive Ave	Olive Ave	Sailor Bar Trail	0.11	B6	1.9	$31,390	478
3	Shared-Use Path	Excelsior Rd	Gerber Rd	Laguna Creek Trail	0.78	D5	1.85	$1,278,905	533
28	Shared-Use Path	Elder Creek Trail Connection	Mccoy Ave	Elder Creek Trail	0.32	D5	1.85	$519,520	533
29	Shared-Use Path	Goldern State Way Extension	Mccoy Ave	Elder Creek Rd	1.53	D5	1.85	$2,508,435	533
30	Shared-Use Path	Gardner Ave	Florin Rd	Elder Creek Trail	0.88	D5	1.85	$1,440,065	533
32	Shared-Use Path	Bradshaw Rd	Teichert Conveyor Trail	Bradshaw Rd	0.74	D5	1.85	$1,219,385	533

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
106	Shared-Use Path	Mayhew Rd	West Jackson Highway Master Plan New Class 1	Morrison Creek Trail	0.02	D5	1.85	$31,835	533
107	Shared-Use Path	Kiefer Blvd	Morrison Creek Trail	Morrison Creek Trail	0.00	D5	1.85	$420	533
108	Shared-Use Path	Kiefer Blvd	Morrison Creek Trail	Fruitridge Rd	0.34	D5	1.85	$559,195	533
133	Shared-Use Path	Palm Avenue/Uprr Crossing	Poplar Blvd	Roseville Rd	0.10	B5	1.85	$156,245	533
134	Shared-Use Path	Patrol Road	Patrol Rd	Dean St	1.84	B4	1.85	$3,011,715	533
162	Shared-Use Path	Track Crossing Trail	Roseville Rd	AE St	0.11	B4	1.85	$174,225	533
175	Bicycle Lane	Future Gerber Rd Ext	Excelsior Rd	Eagles Nest Rd	2.00	D6	1.85	$1,481,260	533
178	Bicycle Lane	Future Waterman Rd Ext	Jackson Rd	Gerber Rd	3.62	D5	1.85	$2,673,870	533
181	Bicycle Lane	Industry Dr	Orange Grove Ave	Service Rd	0.10	B4	1.85	$72,090	533
197	Bicycle Lane	34th St	Dudley Blvd	U St	2.10	A4	1.85	$1,552,910	533
285	Bicycle Lane	Dean St	Urbani Way	Winters St	0.26	B4	1.85	$194,130	533
352	Bicycle Lane	Guthrie St	Keema Ave	Don Julio Blvd	0.28	A5	1.85	$209,185	533
357	Bicycle Lane	Hedge Ave	Elder Creek Rd	Florin Rd	1.00	D5	1.85	$741,045	533
374	Bicycle Lane	Industry Dr	I 80 WB	Orange Grove Ave	0.09	B4	1.85	$63,545	533
410	Bicycle Lane	Longdale Dr	Walerga Rd	Keema Ave	0.55	A5	1.85	$403,580	533
417	Bicycle Lane	Marconi Ave	Bus 80 EB	Howe Ave	0.26	B4	1.85	$191,770	533
485	Bicycle Lane	Patrol Rd	Dean St	28th St	1.81	B4	1.85	$1,335,220	533
502	Bicycle Lane	Recreation Way	Patrol Road	32nd St	0.02	B4	1.85	$11,950	533
563	Bicycle Lane	Kilzer St	Ak St	Mckinney St	0.19	B4	1.85	$138,360	533
566	Bicycle Lane	Ae St	Track Crossing Trail	Dudley Blvd	0.07	B4	1.85	$51,785	533
576	Bicycle Lane	Vineyard Rd	Jackson Rd	Gerber Rd	2.90	D5	1.85	$2,146,280	533

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
639	Bicycle Boulevard	20th Ave	42nd St	44th St	0.13	D4	1.85	$36,370	533
641	Bicycle Boulevard	26th Ave	42nd St	44th St	0.07	D4	1.85	$20,940	533
644	Bicycle Boulevard	35th Ave	Mendocino Blvd	Mendocino Blvd	0.03	D4	1.85	$7,355	533
648	Bicycle Boulevard	42nd St	20th Ave	26th Ave	0.42	D4	1.85	$122,155	533
654	Bicycle Boulevard	Arutas Dr	Galbrath Dr	Bainbridge Dr	0.25	A5	1.85	$71,920	533
730	Bicycle Boulevard	Mendocino Blvd	35th Ave	35th Ave	0.02	D4	1.85	$5,995	533
783	Bicycle Boulevard	Sunrise Greens Dr	Elsie Ave	Summer Sky Dr	0.40	D4	1.85	$117,175	533
15	Shared-Use Path	Grant Line Rd	Hwy 99 NB	Mosher Rd	1.23	F5	1.8	$2,005,345	566
73	Shared-Use Path	Elk Grove Uprr Trail	Hwy 99 NB	Elk Grove Creek Trail	6.57	E5	1.8	$4,210,770	566
271	Bicycle Lane	Coloma Rd	Citrus Rd	Gold Country Blvd	1.03	B6	1.8	$763,785	566
293	Bicycle Lane	Douglas Rd Ext	Mather Blvd	Park Rd	0.63	C6	1.8	$469,240	566
325	Bicycle Lane	Fair Oaks Blvd	Woodmore Oaks Dr	Stacey Hills Dr	0.08	A6	1.8	$56,800	566
389	Bicycle Lane	Kenneth Ave	Central Ave	Elm Ave	0.50	A6	1.8	$371,440	566
392	Bicycle Lane	Kiefer Blvd	Eagles Nest Rd	Sunrise Blvd	1.02	D6	1.8	$756,910	566
400	Bicycle Lane	La Riviera Dr	Watt Ave	Watt Ave	0.02	C4	1.8	$12,570	566
454	Bicycle Lane	Nimbus Rd	Folsom Blvd	Albany Ave	0.67	B6	1.8	$495,645	566
479	Bicycle Lane	Palmerson Dr	Elverta Rd	Shandwick Dr	0.32	A5	1.8	$235,075	566
498	Bicycle Lane	Q St	16th St	18th St	0.43	A4	1.8	$317,075	566
551	Bicycle Lane	Tributary Point Dr	Tributary Crossing Dr	Hazel Ave	0.41	B6	1.8	$301,680	566
621	Buffered Bicycle Lane	Dwight Rd	End of Street At Rr Tracks	Franklin Blvd	0.60	E4	1.8	$95,155	566
660	Bicycle Boulevard	Bell Ave	Dayton St	Winters St	0.44	B4	1.8	$127,825	566
846	Study Corridor	Old Auburn Rd	Wachtel Way	Northern County Border	0.30	A6	1.8	$619,215	566

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
42	Shared-Use Path	Arden Way Connector	American River Bike Trl	Arden Way	0.15	C5	1.75	$250,210	581
99	Shared-Use Path	I-5 Trail Connector	I-5 Trail	Freeport Blvd	0.39	E3	1.75	$639,760	581
246	Bicycle Lane	Bruceville Rd	Bilby Rd	Lambert Rd	4.02	F4	1.75	$2,967,960	581
328	Bicycle Lane	Folsom Blvd	Hazel Ave	Future road east of California Circle	1.15	B6	1.75	$853,075	581
329	Bicycle Lane	Folsom Blvd	Future road east of California Circle	US 50 EB	0.12	B6	1.75	$85,310	581
350	Bicycle Lane	Grant Line Rd	White Rock Rd	Waterman Rd	17.95	D6	1.75	$13,265,620	581
384	Bicycle Lane	Kammerer Rd	Lent Ranch Pkwy	Promenade Pkwy	0.36	F5	1.75	$267,590	581
619	Bicycle Lane	Zinfandel Dr	Douglas Rd	Kiefer Blvd	2.18	C6	1.75	$1,614,805	581
626	Buffered Bicycle Lane	Elk Grove Blvd	I 5 SB	Franklin Blvd	2.07	E4	1.75	$328,040	581
633	Buffered Bicycle Lane	Kammerer Rd	Bruceville Rd	Lent Ranch Pkwy	2.49	F4	1.75	$393,670	581
13	Shared-Use Path	Windsor Village Ln	Pennsylvania Ave	Sunrise Hills Dr	0.02	B6	1.65	$29,060	591
14	Shared-Use Path	Westcamp Rd	Rimwood Dr	Westcamp Rd	0.02	B6	1.65	$30,260	591
22	Shared-Use Path	Wolfe Heights Trail Connector	Wolfe Heights Trail	Passalis Ln	0.19	D5	1.65	$303,815	591
25	Shared-Use Path	Wolfe Heights Trail Connector Spur	Passalis Ln Ext	Wolfe Heights Trail Connector	0.04	D5	1.65	$57,610	591
44	Shared-Use Path	Ascot Avenue Connector	W 6th St	E Levee Rd	0.15	B3	1.65	$246,280	591
75	Shared-Use Path	Elm Ave	Elm Avenue Trail	Elm Avenue Trail	0.07	A6	1.65	$122,140	591
101	Shared-Use Path	Jackson Rd	Eagles Nest Rd	Sunrise Blvd	1.02	D6	1.65	$1,663,945	591
122	Shared-Use Path	Nemdec Trail	Ascot Avenue Connector	W Elkhorn Blvd	1.25	B3	1.65	$2,039,130	591
146	Shared-Use Path	Radio Rd	Upper Westside New Class 2	Witter Way	0.63	B3	1.65	$1,037,900	591

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
173	Bicycle Lane	Future Oates Dr/ Butterfield Way Connection	Oates Dr	Butterfield Way	0.22	C5	1.65	$163,220	591
174	Bicycle Lane	Future Waterman Rd Ext	Gerber Creek Trail	Waterman Rd	0.15	D5	1.65	$109,135	591
186	Bicycle Lane	W U St	W Delano St	W U St	0.33	A3	1.65	$243,340	591
205	Bicycle Lane	9th St	U St	Elverta Rd	0.66	A4	1.65	$485,780	591
207	Bicycle Lane	Adair St	El Modena Ave	Elwyn Ave	0.50	A4	1.65	$371,080	591
225	Bicycle Lane	Artesia Rd	Elwyn Ave	El Modena Ave	0.49	A4	1.65	$361,935	591
227	Bicycle Lane	Ascot Ave	W 2nd St	4th St	0.51	B4	1.65	$373,390	591
242	Bicycle Lane	Allegheny Dr	Hyannis Way	Hyannis Way	0.01	C5	1.65	$9,495	591
249	Bicycle Lane	Bryte Bend Rd	Upper Westside New Class 1	San Juan Rd	0.73	B3	1.65	$538,460	591
257	Bicycle Lane	Carey Rd	Del Paso Rd	Sotnip Rd	0.02	B3	1.65	$13,805	591
258	Bicycle Lane	Cavallo Real Way	Mustang Way	Winding Way	0.01	B5	1.65	$7,850	591
278	Bicycle Lane	Cozzins Ct	Smith Farm Ct	Yvonne Way	0.02	B6	1.65	$17,675	591
292	Bicycle Lane	Dory Way	Greenridge Way	Lake Knoll Ln	0.36	B6	1.65	$263,740	591
298	Bicycle Lane	E St	10th St	24th St	1.73	B4	1.65	$1,275,940	591
306	Bicycle Lane	El Rio Ave	W Elverta Rd	W Delano St	0.31	A3	1.65	$227,750	591
307	Bicycle Lane	El Verano Ave	Elverta Rd	Antelope St	0.98	A4	1.65	$726,910	591
314	Bicycle Lane	Elverta Rd	Antelope Rd	Sassafras Way	0.15	A5	1.65	$112,320	591
333	Bicycle Lane	Fulton Ave	Auburn Blvd	Auburn Blvd	0.02	B4	1.65	$12,870	591
347	Bicycle Lane	Grant Ave	Grant Avenue Trail	Hollister Ave	0.63	B5	1.65	$463,535	591
366	Bicycle Lane	Folsom Blvd	Paseo Rio Way	Paseo Rio Way	0.02	C5	1.65	$11,745	591
412	Bicycle Lane	Los Rios Dr	Mcclaren Dr	Shelato Way	0.06	C5	1.65	$44,840	591
421	Bicycle Lane	Marysville Blvd	Rio Linda Blvd	Straugh Rd	2.19	A4	1.65	$1,617,720	591

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
426	Bicycle Lane	Mcclaren Dr	Sand Bar Cir	Shelato Way	0.32	C5	1.65	$239,130	591
435	Bicycle Lane	Minnesota Ave	Winding Way	Sunset Ave	0.56	B6	1.65	$411,105	591
436	Bicycle Lane	Mission Ave	Fair Oaks Blvd	Arden Way	0.58	C5	1.65	$425,590	591
460	Bicycle Lane	Nott Ln	Roca Way	Antelope Rd	0.01	A5	1.65	$10,400	591
463	Bicycle Lane	Oates Dr	End of Oates Dr	Bradshaw Rd	0.20	C5	1.65	$144,365	591
464	Bicycle Lane	Old Ranch Rd	Cranford Way	Kenneth Ave	0.44	A6	1.65	$322,635	591
481	Bicycle Lane	Palmyra Dr	Madison Ave	Dory Way	0.34	B6	1.65	$252,245	591
501	Bicycle Lane	Radio Rd	El Centro Rd	Garden Hwy	1.18	B3	1.65	$868,650	591
522	Bicycle Lane	Shelato Way	Los Rios Dr	Mcclaren Dr	0.51	C5	1.65	$373,765	591
547	Bicycle Lane	Titan Dr	Elverta Rd	Turbine Dr	0.36	A5	1.65	$265,335	591
581	Bicycle Lane	W Ascot Ave	W 2nd St	W 6th St	0.49	B4	1.65	$363,480	591
597	Bicycle Lane	Walnut Grove Brg	Hwy 160	River Rd	0.09	H3	1.65	$64,540	591
611	Bicycle Lane	Winding Way	Olivegate Dr	Isabella Ave	0.00	B5	1.65	$3,495	591
653	Bicycle Boulevard	Appalachian Dr	Escobar Way	Hyannis Way	0.05	C5	1.65	$13,340	591
666	Bicycle Boulevard	Boyer Dr	Sarah Ct	Oak Ave	0.09	C5	1.65	$25,690	591
669	Bicycle Boulevard	Buffalo Ave	Main Ave	Mississippi Bar Dr	0.44	B6	1.65	$126,715	591
670	Bicycle Boulevard	Butterfield Way	Mira Del Rio Dr	Stoughton Way	0.26	C5	1.65	$75,390	591
682	Bicycle Boulevard	Cook Riolo Rd	Pearlstone Dr	Great Valley Dr	0.14	A5	1.65	$40,820	591
683	Bicycle Boulevard	Crondall Dr	Wilhaggin Dr	Estates Dr	0.30	C5	1.65	$87,425	591
685	Bicycle Boulevard	Dredger Way	Main Ave	Buffalo Ave	0.51	B6	1.65	$149,260	591
688	Bicycle Boulevard	Escobar Way	Mira Del Rio Dr	Appalachian Dr	0.27	C5	1.65	$79,690	591
697	Bicycle Boulevard	Great Valley Dr	Cook Riolo Rd	Antelope North Rd	0.52	A5	1.65	$150,820	591
698	Bicycle Boulevard	Greenridge Way	Minnesota Ave	Dory Way	0.22	B6	1.65	$62,800	591

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
706	Bicycle Boulevard	Hyannis Way	Appalachian Dr	Bradshaw Rd	0.04	C5	1.65	$12,650	591
716	Bicycle Boulevard	Primrose Dr	Lake Knoll Ln	Lake Knoll Ln	0.26	B6	1.65	$74,920	591
732	Bicycle Boulevard	Minnesota Ave	Sunset Ave	Greenridge Way	0.23	B6	1.65	$65,660	591
738	Bicycle Boulevard	New York Ave	Magnolia Ave	Fair Oaks Blvd	0.19	B6	1.65	$54,205	591
740	Bicycle Boulevard	Northam Dr	Elverta Rd	Redwater Dr	0.56	A5	1.65	$161,600	591
744	Bicycle Boulevard	Olive Ave	Natoma Ave	Olive Ave	0.04	B6	1.65	$12,355	591
755	Bicycle Boulevard	Primrose Dr	Lake Knoll Ln	Wildridge Dr	0.04	B6	1.65	$12,540	591
761	Bicycle Boulevard	River Walk Way	Sand Bar Cir	Sand Bar Cir	0.03	C5	1.65	$8,420	591
770	Bicycle Boulevard	San Lorenzo Way	San Lorenzo Way	Palm Dr	0.11	B5	1.65	$32,115	591
771	Bicycle Boulevard	San Ramon Way	Fair Oaks Blvd	La Sierra Dr	0.39	C5	1.65	$114,065	591
781	Bicycle Boulevard	Stoughton Way	Mira Del Rio Dr	Butterfield Way	0.41	C5	1.65	$119,840	591
24	Shared-Use Path	Rogers Rd	Admiral Ln	Admiral Ln	0.00	D5	1.6	$255	656
36	Shared-Use Path	Alder Creek Trail	Aerojet Rd	Future road east of California Circle	1.43	B6	1.6	$2,347,990	656
49	Shared-Use Path	Bryte Bend Rd	Private road	Upper Westside New Class 2	0.52	C3	1.6	$852,525	656
53	Shared-Use Path	Calvine Rd	Bader Rd	Grant Line Rd	2.63	E5	1.6	$4,299,190	656
58	Shared-Use Path	Curragh Downs Trail	Curragh Downs Dr	Illinois Ave	0.05	B6	1.6	$83,880	656
91	Shared-Use Path	Golden Gate Ave	Granite Ave	Golden Gate Avenue Trail	0.12	A6	1.6	$203,975	656
92	Shared-Use Path	Granite Avenue Trail	Cherry Ave	Placer County Trail	0.46	A6	1.6	$758,030	656
98	Shared-Use Path	I-5 Trail Connector	Dwight Rd	I-5 Trail	1.08	E4	1.6	$1,763,930	656
126	Shared-Use Path	Nimbus Rd	Albany Ave	Alder Creek Trail	0.60	B6	1.6	$988,060	656
137	Shared-Use Path	Phoenix Park Trail	Groff Dr	Sunset Ave	0.37	B6	1.6	$608,755	656
139	Shared-Use Path	Placer County Trail	Santa Juanita Trail	Wpa Powerline Trail	2.65	A6	1.6	$4,339,300	656

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
141	Shared-Use Path	Placerville Road Trail	White Rock Rd	US 50 EB	1.55	B8	1.6	$4,931,370	656
145	Shared-Use Path	Quiggle Rd	West Ln	Herald Rd	0.03	G6	1.6	$43,070	656
159	Shared-Use Path	Stone Lakes Refuge Trail	Sacramento River Trail	I 5 NB	1.92	E3	1.6	$3,148,160	656
168	Shared-Use Path	White Rock Rd	Rancho Cordova City Limit	Grant Line Rd	3.68	C6	1.6	$6,022,150	656
179	Bicycle Lane	Future Kenosha Rd Ext	Kenosha Rd	White Rock Rd	1.58	C6	1.6	$1,168,325	656
209	Bicycle Lane	Future Waterman Rd Ext	Gerber Creek Trail	Gerber Rd	0.35	D5	1.6	$259,800	656
210	Bicycle Lane	Aerojet Rd	Aerojet Rd	Louisiana Rd	0.72	B6	1.6	$532,920	656
212	Bicycle Lane	Bayou Way	Airport Blvd	Airport Blvd	0.06	B2	1.6	$46,140	656
256	Bicycle Lane	Cardwell Ave	Oak Ave	Golden Gate Ave	0.50	A6	1.6	$368,290	656
259	Bicycle Lane	Cctc Trail	Rancheria Dr	Green Rd	0.01	E6	1.6	$4,455	656
262	Bicycle Lane	Cherry Ave	Hazel Ave	Mountain Ave	1.27	A6	1.6	$935,530	656
282	Bicycle Lane	Curragh Downs Dr	Curragh Downs Trail	Hazel Ave	0.50	B6	1.6	$368,960	656
287	Bicycle Lane	Del Paso Rd	Upper Westside New Class 1	Power Line Rd	0.86	B2	1.6	$638,015	656
310	Bicycle Lane	Elkhorn Blvd Extension	Power Line Rd	Airport Blvd	1.02	B2	1.6	$753,605	656
343	Bicycle Lane	Golden Gate Ave	Granite Ave	Cardwell Ave	0.80	A6	1.6	$588,015	656
344	Bicycle Lane	Golden Gate Ave	Hazel Ave	Golden Gate Avenue Trail	0.64	A6	1.6	$469,840	656
390	Bicycle Lane	Kenosha Rd	Albany Ave	Louisiana Rd	0.58	B6	1.6	$431,485	656
397	Bicycle Lane	Kost Rd	Orr Rd	Tudor St	3.22	H5	1.6	$2,380,685	656
409	Bicycle Lane	Lone Tree Rd	Meister Way	W Elverta Rd	2.50	A3	1.6	$1,849,425	656

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
445	Bicycle Lane	Mountain Ave	Oak Ave	Cherry Ave	0.75	A6	1.6	$552,810	656
448	Bicycle Lane	N Bayou Way	Airport Blvd	Garden Hwy	1.90	B2	1.6	$1,404,025	656
452	Bicycle Lane	New Hope Rd	Orr Rd	Turnace Ct	2.72	G5	1.6	$2,013,230	656
468	Bicycle Lane	Orr Rd	New Hope Rd	Sparrow Dr	3.93	G5	1.6	$2,907,170	656
490	Bicycle Lane	Phoenix Ave	Illinois Ave	Runway Dr	0.89	B6	1.6	$657,075	656
519	Bicycle Lane	Santa Juanita Ave	Dowd Ct	Barten Rd	0.97	A7	1.6	$714,015	656
529	Bicycle Lane	Sloughhouse Rd	Jackson Rd	Grant Line Rd	4.30	D6	1.6	$3,180,280	656
561	Bicycle Lane	Birkmont Dr	Aerojet Rd	Aerojet Rd	0.02	B6	1.6	$12,860	656
601	Bicycle Lane	Welch Rd	Alta Mesa Rd	Pond Ln	0.01	E6	1.6	$9,760	656
729	Bicycle Boulevard	Mcclaren Dr	Shelato Way	Arden Way	0.36	C5	1.6	$105,145	656
731	Bicycle Boulevard	Mills Rd	Huntington Rd	Drake Cir	0.22	C4	1.6	$64,440	656
848	Study Corridor	Prairie City Rd	US 50 EB	White Rock Rd	1.95	B7	1.6	$4,006,615	656
861	Study Corridor	W Elverta Rd	E Levee Rd	Hwy 99 SB Ramps	3.02	A3	1.6	$6,224,205	656
37	Shared-Use Path	Alder Creek Trail	Alder Creek Pkwy	Pairie City Rd	2.03	B7	1.6	$9,014,440	656
61	Shared-Use Path	Deer Creek Trail	White Rock Rd	Alder Creek Trail	0.18	B7	1.6	$3,976,560	656
196	Bicycle Lane	32nd St	Recreation Way	U St	1.97	A4	1.55	$1,458,175	701
295	Bicycle Lane	Dudley Blvd	Ae St	Dudley Way	0.21	B4	1.55	$153,665	701
51	Shared-Use Path	Bryte Bend Rd	Upper Westside New Class 2	Upper Westside New Class 2	0.23	B3	1.5	$378,405	703
52	Shared-Use Path	Bryte Bend Rd	Upper Westside New Class 2	Upper Westside New Class 2	0.49	B3	1.5	$806,410	703
349	Bicycle Lane	Grant Line Rd	Railroad Overpass	Promenade Pkwy	0.76	F5	1.5	$561,030	703
393	Bicycle Lane	Kiefer Blvd	West Jackson Highway Master Plan New Class 1	Excelsior Rd	0.77	C5	1.5	$567,975	703

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
550	Bicycle Lane	Tributary Crossing Dr	Gold Pointe Ln	Tributary Point Dr	0.13	B6	1.5	$95,785	703
583	Bicycle Lane	W El Camino Ave	I 80 EB	El Centro Rd	0.24	B3	1.5	$179,740	703
590	Bicycle Lane	W Stockton Blvd	Kammerer Rd	Eschinger Rd	1.28	F5	1.5	$947,060	703
606	Bicycle Lane	Willard Pkwy	Bilby Rd	Bilby Rd	0.07	F4	1.5	$49,100	703
622	Buffered Bicycle Lane	Bilby Rd	Willard Pkwy	Bruceville Rd	1.60	F4	1.5	$253,060	703
59	Shared-Use Path	Deer Creek Trail	North of Jackson Rd	Laguna Creek Trail	4.09	D8	1.45	$6,697,705	712
60	Shared-Use Path	Deer Creek Trail	White Rock Rd	Laguna Creek Trail	5.25	C7	1.45	$8,586,420	712
82	Shared-Use Path	Folsom South Canal Trail	Twin Cities Rd	Dillard Rd	8.39	F6	1.45	$13,737,315	712
83	Shared-Use Path	Folsom South Canal Trail	Dillard Rd	Sloughhouse Rd	2.93	E6	1.45	$4,803,450	712
115	Shared-Use Path	Laguna Creek Trail	Deer Creek Trail	Eastern County Edge	4.84	C8	1.45	$6,495,440	712
156	Shared-Use Path	So. American River Trail	Escobar Way Connector	Escobar Way Connector	0.00	C5	1.45	$4,290	712
158	Shared-Use Path	So. American River Trail	Escobar Way Connector	Escobar Way Connector	0.00	C5	1.45	$4,290	712
169	Shared-Use Path	White Rock Trail	Grant Line-White Rock Trail	White Rock Rd	5.61	B7	1.45	$9,187,410	712
279	Bicycle Lane	Cresthill Dr	Sheldon Lake Dr	Sloughhouse Rd	0.65	D6	1.45	$476,825	712
430	Bicycle Lane	Mckinley Ave	Twin Cities Rd	Clay Station Rd	0.93	F7	1.45	$687,275	712
434	Bicycle Lane	Michigan Bar Rd	Latrobe Rd	Jackson Rd	4.05	D8	1.45	$2,992,240	712
469	Bicycle Lane	Oxbow Dr	Tyler Island Bridge Rd	Terminous Rd	1.95	I2	1.45	$1,439,225	712
507	Bicycle Lane	Rio Linda Blvd	W Elverta Rd	Pleasant Grove Rd	2.04	A4	1.45	$1,510,620	712
523	Bicycle Lane	Sheldon Lake Dr	Grant Line Rd	Cresthill Dr	0.64	D6	1.45	$472,100	712

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
534	Bicycle Lane	State Highway 12	Hwy 160	Brannan Island Rd	5.50	I2	1.45	$4,067,530	712
546	Bicycle Lane	Terminous Rd	Jackson Slough Rd	Oxbow Dr	0.60	I2	1.45	$444,645	712
557	Bicycle Lane	Tyler Island Bridge Rd	Tyler Island Rd	Hwy 160	0.75	I2	1.45	$555,200	712
694	Bicycle Boulevard	Gilman Way	Gay Way	Kirkby Way	0.65	B5	1.4	$187,570	729
35	Shared-Use Path	Aerojet Rd	Easton Place Land Use Master Plan New Class 2	Alder Creek Trail	0.12	B6	1.35	$195,875	730
46	Shared-Use Path	Airport Blvd	N Bayou Way	Elk Horn Blvd Extension	0.12	B2	1.35	$202,375	730
50	Shared-Use Path	Bryte Bend Rd	Upper Westside New Class 2	Private road	0.26	B3	1.35	$418,120	730
105	Shared-Use Path	Kiefer Blvd	Jackson Rd	Tree View Rd	0.27	D6	1.35	$440,195	730
124	Shared-Use Path	Nemdec Trail	W Elverta Rd	E Levee Rd	1.52	A3	1.35	$2,486,170	730
127	Shared-Use Path	Nimbus Rd	Aerojet Rd	Nimbus Rd	0.61	B6	1.35	$991,385	730
138	Shared-Use Path	Phoenix/Windsock Connector	Windsock Ave	Phoenix Ave	0.03	B6	1.35	$46,925	730
191	Bicycle Lane	16th St	Ascot Ave	Elkhorn Blvd	1.33	B4	1.35	$981,035	730
192	Bicycle Lane	16th St	Q St	Northern County Border	2.28	A4	1.35	$1,687,960	730
193	Bicycle Lane	20th St	Ascot Ave	Q St	2.00	A4	1.35	$1,478,375	730
208	Bicycle Lane	Adair St	El Modena Ave	El Verano Ave	0.33	A4	1.35	$247,595	730
213	Bicycle Lane	Bayou Way	I 5 SB	Airport Blvd	0.12	B2	1.35	$88,670	730
218	Bicycle Lane	American River Dr	Jacob Ln	Los Rios Dr	0.38	C5	1.35	$281,675	730
220	Bicycle Lane	Antelope North Rd	Poker Ln	Great Valley Dr	1.09	A5	1.35	$805,195	730
222	Bicycle Lane	Antelope Rd	Antelope Rd	Elverta Rd	0.27	A5	1.35	$198,815	730

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
241	Bicycle Lane	Bradshaw Rd	Hyannis Way	Folsom Blvd	0.13	C5	1.35	$93,210	730
247	Bicycle Lane	Bryte Bend Rd	Garden Hwy	Private road	0.25	C3	1.35	$183,565	730
248	Bicycle Lane	Bryte Bend Rd	Upper Westside New Class 1	Private road	0.51	C3	1.35	$375,470	730
250	Bicycle Lane	Bryte Bend Rd	Private road	Upper Westside New Class 2	0.25	B3	1.35	$181,845	730
276	Bicycle Lane	Country Lake Dr	Country Creek Dr	Petite Creek Dr	0.12	A6	1.35	$91,010	730
277	Bicycle Lane	Courtland Brg	Hwy 160	River Rd	0.13	G2	1.35	$97,330	730
336	Bicycle Lane	Garfield Ave	Gibbons Dr	Cypress Ave	0.24	B5	1.35	$178,980	730
398	Bicycle Lane	L St	L Street Trail	La Serena Dr	0.05	B6	1.35	$33,340	730
418	Bicycle Lane	Marengo Rd	Twin Cities Rd	Boessow Rd	2.51	G6	1.35	$1,853,940	730
432	Bicycle Lane	Meister Way	Lone Tree Rd	Metro Air Pkwy	0.50	B3	1.35	$369,835	730
433	Bicycle Lane	Metro Air Pkwy	Meister Way	Bayou Way	0.50	B2	1.35	$371,300	730
470	Bicycle Lane	Palladay Rd	Palladay Rd	El Verano Ave	0.42	A4	1.35	$311,290	730
471	Bicycle Lane	Palladay Rd	Elverta Specific Plan New Class 2	Palladay Rd	0.24	A4	1.35	$178,295	730
499	Bicycle Lane	Q St	W Q St	2nd St	0.08	A4	1.35	$62,750	730
528	Bicycle Lane	Skyking Rd	Power Line Rd	Metro Air Pkwy	0.38	A2	1.35	$280,945	730
555	Bicycle Lane	Twin Cities Rd	Mckenzie Rd	Carillion Blvd	0.19	G5	1.35	$138,915	730
562	Bicycle Lane	Illinois Ave	Sailor Bar Trail	Illinois Ave	0.09	B6	1.35	$64,770	730
572	Bicycle Lane	Palladay Rd Ext	Palladay Rd	Elverta Specific Plan New Class 2	0.14	A4	1.35	$100,855	730
577	Bicycle Lane	Vought Dr	Windsock Ave	Flyway Dr	0.09	B6	1.35	$66,445	730
584	Bicycle Lane	W Elkhorn Blvd	Golden State Hwy	Power Line Rd	1.96	A3	1.35	$1,450,205	730
593	Bicycle Lane	Walerga Rd	Old Dairy Dr	Country Run Way	0.11	A5	1.35	$78,310	730

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
600	Bicycle Lane	Waterman Rd	Dersingham Dr	Vintage Park Dr	0.72	D5	1.35	$532,620	730
612	Bicycle Lane	Windsock Ave	Vought Dr	Winding Oak Dr	0.16	B6	1.35	$115,310	730
665	Bicycle Boulevard	Blackfoot Way	Pima Way	Navaho Dr	0.11	A5	1.35	$32,745	730
735	Bicycle Boulevard	Mississippi Bar Dr	Buffalo Ave	Buffalo Ave	0.02	B7	1.35	$6,665	730
797	Bicycle Boulevard	Wildhawk West Dr	Wingspan Dr	Vineyard Rd	0.70	D5	1.35	$202,915	730
802	Bicycle Boulevard	Wingspan Dr	Vineyard Rd	Wildhawk West Dr	0.44	D5	1.35	$129,000	730
868	Shared-Use Path	Off-Street	Mira Del Rio Dr	Rancho Cordova Class I	0.03	C5	1.35	$56,890	730
401	Bicycle Lane	La Serena Dr	Hazel Ave	L St	0.59	B6	1.3	$432,705	773
586	Bicycle Lane	W Elverta Rd	Golden State Hwy	Garden Hwy	3.43	A2	1.3	$2,532,470	773
1	Shared-Use Path	Trail To Rancho Seco Park	Twin Cities Rd	Rancho Seco Park	1.23	F8	1.2	$2,013,785	775
23	Shared-Use Path	Rogers Rd Utility Corridor	Wolfe Heights Trail	Heathfield Way	0.96	D5	1.2	$1,564,845	775
72	Shared-Use Path	Hwy 99 NB	Elk Grove Uprr Trail	Elk Grove Uprr Trail	0.41	F5	1.2	$673,280	775
120	Shared-Use Path	Mokelumne River Trail	Bean Ranch Rd	Levee Rd	0.42	G4	1.2	$679,750	775
195	Bicycle Lane	River Rd	Hood Franklin Rd	2nd St	0.09	F3	1.2	$69,950	775
229	Bicycle Lane	Auburn Blvd	Marconi Ave	Edison Ave	0.02	B4	1.2	$13,725	775
244	Bicycle Lane	Brannan Island Rd	W Brannan Island Rd	State Highway 12	2.51	I2	1.2	$1,851,830	775
288	Bicycle Lane	Franklin Blvd	Desmond Rd	Desmond Rd	0.01	G4	1.2	$10,770	775
316	Bicycle Lane	Elwyn Ave	W U St	W Elverta Rd	0.65	A4	1.2	$477,025	775
372	Bicycle Lane	I St	14th St	24th St	1.25	A4	1.2	$924,825	775
379	Bicycle Lane	Jackson Slough Rd	Terminous Rd	Brannan Island Rd	2.54	I2	1.2	$1,880,430	775
391	Bicycle Lane	Brannan Island Rd	State Highway 12	Kettleman Ln	0.14	I2	1.2	$103,600	775
472	Bicycle Lane	Simmerhorn Rd	Palm Ave	Palm Ave	0.03	G5	1.2	$25,310	775

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
582	Bicycle Lane	W Brannan Island Rd	Brannan Island Rd	Brannan Island Rd	3.96	I2	1.2	$2,927,170	775
588	Bicycle Lane	W M St	M St	Marysville Blvd	0.48	A4	1.2	$356,605	775
237	Bicycle Lane	Boessow Rd	Marengo Rd	Alta Mesa Rd	3.04	G6	1.15	$2,245,815	790
238	Bicycle Lane	Borden Rd	Herald Rd	Alta Mesa Rd	0.98	G6	1.15	$723,780	790
272	Bicycle Lane	Colony Rd	Dillard Rd	Valensin Rd	6.01	F6	1.15	$4,444,335	790
321	Bicycle Lane	Ethan Way	Hurley Way	Hurley Way	0.08	C4	1.15	$55,875	790
330	Bicycle Lane	Franklin Blvd	Willard Pkwy	Twin Cities Rd	7.09	F4	1.15	$5,241,350	790
365	Bicycle Lane	Hood Franklin Rd	2nd St	Franklin Blvd	3.72	F3	1.15	$2,748,845	790
371	Bicycle Lane	Hwy 160	Sutter Slough Bridge Rd	Walnut Grove Brg	6.73	G3	1.15	$4,976,055	790
526	Bicycle Lane	Simmerhorn Rd	Palm Ave	Clay Station Rd	6.76	G6	1.15	$4,996,200	790
554	Bicycle Lane	Twin Cities Rd	River Rd	W Stockton Blvd	12.28	G4	1.15	$9,077,305	790
603	Bicycle Lane	White Rock Rd	Grant Line Rd	White Rock Trail	6.38	B7	1.15	$4,714,910	790
226	Bicycle Lane	Ascot Ave	Dry Creek Rd	Patrol Rd	1.24	B4	1.1	$916,220	800
297	Bicycle Lane	Dudley Way	Dudley Blvd	Bailey Loop	0.12	B4	1.1	$87,580	800
299	Bicycle Lane	Eagles Nest Rd	Kiefer Blvd	Grant Line Rd	4.05	D6	1.1	$2,992,150	800
423	Bicycle Lane	Mayhew Rd	Jackson Rd	Elder Creek Rd	1.42	D5	1.1	$1,051,860	800
414	Bicycle Lane	Main Ave	Sunset Ave	Winding Oak Dr	0.42	B6	1.05	$312,375	804
992	Shared-Use Path	Walnut Grove To Isleton Abandon Rail	Jackson Slough Rd	C St Walnut Grove	9.10	H3	1	$14,899,453	805
201	Bicycle Lane	4th St	Ascot Ave	Rio Linda Blvd	0.35	B4	0.9	$262,220	806
239	Bicycle Lane	Borden Rd	Twin Cities Rd	West Ln	0.34	G6	0.9	$253,565	806
243	Bicycle Lane	Bradshaw Rd	Mira Del Rio Dr	Hyannis Way	0.30	C5	0.9	$224,595	806
317	Bicycle Lane	Elwyn Ave	Rio Linda Blvd	Locust Rd	0.90	A4	0.9	$662,805	806

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
395	Bicycle Lane	Kiefer Blvd	Folsom Blvd	Reith Ct	0.41	C4	0.9	$300,120	806
424	Bicycle Lane	Mayhew Rd	2220 Ft N of Jackson Rd	Jackson Rd	0.33	D5	0.9	$242,460	806
429	Bicycle Lane	Mckenzie Rd	Arno Rd	Twin Cities Rd	2.38	G5	0.9	$1,760,735	806
467	Bicycle Lane	Orangevale Ave	Main Ave	Placer Mine Rd	0.25	A6	0.9	$183,880	806
579	Bicycle Lane	W 6th St	W Ascot Ave	Marysville Blvd	1.85	A3	0.9	$1,366,465	806
580	Bicycle Lane	W 6th St	Straugh Rd	W U St	0.36	A3	0.9	$267,260	806
589	Bicycle Lane	W Q St	Q St	Q Street Trail	0.64	A4	0.9	$473,130	806
216	Bicycle Lane	Alta Mesa Rd	Dillard Rd	Boessow Rd	11.74	F6	0.85	$8,677,730	817
217	Bicycle Lane	Amalgam Way	Gold River Rd	Pyrites Way	0.47	B6	0.85	$349,625	817
240	Bicycle Lane	Borden Rd	Alta Mesa Rd	Clay Station Rd	3.00	G6	0.85	$2,215,285	817
261	Bicycle Lane	Cherokee Ln	Conley Rd	Boessow Rd	3.30	G6	0.85	$2,435,685	817
273	Bicycle Lane	Conley Rd	Cherokee Ln	Alta Mesa Rd	2.06	G6	0.85	$1,522,240	817
274	Bicycle Lane	Core Rd	Franklin Blvd	Ed Rau Rd	0.88	F4	0.85	$650,730	817
275	Bicycle Lane	Country Creek Dr	Country Trail Dr	Country Lake Dr	0.31	A6	0.85	$232,195	817
301	Bicycle Lane	Ed Rau Rd	Core Rd	Eschinger Rd	0.49	F4	0.85	$362,760	817
309	Bicycle Lane	Elk Grove Blvd	I 5 SB	I 5 SB	0.00	E3	0.85	$2,870	817
320	Bicycle Lane	Eschinger Rd	Ed Rau Rd	W Stockton Blvd	5.45	F4	0.85	$4,025,215	817
351	Bicycle Lane	Green Rd	Wilton Rd	Dillard Rd	2.55	E6	0.85	$1,884,585	817
403	Bicycle Lane	Lambert Rd	River Rd	Bruceville Rd	7.86	F3	0.85	$5,809,440	817
405	Bicycle Lane	Latrobe Rd	Jackson Rd	Michigan Bar Rd	7.26	D8	0.85	$5,366,470	817
497	Bicycle Lane	Pyrites Way	Gold River Rd	Amalgam Way	0.52	B6	0.85	$387,240	817
500	Bicycle Lane	Race Track Rd	Walnut Grove Thornton Rd	Tyler Island Rd	2.39	H3	0.85	$1,768,390	817

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
508	Bicycle Lane	Rising Rd	Alta Mesa Rd	Tavernor Rd	0.50	E6	0.85	$369,640	817
573	Bicycle Lane	Valensin Rd	Colony Rd	Alta Mesa Rd	0.86	F6	0.85	$635,235	817
594	Bicycle Lane	Walmort Rd	Dillard Rd	Alta Mesa Rd	3.71	F6	0.85	$2,740,110	817
599	Bicycle Lane	Walnut Grove Thornton Rd	Race Track Rd	Walnut Grove Rd	0.98	H3	0.85	$726,125	817
607	Bicycle Lane	Wilton Rd	Grant Line Rd	Dillard Rd	3.13	E6	0.85	$2,310,300	817
223	Bicycle Lane	Arno Rd	Valensin Ranch Rd	Riley Rd	2.25	F5	0.7	$1,665,130	837
245	Bicycle Lane	Bruceville Rd	Lambert Rd	Twin Cities Rd	2.12	G4	0.7	$1,570,710	837
265	Bicycle Lane	Christensen Rd	Twin Cities Rd	New Hope Rd	3.01	G5	0.7	$2,225,000	837
266	Bicycle Lane	Clay Station Rd	Borden Rd	Simmerhorn Rd	2.00	G7	0.7	$1,476,590	837
267	Bicycle Lane	Clay Station Rd	Mckinley Ave	Borden Rd	2.14	G7	0.7	$1,583,505	837
268	Bicycle Lane	Clay Station Rd	Dillard Rd	Twin Cities Rd	7.37	F7	0.7	$5,448,000	837
363	Bicycle Lane	Hobday Rd	Colony Rd	Folsom South Canal Trail	2.87	F6	0.7	$2,121,205	837
370	Bicycle Lane	Hwy 160	State Highway 12	Sherman Island East Levee Rd	10.40	J1	0.7	$7,685,315	837
451	Bicycle Lane	New Hope Rd	N New Hope Rd	Kost Rd	2.91	H4	0.7	$2,151,820	837
521	Bicycle Lane	Scott Rd	White Rock Rd	Latrobe Rd	7.92	C7	0.7	$5,850,785	837
537	Bicycle Lane	Stonehouse Rd	Latrobe Rd	Jackson Rd	1.46	D8	0.7	$1,081,040	837
540	Bicycle Lane	Sunrise Blvd	Jackson Rd	Grant Line Rd	1.43	D6	0.7	$1,055,905	837
558	Bicycle Lane	Tyler Island Rd	Race Track Rd	Tyler Island Bridge Rd	4.72	H3	0.7	$3,490,280	837
574	Bicycle Lane	Valensin Rd	Arno Rd	Colony Rd	3.01	F6	0.7	$2,221,695	837
618	Bicycle Lane	Woods Rd	Colony Rd	Alta Mesa Rd	1.00	F6	0.7	$735,670	837

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
628	Buffered Bicycle Lane	Franklin Blvd	Twin Cities Rd	N Thornton Rd	2.45	G4	0.7	$387,675	837
236	Bicycle Lane	Blake Rd	Colony Rd	Alta Mesa Rd	0.99	F6	0.6	$733,020	853
302	Bicycle Lane	El Centro Rd	Upper Westside New Class 1	W El Camino Ave	0.28	B3	0.6	$204,640	853
530	Bicycle Lane	Sorento Rd	W Elverta Rd	Rio Linda Blvd	1.25	A3	0.6	$924,695	853
545	Bicycle Lane	Tavernor Rd	Quince Ln	Rising Rd	3.80	E6	0.6	$2,805,285	853
598	Bicycle Lane	Walnut Grove Rd	Walnut Grove Thornton Rd	W Walnut Grove Rd	0.03	H3	0.6	$19,655	853
699	Bicycle Boulevard	Groff Dr	La Serena Dr	Phoenix Park Trail	0.09	B6	0.6	$26,215	853
765	Bicycle Boulevard	Runway Dr	Sunset Ave	Phoenix Ave	0.54	B6	0.6	$156,000	853
376	Bicycle Lane	Ione Rd	Jackson Rd	East County Border	6.17	E8	0.45	$4,557,210	860
402	Bicycle Lane	Laguna Rd	Twin Cities Rd	Twin Cities Rd	0.02	F7	0.45	$12,850	860
496	Bicycle Lane	Power Line Rd	W Elverta Rd	North County Border	1.49	A2	0.45	$1,098,970	860
505	Bicycle Lane	Riley Rd	Dillard Rd	Arno Rd	2.58	F5	0.45	$1,910,235	860
869	Shared-Use Path	Glory Ln	Grant Line Rd	End of Street	1.50	C7	0.45	$2,457,685	860
870	Bicycle Lane	El Verano Ave	Elverta Specific Plan		1.43	A4	-	$1,058,928	-
871	Bicycle Lane	Elverta Rd	Elverta Specific Plan		0.29	A4	-	$216,148	-
872	Bicycle Lane	Elverta Rd	Elverta Specific Plan		0.13	A4	-	$95,717	-
873	Bicycle Lane	El Modena Ave	Elverta Specific Plan		0.04	A4	-	$27,271	-
874	Bicycle Lane	Elverta Rd	Elverta Specific Plan		0.57	A4	-	$425,219	-
875	Bicycle Lane	Elverta Rd	Elverta Specific Plan		0.17	A4	-	$124,680	-
876	Bicycle Lane	Elverta Rd	Elverta Specific Plan		0.10	A4	-	$73,088	-

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
877	Bicycle Lane	Aerojet Rd	Easton Place Land Use Master Plan		0.72	B6	-	$534,937	-
878	Bicycle Lane	El Modena Ave	Elverta Specific Plan		0.25	A4	-	$182,482	-
879	Bicycle Lane	9th St	Elverta Specific Plan		0.57	A4	-	$426,515	-
880	Bicycle Lane	Palladay Rd	Elverta Specific Plan		0.24	A4	-	$178,970	-
881	Bicycle Lane	Palladay Rd	Elverta Specific Plan		0.14	A4	-	$101,235	-
882	Bicycle Lane	16th St	Elverta Specific Plan		0.67	A4	-	$497,412	-
883	Bicycle Lane	Dry Creek Rd	Elverta Specific Plan		0.10	A4	-	$73,283	-
884	Bicycle Lane	Elverta Rd	Elverta Specific Plan		0.75	A4	-	$555,944	-
885	Bicycle Lane	Elverta Rd	Elverta Specific Plan		0.17	A4	-	$123,916	-
886	Bicycle Lane	16th St	Elverta Specific Plan		1.00	A4	-	$739,230	-
887	Bicycle Lane	Adair St	Elverta Specific Plan		0.33	A4	-	$248,532	-
888	Bicycle Lane	El Modena Ave	Elverta Specific Plan		0.75	A4	-	$555,515	-
889	Shared-Use Path	New Class I	Elverta Specific Plan		2.66	A4	-	$4,356,063	-
890	Shared-Use Path	New Class I	Elverta Specific Plan		1.72	A4	-	$2,816,351	-
891	Shared-Use Path	New Class I	Elverta Specific Plan		1.83	A4	-	$2,994,454	-
892	Shared-Use Path	New Class I	Elverta Specific Plan		1.22	A4	-	$1,999,146	-
893	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.21	C7	-	$340,267	-
894	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.63	C7	-	$1,025,519	-
895	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.62	C7	-	$1,011,041	-
896	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.65	C7	-	$1,059,907	-

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
897	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.67	C7	-	$1,092,803	-
898	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.44	C7	-	$717,482	-
899	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.39	C7	-	$644,481	-
900	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.52	C7	-	$850,723	-
901	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.61	C7	-	$1,005,470	-
902	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.18	C7	-	$299,536	-
903	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.20	C7	-	$322,242	-
904	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.31	C7	-	$512,176	-
905	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.29	C7	-	$477,107	-
906	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.16	C7	-	$262,637	-
907	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.18	C7	-	$291,389	-
908	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.79	C7	-	$1,292,328	-
909	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.78	C7	-	$1,283,055	-
910	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.48	C7	-	$785,221	-
911	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.47	C7	-	$763,696	-

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
912	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		1.15	C7	-	$1,884,468	-
913	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.12	C7	-	$200,090	-
914	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.24	D7	-	$387,908	-
915	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.69	C7	-	$1,128,995	-
916	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.28	C7	-	$463,290	-
917	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.59	C7	-	$963,630	-
918	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.27	C7	-	$437,654	-
919	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.61	C7	-	$992,397	-
920	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.53	C7	-	$873,151	-
921	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.10	C7	-	$169,174	-
922	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.25	D7	-	$409,944	-
923	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.27	D7	-	$434,471	-
924	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.49	C7	-	$808,777	-
925	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.32	C7	-	$523,931	-

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
926	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		1.53	C7	-	$2,506,102	-
927	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.64	C7	-	$1,045,771	-
928	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.41	C7	-	$670,600	-
929	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.16	C7	-	$262,301	-
930	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.21	C7	-	$337,312	-
931	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		1.15	C7	-	$1,888,791	-
932	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		1.64	C7	-	$2,694,274	-
933	Shared-Use Path	Cordova Hills Master Plan New Class 1	Cordova Hills Master Plan		0.29	C7	-	$480,108	-
934	Bicycle Lane	Cordova Hills Master Plan New Class 2	Cordova Hills Master Plan		2.36	C7	-	$1,749,429	-
935	Bicycle Lane	Cordova Hills Master Plan New Class 2	Cordova Hills Master Plan		1.28	C7	-	$948,740	-
936	Bicycle Lane	Cordova Hills Master Plan New Class 2	Cordova Hills Master Plan		0.22	C7	-	$164,355	-
937	Bicycle Lane	Cordova Hills Master Plan New Class 2	Cordova Hills Master Plan		0.60	C7	-	$445,210	-
938	Bicycle Lane	Cordova Hills Master Plan New Class 2	Cordova Hills Master Plan		2.13	C7	-	$1,582,478	-
939	Bicycle Lane	Cordova Hills Master Plan New Class 2	Cordova Hills Master Plan		2.01	C7	-	$1,494,789	-

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
940	Bicycle Lane	Cordova Hills Master Plan New Class 2	Cordova Hills Master Plan		1.23	C7	-	$911,734	-
941	Bicycle Lane	Cordova Hills Master Plan New Class 2	Cordova Hills Master Plan		0.38	C7	-	$278,705	-
942	Bicycle Lane	Cordova Hills Master Plan New Class 2	Cordova Hills Master Plan		0.12	D7	-	$86,555	-
943	Bicycle Lane	Cordova Hills Master Plan New Class 2	Cordova Hills Master Plan		1.61	C7	-	$1,195,503	-
944	Bicycle Lane	Cordova Hills Master Plan New Class 2	Cordova Hills Master Plan		0.75	C7	-	$559,738	-
945	Bicycle Lane	Cordova Hills Master Plan New Class 2	Cordova Hills Master Plan		0.74	C7	-	$552,191	-
946	Bicycle Lane	Cordova Hills Master Plan New Class 2	Cordova Hills Master Plan		0.73	D7	-	$542,324	-
947	Bicycle Lane	Elverta Specific Plan New Class 2	Elverta Specific Plan		0.26	A4	-	$195,624	-
948	Bicycle Lane	Elverta Specific Plan New Class 2	Elverta Specific Plan		2.24	A4	-	$1,665,402	-
949	Bicycle Lane	Elverta Specific Plan New Class 2	Elverta Specific Plan		1.76	A4	-	$1,306,257	-
950	Bicycle Lane	Elverta Specific Plan New Class 2	Elverta Specific Plan		1.66	A4	-	$1,228,978	-
951	Bicycle Lane	Elverta Specific Plan New Class 2	Elverta Specific Plan		0.42	A4	-	$312,470	-
952	Shared-Use Path	Elverta Specific Plan New Class 1	Elverta Specific Plan		4.86	A4	-	$7,968,821	-
953	Bicycle Lane	Road B	Elverta Specific Plan		1.52	A4	-	$1,128,575	-
954	Bicycle Lane	Road A	Elverta Specific Plan		1.51	A4	-	$1,118,635	-

Table C-6. Bicycle Recommendations, continued

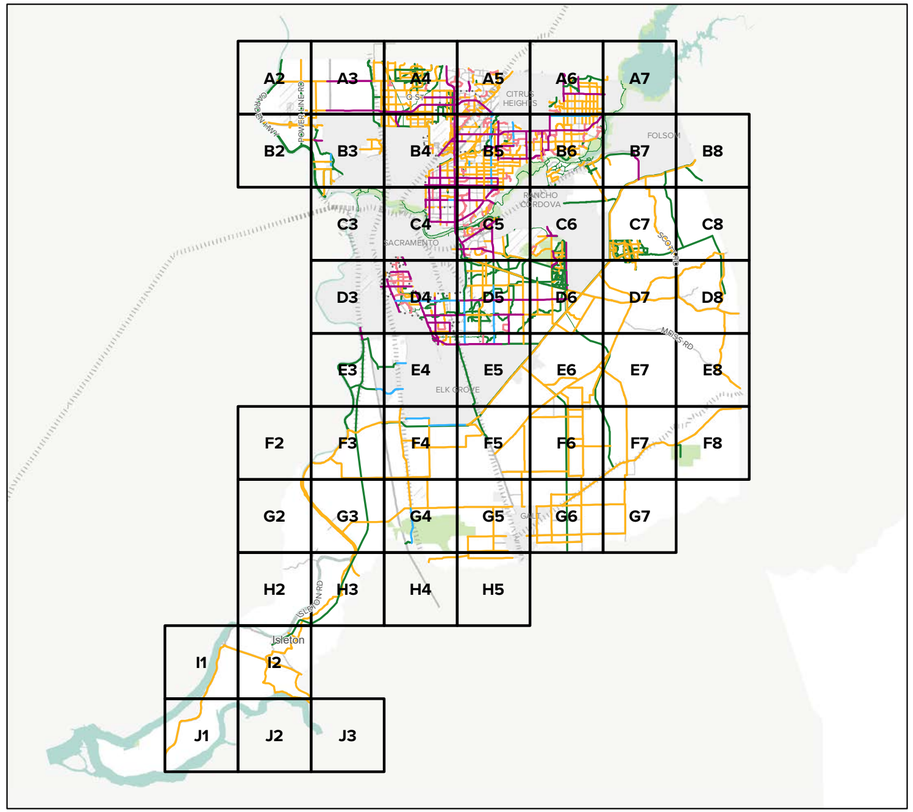
Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
955	Bicycle Lane	Easton Place Land Use Master Plan New Class 2	Easton Place Land Use Master Plan		0.26	B6	-	$193,652	-
956	Shared-Use Path	Aerojet Rd	Easton Place Land Use Master Plan		0.12	B6	-	$196,021	-
957	Shared-Use Path	Easton Place Land Use Master Plan New Class 1	Easton Place Land Use Master Plan		0.60	B6	-	$988,787	-
958	Shared-Use Path	Easton Place Land Use Master Plan New Class 1	Easton Place Land Use Master Plan		0.61	B6	-	$992,114	-
959	Shared-Use Path	Easton Place Land Use Master Plan New Class 1	Easton Place Land Use Master Plan		0.57	B6	-	$936,638	-
960	Shared-Use Path	Easton Place Land Use Master Plan New Class 1	Easton Place Land Use Master Plan		0.58	B6	-	$943,219	-
961	Shared-Use Path	Mather South Community Master Plan New Class 1	Mather South Community Master Plan		2.93	D6	-	$4,806,103	-
962	Shared-Use Path	Mather South Community Master Plan New Class 1	Mather South Community Master Plan		0.28	D6	-	$457,924	-
963	Shared-Use Path	Mather South Community Master Plan New Class 1	Mather South Community Master Plan		0.85	C6	-	$1,395,171	-
964	Shared-Use Path	Mather South Community Master Plan New Class 1	Mather South Community Master Plan		1.13	C6	-	$1,845,323	-
965	Shared-Use Path	Mather South Community Master Plan New Class 1	Mather South Community Master Plan		0.84	C6	-	$1,375,769	-

Table C-6. Bicycle Recommendations, continued

Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
966	Shared-Use Path	Mather South Community Master Plan New Class 1	Mather South Community Master Plan		1.47	D6	-	$2,414,397	-
967	Bicycle Lane	Mather South Community Master Plan New Class 2	Mather South Community Master Plan		2.00	C6	-	$1,486,800	-
968	Bicycle Lane	Mather South Community Master Plan New Class 2	Mather South Community Master Plan		0.70	C6	-	$516,290	-
969	Bicycle Lane	Mather South Community Master Plan New Class 2	Mather South Community Master Plan		0.65	C6	-	$479,494	-
970	Bicycle Lane	Mather South Community Master Plan New Class 2	Mather South Community Master Plan		0.37	D6	-	$275,920	-
971	Bicycle Lane	Mather South Community Master Plan New Class 2	Mather South Community Master Plan		0.51	D6	-	$378,144	-
972	Shared-Use Path	Newbridge Specific Plan New Class 1	Newbridge Specific Plan		2.21	D6	-	$3,625,813	-
973	Shared-Use Path	Newbridge Specific Plan New Class 1	Newbridge Specific Plan		0.20	D6	-	$330,339	-
974	Bicycle Lane	Newbridge Specific Plan New Class 2	Newbridge Specific Plan		0.18	D6	-	$131,852	-
975	Bicycle Lane	Newbridge Specific Plan New Class 2	Newbridge Specific Plan		1.29	D6	-	$957,581	-
976	Shared-Use Path	Newbridge Specific Plan New Class 1	Newbridge Specific Plan		1.22	D6	-	$2,006,119	-
977	Shared-Use Path	Newbridge Specific Plan New Class 1	Newbridge Specific Plan		0.10	D6	-	$160,588	-

Table C-6. Bicycle Recommendations, continued

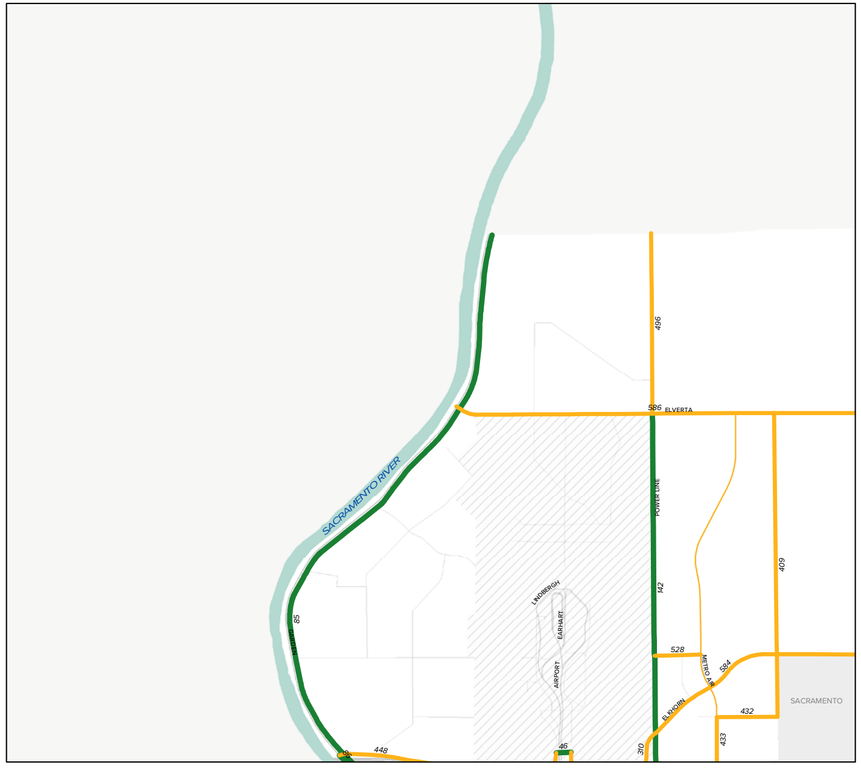
Project ID	Bicycle Class	On Street	From Street	To Street	Length (Mi)	Map Book Grid ID	Score	Cost Estimate	Rank
978	Shared-Use Path	Newbridge Specific Plan New Class 1	Newbridge Specific Plan		0.67	D6	-	$1,094,038	-
979	Shared-Use Path	Newbridge Specific Plan New Class 1	Newbridge Specific Plan		0.40	D6	-	$650,635	-
980	Shared-Use Path	Newbridge Specific Plan New Class 1	Newbridge Specific Plan		1.32	D6	-	$2,167,026	-
981	Shared-Use Path	Newbridge Specific Plan New Class 1	Newbridge Specific Plan		0.51	D6	-	$841,776	-
982	Shared-Use Path	Newbridge Specific Plan New Class 1	Newbridge Specific Plan		0.20	D6	-	$326,866	-
983	Shared-Use Path	Newbridge Specific Plan New Class 1	Newbridge Specific Plan		0.30	D6	-	$488,787	-
984	Shared-Use Path	Newbridge Specific Plan New Class 1	Newbridge Specific Plan		0.83	D6	-	$1,363,887	-
985	Shared-Use Path	Newbridge Specific Plan New Class 1	Newbridge Specific Plan		1.02	D6	-	$1,665,165	-
986	Shared-Use Path	Newbridge Specific Plan New Class 1	Newbridge Specific Plan		1.30	D6	-	$2,136,882	-
987	Shared-Use Path	Newbridge Specific Plan New Class 1	Newbridge Specific Plan		0.28	D6	-	$457,269	-
988	Study Corridor	Mather South Community Master Plan New Class 4	Mather South Community Master Plan		1.39	C6	-	$2,856,899	-



Sacramento County Active Transportation Plan

Proposed Bicycle Facilities
- Class I
- Class II
- Class IIB
- Class IIIB
- Study Corridor

Other Features
- EJ Communities
- Airport
- Water
- Park
- Railway



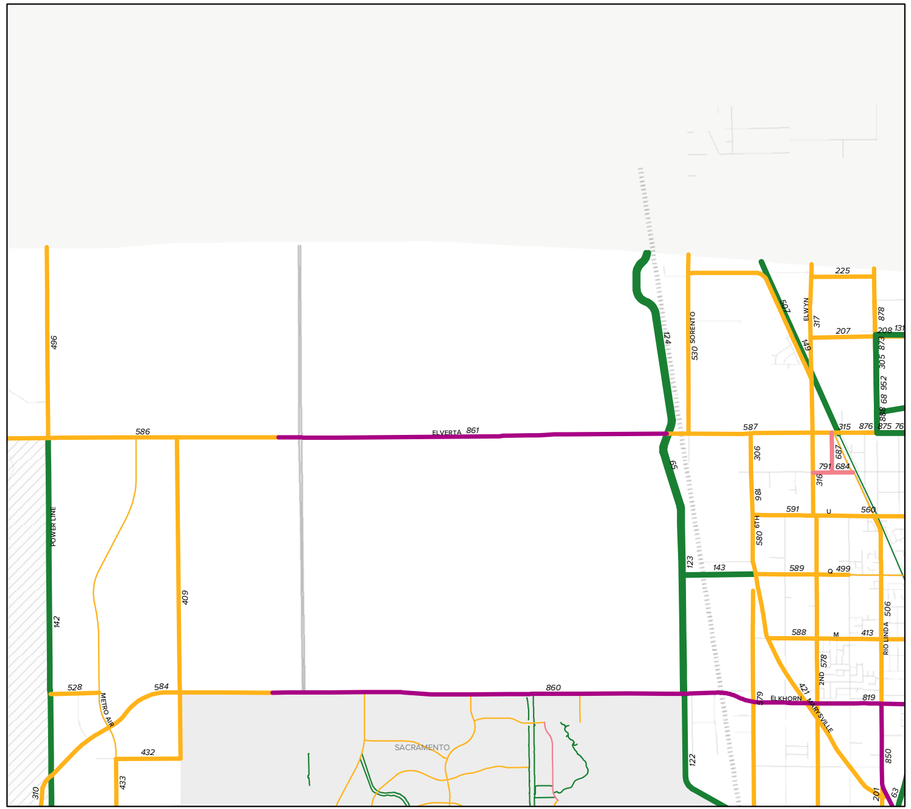
Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features
- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: A2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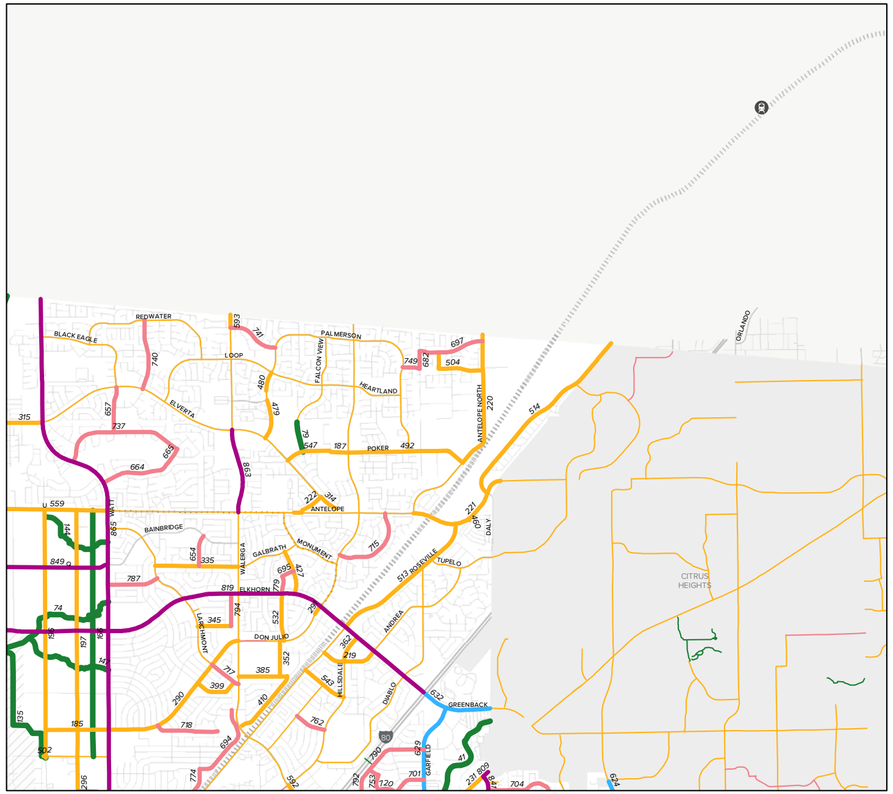
ELVERTA
POWER LINE
METRO AIR
SOUTH WATT
SOUTH WATT
SOUTH WATT



Sacramento County Active Transportation Plan

Bicycle Facilities

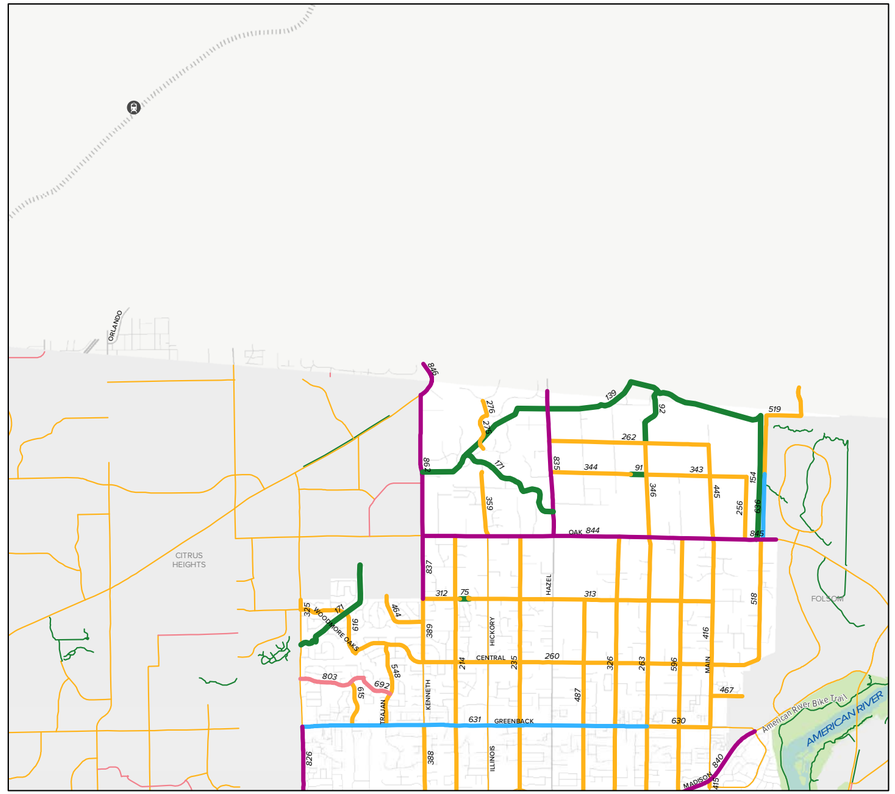
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: A5



Sacramento County Active Transportation Plan

Bicycle Facilities

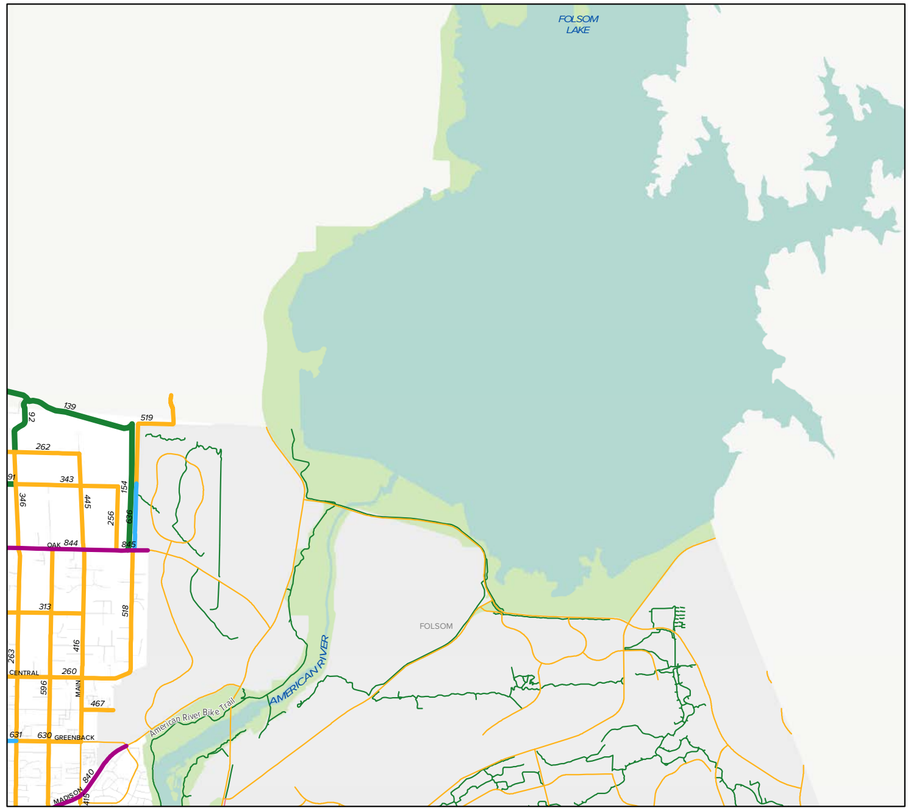
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: A6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FOLSOM
AMERICAN RIVER
American River Bike Trail
GREENBACK
MAIDEN
MAN
CENTRAL
OAK
139
519
262
343
346
445
154
256
313
518
416
263
260
467
631
630
640
Sacramento County Active Transportation Plan
Bicycle Facilities
Existing Proposed
Class I
Class II
Class IIB
Class III
Class IIIB
Class IV
Study Corridor
Other Features
EJ Communities
Airport
Water
Park
Railway
Grid Locator: A7
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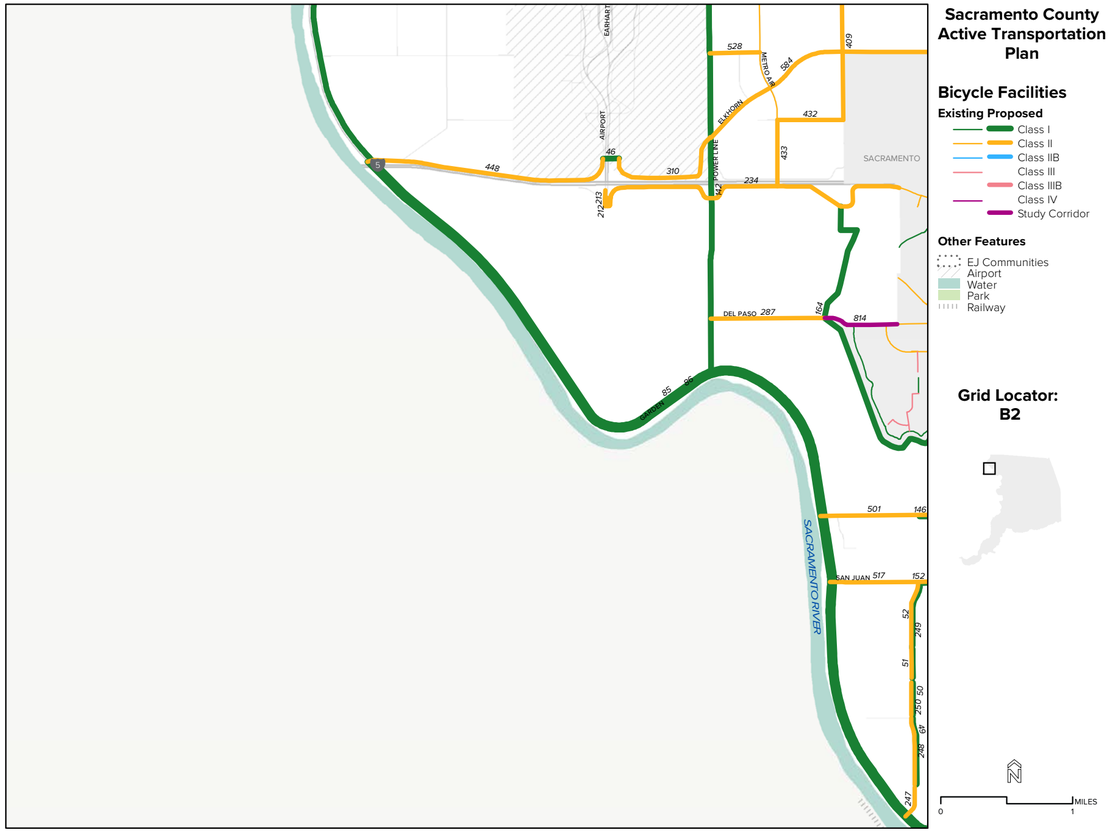
MILES


EARHART
AIRPORT
METRO AIR
ELKHORN
POWER LINE
SACRAMENTO
DEL PASO
SACRAMENTO RIVER
SAN JUAN
528
584
409
432
433
46
448
310
234
212
213
287
164
814
85
501
146
517
152
52
51
219
260
69
248
247
Sacramento County Active Transportation Plan
Bicycle Facilities
Existing Proposed
Class I
Class II
Class IIB
Class III
Class IIIB
Class IV
Study Corridor
Other Features
EJ Communities
Airport
Water
Park
Railway
Grid Locator: B2
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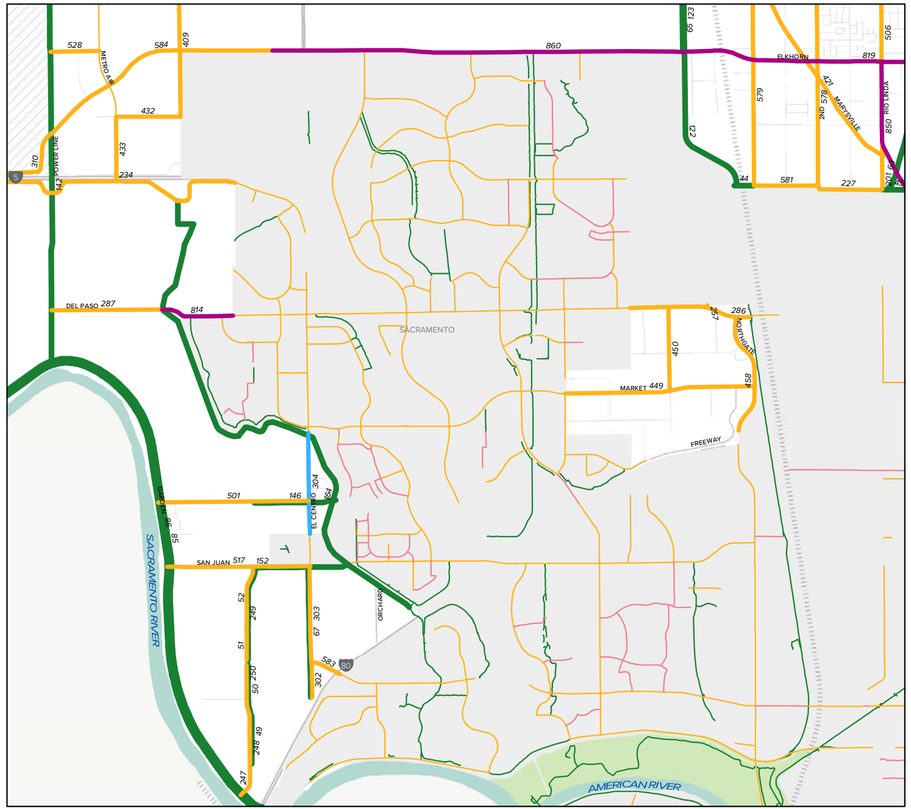
MILES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AMERICAN RIVER
FREEWAY
MARKET
DEL PASO
SAN JUAN
EL CENTRO
NORTGATE
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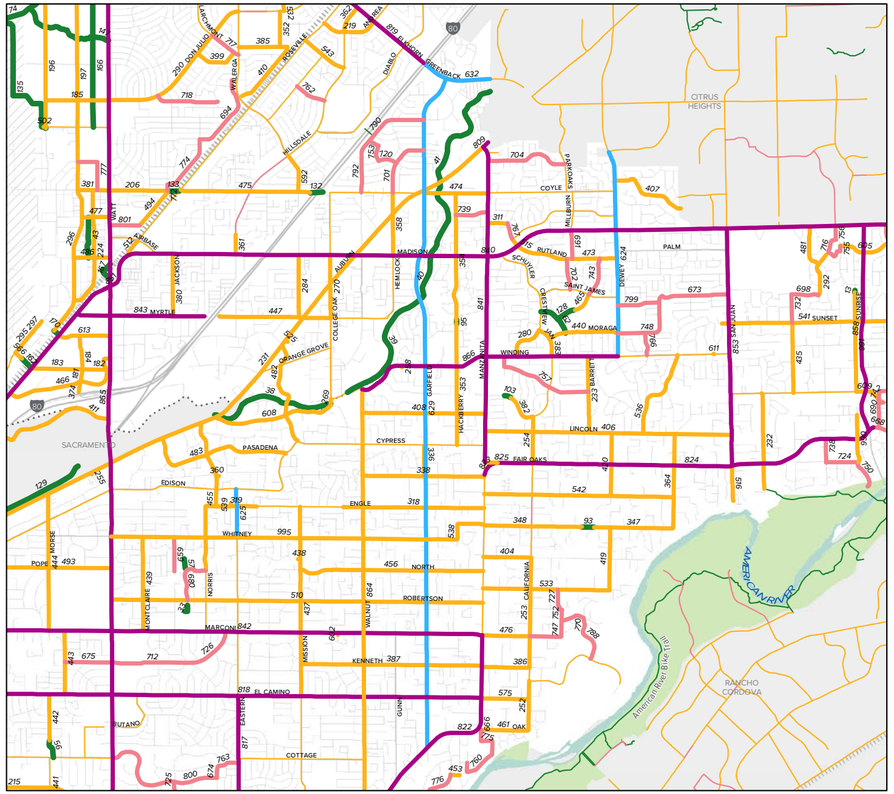
ROSEVILLE
ROSE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CITRUS HEIGHTS
RANCHO CORDOVA
AMERICAN RIVER
American River Bike Trail
FAIR OAKS
ENGLE
CYPRESS
PASADENA
EDISON
WHITNEY
POPE
MARCON
EL CAMINO
RUTANO
COTTAGE
NORTH
ROBERTSON
KENNETH
MISSION
MORRIS
MONTCLAIRE
WALNUT
CALIFORNIA
EASTERN
GUINN
OAK
MADISON
COYLE
PALM
SUNSET
WINDING
LINCOLN
MORAGA
SAN JUAN
DEWEY
MULBERRY
SYCAMORE
RUTLAND
SCHUYLER
AUBURN
COLLEGE OAK
ORANGE GROVE
MYRTLE
JACKSON
ARDEN
ARCADE
FAIR OAKS
WATT
HAZEL
HICKORY
GREENBACK
TRAJAN
MAIN
ILLINOIS
KENNETH
PERSHING
CENTRAL
FOLSOM
GOLD COUNTRY
COLOMA
OLD FOLSOM
RIVERSIDE
WILLOW CREEK
BASKET
HACKBERRY
MANZANITA
GARFIELD
KEMBLE
WILDROSE
WINDING OAK
BASIL
SUNRISE
Sacramento County Active Transportation Plan
Bicycle Facilities
Existing Proposed
Class I
Class II
Class IIB
Class III
Class IIIB
Class IV
Study Corridor
Other Features
EJ Communities
Airport
Water
Park
Railway
Grid Locator: B5
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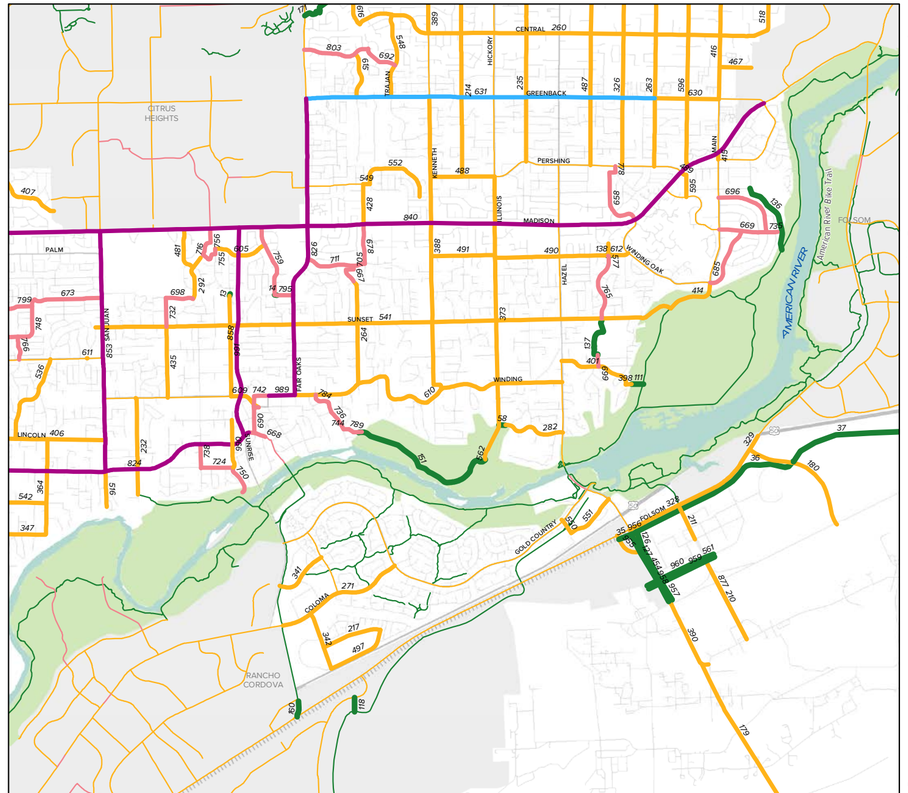
CITRUS HEIGHTS
RANCHO CORDOVA
AMERICAN RIVER
American River Bike Trail
FOLSOM
CENTRAL
GREENBACK
PERSHING
MADISON
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WINDING
LINCOLN
PALM
SAN JUAN
FAIR OAKS
SUNRISE
HICKORY
TRAJAN
KENNETH
ILLINOIS
HAZEL
MAIN
WINDING OAK
GOLD COUNTRY
COLOMA
OLD FOLSOM
Sacramento County Active Transportation Plan
Bicycle Facilities
Existing Proposed
Class I
Class II
Class IIB
Class III
Class IIIB
Class IV
Study Corridor
Other Features
EJ Communities
Airport
Water
Park
Railway
Grid Locator: B6
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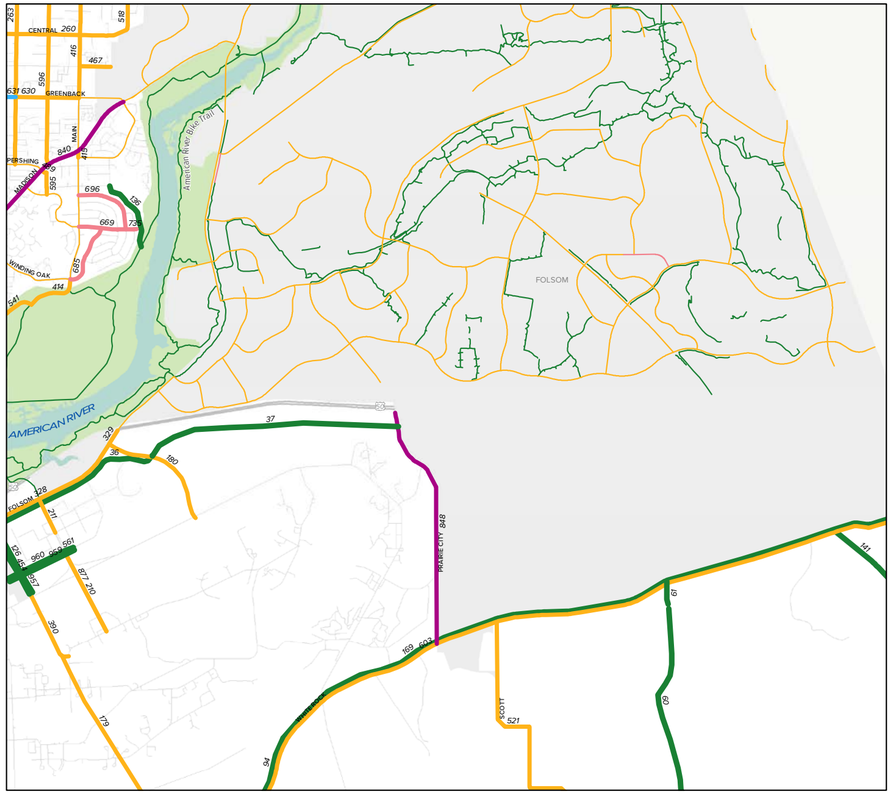


Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

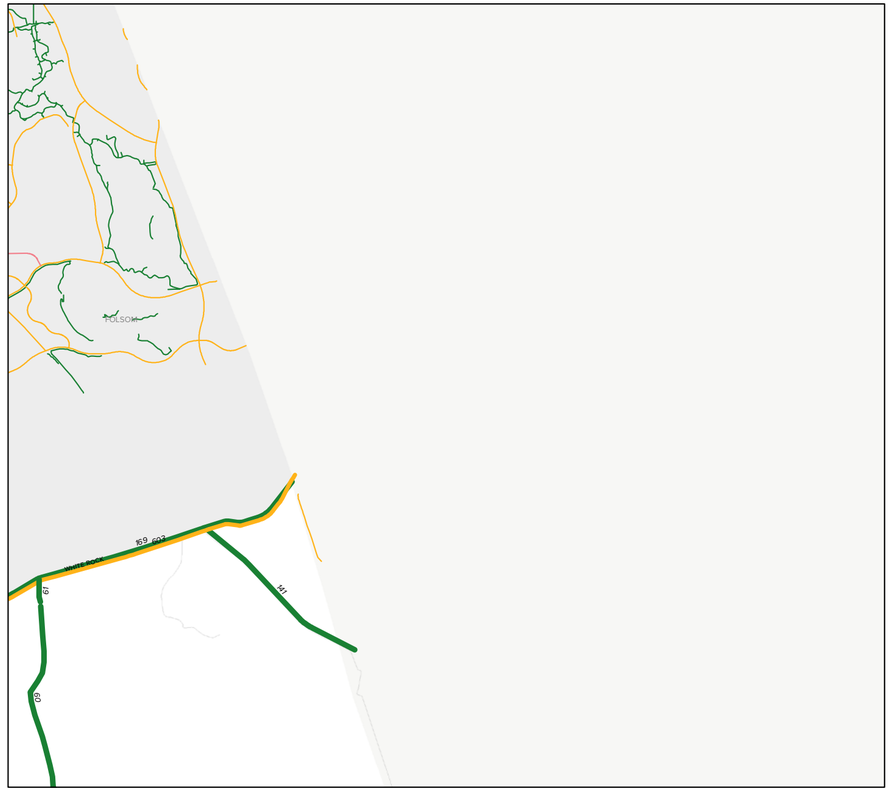
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: B7

0 MILES 1



Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

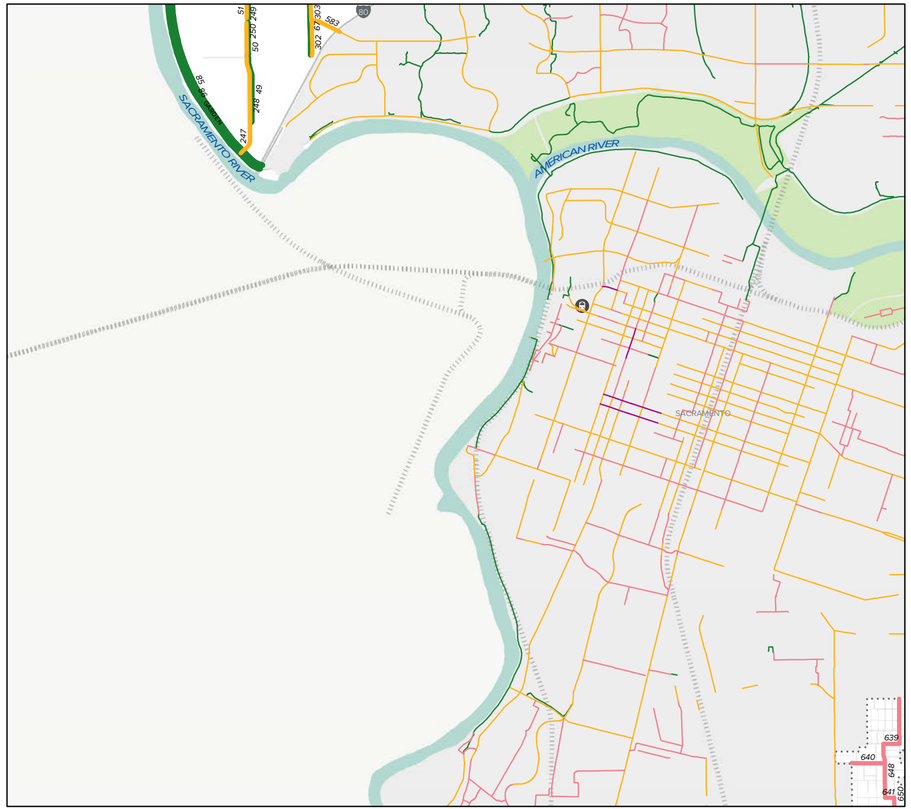
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: B8

0 MILES 1



Sacramento County Active Transportation Plan

Bicycle Facilities

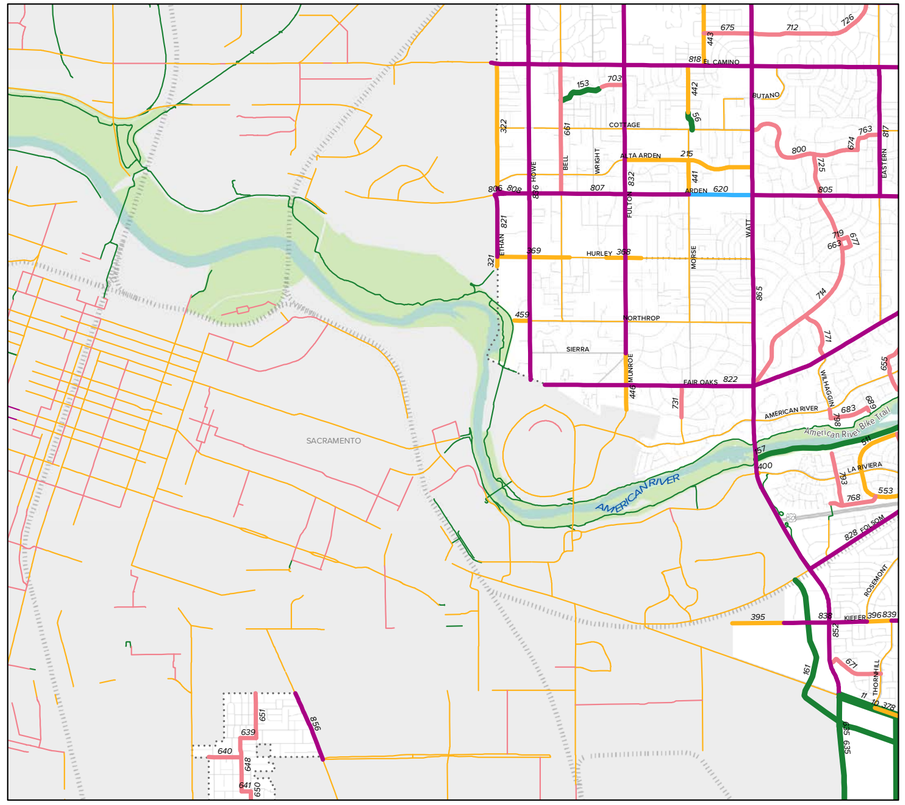
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: C3



Sacramento County Active Transportation Plan

Bicycle Facilities

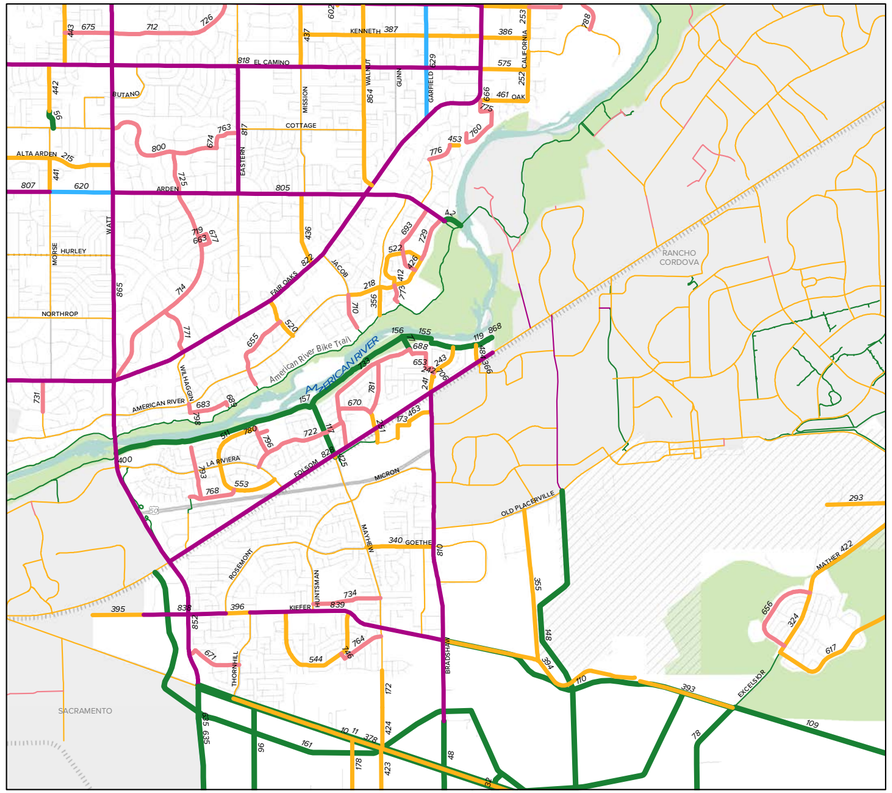
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: C4



Sacramento County Active Transportation Plan

Bicycle Facilities

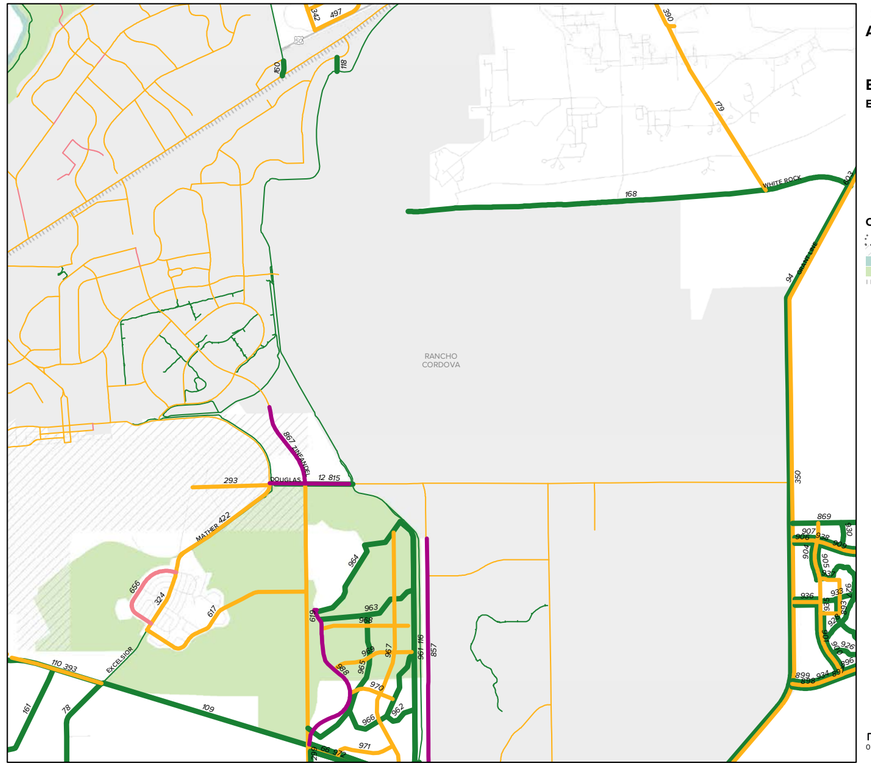
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: C5



Sacramento County Active Transportation Plan

Bicycle Facilities

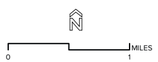
Existing Proposed

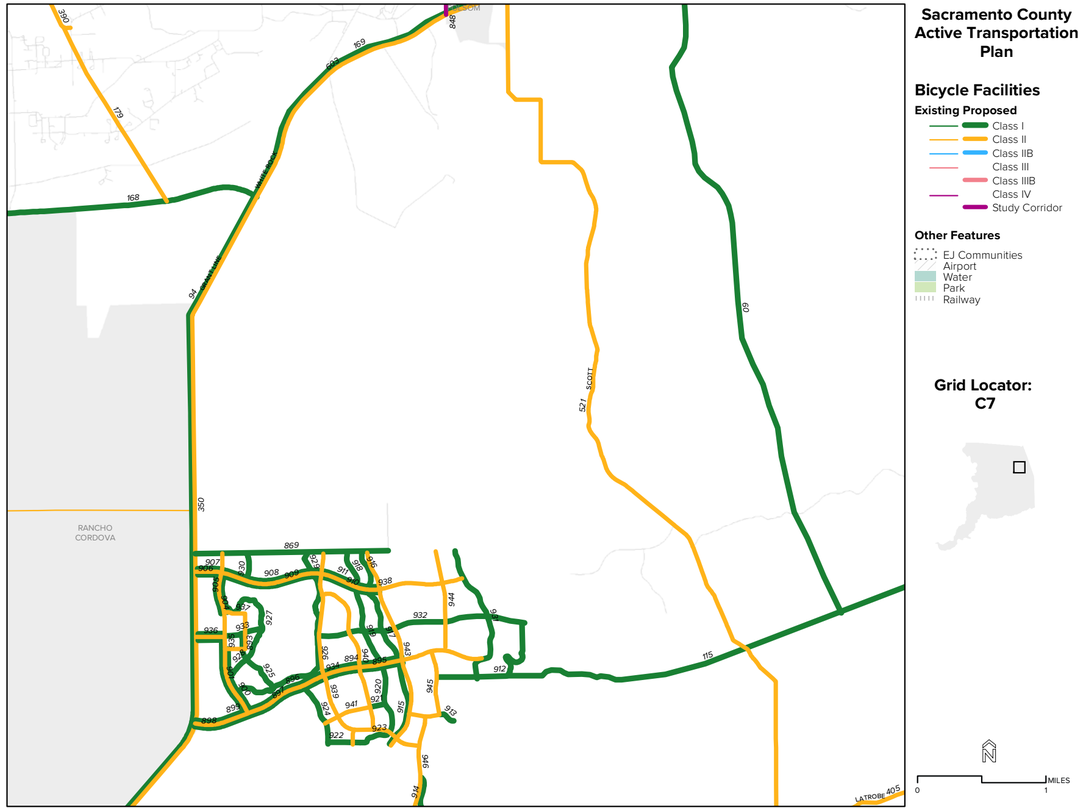
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: C6





Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

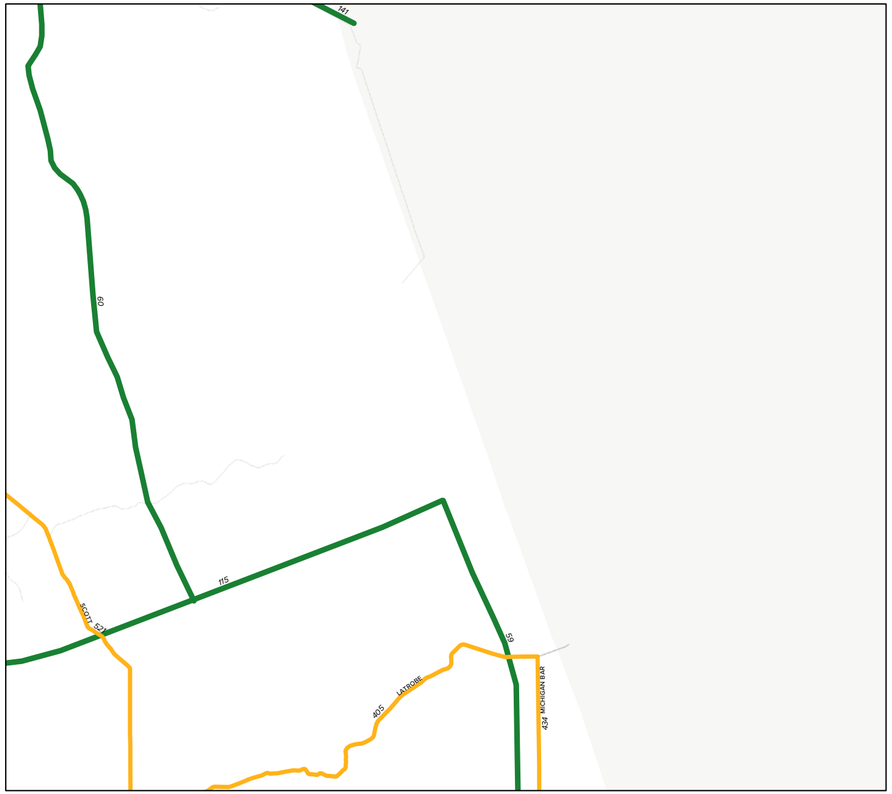
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: C7

0 MILES 1



Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

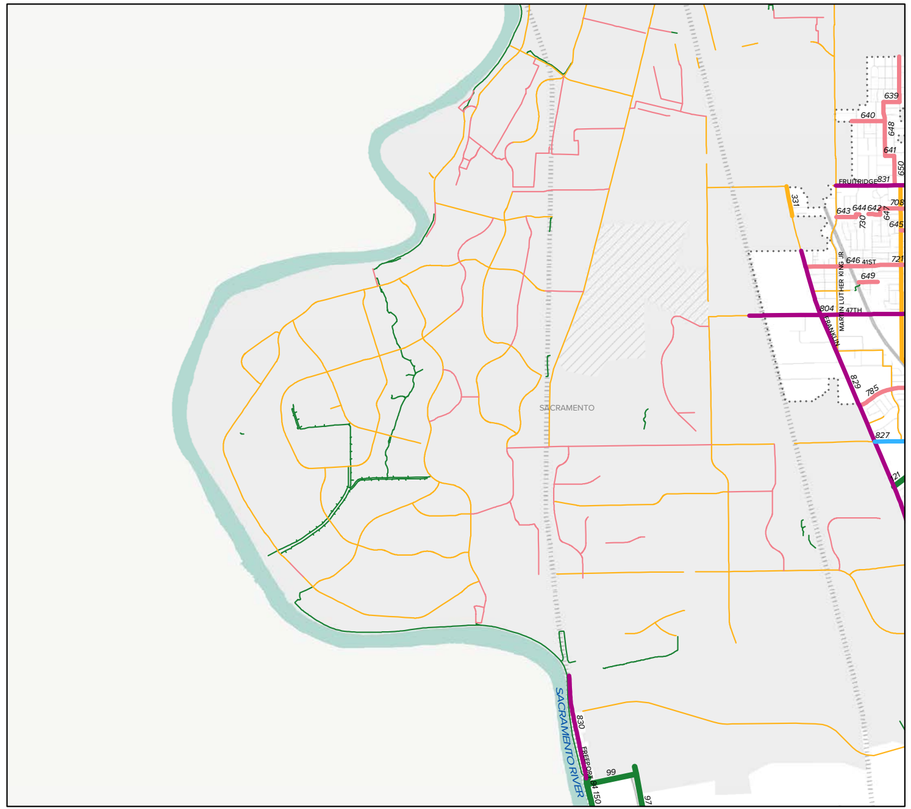
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: C8

0 MILES 1



Sacramento County Active Transportation Plan

Bicycle Facilities

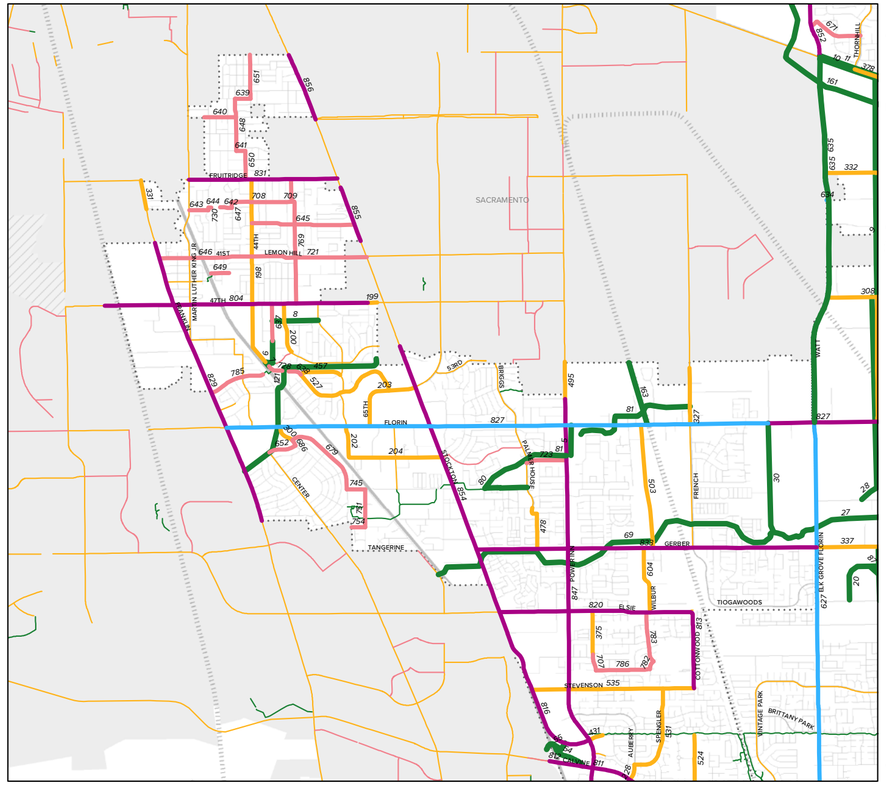
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: D3



Sacramento County Active Transportation Plan

Bicycle Facilities

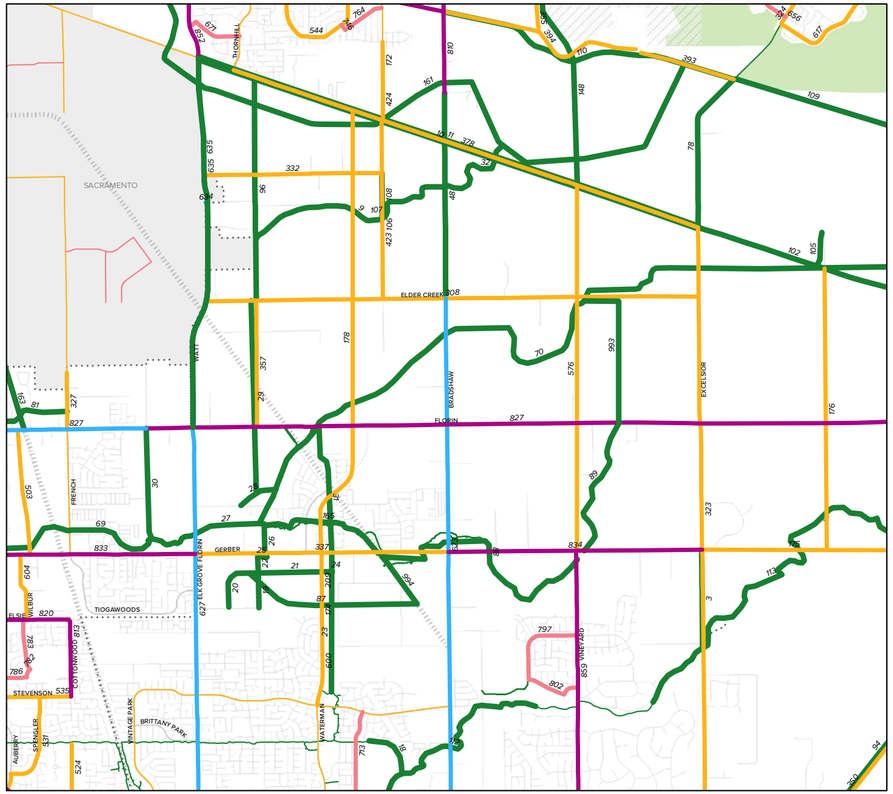
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: D4



Sacramento County Active Transportation Plan

Bicycle Facilities

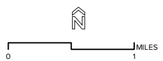
Existing Proposed

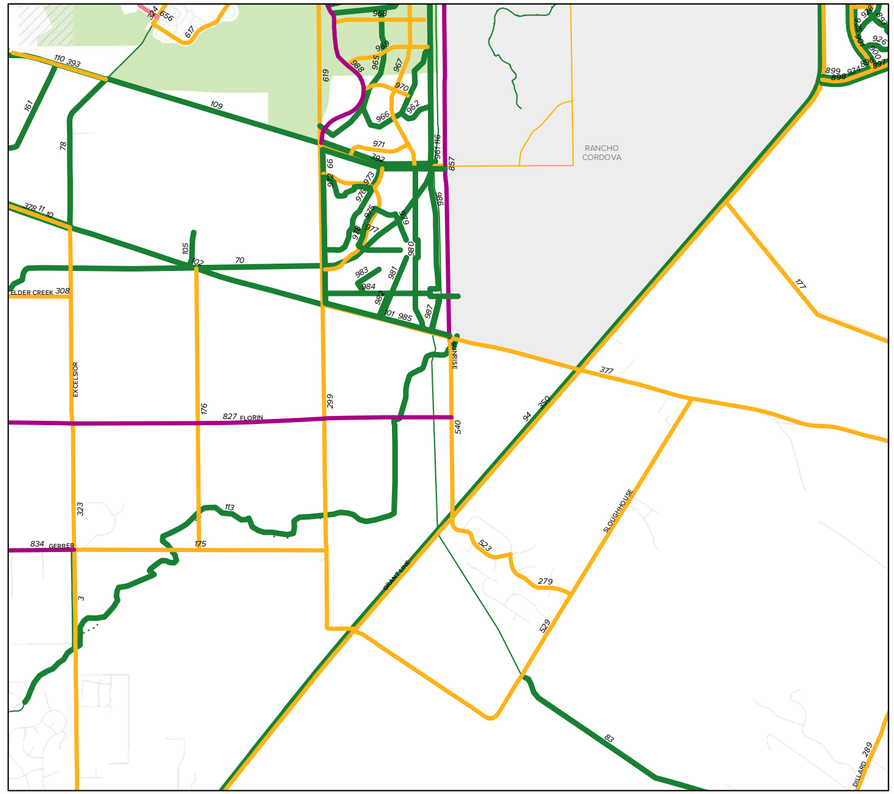
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: D5





Sacramento County Active Transportation Plan

Bicycle Facilities

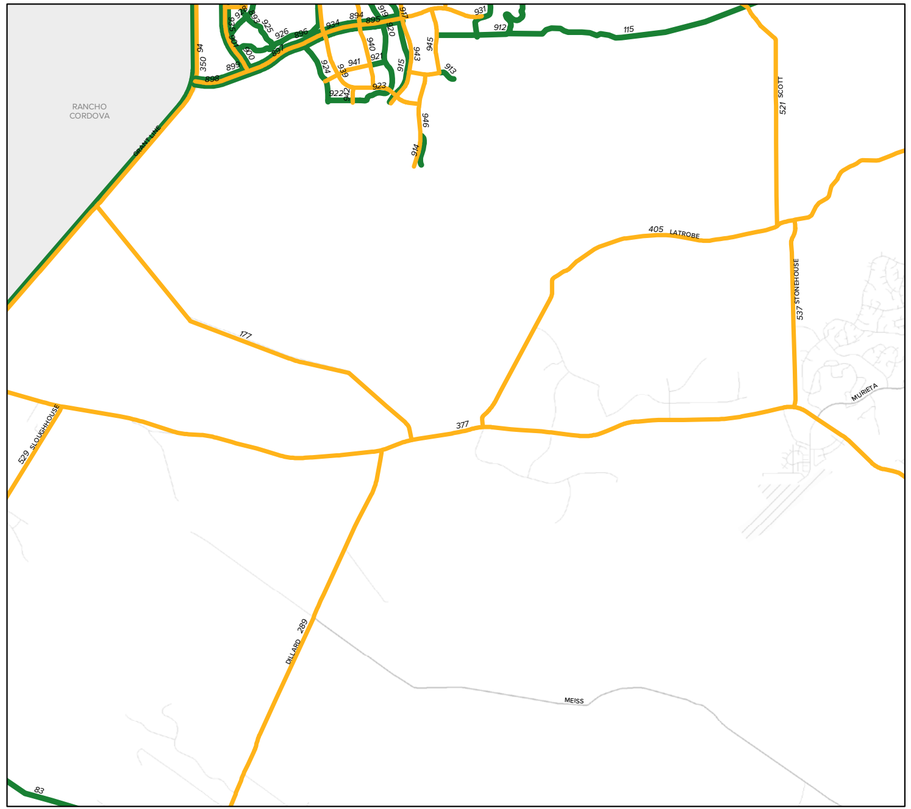
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: D6



Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

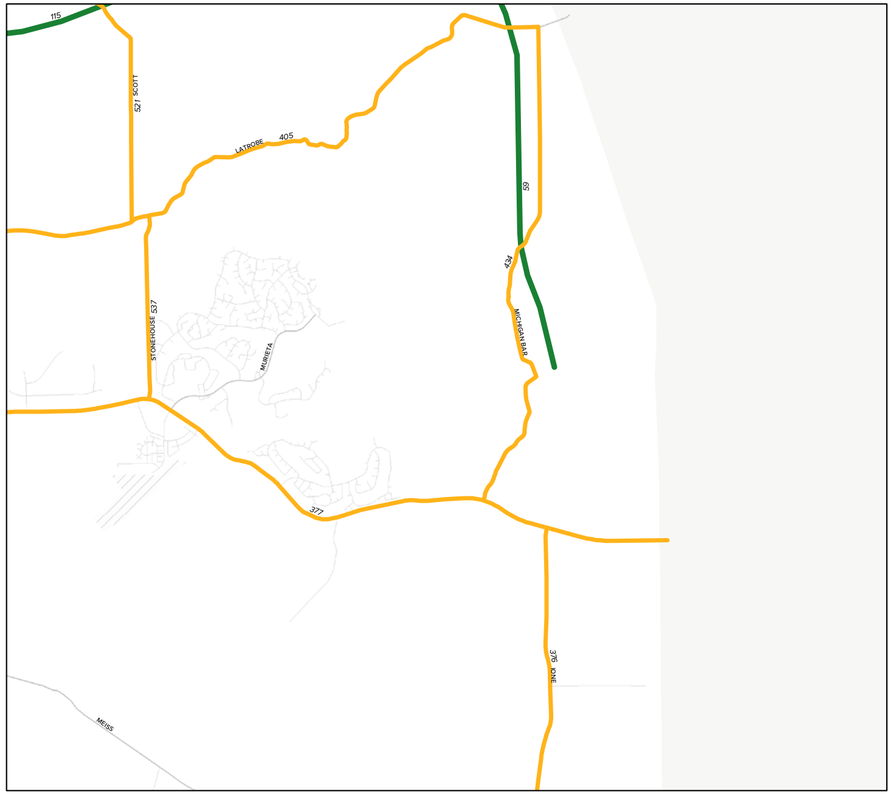
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: D7

0 1 MILES



Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

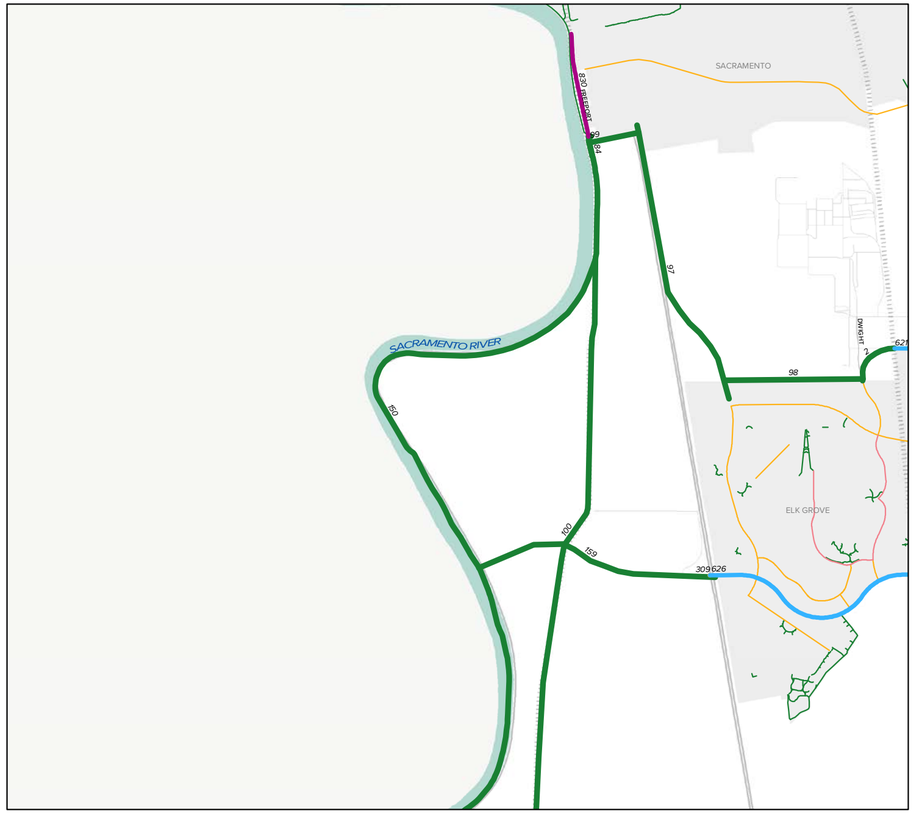
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: D8

0 1 MILES



Sacramento County Active Transportation Plan

Bicycle Facilities

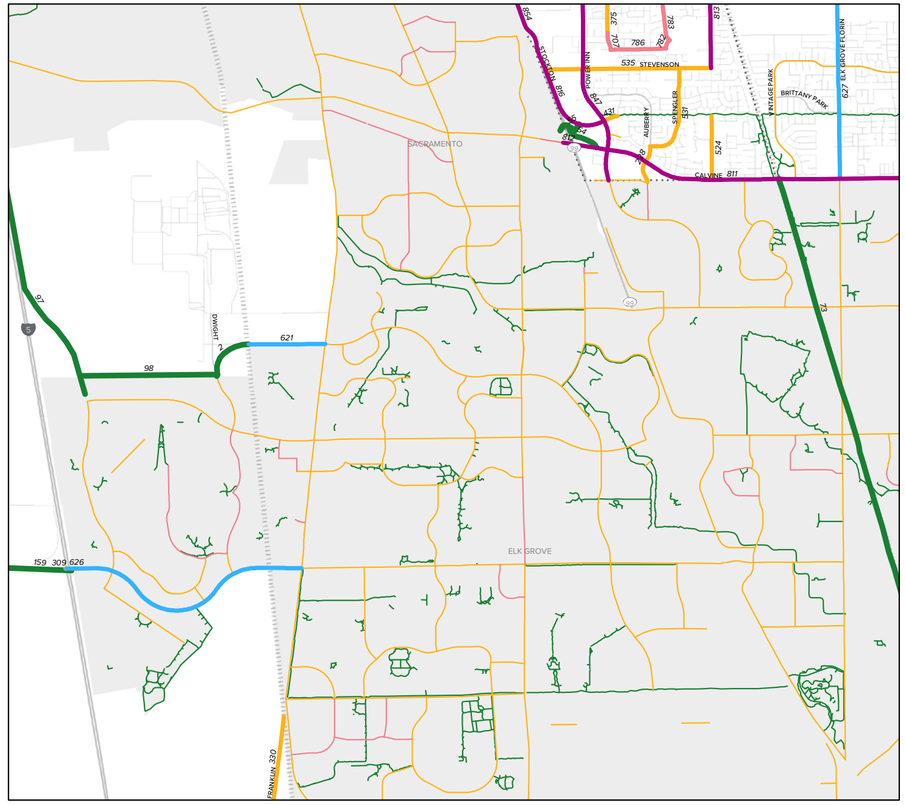
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: E3



Sacramento County Active Transportation Plan

Bicycle Facilities

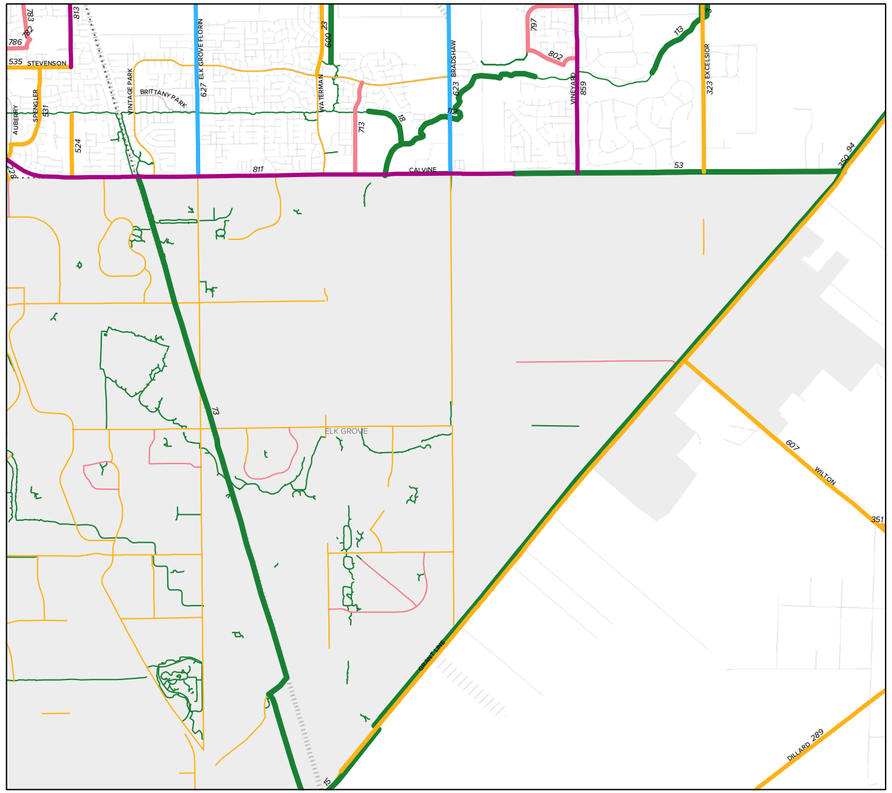
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: E4



Sacramento County Active Transportation Plan

Bicycle Facilities

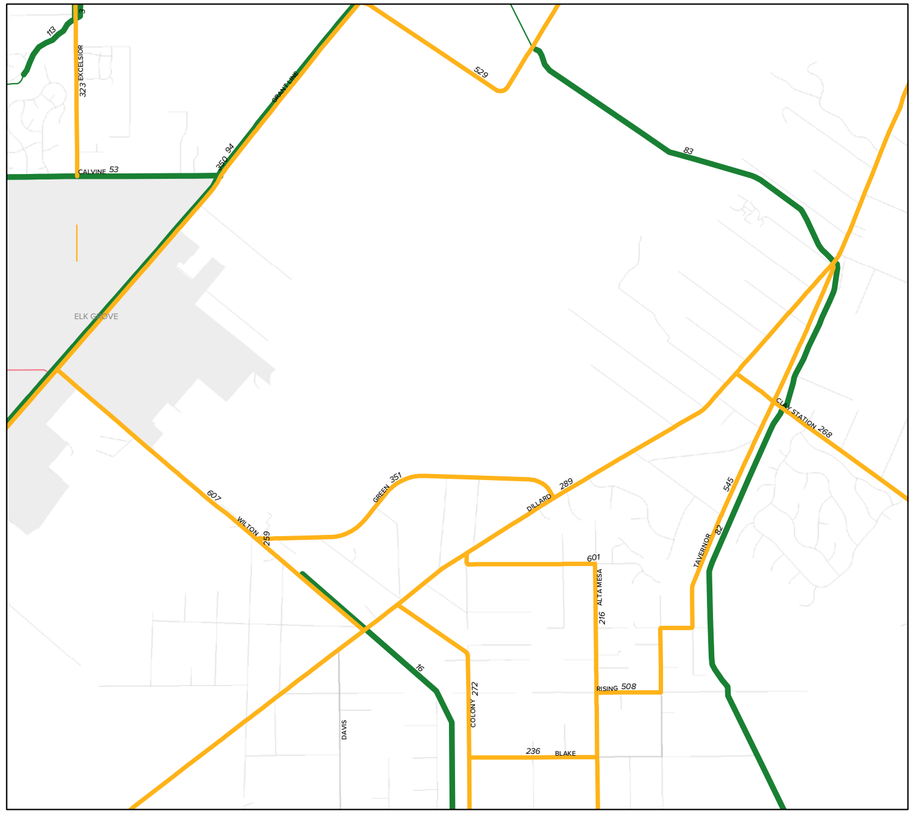
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: E5



Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: E6

Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

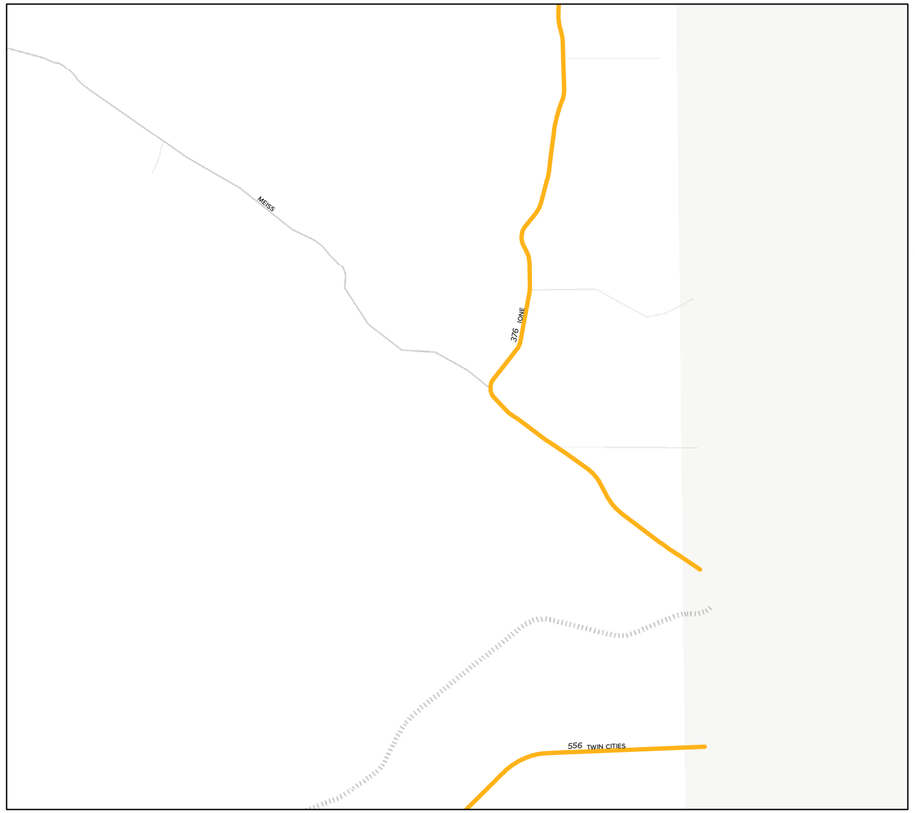
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: E7

0 MILES 1



Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

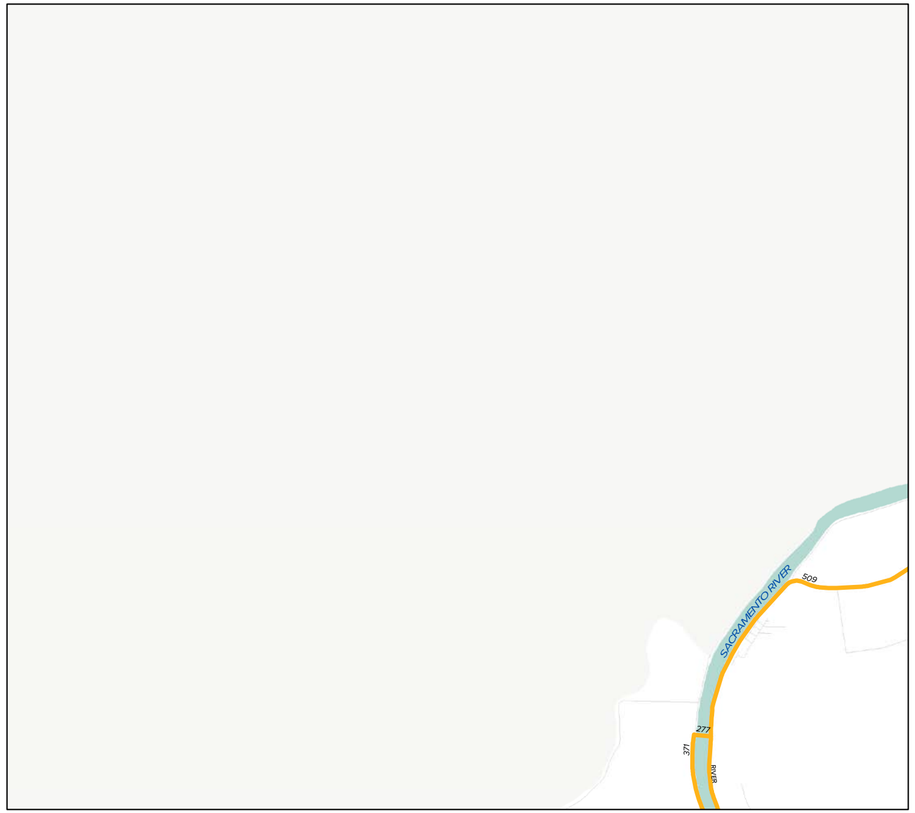
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: E8

0 MILES 1



Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

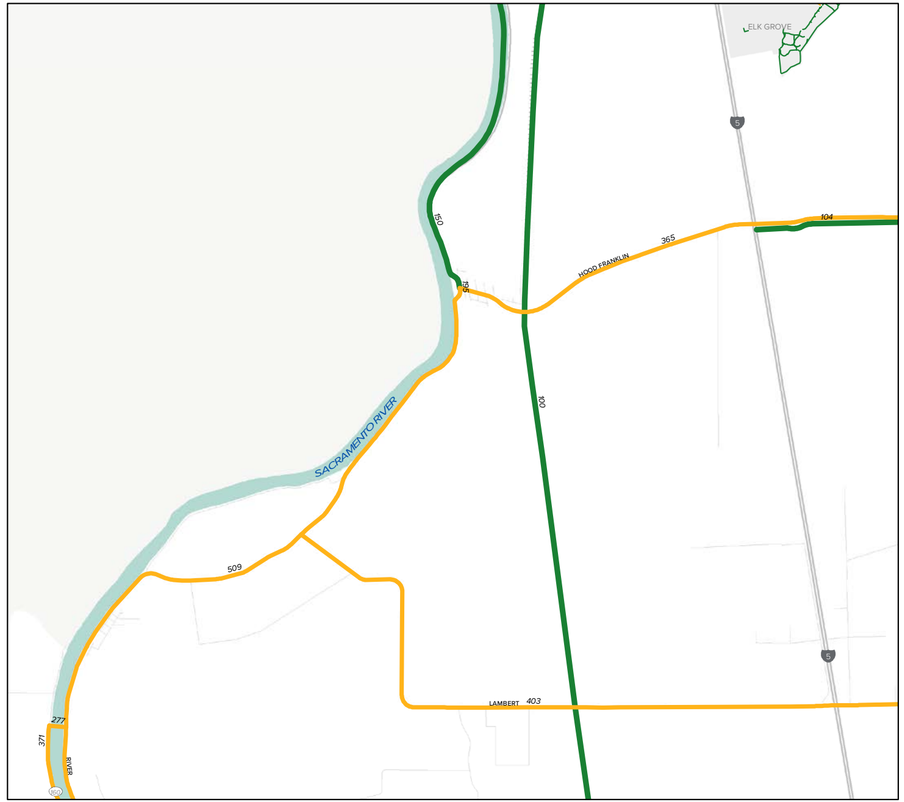
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: F2

0 1 MILES



Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

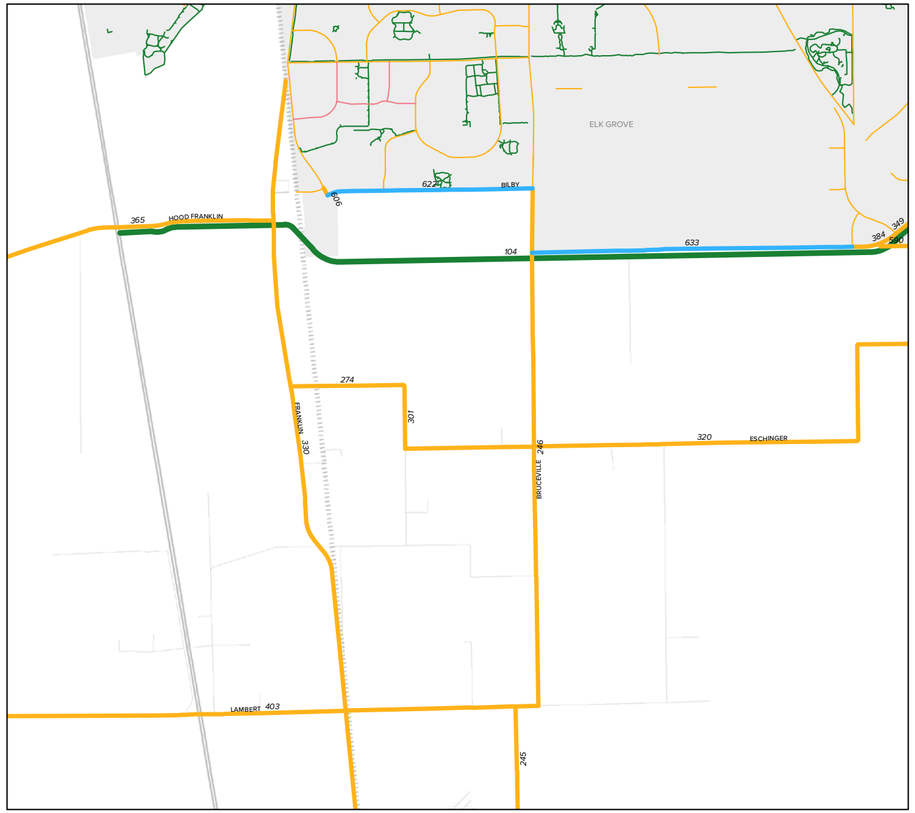
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: F3

0 1 MILES



Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

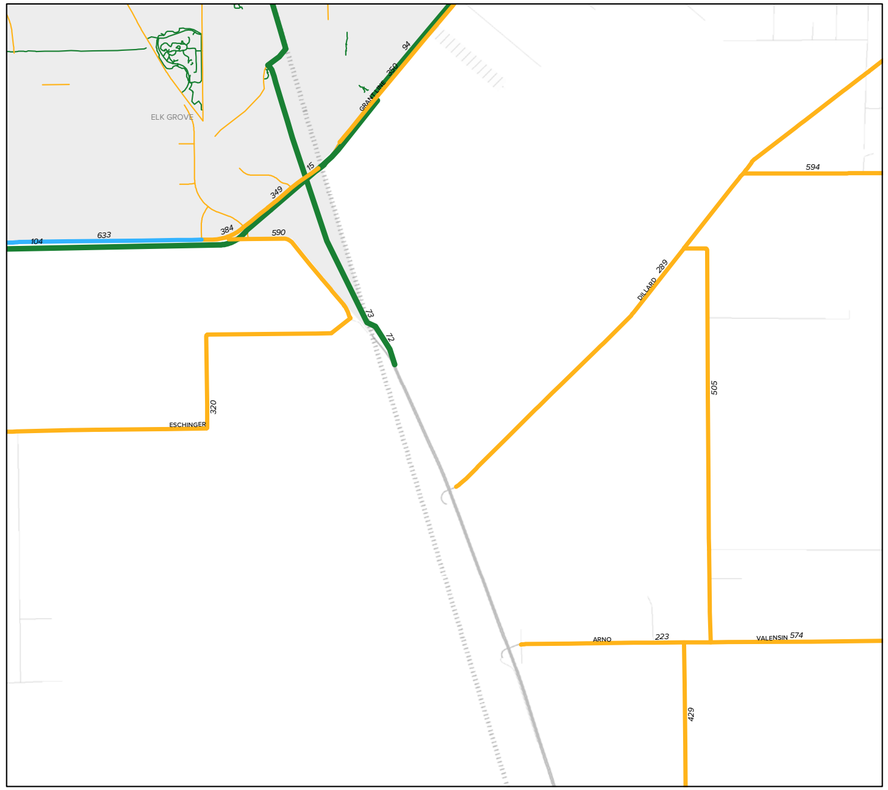
Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: F4

N

0 MILES 1



Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

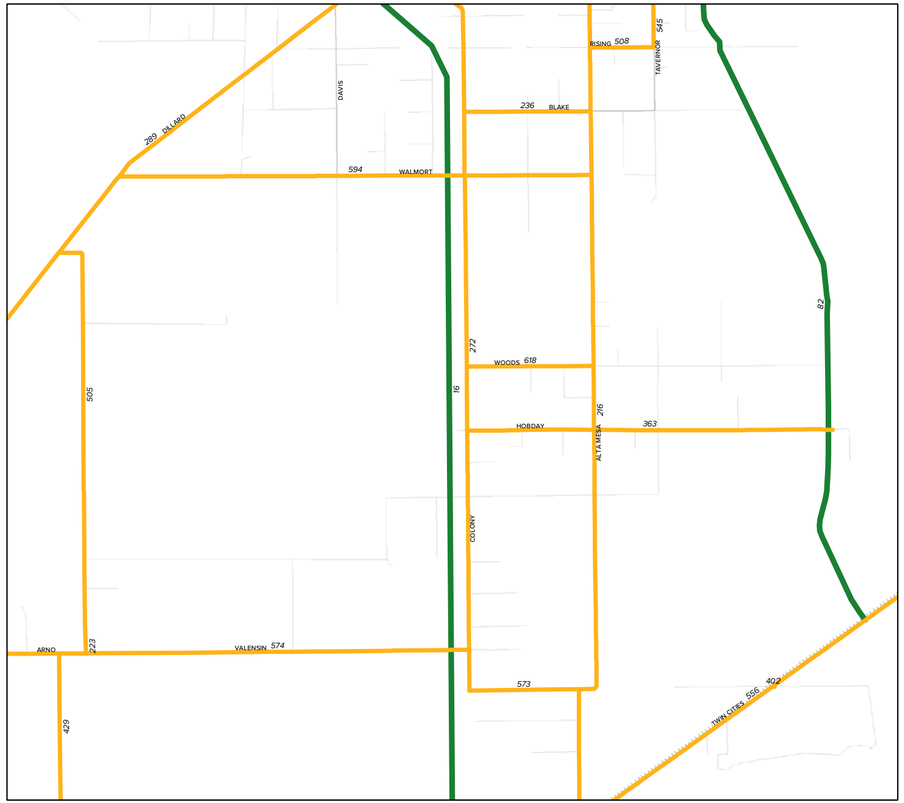
Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: F5

N

0 MILES 1



Sacramento County Active Transportation Plan

Bicycle Facilities

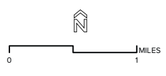
Existing Proposed

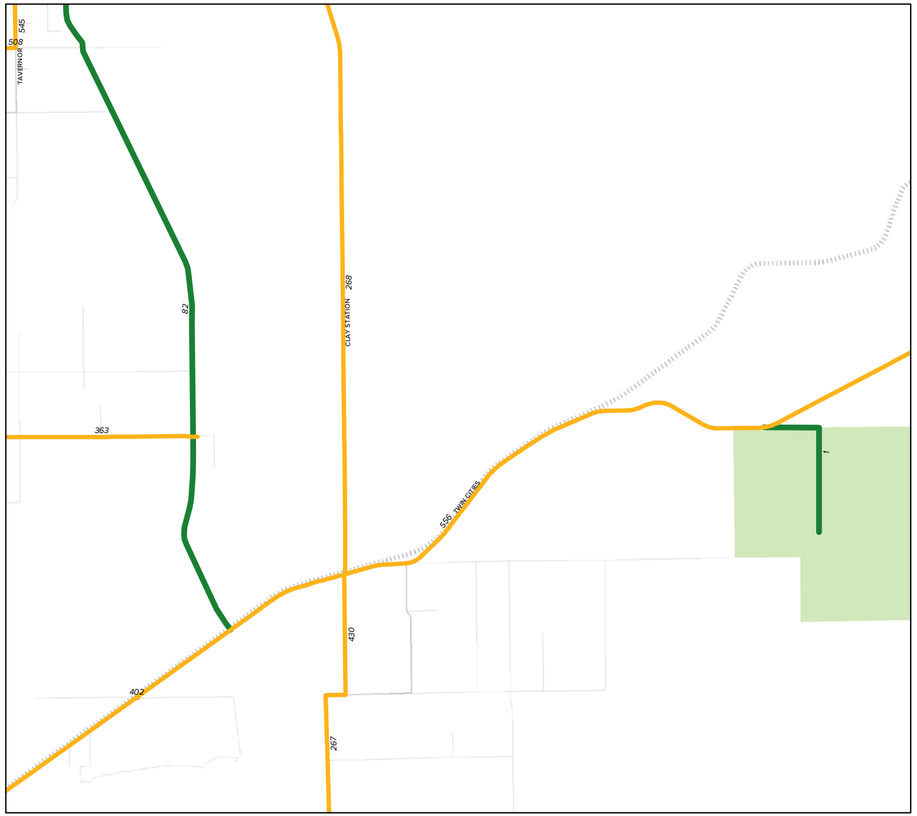
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: F6





Sacramento County Active Transportation Plan

Bicycle Facilities

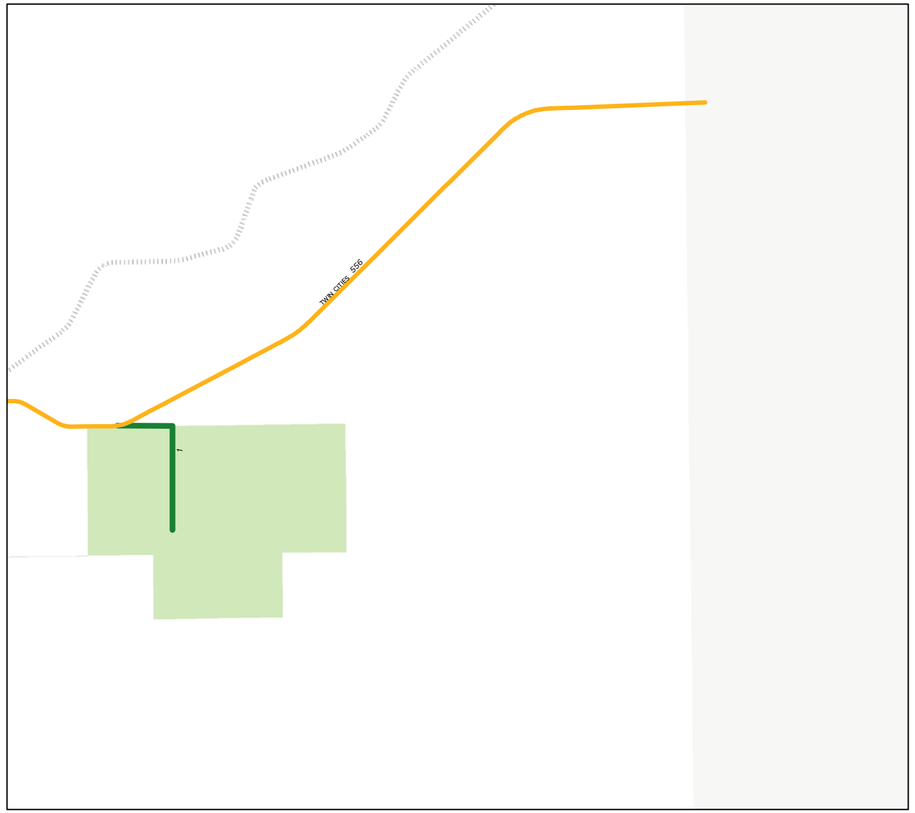
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: F7



Sacramento County Active Transportation Plan

Bicycle Facilities

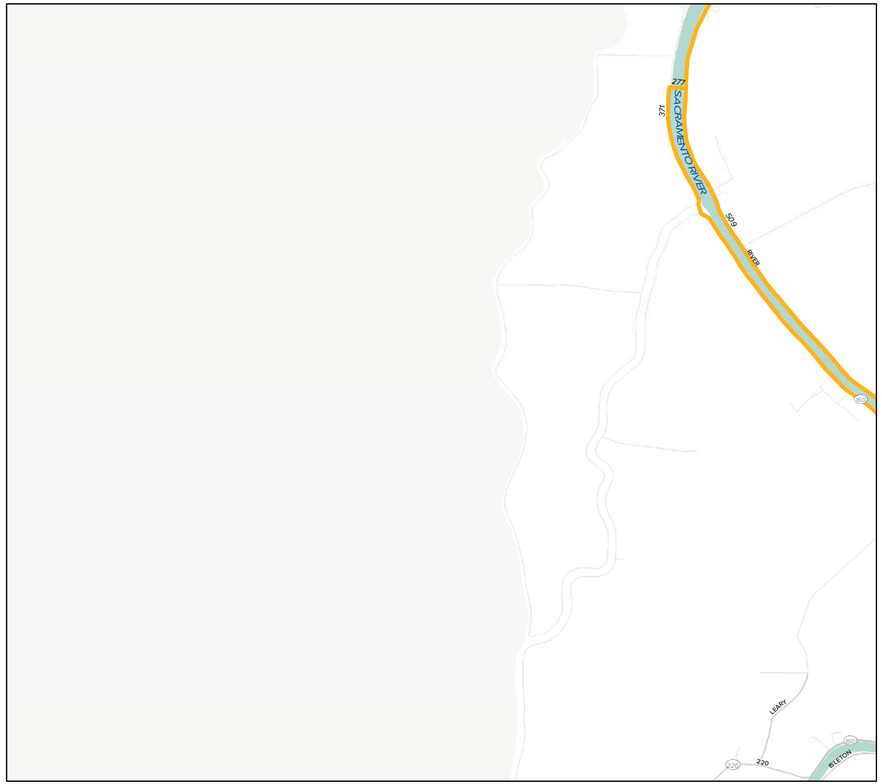
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: F8



Sacramento County Active Transportation Plan

Bicycle Facilities

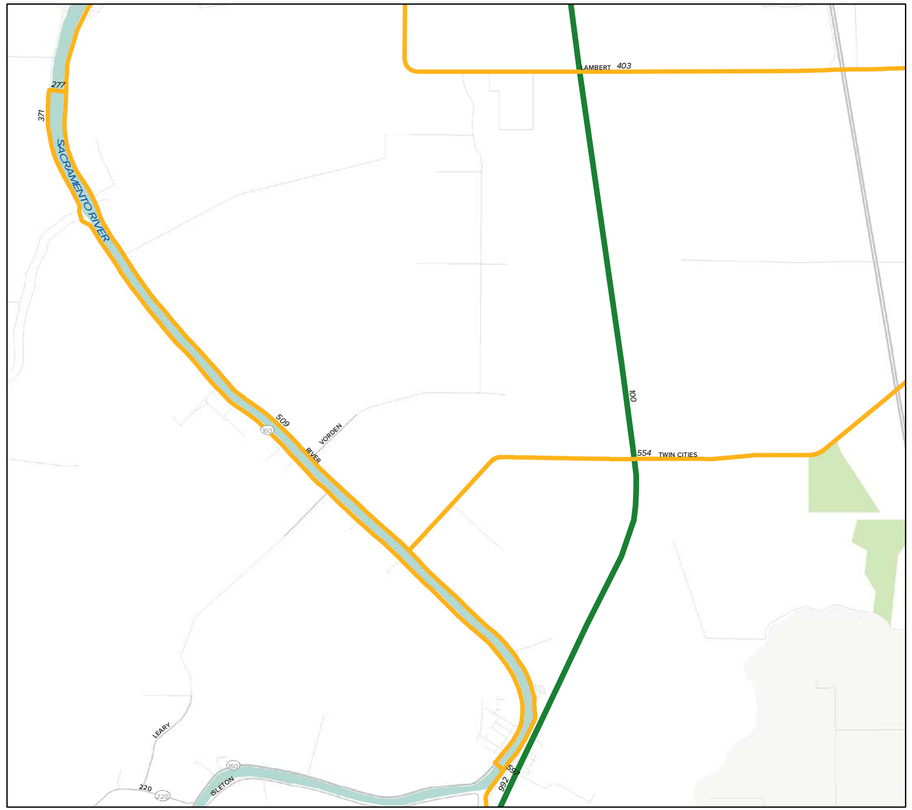
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: G2



Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

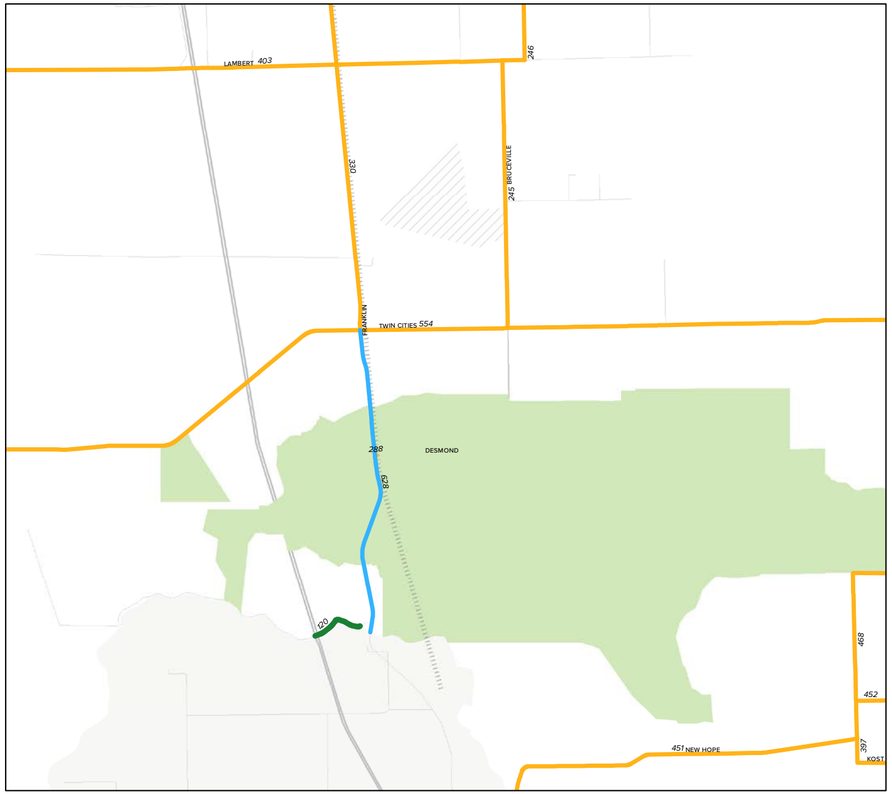
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: G3

0 MILES 1



Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

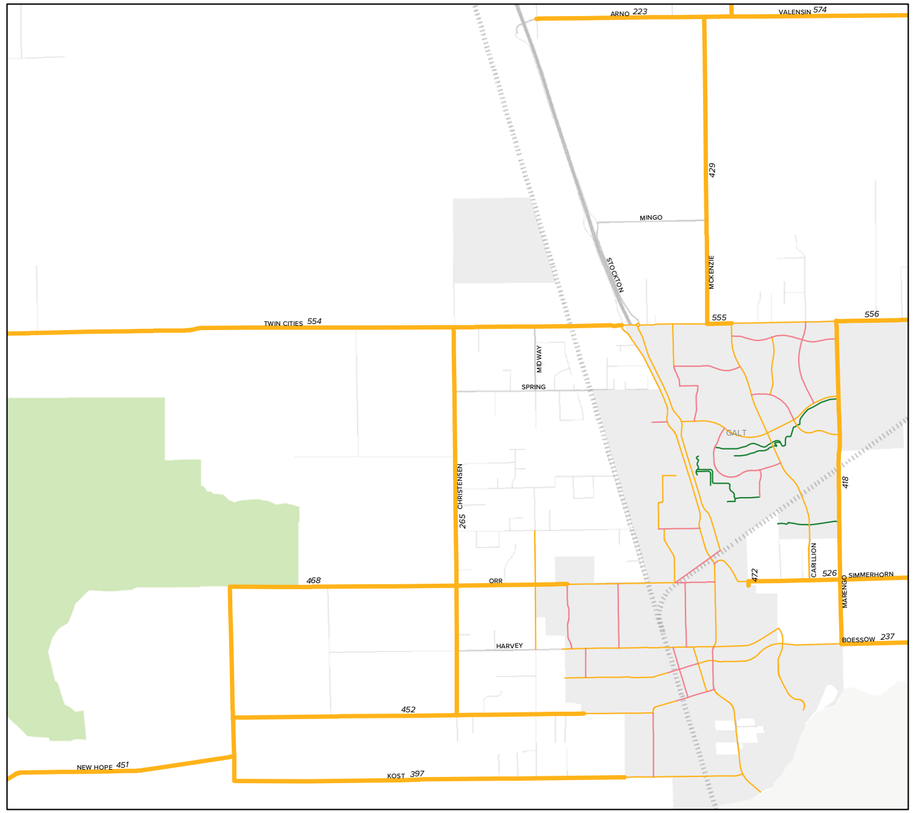
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: G4

0 MILES 1



Sacramento County Active Transportation Plan

Bicycle Facilities

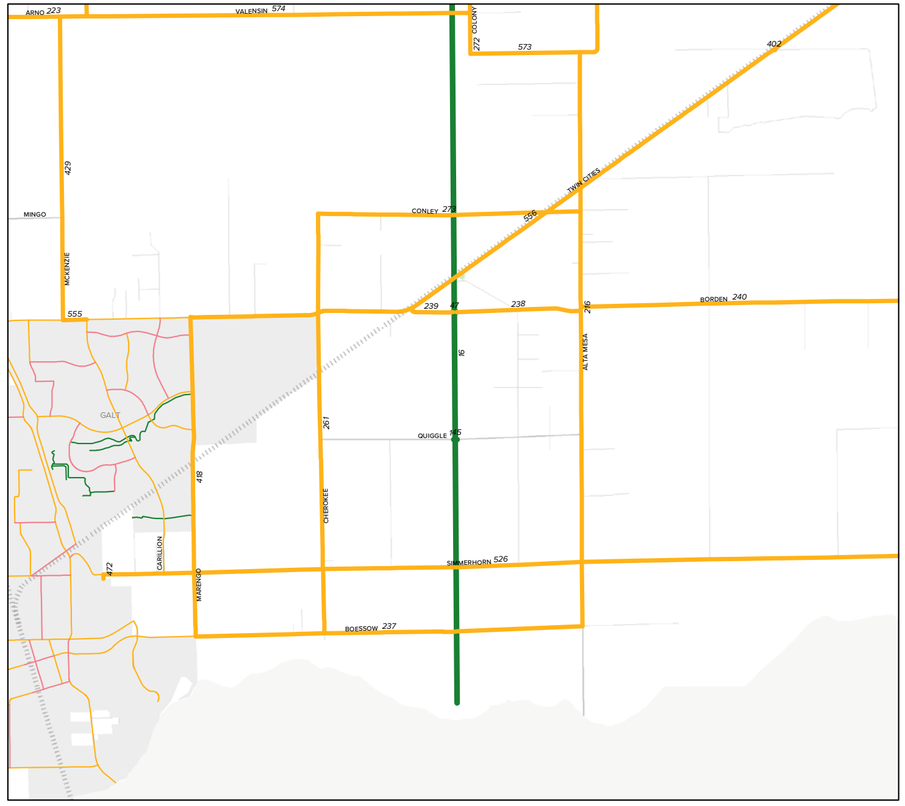
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: G5



Sacramento County Active Transportation Plan

Bicycle Facilities

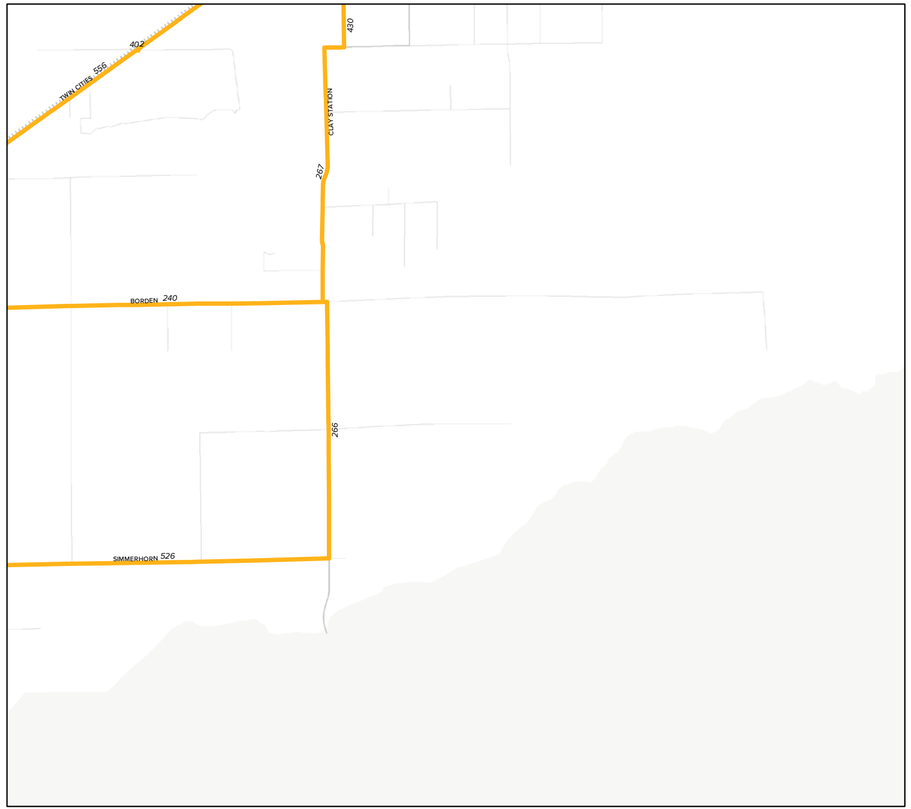
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: G6



Sacramento County Active Transportation Plan

Bicycle Facilities

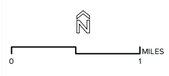
Existing Proposed

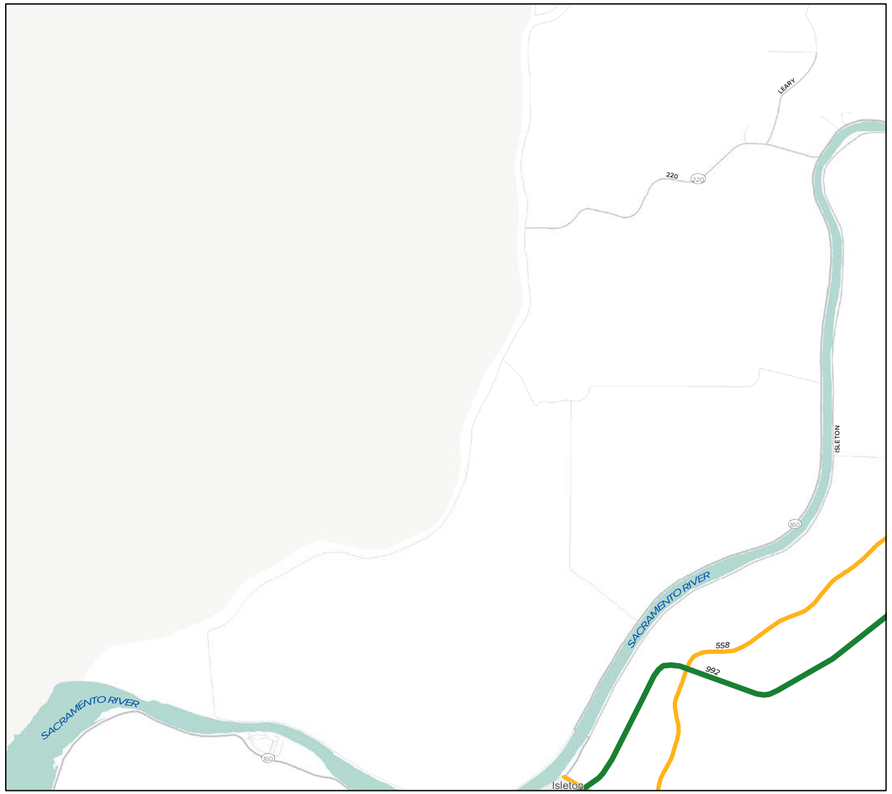
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: G7





Sacramento County Active Transportation Plan

Bicycle Facilities

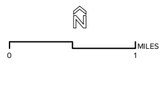
Existing Proposed

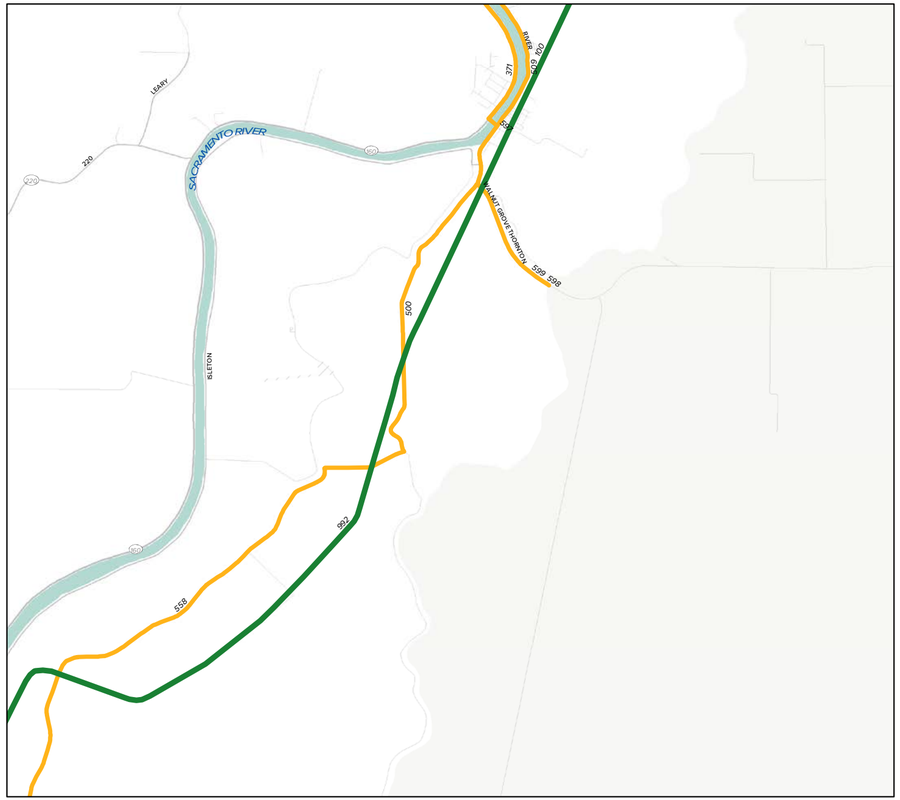
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: H2





Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

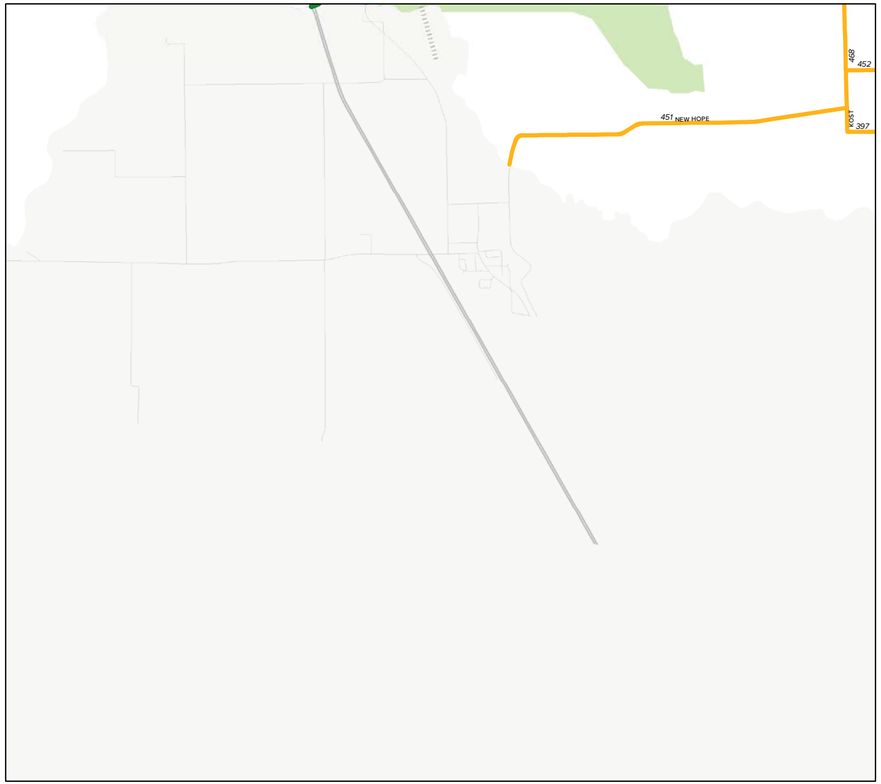
Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: H3

N

0 MILES 1



Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

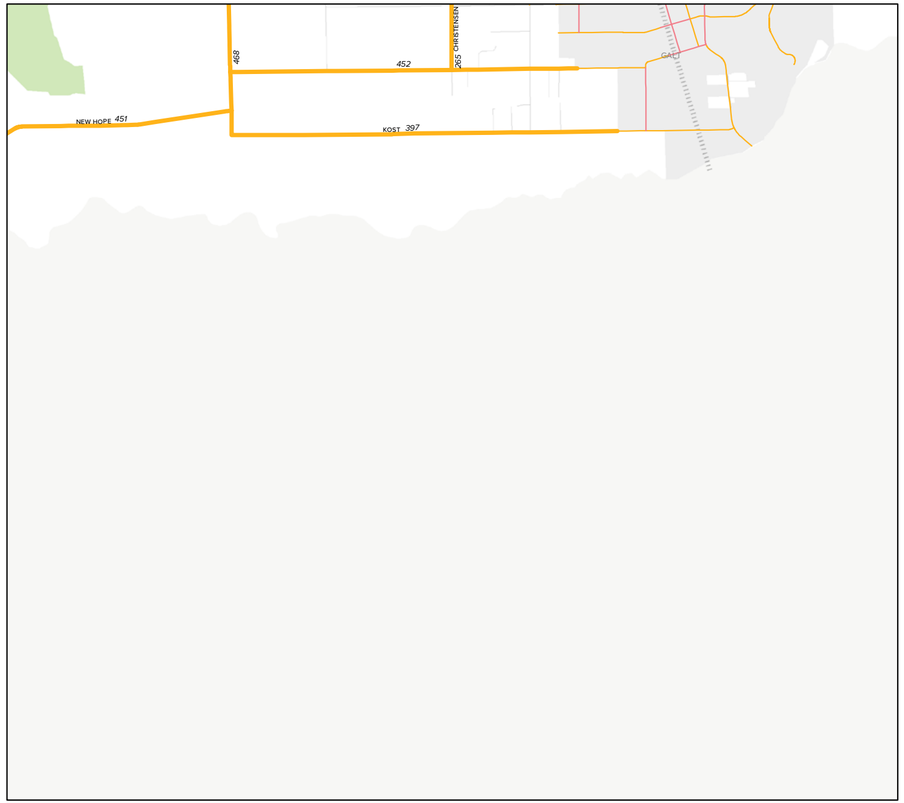
Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: H4

N

0 MILES 1



Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

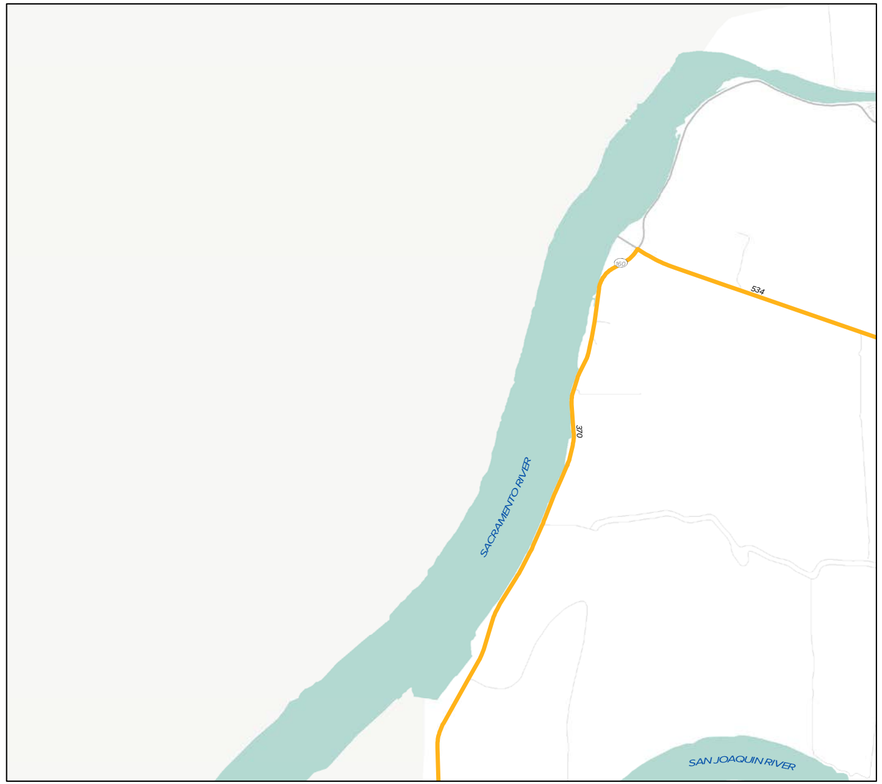
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: H5

0 1 MILES



Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

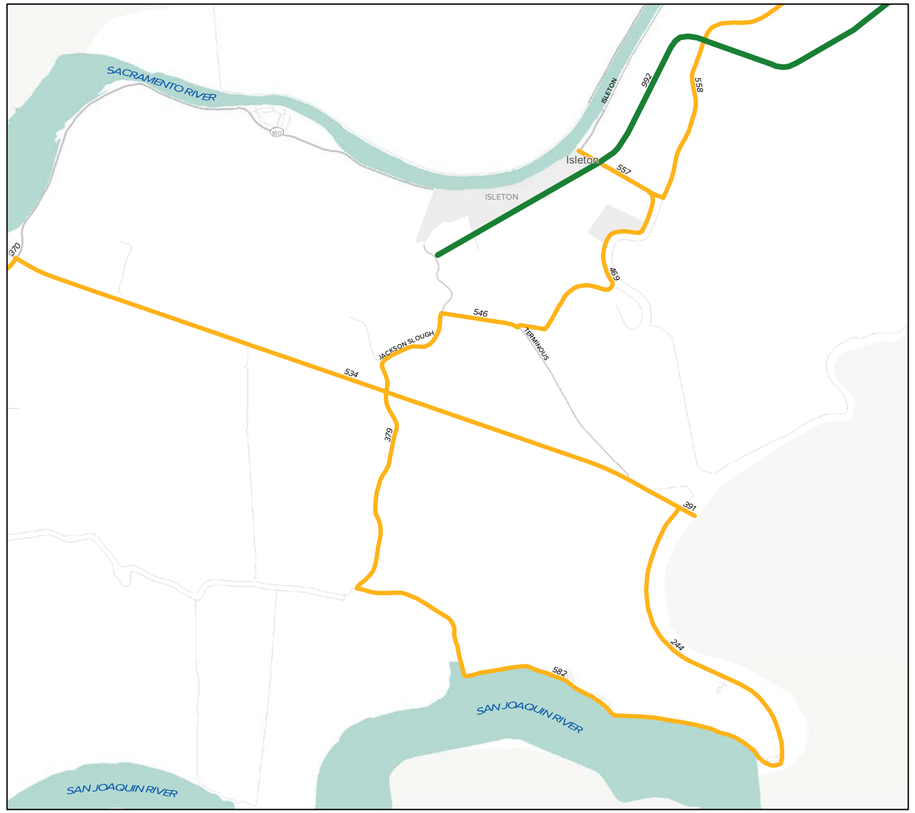
- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: I1

0 1 MILES



Sacramento County Active Transportation Plan

Bicycle Facilities

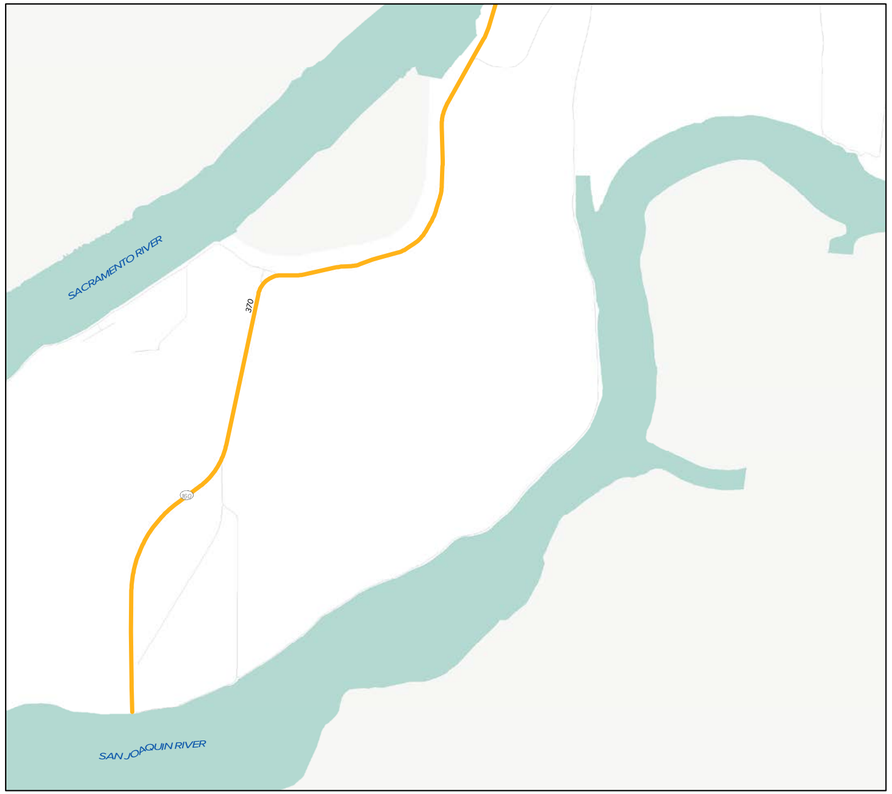
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: I2



Sacramento County Active Transportation Plan

Bicycle Facilities

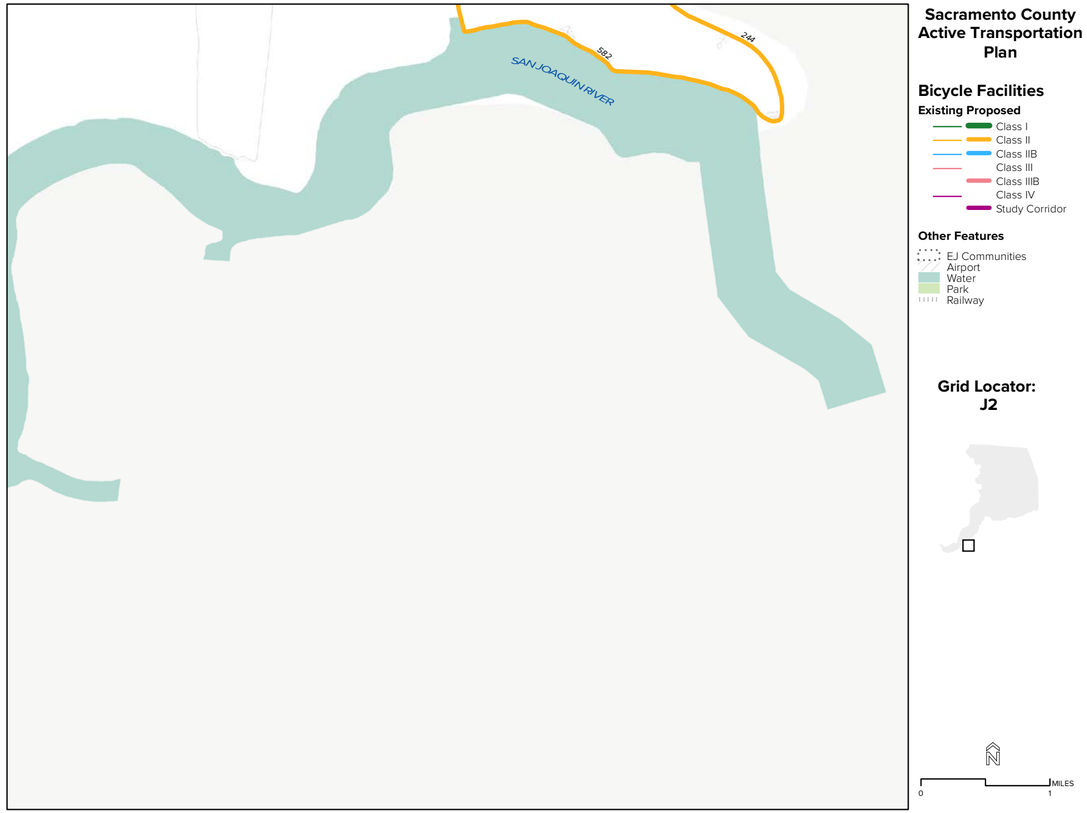
Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: J1



Sacramento County Active Transportation Plan

Bicycle Facilities

Existing Proposed

- Class I
- Class II
- Class IIB
- Class III
- Class IIIB
- Class IV
- Study Corridor

Other Features

- EJ Communities
- Airport
- Water
- Park
- Railway

Grid Locator: J2

Community Partnerships for Active Transportation Programs

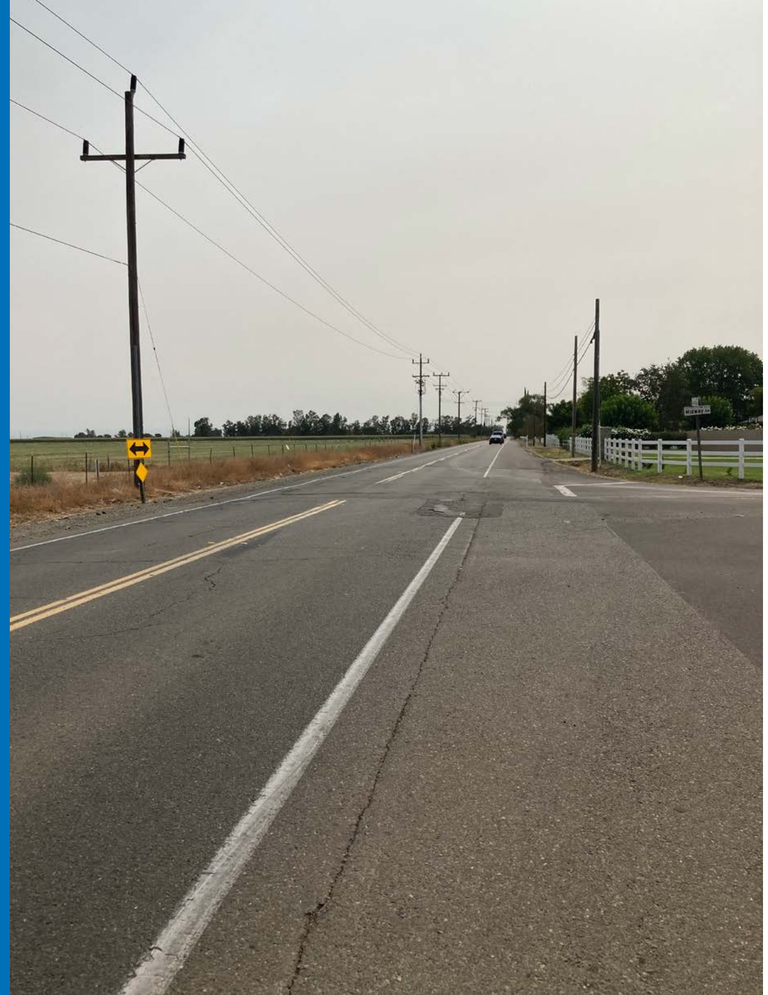
Throughout Sacramento County, there are many community-based organizations, advocacy groups, and agencies that can assist the County in supporting walking, biking, and rolling. **Table C-4** provides information on how active transportation-related organizations may be able to partner with the County to implement the proposed programs.

Table C-7. Community Partners for Active Transportation Programs

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.

Appendix D: Procedure for Incorporating Active Transportation Plan (ATP) Changes Into GIS



The following procedures identify the steps and individuals responsible for ensuring that changes to the Active Transportation Plan network are accurately captured in GIS and kept up to date. The actual changes to the GIS layer will be done by the County GIS Division through coordination with SacDOT's Alternative Modes Coordinator.

Recommended Active Transportation Network Changes

Changes to the "Recommended Bicycle Network" of the ATP come from five sources.

1. Changes to the General Plan that are then incorporated into the ATP.
2. Changes to the ATP initiated by SacDOT.
3. Adoption of a Specific Plan.
4. Other parties such as Park Districts.
5. Results of a transportation study.

Proposed changes are to be routed to SacDOT's Alternative Modes Section for review and comment prior to adoption. Attribute information should include status of approval (i.e. "Recommended, Not Approved" and "Approved" and date of change. Once adopted, changes are to be routed to SacDOT's Alternative Modes Section who will coordinate with GIS Division staff.

Existing Condition Changes

Changes to Chapter 4, "Existing Conditions" of the ATP come from five sources.

1. SacDOT capital improvement projects
2. SacDOT maintenance division overlay projects with new bicycle striping
3. SacDOT Alternative Modes striping and signing projects
4. Other County Departments such as DWR or Regional Parks
5. Developer improvement projects

Responsibility for Transmitting Changes

PER will be responsible for transmitting General Plan changes to the Alternative Modes Section.

The SacDOT Design Section Principal Engineer will be responsible for transmitting changes (typically as-built plans) initiated by SacDOT Capital Projects to the Alternative Modes Section.

The SacDOT Maintenance Design Section Senior Engineer will be responsible for transmitting changes (typically as-built plans in AutoCAD) initiated by SacDOT Maintenance Projects to the Alternative Modes Section.

The SacDOT Transportation Planning and Development Services Principal Engineer will be responsible for transmitting changes initiated by Specific Plans and approved Development Plans to the Alternative Modes Section.

The Alternative Modes Section will be responsible for monitoring the progress of new construction of bicycle facilities.

SACRAMENTO COUNTY