City of
Sacramento

BICYCLE MASTER PLAN

Approved August 16, 2016
Amended August 14, 2018

BICYCLE
MASTER PLAN

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Sacramento Bicycle Master Plan

Photographs provided by Fehr & Peers, Dave Cassel
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TABLE OF **CONTENTS**

INTRODUCTION

VISION:

A safe, comfortable and continuous network of bikeways attracting and serving bicyclists of all ages and abilities from all neighborhoods and thereby integrating bicycling as a fundamental part of Sacramento's everyday transportation system.

PURPOSE:

The purpose of the Sacramento City Bicycle Master Plan is to set forth bicycle related investments, policies, programs and strategies to establish a complete bicycle system. This will encourage more bicycling by the citizens of Sacramento for both transportation and recreation, and thereby allowing the City of Sacramento to meet General Plan emission targets.

PURPOSE OF THE 2016 UPDATE:

This update to the City of Sacramento's Bicycle Master Plan (BMP) aims to establish a framework for an improved bicycling environment throughout the entire City by:

- **Engaging under represented neighborhoods** to inform investments in infrastructure and programs
- **Evaluating equity** related to bicycle infrastructure investment and bicyclist age and abilities
- **Identifying best practice** bikeway designs that can be used to connect and expand the City's low-stress bikeway network

GOALS OF THE **BICYCLE MASTER PLAN**

The 2035 General Plan establishes an overarching goal of making Sacramento the most livable city in America. Sacramento's Climate Action Plan commits the City to substantially increasing its bicycling mode share to help reduce vehicle miles traveled and climate change.

In addition to the goals contained in the 2035 Sacramento General Plan and Climate Action Plan, this plan adds the following goals to the policy framework of the City. The Sacramento City-County Bicycle Advisory Committee approved a resolution promoting the following goals based on the City's overall vision on May 10th, 2016.

Goal: Increase Ridership
7% bicycle mode share for commuting by 2020

Goal: Increase Safety
Zero bicyclist fatalities by 2020

Goal: Increase Connectivity
Double the percentage of residents that can conveniently reach a continuous low-traffic-stress bikeway network* by 2025

Goal: Increase Equity
Equitable investments in bicycling facilities and programs for all neighborhoods by 2020

**Note – A "low-traffic-stress" bikeway network provides a bicycling option for people of all ages and abilities throughout Sacramento; "low-traffic-stress" is defined in Mekuria et al., 2012. Low-stress bicycling and network connectivity. Report 11-10, Mineta Transportation Institute, San Jose.*

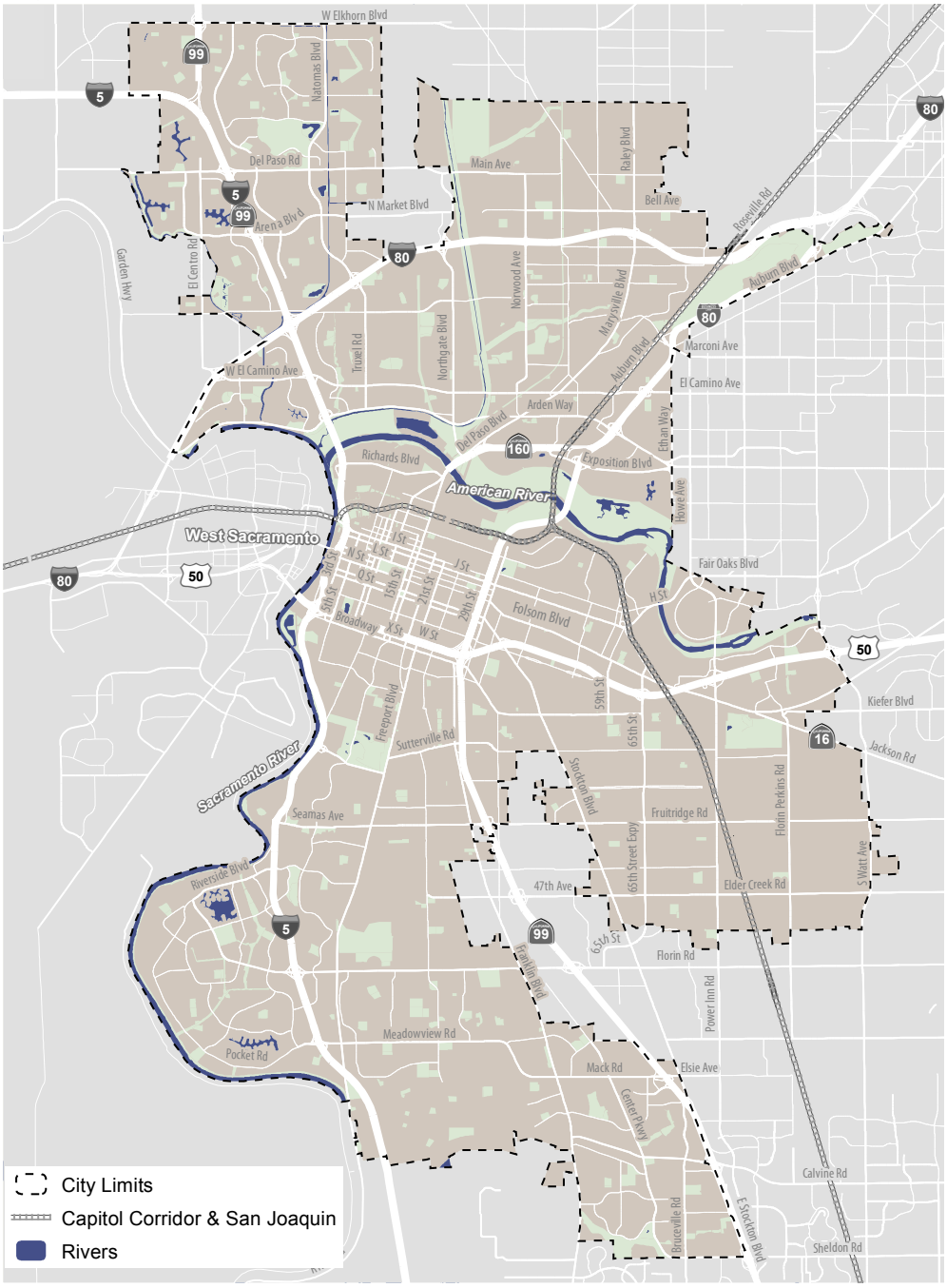
OVERVIEW OF **SACRAMENTO**

The City of Sacramento stretches across 100 square miles in the heart of the California Central Valley. Home to over 485,000 residents, California's capital city is a major activity hub for the metropolitan region and Northern California alike.

The City is strongly defined by its two rivers and their associated parkways – the Sacramento and the American While the rivers serve as local and regional amenities, they also physically divide the City, forming barriers to travel between adjacent neighborhoods. Today, local river crossing opportunities are limited, with just seven local bridges across the American River and two local river crossings connecting Sacramento with neighboring Yolo County across the Sacramento River.

Beyond the City's natural features, manmade features heavily shape the Sacramento landscape. Several freeways traverse the City, including Interstate 5,

City Overview



INTRODUCTION

Interstate 80, Highway 50, State Route 160, and State Route 99. Major arterials distribute automobile traffic to and from the local freeway network, including Folsom Boulevard, Arden Way, Truxel Road, Fruitridge Road, and Florin Road. These high-capacity corridors provide convenient access for people traveling by car, but simultaneously pose challenges for bicyclists attempting to travel throughout the City.

Similarly, the City's extensive railroad network creates distinct edges throughout Sacramento. This network is utilized for both freight and passenger transportation purposes, including the Sacramento Regional Transit light rail network, which carries 50,000 passengers per week throughout the region. Roadway and bicycle networks are often interrupted by lengthy stretches of railroad track, making safe crossing opportunities few and far between.

Despite these barriers, the flat topography and temperate year-round climate provide ideal conditions for bicycling as a primary mode of transportation in Sacramento. Over the years, the City has facilitated bicycle travel through the provision of a variety of bicycle facilities, ranging from on-street neighborhood bicycle routes to the renowned American River Bike Trail. With this foundation in place, the City is positioned to stitch together these individual components into a cohesive, complete bicycle network.

BICYCLE FRIENDLY **COMMUNITY STATUS**

Since 2006, the City of Sacramento has been recognized as a Bicycle Friendly Community by the League of American Bicyclists. In 2011, the City's recognition level was upgraded to "Silver" largely based on the growing public support for bicycling in the region and the integration of complete streets improvement standards.

A number of projects over the past decade have focused on improving bicycle access to the downtown business district, including road diets to add bicycle lanes on H Street, J Street, Folsom Boulevard, Freeport Boulevard.

The evaluations for bicycle friendly communities are based on a combination of qualitative metrics and quantitative self-reported data. A selection committee assesses each application based on the unique context of each community under consideration. The criteria are based on five categories known as the Five E's, which include Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning. In addition, the evaluations include key outcomes related to ridership, crashes, and fatalities that can be measured and tracked over time.

Bicycle Friendly Community Report Card

BICYCLE FRIENDLY COMMUNITY Spring 2016 THE LEAGUE OF AMERICAN BICYCLISTS since 1880 SILVER

SACRAMENTO, CA

TOTAL POPULATION 475,536

POPULATION DENSITY 4755

TOTAL AREA (sq. miles) 100

OF LOCAL BICYCLE FRIENDLY BUSINESSES 1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Sacramento
Arterial and Major Collector Streets with Bike Lanes	65%	70%
Total Bicycle Network Mileage to Total Road Network Mileage	43%	22%
Public Education Outreach	VERY GOOD	SOME
Share of Transportation Budget Spent on Bicycling	14%	7.7%
Bike Month and Bike to Work Events	VERY GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	YES	MONTHLY
Bicycle-Friendly Laws & Ordinances	VERY GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 32K	1 PER 327,956

CATEGORY SCORES

ENGINEERING *Bicycle network and connectivity*	4/10
EDUCATION *Motorist awareness and bicycling skills*	3/10
ENCOURAGEMENT *Mainstreaming bicycling culture*	4/10
ENFORCEMENT *Promoting safety and protecting bicyclists' rights*	4/10
EVALUATION & PLANNING *Setting targets and having a plan*	2/10

KEY OUTCOMES

	Average Gold	Sacramento
RIDERSHIP *Percentage of Commuters who bike*	5.5%	2.3%
SAFETY MEASURES **CRASHES** *Crashes per 10k bicycle commuters*	100	453
SAFETY MEASURES **FATALITIES** *Fatalities per 10k bicycle commuters*	0.6	5.7

KEY STEPS TO GOLD

» Increase staff time and resources spent on improving bicycling conditions in Sacramento. Current reported FTE points to a lack of staff capacity compared to other Bicycle Friendly Communities.

» Develop a comprehensive traffic safety program, such a Vision Zero, to reduce the number of bicyclist crashes and deaths. A comprehensive program should include infrastructure changes, such as traffic calming, in addition to education efforts.

» Launch a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike and to bridge the "last mile" between public transit and destinations.

» Consider offering a 'Ciclovia' or Open Streets event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. This event can be a great place to engage people about improvements they would like in their community and barriers to biking more often that they experience.

» You reported a higher percentage of roads over 35 mph than other applican communities. Consider ways to decrease speed limits in urban areas and redesign those streets to increase compliance with the new speed limits.

» Expand youth education programs. Bicycle-safety education should be a routine part of education, for students of all ages. Neighborhoods surrounding schools should be particularly safe and convenient for biking and walking.

LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES

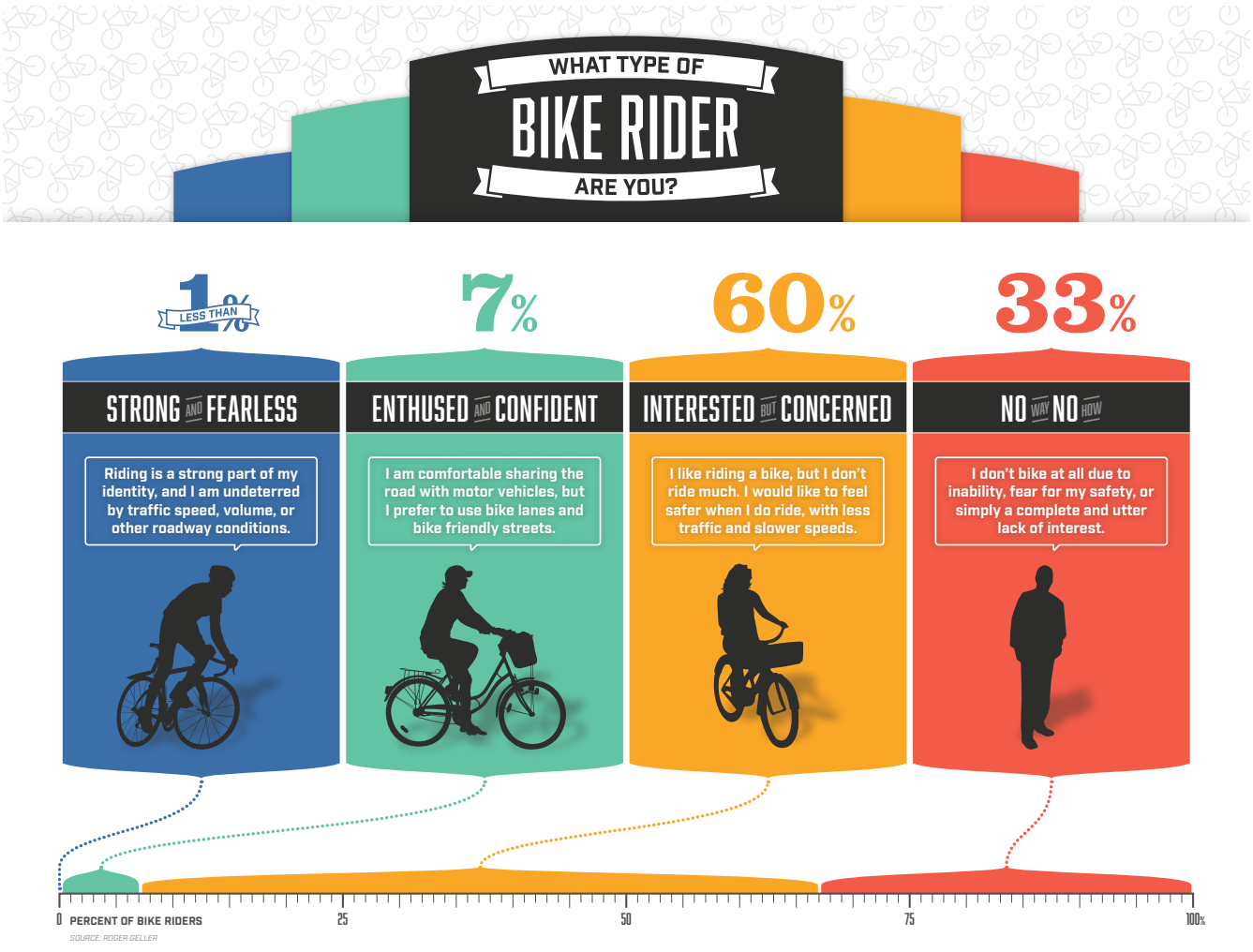
SUPPORTED BY TREK

During the most recent renewal in February of 2016, the City of Sacramento maintained its "Silver" Bicycle Friendly Community designation. Generally, in the Five E's categories, scoring remained stagnant with a slight drop in the Evaluation & Planning Criteria. In the key outcomes evaluation, the percentage of commuters who bike has remained relativity constant since 2011 at about 2.5 percent. Prior to 2011, the growth of ridership in Sacramento was one of its key strengths. Unfortunately, the crashes and fatalities per 10,000 bicycle commuters has greatly increased over the last four years. The frequency of crashes has nearly doubled from 265 to 453 between 2011 and 2015. During the same time period, the fatality rate has tripled from 1.89 to 5.7 fatalities per 10,000 bicycle commuters.

The League recommended several measures for improving bicycle-friendliness in Sacramento:

- Increase staff time and resources spent on improving bicycling conditions.
- Develop a comprehensive traffic safety program, such as Vision Zero.
- Launch a bike share system that is open to the public to encourage short trips by bike and bridge the "last mile" to transit.
- Consider offering a "Ciclovia" or Open Streets event to engage the community regarding enhancements and removing barriers to bicycling.
- Consider ways to decrease speed limits in urban areas and redesign those streets to increase compliance with the new limits.
- Expand youth education programs.

LOW-STRESS **BICYCLING NETWORK**



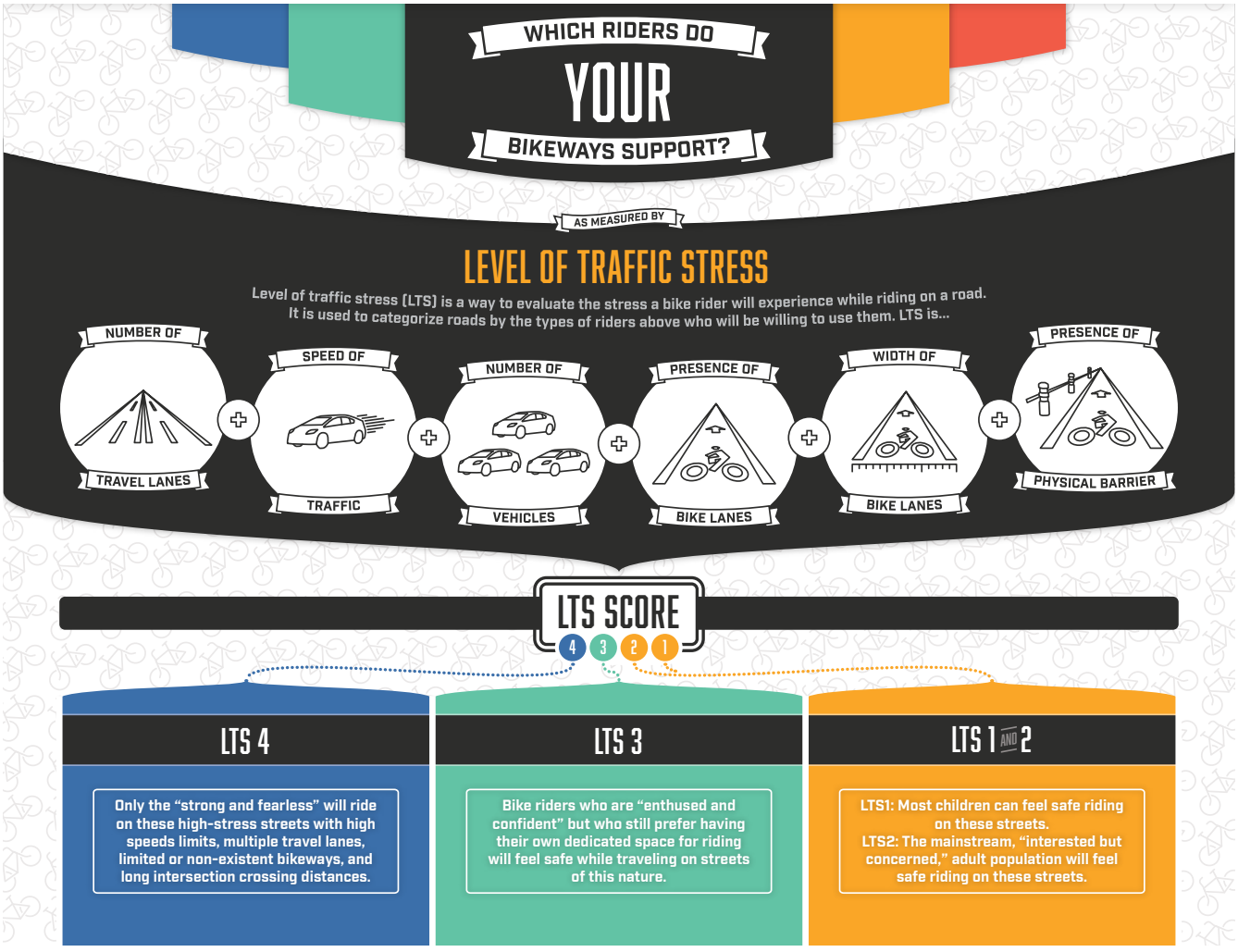
To see major increases in ridership, the City would need to invest in bikeways that are more comfortable for a broader spectrum of riders.

Level of Traffic Stress (LTS) is a way to evaluate the stress a bike rider will experience when riding on a road based on factors such as speed of traffic, number of traffic lanes, and presence and quality of bike lanes.

The chart on the previous page shows that "Interested but Concerned" bicyclists comprise the majority of adults. The Low-Stress Bicycling and Network Connectivity methodology concludes that "Interested but Concerned" bicyclists will not tolerate a bikeway that is high stress (LTS 3 and 4). Therefore, significantly increasing bicycle mode share will require well-connected bikeways that are considered lower stress.

For the purposes of this plan, bikeways that could be considered lower-stress include:

- Bike paths
- Protected/Separated bikeways (with vertical barrier)
- Buffered bike lanes on streets with a posted travel speed of up to 45 miles per hour
- Bike lanes on streets with a posted travel speed of up to 35 miles per hour
- Shared streets (or bike routes) with a posted travel speed of up to 25 miles per hour



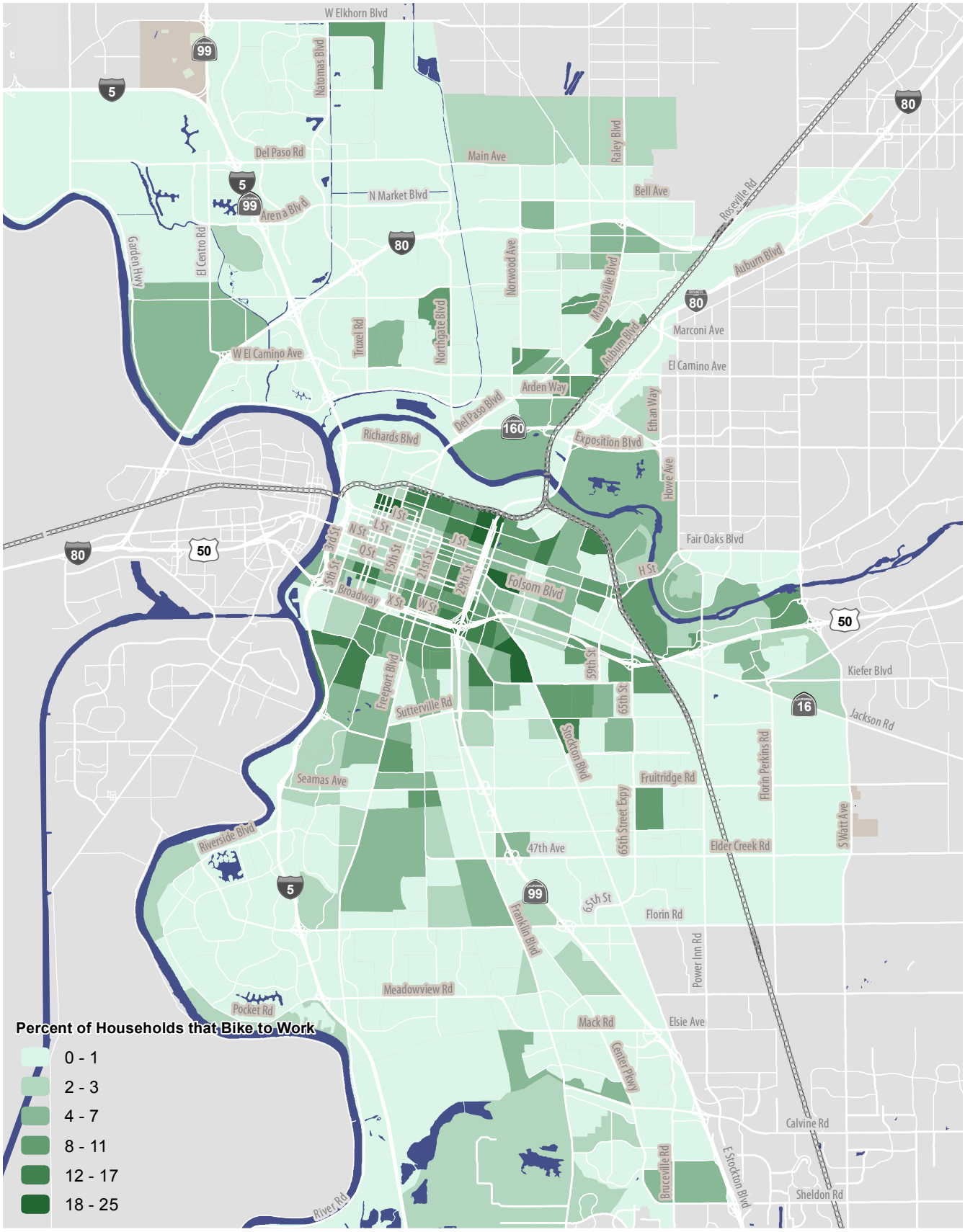
EXISTING **CONDITIONS**

The City of Sacramento's bikeway network is anchored by the river trails along the American and Sacramento Rivers. The Central City is characterized by a robust street grid that supports multiple modes of transportation surrounded by tree lined suburbs with neighborhood bike routes. Historic highways radiate out from the Central City connecting neighborhoods with on-street bike lanes that are evolving to better serve the City's residents. Eclectic bike parking that celebrates the arts culture of Sacramento can be found along many of its active commercial corridors. The City is implementing its first protected bikeway along North 12th Street continuing its goal of becoming a city that celebrates active transportation.

BICYCLE
MODE SHARE

According to SACOG's Metropolitan Transportation Plan / Sustainable Community Strategy (Adopted February 18, 2016) bicycle mode share across the Sacramento Region has steadily grown over that last decade. As the largest urbanized area and job center, the City of Sacramento's bicycle commute mode share of 2.5 percent is above the regional average. By analyzing the American Communities Survey (ACS) commute data for the City of Sacramento we observe that some neighborhoods have a bicycle commute mode share above 20 percent, and the Central City averages approximately eight percent. However, this map also highlights many of the areas of the City that fall below the regional average with a mode share less than one percent. Increases in Educational and Encouragement programs, Enforcement and Engineering infrastructure can help the City reach its bicycle commute mode share goals.

Percent of Households that Bike to Work



Source: American Communities Survey

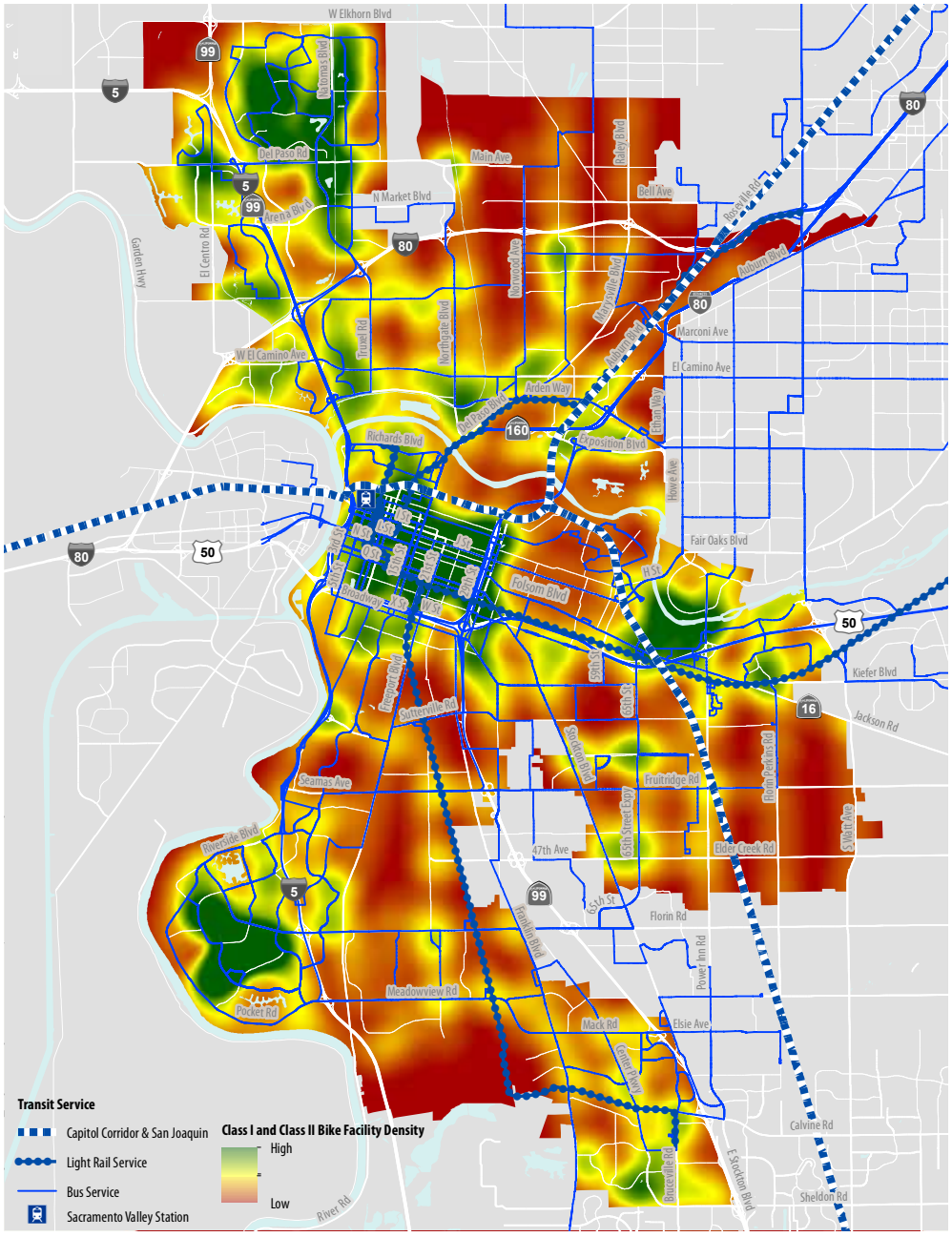
CONNECTIONS **TO TRANSIT**

Sacramento Regional Transit District

As the primary transit service provider for the Sacramento metropolitan area, the Sacramento Regional Transit District (RT) operates 69 bus routes, one general public dial-a-ride service, and 41.8 miles of light rail throughout a 418 square-mile service area. Buses and light rail operate 365 days a year using 90 light rail vehicles, 209 buses, and 25 shuttle vans.

RT facilitates bicycling by providing bike racks on buses, allowing bikes on trains, and providing bike parking at light rail stations. Every bus is equipped with a bike carrier serving passengers on a first-come, first-serve basis. In March 2015, RT installed new three-position bike racks on most of their buses for additional carrying capacity. Bikes are allowed on the light rail trains during all hours

Existing Transit Facilities



of operation. On multi-car trains, four bikes are allowed per car – two in the front and two in the back. On the last daily bus or train on each route, there is no limit on the number of bikes that can board. Over 150 weatherproof bike lockers are located at 19 light rail stations. Additionally, many light rail stations have bike racks.

The Existing Transit Facilities map highlights where existing bikeway infrastructure exists near transit lines.

Inter-City Rail Service

Inter-city rail service is available on two commuter rail lines and two transcontinental rail lines that serve Sacramento.

The most popular inter-city rail line serving Sacramento is the Capitol Corridor, which provides up to 32 daily trains between Sacramento, the Bay Area, and San Jose.

The second inter-city rail line is the San Joaquin line, which provides 12 daily trains between Stockton and Bakersfield. Two of these trains continue to Sacramento.

Both the Capitol Corridor and the San Joaquin lines allow walk-on bicycle storage. Recently, Capitol Corridor JPA doubled on-board bicycle storage capacity.

Other Transit Services

North Natomas Flyer
Operated by the North Natomas Transportation Management Association, the Natomas Flyer provides four shuttle routes throughout the North Natomas area. Each of these routes provide a trip to Downtown Sacramento. Each of the 32 foot buses have capacity for 30 passengers and three bicycles.

Sacramento State Hornet Express
Operated by California State University Sacramento during spring and fall semesters, the Hornet Express Shuttle provides three shuttle routes in and around the California State University Sacramento campus in East Sacramento. Hornet Express Shuttle service is intended for students attending the University. Each of the buses have carriers with capacity for two bicycles.

UC Davis Shuttles
Operated by UC Davis Health System, the UC Davis Medical Center is served by four regular shuttle routes and one express route. Additionally, the system includes a route connecting to the main University of California Davis campus. Service is intended for persons affiliated with University of California. Most of the buses have carriers with capacity for two bicycles.

Buses From Outside of Sacramento City Limits
The following list of transit agencies provide at least one route to downtown Sacramento. Each of these vehicles are equipped to transport bicycles either on a bicycle carrier or within the luggage compartment:

Amador Transit: Serving Amador County (Plymouth, Jackson, Sutter Creek, Ione), each shuttle is equipped with a carrier for two bikes.

El Dorado Transit:
Serving El Dorado County (Placerville, Shingle Springs) each bus is equipped with a bicycle carrier

e-tran: Serving the City of Elk Grove, each bus is equipped with a carrier for two bikes.

Fairfield and Suisun Transit/Solano Express:
Serving Fairfield and Suisun City, buses have carriers for two bicycles plus additional storagespace in the luggage compartment.

Roseville Transit: Serving the City of Roseville, each bus is equipped with a bicycle carrier.

San Joaquin RTD: Serving San Joaquin County (Stockton and Lodi), bicycles are allowed in the luggage compartment.

South County Transit:
Serving Galt and South Sacramento County, bicycles either on a bicycle carrier or within the luggage compartment.

Yolobus: Serving Yolo County (Davis, Woodland, and West Sacramento), downtown Sacramento, and Sacramento International Airport, all buses are equipped with bicycle carriers for three bicycles.

Yuba-Sutter Transit:
Serving Yuba County (Yuba City and Marysville), all buses are equipped with bicycle carriers for two bicycles.

PROGRAMS

The City of Sacramento has many programs that focus on increasing ridership, making biking safer, and integrating biking into everyday life.

Education

Bicycle Education in Schools

Elementary schools are eligible to participate in the Captain Jerry Program, offered by the City of Sacramento Department of Public Works. Aimed at providing learning basic traffic safety along with the fun of bicycling, the program makes an interactive presentation to an assembly of the students. The program visits ten schools per year. Bicycle safety topics include bicycling to prevent falling, riding on the right side of the road, using hand signals, and the use of bicycle helmets.

Safetyville USA in Sacramento educates children on life saving skills, health and fitness, and roadway safety.

North Natomas Transportation Management Association (NNTMA) has a fleet of bicycles they provide to classes participating in their bicycle rodeos within the North Natomas neighborhood. They provide Project Ride Smart as a 5th grade driver's education program – for bikes. This comprehensive bicycle safety program teaches traffic principles and on-bike handling skills. The 10 hour course culminates with street rides where students apply what they learned to their local neighborhood streets – giving them the knowledge and experience to travel safely to and from school. Project Ride Smart is taught by certified bike instructors.

Adult bicycle education is offered through Smart Cycling Sacramento taught by instructors certified by the League of American Bicyclists. Students are able to earn their Traffic Skills 101 Certificate and become more prepared to ride in an urban environment.

Police Department Grant Programs

The Sacramento Police Department obtains funding for safety in schools as well. The most recent program, School Traffic Safety, funds a police officer to provide enforcement and traffic safety education at over 100 schools in Sacramento. Over 1,000 bicycle helmets were purchased to be given away to children at the many planned school bicycle safety events. These events include bicycle safety rodeos, Teen Impact classes, and traffic safety pamphlets.

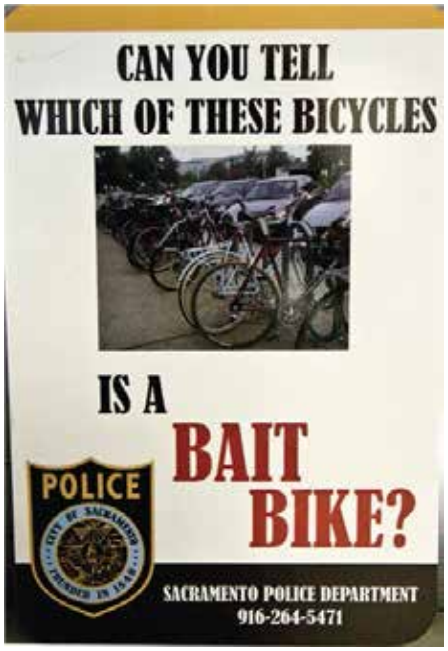
Captain JERRY TRAFFIC SAFETY

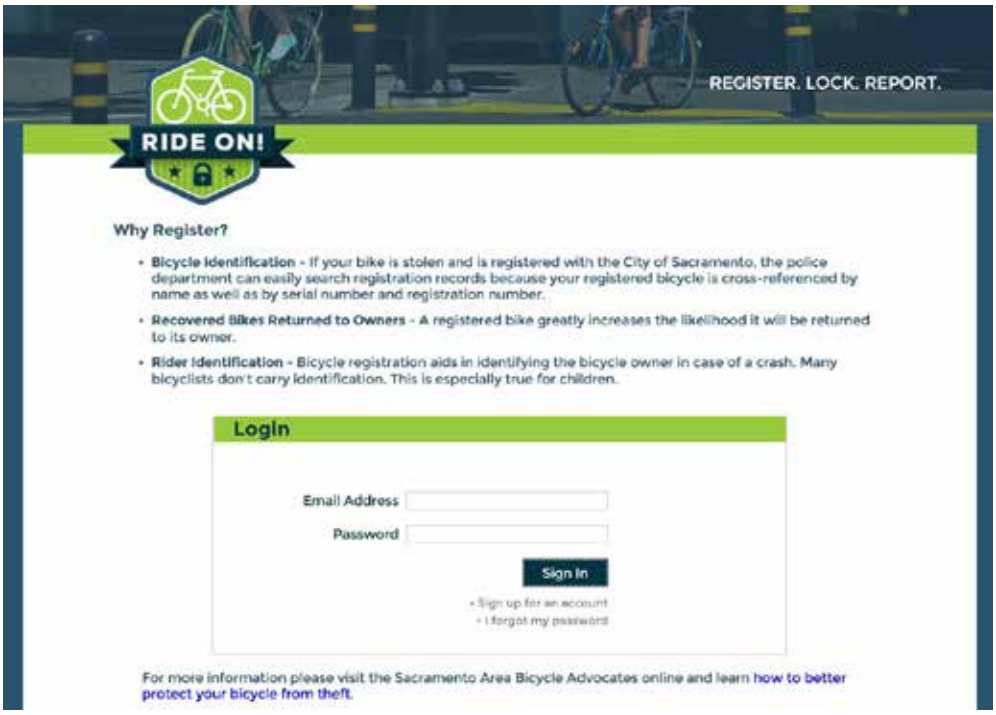
Enforcement

Traffic Law Enforcement
Funding for law enforcement in Sacramento has experienced program cuts due to budget constraints. Between 2007 and 2012 there was a 19 percent reduction of sworn officers and 45 percent reduction in civilian staff. As a result of these cuts, several programs, including routine traffic enforcement were eliminated. In the interim, some funding for traffic enforcement was secured though grants aimed at DUI and distracted driver enforcement. Funding for overall traffic enforcement is being gradually restored as the economy continues to recover.

Bicycle Theft Prevention and Recovery
In response to an increase in bicycle thefts in recent years, the Sacramento Police Department partnered with various neighborhoods to conduct a bait bike program. These bait bikes have been successful in reducing bicycle theft. Each bait bicycle is equipped with an Electronic Tracking System monitoring device, and when moved, sends a signal to police dispatch that the object is moving. Officers use equipment that tracks the bicycle's location. When the lock is cut and the bike starts to move, officers respond and generally make an arrest. The program also includes posting of signs as the prevention piece of the program as illustrated to the right. More funding of this program could help reduce bicycle theft.

The Sacramento Police Department has also taken steps toward bicycle recovery through "Ride On!" an online bicycle registration program. By registering in the program, a recovered bicycle that is in the registry can be returned to its rightful owner. An added benefit, bicycle registration aids in identifying the bicycle owner in case of a crash, since many bicyclists, especially children, don't carry identification. In 2013, 741 bicycles were brought in as either evidence, found property or put in safe keeping. During the year, 362 bicycles were returned to their owners, and 199 were sent to auction. Higher recovery rates could be seen with more use of the "Ride On!" program.





Encouragement

May is Bike Month
First sponsored by the Sacramento Area Council of Governments in 2006, May is Bike Month is a bicycle promotional campaign that takes place every year during the Month of May. The focus of the campaign is to promote bicycle use as a mode of transportation whether for running errands, commuting, riding recreationally, or working. The campaign encourages people to get out of their cars and on their bikes year-round, but with and emphasis every May so that as more people become energized and comfortable on their bicycles they will be more likely to replace a car trip with a bicycle trip year round. Of the many activities that take place during the month of May is the voluntary logging of miles by people who sign into the web page. Since 2014, during the month of May the total number of miles has approached the 2 million mile goal. May is Bike Month is expected to continue for the foreseeable future, with the result of increasing bicycle ridership.

Bicycle Trip Guide
The Sacramento Area Council of Governments published a bicycle trip guide for the Sacramento Region. This 28 page pamphlet discusses topics such as how to get started bicycling, ways to dress for bicycling and for work, equipment needed, tips on riding in the street, secure parking and locking, trip route planning tips, access to bike maps, information on transit services, other rideshare information.

Bike Access and Repair
The Sacramento Bicycle Kitchen is a community-centered bicycle cooperative serving the residents of Sacramento. The organization was formed in order to promote cycling as a low-cost, alternative form of transportation; enable self-sufficiency through knowledge of bicycle maintenance; and promote bicycle safety through education and classes.

North Natomas Transportation Management Association hosts bike clinics and the Bike Doc (mobile bike repair) about twice monthly. The Bike Doc program repairs North Natomas bicycles, for free, at school-based events. Hard-working, professional Bike Doc mechanics are dedicated to ensuring students and their families have safe and rideable bikes by fixing flats, aligning brakes and doing repairs as needed at local school events throughout the spring season. Bike Doc events at school sites also offer low cost helmet sales, where new, quality helmets are provided for the subsidized rate of $5.

In 2017, NNTMA will have their 5th annual 50 Bikes for 50 Kids. The event is centered on rewarding the excellent young individuals found in our community while encouraging the community to learn more about bicycles. This event demonstrates the strength of a unified community, from the 232 volunteers who donated 914 hours of their time to the scores of businesses who sponsored the event.

Cycles 4 Hope was founded to serve people in need in the greater Sacramento California region. Their goal is increase the transportation options and increase opportunity to people in need through the donation of recycled bicycles.

Evaluation

CycleSac

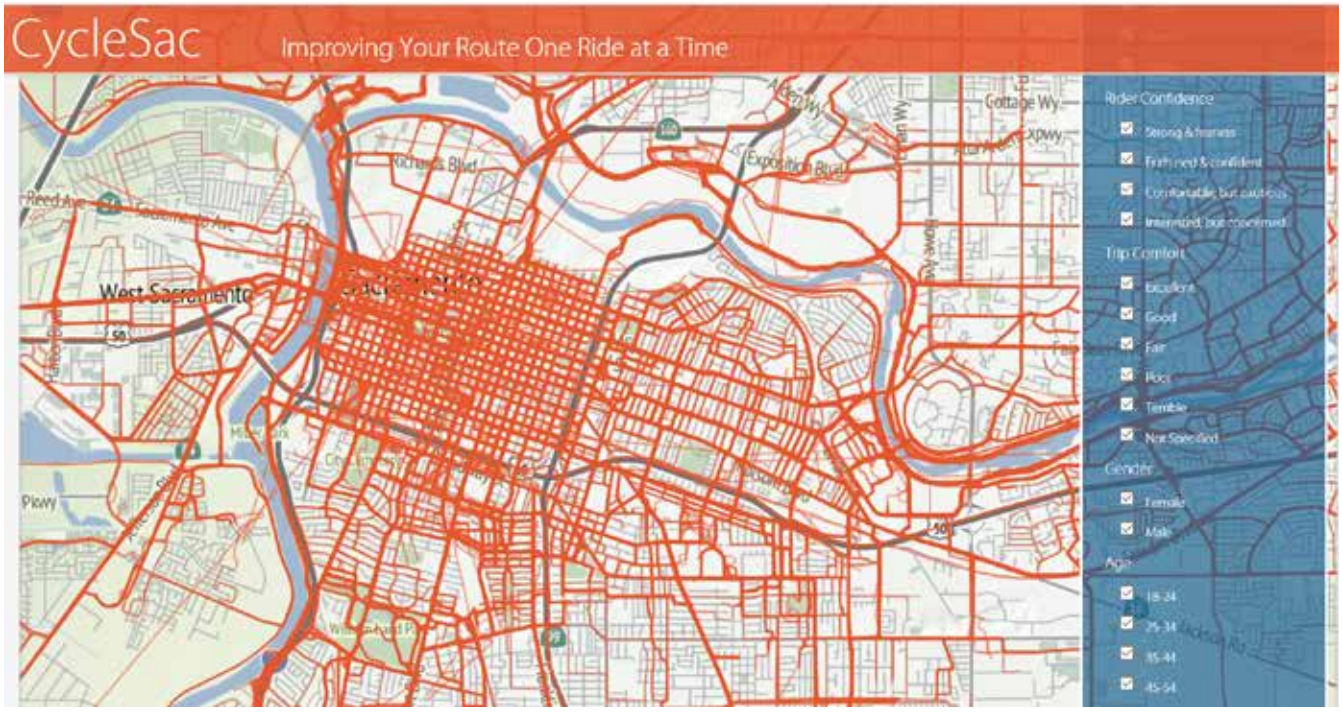
SACOG developed the CycleSac smartphone application to crowdsource the desirability of bicycle routes in the region and collect data about where people are, or are not, riding bikes. This information can be leveraged by planners for more informed decisions regarding infrastructure investments to meet demands and help keep riders safe.

CycleSac collects data on existing cyclist travel patterns from users in all six counties and documents current constraints, issues, and opportunities in the area. This tool is not a comprehensive analytical tool, but a snapshot to understand the routes taken by proactive bicycle riders.

The Sacramento Area Bicycle Advocates (SABA) provides volunteer bike counting services for many of the planning projects throughout the Sacramento Region.

Sacramento 311 Call Center

Sacramento City 311 is an easy to remember phone number available within the City limits that residents, businesses, and visitors can use to request service, report problems, or get information from local government. Among many of the topics available, bicyclists can call in service requests for potholes, problematic traffic signals, fallen tree limbs and flooded streets. The call center is also available for answers to commonly asked questions and requests for new facilities, such as bike parking. The 311 system is also available through an online portal and as a smartphone application.



Engineering

Bikeway Network
The City's Public Works Department plans, seeks funding for, and implements paths and on-street bikeways. Project identification is done through area studies and citywide planning efforts (such as this Plan). When possible, projects are implemented through roadway resurfacing programs or in coordination with other projects already underway. Otherwise the City seeks funding through regional or state funding opportunities.

Bike Parking
No bikeway network is complete without a safe and secure place to lock your bicycle. Bicycle parking in the City is installed one of three ways:

1. City installation as part of the Public Bicycle Rack Program
2. Installation on public and private property with new development projects
3. Installation on public and private property at existing buildings by property/building owner

The City's Public Bicycle Rack Program will install bicycle racks such as those on the sidewalk or in bike corrals (grouped bike parking on-street) for no cost at locations that meet certain criteria.

Wayfinding
Most wayfinding signage within the City is concentrated in Downtown and Midtown Sacramento. Wayfinding signage in this area is intended for use by pedestrians, bicyclists, and automobiles, directing travelers to local recreational, historic, and civic destinations, as well as major transportation routes. Some wayfinding signage is also provided along the American River Parkway. Outside of these areas, wayfinding signage within the City is sporadic.

In early 2016, as part of the Grid 3.0 planning effort, the City launched an update to the existing signage within Downtown and Midtown. In addition to wayfinding signage directed at vehicles and pedestrians, Grid 3.0 also includes a strategy to supplement the wayfinding program with signage directed specifically at those traveling by bicycle. This signage would be installed along key bicycle routes within the Central City, directing bicyclists to key districts and destinations along these routes. This system will limit redundancy with existing and planned vehicular and pedestrian wayfinding signage since these signs are visible to those traveling by bicycle, and the program will therefore be concentrated along routes with lower amounts of motor vehicle traffic. This approach will limit "sign saturation" and result in a higher focus on bicycle signage near gateways to/from the Central City. Implementation of this program will take place in phases, with installation of signage along corridors with future bicycle improvement projects occurring after improvements are constructed.

Bike Share
In 2013, SMAQMD completed a Bike Share Business Plan, which evaluated the feasibility of a regional bike share system and identified preliminary station locations in Sacramento, West Sacramento, and Davis. Recently, SACOG has been identified as the responsible agency for furthering planning and procurement efforts for the regional bike share system. Tentatively, SACOG expects to implement pilot bike share stations in downtown Sacramento in late 2016.

EXISTING **BIKEWAYS**

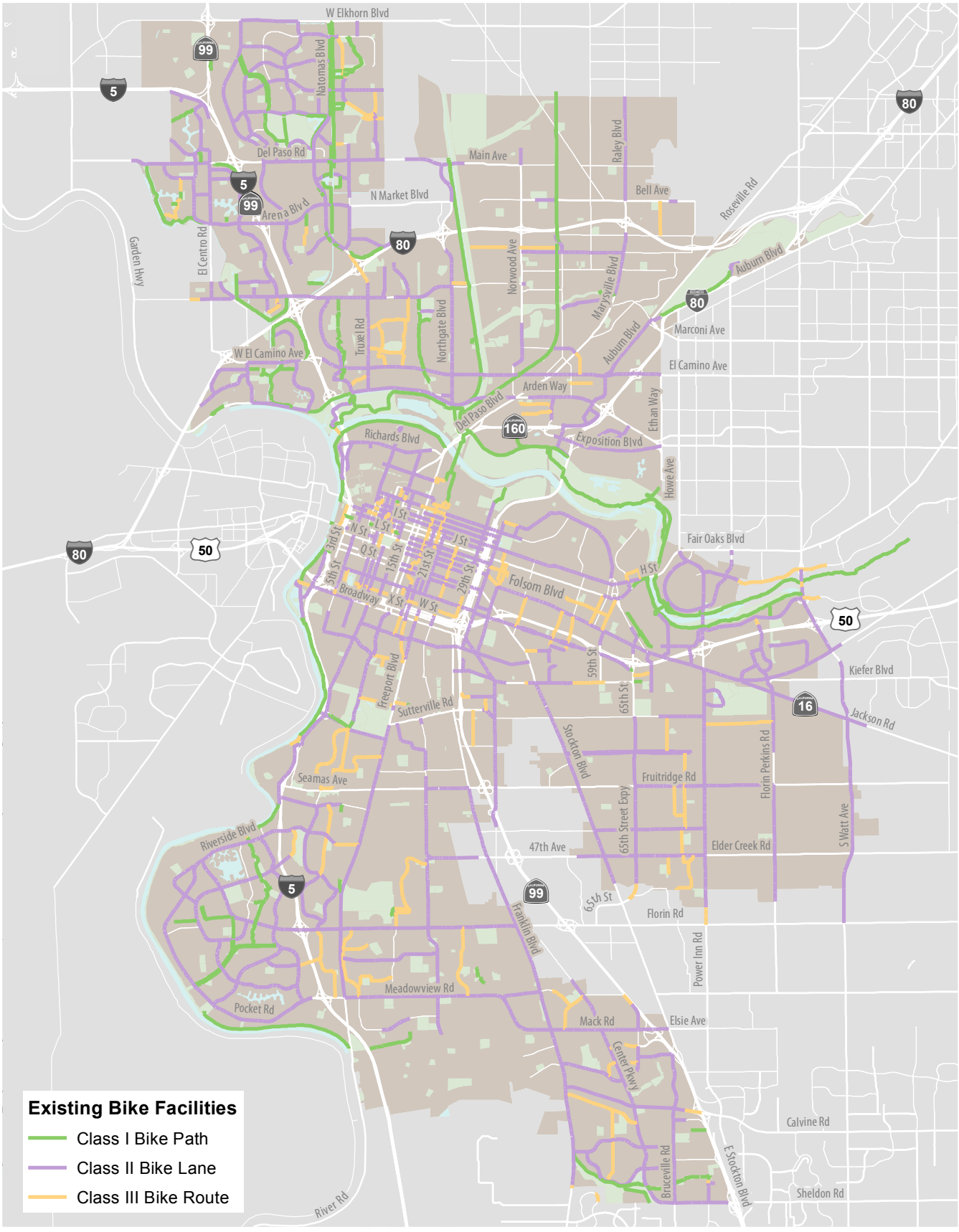
Existing On-Street Bikeway Mileage

Sacramento has 316 miles of on-street bikeways. Approximately 254 miles of on-street bikeways are striped bike lanes, while the remaining 62 miles are bike routes. The current bikeway plan proposes an additional 148 miles, totaling 464 miles of on-street bikeways.

Existing Off-Street Bikeway Mileage

Sacramento has 88 miles of off-street bikeways. Approximately 79 miles of off-street bikeways are bike paths. The current bikeway plan calls for an additional 120 miles, totaling 208 miles of off-street bikeways.

Existing Bikeways



BIKE **PARKING**

The City of Sacramento offers both free and low-cost options for people who bicycle to work, visit, or live downtown. Bicycle racks are located throughout the City and are free to use. Bicycle lockers and bicycle enclosure spaces are also available in select City of Sacramento garages at low monthly rates. Through the City of Sacramento Bicycle Rack Program, local businesses may qualify for a free bicycle rack installation to provide bicycle parking to customers.

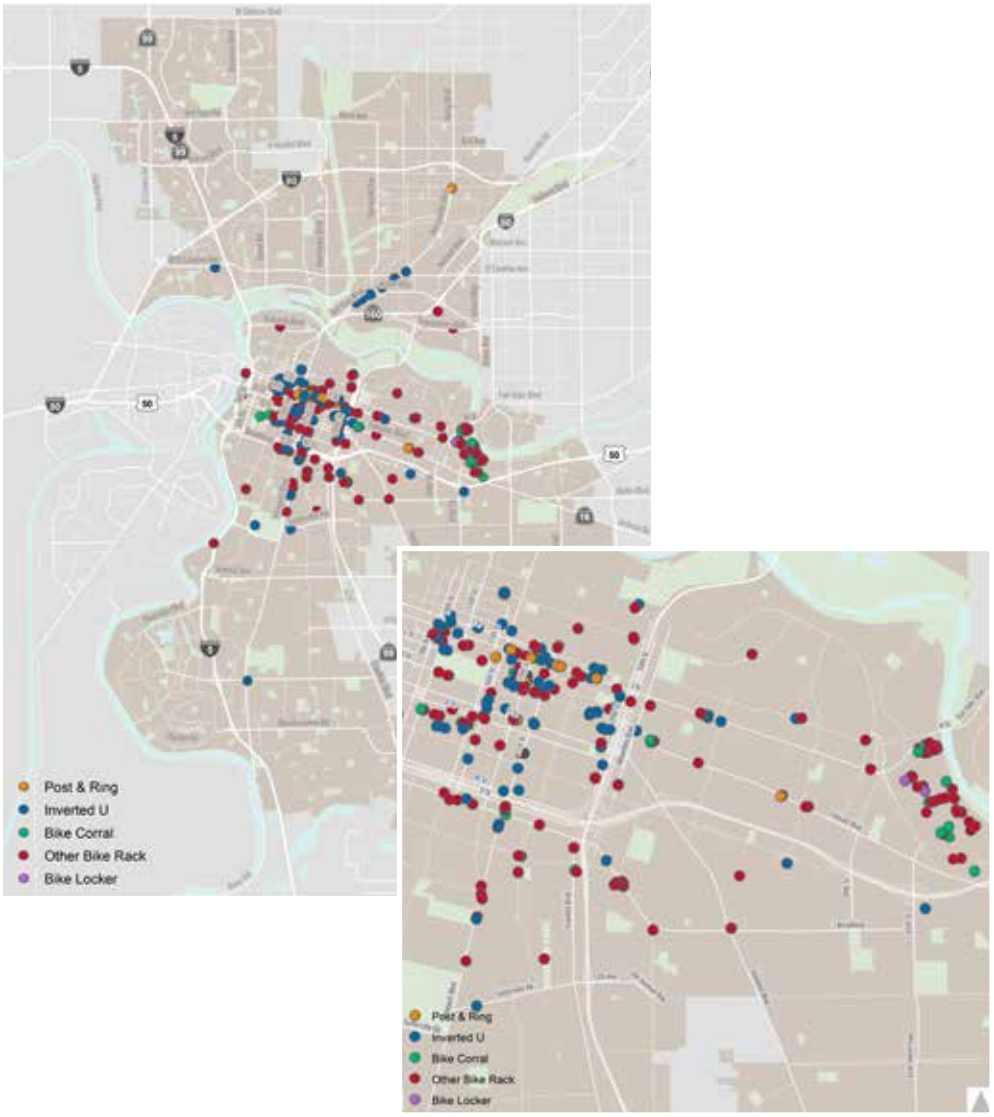
The City of Sacramento Public Works Department will install bicycle racks in the public right-of-way for businesses that have a need for bicycle parking. The installation of bicycle racks nearby business has several important benefits:

- Increases overall parking capacity
- Encourages more trips by bicycle
- Maintains a more orderly streetscape and prevents bikes from blocking the sidewalk

Existing Inventory

As part of this BMP update, the City conducted the first-ever detailed inventory of all publicly accessible bicycle parking located in the City of Sacramento. The effort provided valuable data for planning purposes to better understand the voids in the existing bike parking inventory.

Existing Bicycle Parking Locations



Bicycle Parking Types

- **Bike Corral**

- **Post and Ring**

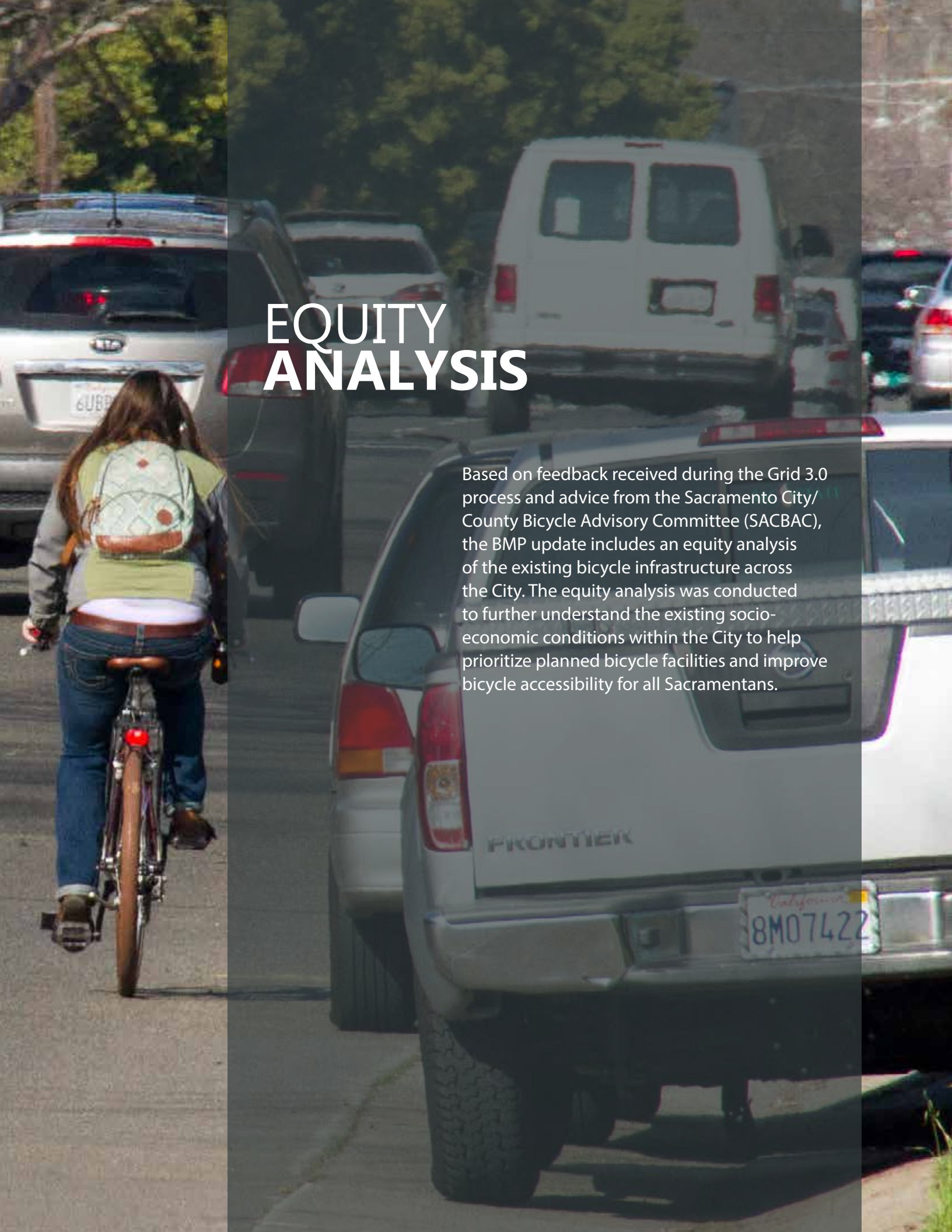
- **Inverted U**

- **Other Bike Rack**

- **Bike Locker**

Needs Assessment

The City has collected and will continue to collect bicycle parking needs through a second online tool, which is shown below.

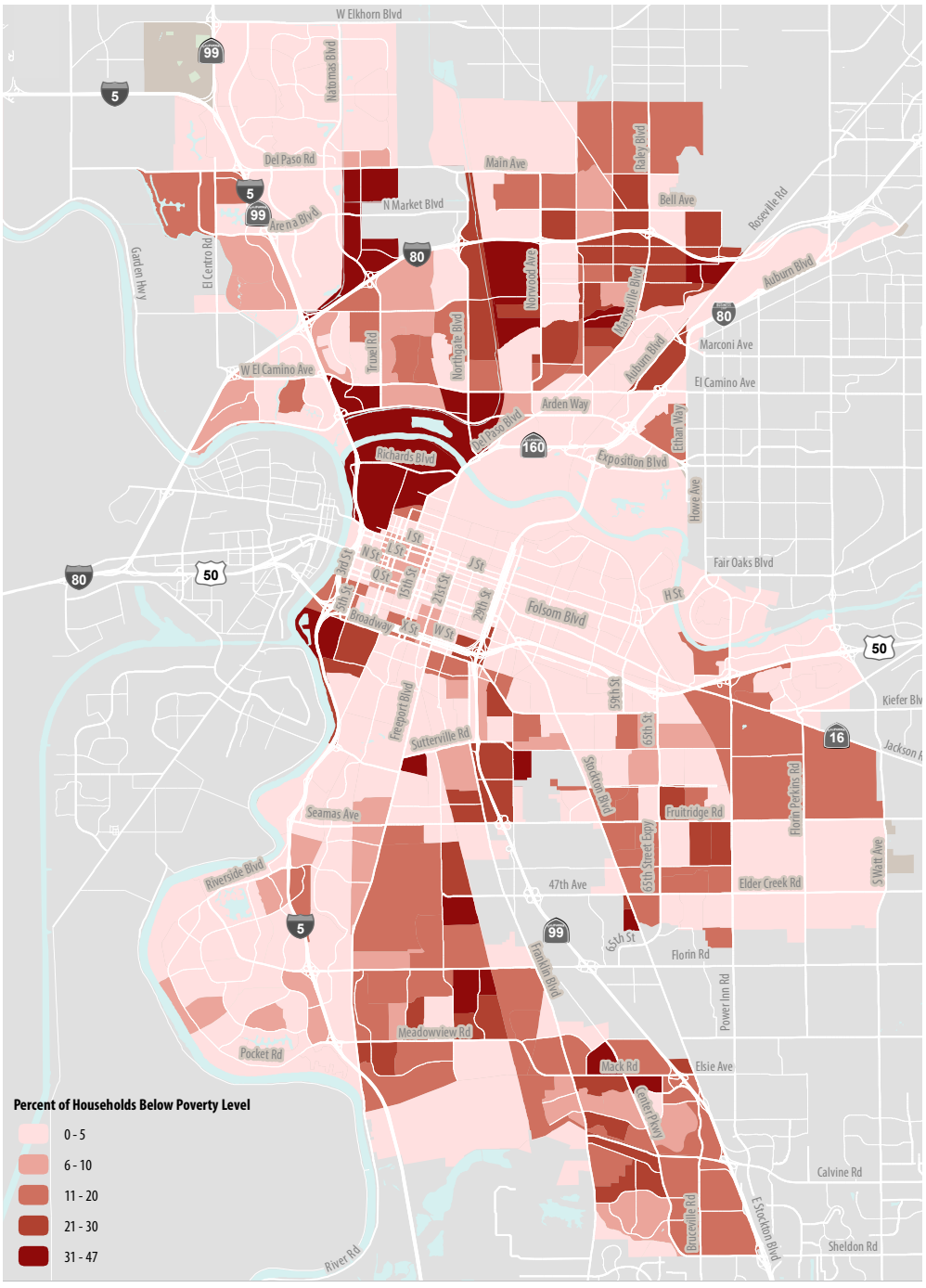


EQUITY **ANALYSIS**

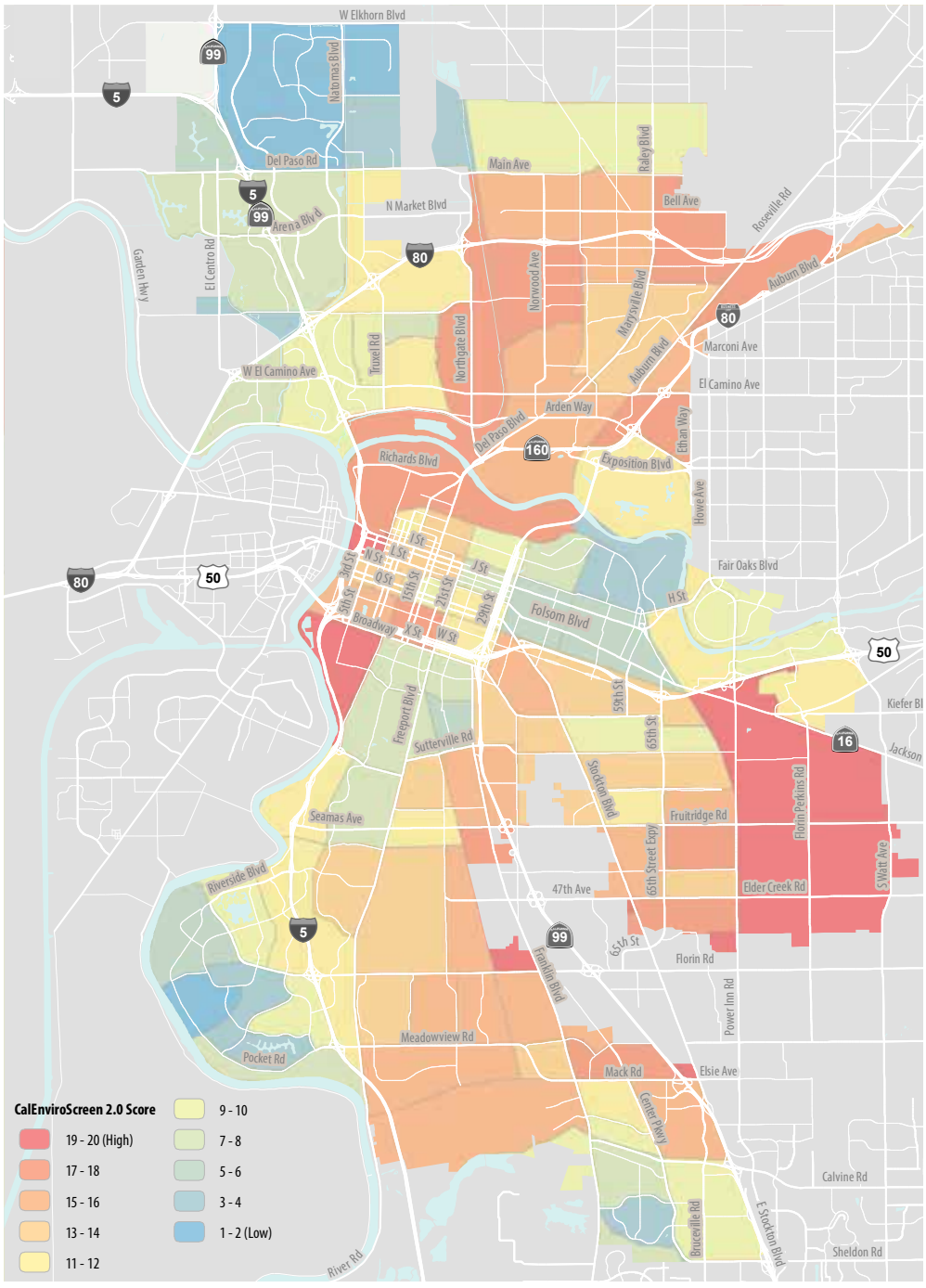
Based on feedback received during the Grid 3.0 process and advice from the Sacramento City/ County Bicycle Advisory Committee (SACBAC), the BMP update includes an equity analysis of the existing bicycle infrastructure across the City. The equity analysis was conducted to further understand the existing socio-economic conditions within the City to help prioritize planned bicycle facilities and improve bicycle accessibility for all Sacramentans.

Using GIS analysis tools paired with demographic data, an equity analysis composite index map was developed to help guide improvement recommendations in historically disadvantaged and underserved areas of the City. The following metrics were identified for use in a City-wide equity analysis composite index score:

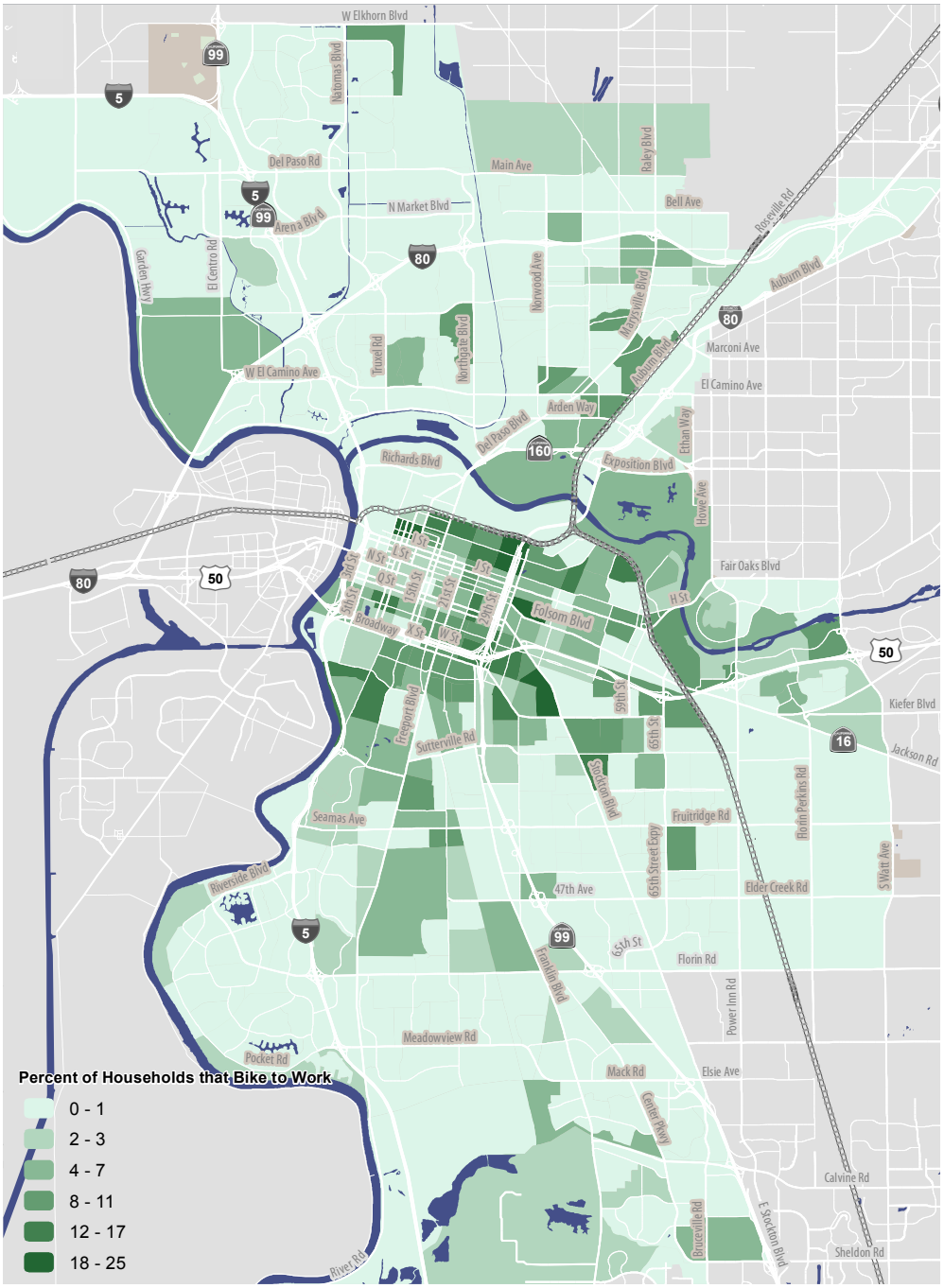
Below Poverty Neighborhoods: Households 200 percent below the poverty line were mapped for the City of Sacramento at the census tract level to identify lower income neighborhoods. ACS (American Community Survey) 5-year composite household data from 2008 to 2013 was used. This analysis revealed areas along Richards Boulevard, Meadowview Road, and Mack Road have over 30 percent of households below the 200 percent poverty line.



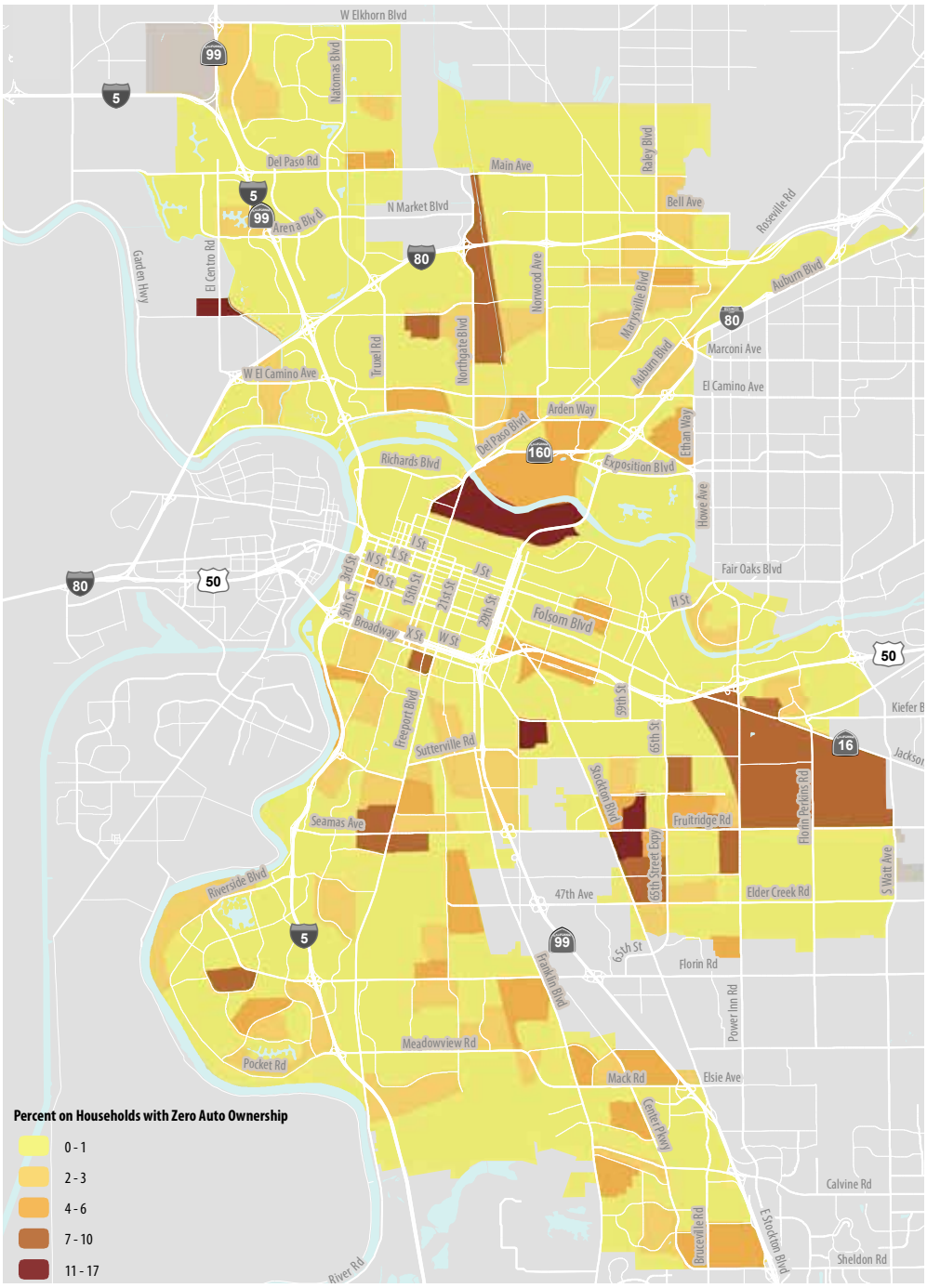
CalEnviroScreen2.0: The CalEnviroScreen2.0 score was developed by the California Environmental Protection Agency to help disadvantaged communities for cap-and-trade funding. It provides statewide scoring metrics at a census tract level, including environmental and social economic disparities ranging from drinking water contaminants to air pollution. The CalEnviroScreen2.0 score was mapped at the census tract level for the City of Sacramento. The results show that the highest disparities are located south of Broadway along the Sacramento River, neighborhoods around Florin Perkins Road, and northern Sacramento near Del Paso Boulevard. (CALEPA, latest update, August 2014).



Bike to Work: Percentage of households that bicycle to work (ACS 5-year composite 2013 data) was mapped at a census tract level to help identify where people are already bicycling within the City and where to prioritize new or enhanced facilities. Neighborhoods along Stockton Boulevard and Freeport Boulevard and within East Sacramento and Midtown all show high ridership in ranges above 20 percent of households bicycling to work.

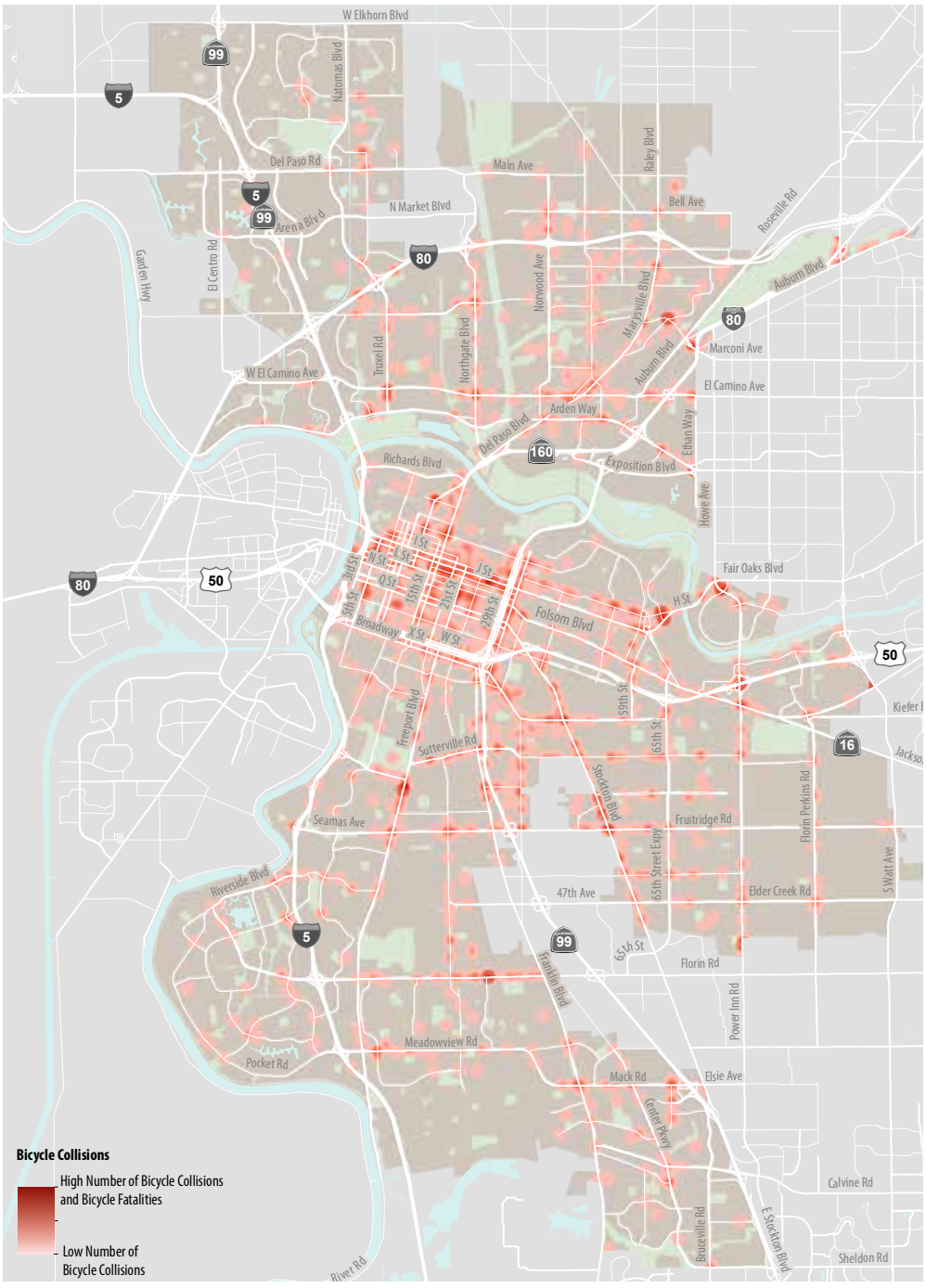


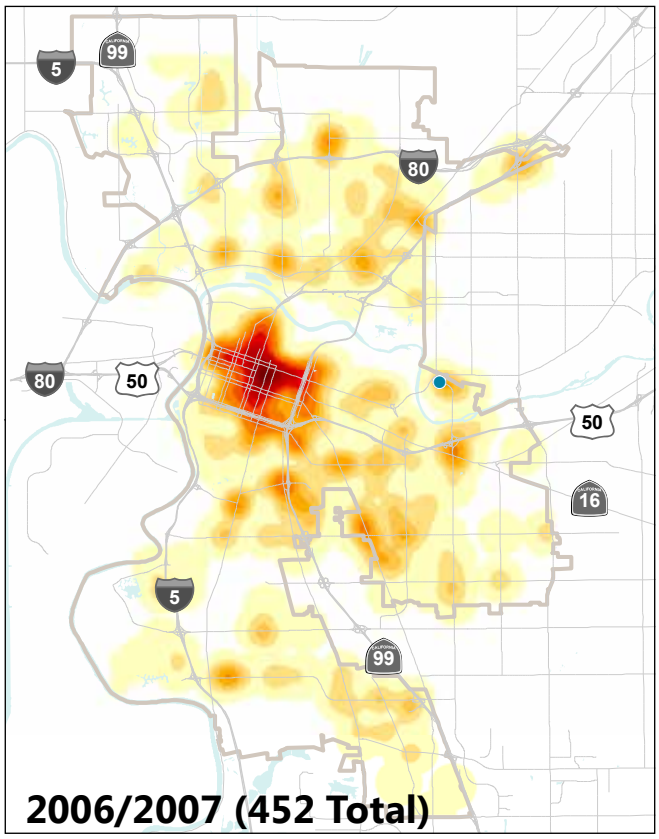
Non-Auto Ownership:
Non-auto ownership was mapped at the census tract level to identity areas with higher levels of people who ride for utilitarian trips (i.e., non-recreational riders). For example, neighborhoods along Stockton Boulevard south of Fruitridge Road show about 10 percent of households with non-auto ownership. (ACS 5-year composite 2013 data).

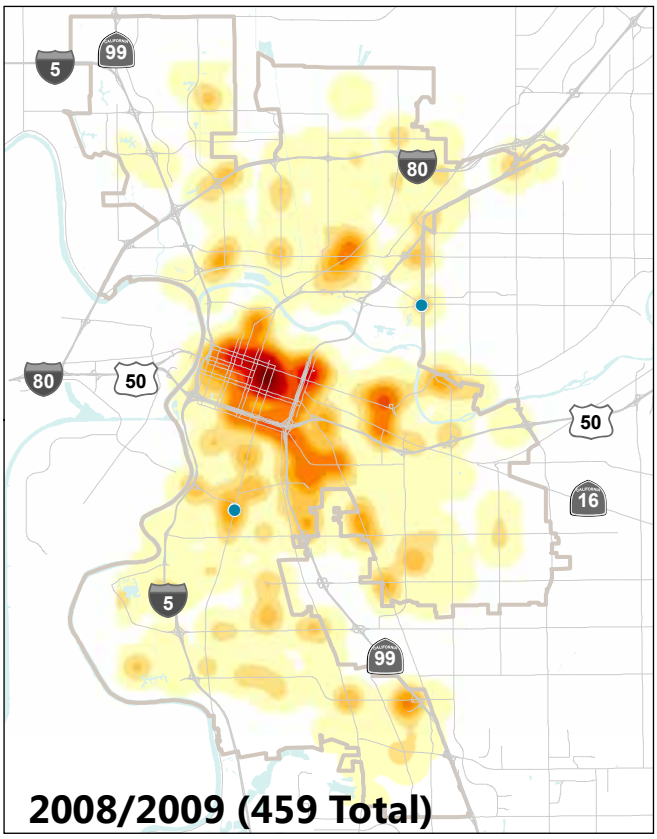


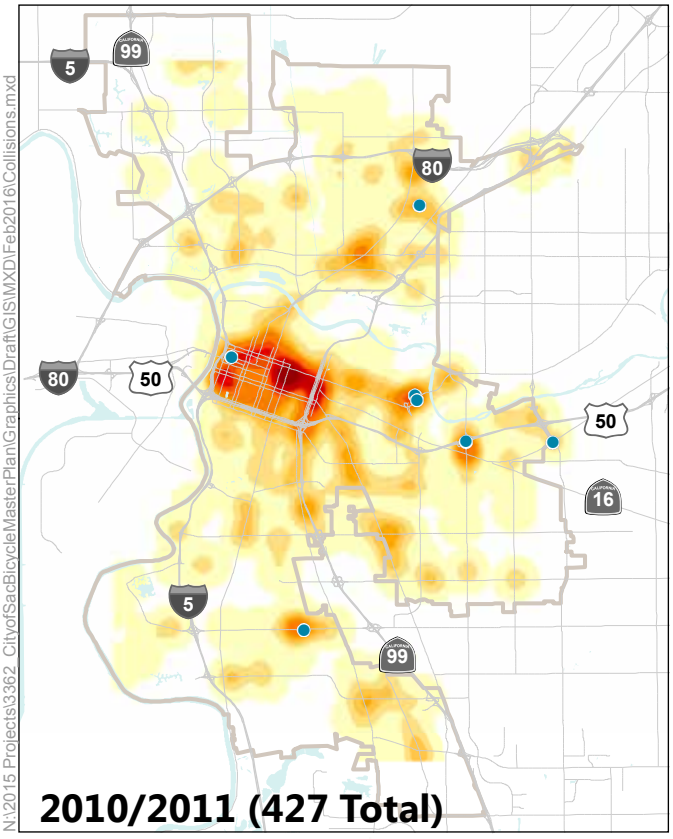
Collisions: Bicycle collision data from the past seven years reported from the California Highway Patrol (Statewide Integrated Traffic Records System (SWITRS) Bicycle Collision Data 2006-2013) reveals trends and patterns regarding bicyclist safety. A City-wide collision density map was created based on high-frequency collision locations. An additional emphasis was added to areas that had bicycle collisions involving fatalities. The analysis shows high concentrations of collisions and fatalities within the Downtown and Midtown areas, as well as along many of the major arterials in neighborhoods surrounding the urban core.

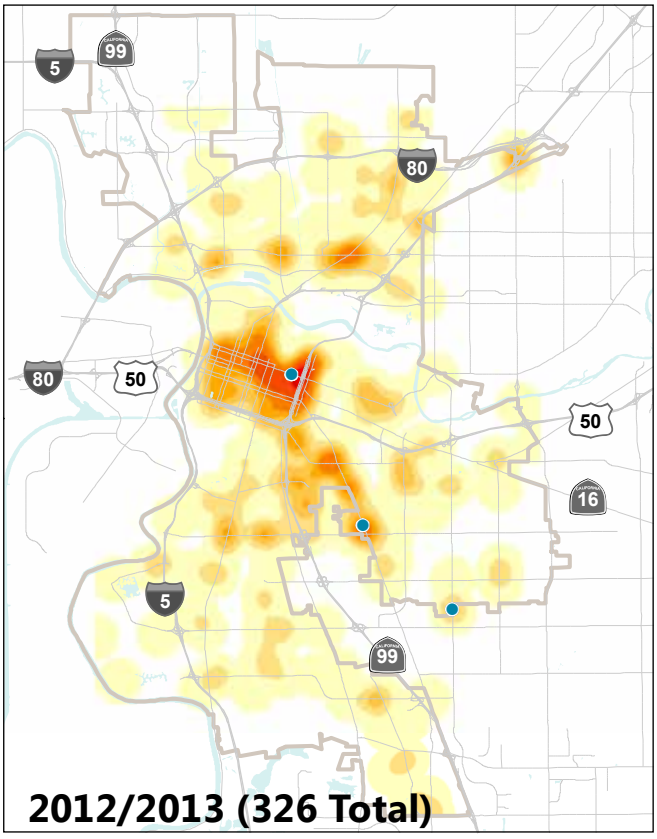
Between 2006 and 2013, the frequency of collisions decreased in the Downtown and Midtown areas. The analysis does not show the same decrease in the neighborhoods outside of the core. Most of the recent cycling fatalities have occurred along the major roadways of these surrounding areas.











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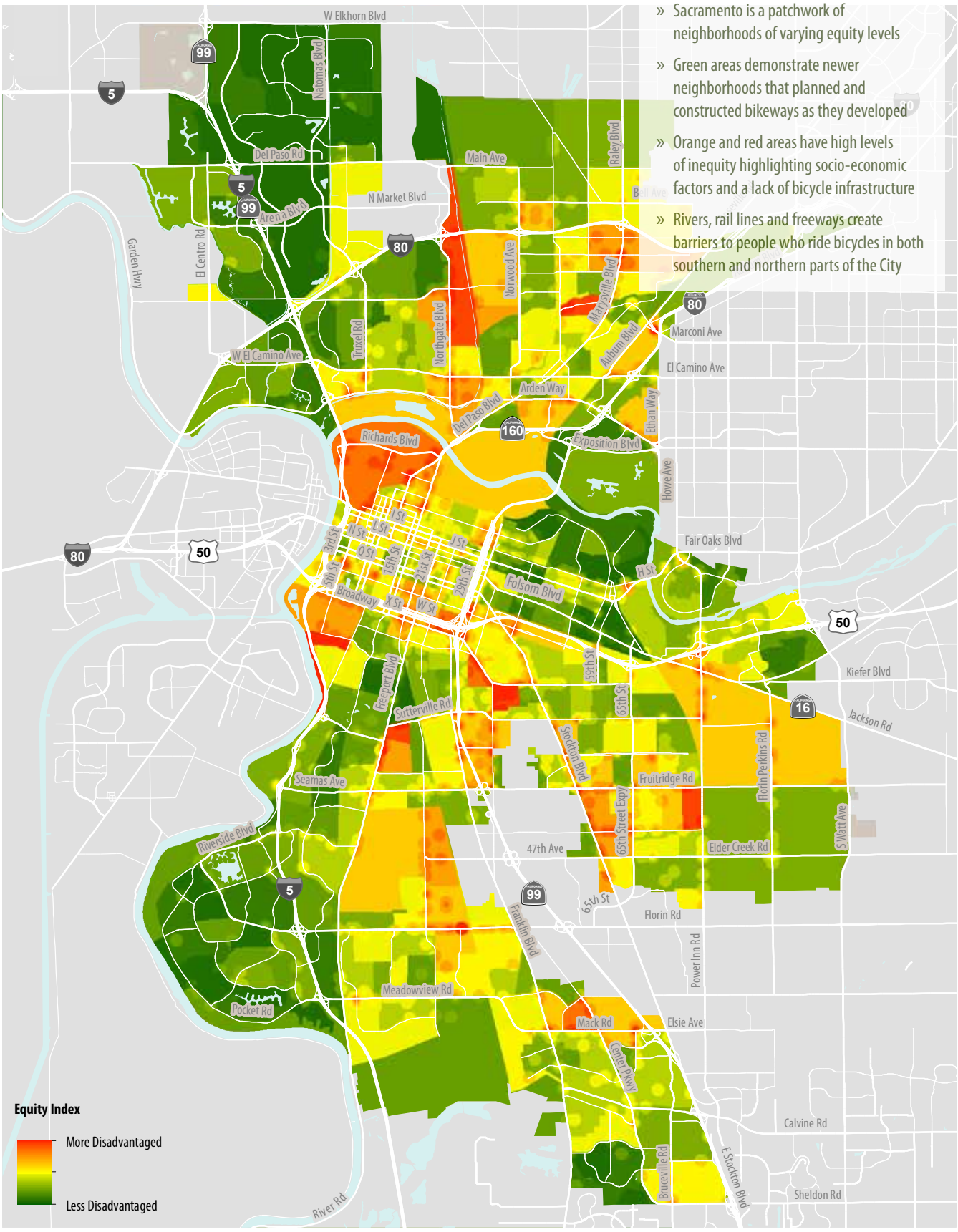
Density
High
Low
Fatality
City Boundary

Equity Analysis Composite Index



Key Findings

- Sacramento is a patchwork of neighborhoods of varying equity levels
- Green areas demonstrate newer neighborhoods that planned and constructed bikeways as they developed
- Orange and red areas have high levels of inequity highlighting socio-economic factors and a lack of bicycle infrastructure
- Rivers, rail lines and freeways create barriers to people who ride bicycles in both southern and northern parts of the City

LAND USES THAT ATTRACT **BICYCLE RIDERS**

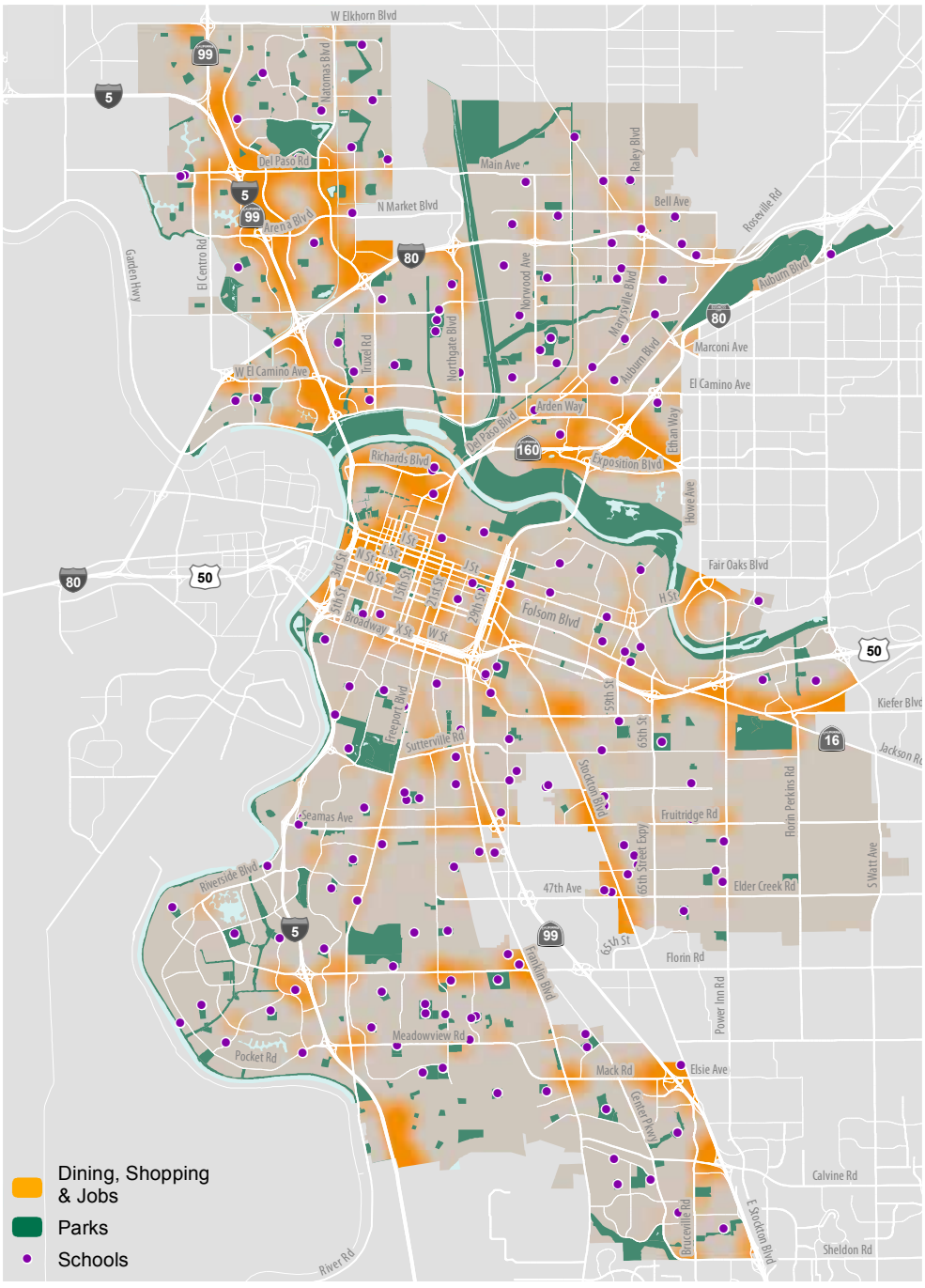
In addition to the equity analysis, an understanding of the land uses and destinations that encourage bicycling is required to identify areas with latent demand for bicycling. While the City has recently promoted mixed use development, most of the City historically developed around more traditional land use patterns; dividing commercial and residential uses.

Creating low stress bicycle connections from residential neighborhoods to employment centers and retail corridors is essential to increasing ridership and safety. These employment centers and retail corridors provide access to jobs, restaurants, bars, and music venues, which attract riders day and night.

A complete bicycle network suggests less stressful routes to schools. Elementary and high schools are broadly distributed in every Sacramento neighborhood and major education destinations such as Sacramento City College and Sacramento State (CSUS) draw riders from across the region.

Neighborhood, city, and regional parks also serve as major attractors of bicycle activity. Connections to the American River Parkway and an expansion of the Sacramento River Parkway should be considered as backbone improvements for a City-wide low stress bicycle network. Every neighborhood park should be accessible via low stress bikeways to allow access to ballparks, playgrounds, community gardens, and gathering spaces.

Trip Destinations and Attractors




I participated in
#SacBikePlan!
BICYCLE
Sutter
MINERS

COMMUNITY **OUTREACH**

Preparation of the Bicycle Master Plan included an outreach program that informed and engaged the community, including an extensive outreach effort to under represented communities that evaluated equitable distribution of facilities throughout the City. Community members participated in the process through stakeholder meetings, a series of traveling workshops, presentations to community-based organizations, and an online tool to map bicycle parking facilities. The workshop formats, presentations, and information gathering were designed around the Five E's, including Education, Encouragement, Engineering, Evaluation, and Enforcement.

Stakeholder Meeting #1

On January 12, 2016, the BMP project team held a stakeholder meeting to provide information about the current BMP, identify tasks for the 2016 update, discuss community outreach efforts, review and comment on proposed improvements, and identify gaps in the City's current Bicycle Master Plan. After discussing the project and community outreach process, stakeholders were invited to review maps of the existing and proposed bikeways within the City limits and provide feedback on difficult intersections, gaps in the bicycle network, and unsafe bike routes.

Traveling Workshops

To engage the public and receive valuable input from community members, the project team coordinated and facilitated a series of traveling workshops at well attended community events and popular community destinations from January through March 2016. The workshops took place throughout five identified under represented communities in Sacramento:

District 1: Natomas

- North Natomas Food Truck Mania at the North Natomas Library (February 18, 2016)
- Pop up Workshop at the South Natomas Community Center (March 16, 2016)

District 2: Del Paso Heights

- Health and Wellness Expo at Grant Union High School (January 23, 2016)
- Pop up Workshop at the Mutual Assistance Network (February 12, 2016)

District 5: Oak Park

- Chinese New Year Celebration at Hiram Johnson High School (January 30, 2016)
- First Friday in Oak Park at Broadway Coffee (March 4, 2016)

District 6: Fruitridge

- Lunar New Year Festival in Little Saigon (February 6, 2016)
- Mega Friday Basketball at West Campus High School (February 12, 2016)

District 8: Meadowview / Valley Hi

- Meadowview Road and 24th Street Streetscape Project Community Open House at the Pannell Community Center (February 25, 2016)
- Meadowview Neighborhood Association Meeting at the Pannell Community Center (March 16, 2016)

Project team members provided information about the BMP to community members, and gathered feedback from participants of all ages through several different interactive activities. The activities and their objectives included:

- Map Exercise: A map of Sacramento showing currently proposed bicycle improvements was displayed. Community members placed different colored dots on the map to indicate a gap in the bicycle network, a difficult intersection, an unsafe bicycle route, a need for bicycle parking, or another barrier to bicycling.
- Survey: A short two-question survey asked participants where they currently ride their bicycle and where they would like to ride their bicycle.
- Alternate Commute Exercise: Community members could use an online map application to identify how long their commute to work or school is by car, and compare it to commuting by bicycle. The differences in distance and time demonstrated whether or not the person could take their trip by bike instead of by car.
- Key Improvements Exercise: Participants were prompted to answer the question, "I would ride my bike more often if..." on post-it notes. These answers were placed on a board with other participant responses.

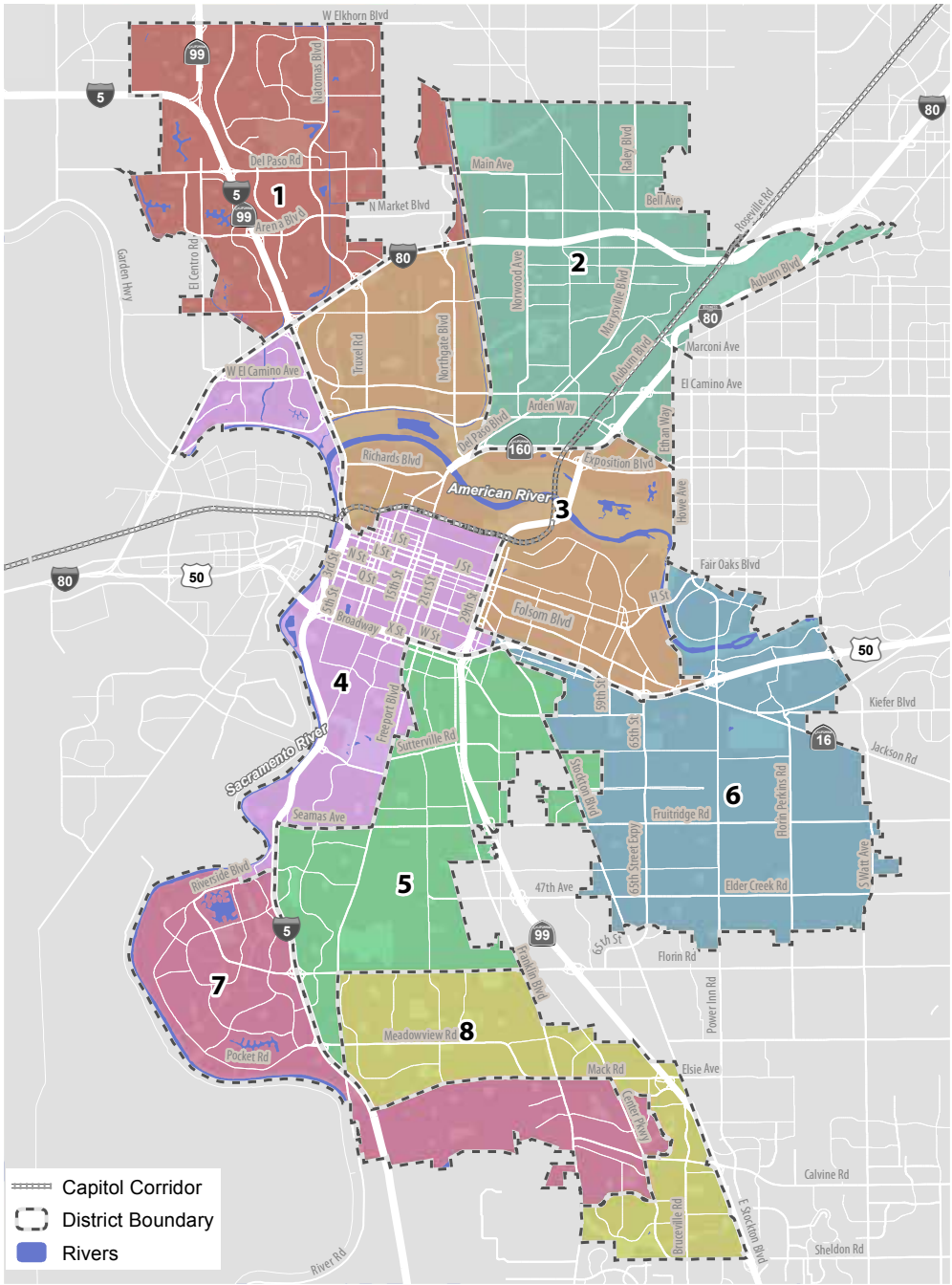
Presentations to Community-Based Organizations

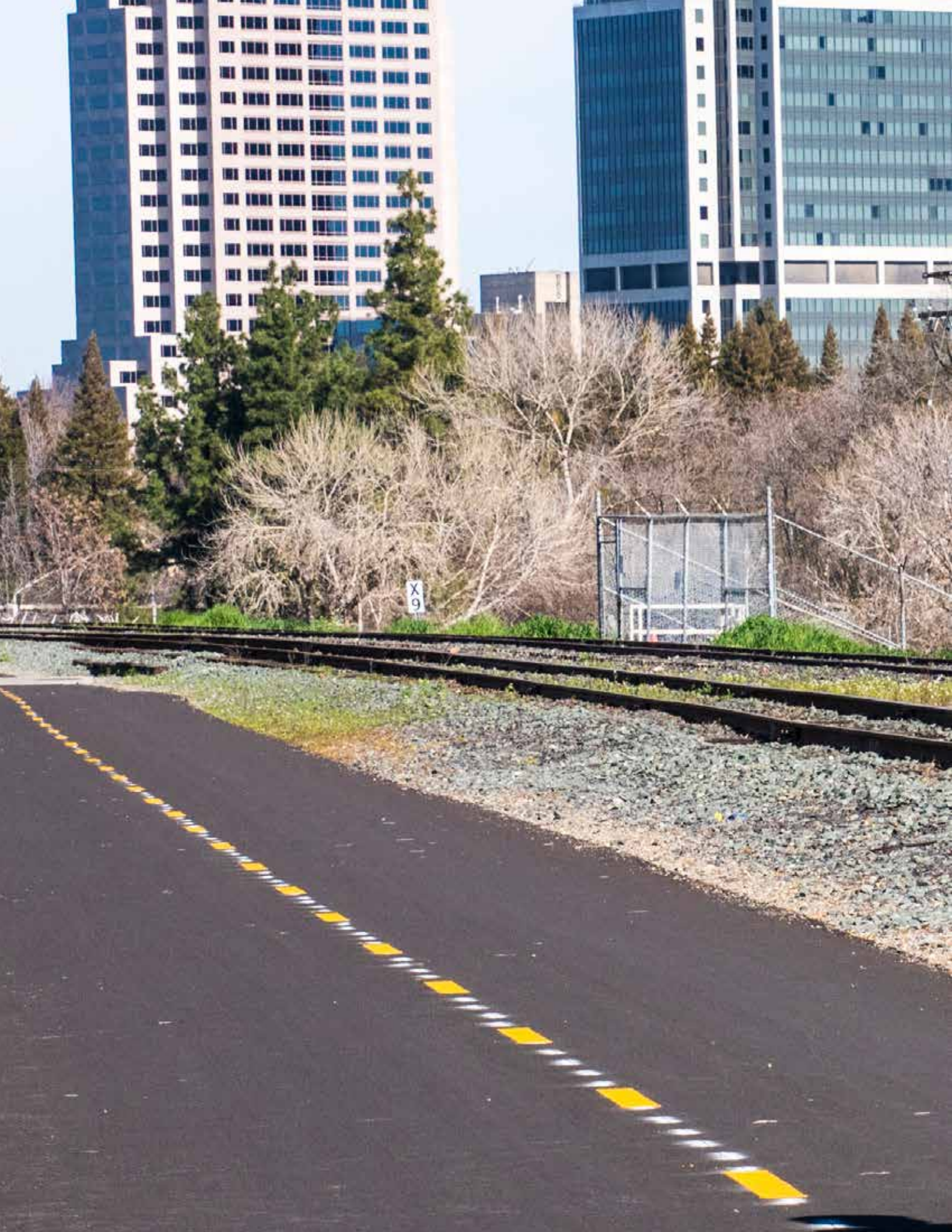
Several community-based organizations reached out to the project team and requested that individual presentations be made to their groups. The project team presented information about the project, answered questions, and provided surveys to 10 community groups from January through March 2016.

Stakeholder Meeting #2

The final outreach component of the BMP's community engagement program was a second stakeholder meeting held on May 2, 2016. The purpose of this meeting was to provide an update on the project and its next steps, review the data collected from the bike parking inventory online tool, present results from the equity analysis performed, review ways to improve bicycling conditions, review feedback received from the community, and receive final feedback from stakeholders.

Districts of Sacramento

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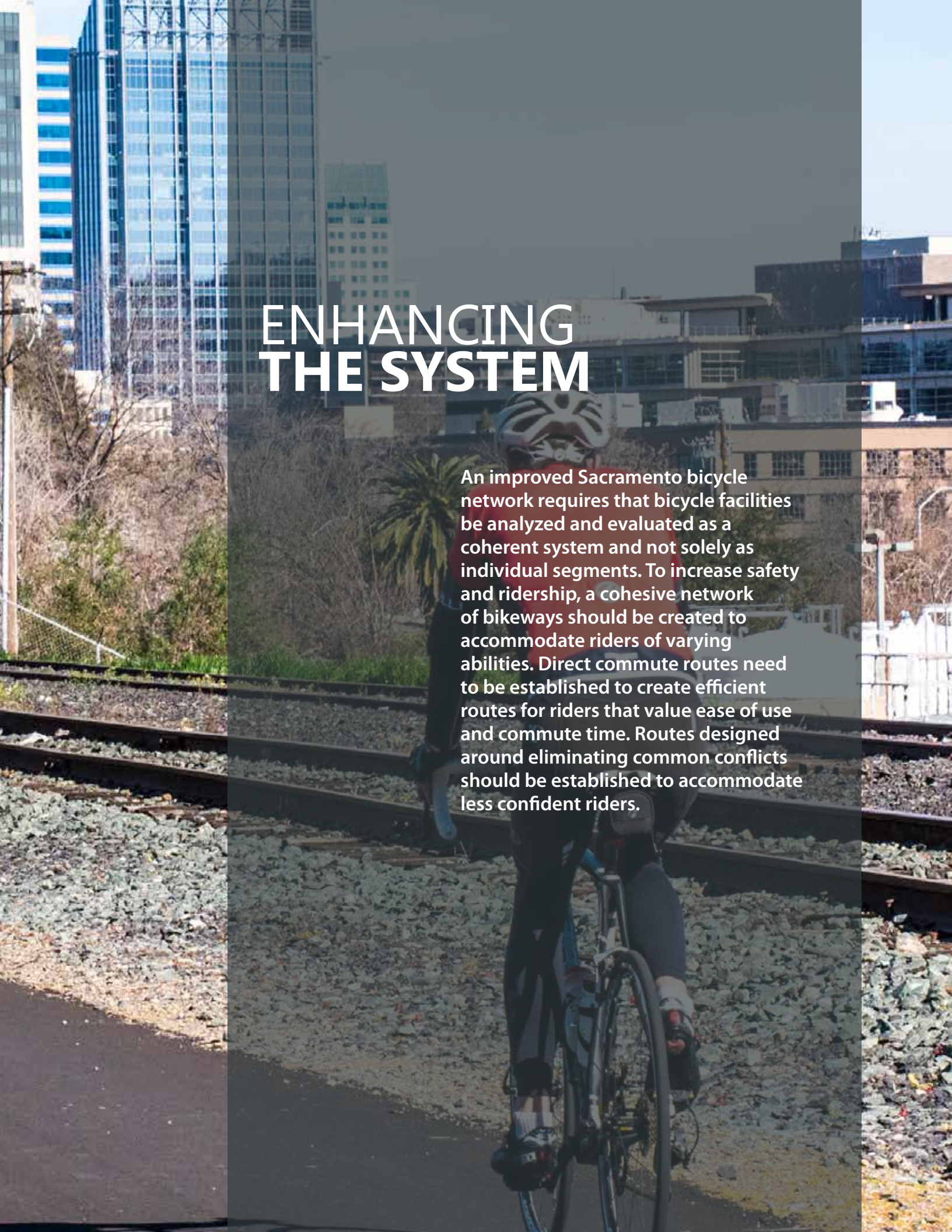


ENHANCING **THE SYSTEM**

An improved Sacramento bicycle network requires that bicycle facilities be analyzed and evaluated as a coherent system and not solely as individual segments. To increase safety and ridership, a cohesive network of bikeways should be created to accommodate riders of varying abilities. Direct commute routes need to be established to create efficient routes for riders that value ease of use and commute time. Routes designed around eliminating common conflicts should be established to accommodate less confident riders.

Off-street bikeways:
Off-street bikeways are paved bike paths (also known as Class I bikeways) for the use of bicycle riders and pedestrians while prohibiting motorized vehicles. Off-street bikeways include some wide sidewalks where the bicyclists and pedestrians share the sidewalk. Off-street bikeways may include overcrossing structures, as shown to the right, to facilitate the crossing of certain barriers such as freeways, large arterial roadways, railroad tracks, and rivers.

Bike paths along the American and Sacramento Rivers are a key element and backbone for the region's bicycle networks.

The lack of motor vehicles on bike paths appeal to the widest audience.

On-Street Bikeways
On-street bikeways consist of a combination of signage and street markings to indicate a bike lane or a bike route. These bikeways are intended to provide accessibility to destinations to the same degree as is provided to motorized modes of transportation. The most common on-street bikeway is a bike lane (also known as a Class II bikeway), which is a dedicated space on the roadway for bicyclists to travel in the same direction as the adjacent travel lanes.

Bike lanes can be enhanced by increasing the separation from the traveled lane or parking lane with a painted buffer. Buffered bike lanes can be a cost effective way to increase rider safety. The buffered bike lane also provides space for riders to pass another bicyclist without having to the encroach into the adjacent lane. Most commonly buffers are added to the left of the bike lane to create separation between automobiles moving at high speeds. By adding the buffer to the right of bike lane, the rider will be encouraged to ride outside of the door zone in areas with high turnover on-street parking. Finally, the painted buffer provides greater space for people who ride bikes without making the bike lane appear too wide and be mistaken for an automobile lane.

The second most common on-street bikeway is a bike route, also known as a Class III bikeway. It is a roadway that is shared among bicyclists and vehicles with a roadside sign indicating that it is a bike route. Many bike routes also add a shared lane marking (sharrow) on the pavement. Bike routes are most applicable on low volume, low speed roadways.

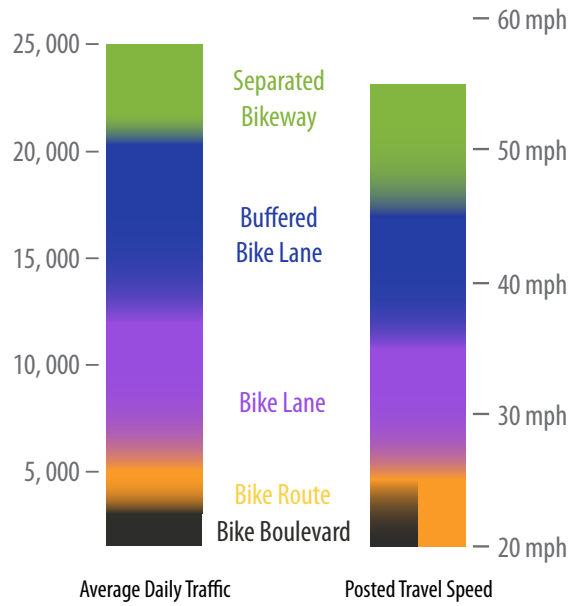

Grade Separated Crossing for an Off-Street Bikeway

Bike routes can also be further enhanced to create bicycle boulevards. Bike boulevards connect key destinations along corridors that have managed low traffic volume and speeds, intersection priority, and signing and marking treatments that distinguish it from other streets. M Street through East Sacramento connecting the urban core to Sacramento State (CSUS) and the American River Parkway is an example of a fledgling bicycle boulevard in Sacramento.

The newest type of bikeway being implemented is the separated bikeway or cycle track referred to by Caltrans as a Class IV bikeway. A separated bikeway is an exclusive facility for bicycle riders that is located within or directly adjacent to the roadway. The key feature of a separated bikeway is a vertical element that provides further separation from motor vehicle traffic. Pedestrians are prohibited in a separated bikeway and require a parallel sidewalk or path. Separated bikeways can be one-way on each side of the roadway similar to a bike lane, or can be two-way. Common vertical elements used for separation can be a vertical curb, painted buffer with flexible post, parked cars, landscape area, or fixed barrier. Sacramento is developing the first major separated bikeway on North 12th Street in the River District.

Separated Bikeway or Cycle Track

Bikeway Facility Selection Guidelines



Facility Selection

A streets vehicle volume and speed can have an impact on bicyclists comfort and decision to use a route or choose to bicycle at all. Identifying the appropriate bikeway facility type can be a challenge.

The Bikeway Facility Selection Guidelines shown above is a starting point to help identify which bikeway type is appropriate for which type of roadway. The goal of this Guideline is to provide staff a framework to implement low stress bikeways that are comfortable for all ages and abilities by using the posted travel speed and average daily traffic volume.

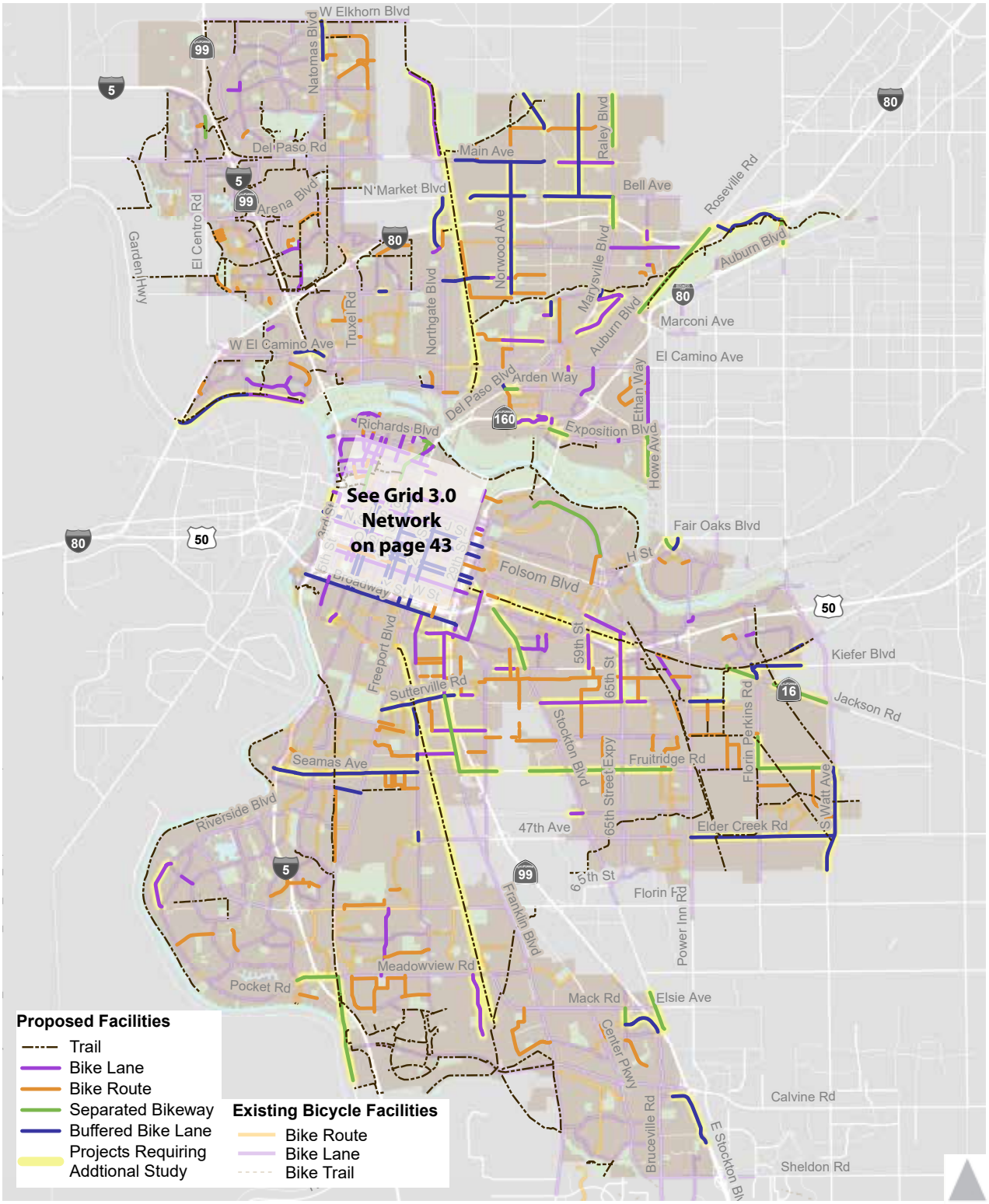
This is only a guide and site specific factors should be considered when determining the appropriate bikeway facility.

Buffered Bike Lane

Bike Route

On-Street Bike Lane

NEXT STEPS FOR ENHANCING
THE CITY'S BICYCLE NETWORK



GRID 3.0

The City of Sacramento recently undertook a comprehensive effort to plan the future of the Central City's system of gridded streets. This multi-year stakeholder-driven process identified a vision for an improved downtown transportation network, known as "Grid 3.0." Grid 3.0 will optimize the Central City's transportation network for all travel modes – motor vehicles, transit, bicycles, and pedestrians- in order to position the Grid to accommodate future growth in travel demand.

A key strategy identified in the plan involves restriping multiple roadways to accomplish the following objectives:

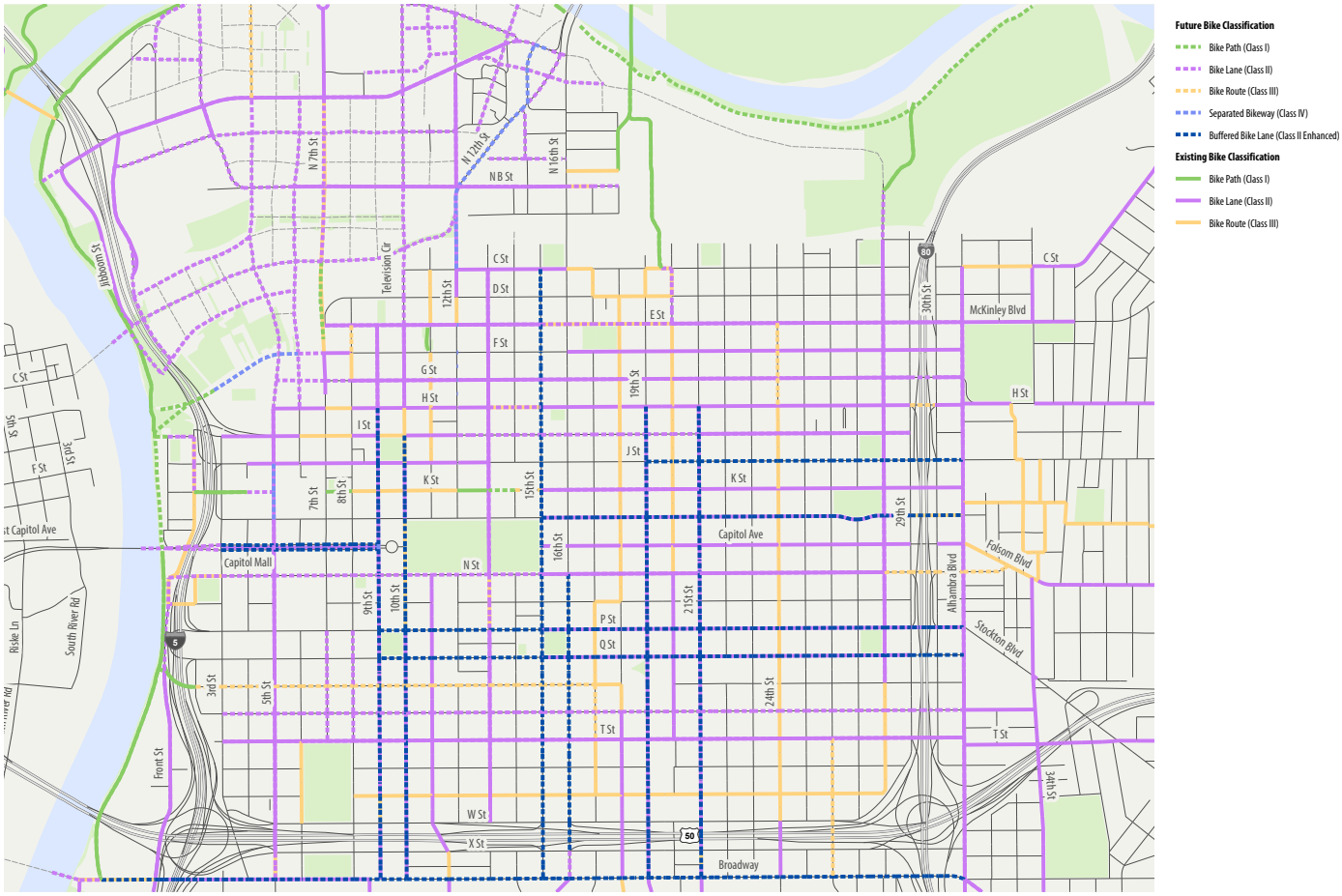
- Fill gaps in the existing bicycle network by adding new facilities through travel lane reductions and two-way conversions when necessary
- Provide new buffered bike lanes
- Add new bike/pedestrian paths to provide a more complete system along the Sacramento and American Rivers
- Establish a more complete Low Stress Bicycle Network

The resulting "preferred bicycle network" from Grid 3.0 is shown below. Implementation of this network over the next 20 years will result in the following bicycle-related investments within the Central City:

- Two-way conversions that add bike lanes: 68 blocks
- Center Turn Lane Conversions for Bike Lanes (S Street): 28 blocks
- Three Lane to Two lane Conversion for Bike lanes: 61 blocks
- Bike Lane Retrofit – Convert to Buffered Lanes: 108 blocks
- Class 1 Paths: 5,000 feet

The BMP update incorporates the investment strategy identified as part of Grid 3.0, and these future facilities are reflected in the map of proposed bicycle facilities included as part of this update to the plan. The inclusion of the Grid 3.0 recommendations has afforded this update to focus its outreach and analysis on the outlying areas of the City of Sacramento.

Grid 3.0 Preferred Bicycle Network



FOCUS **AREAS**

A number of proposed projects likely face significant implementation challenges and require evaluation to determine their viability. The projects listed below are recommend as focus areas to study feasibility:

- Sacramento RT right of way along the Gold Line from 34th Street to 65th Street
- Sacramento RT right of way along the Blue Line from Freeport Boulevard to Florin Road
- Old Sacramento Gap Closure
- Coordination with Sacramento County along Garden Highway
- North/South trail near North Market Boulevard in the "pan handle" area of north Sacramento

Focus Areas Map

BUFFERED & SEPARATED **BIKEWAY CONSIDERATIONS**

In addition to further evaluation of these off-street facilities, the City should expand the focus to include consideration of buffered bike lanes and separated bikeways for parallel on-street facilities. The following considerations matrix serves as a tool for City staff and community members to evaluate roadways for bikeway enhancements.

It should be noted that no single criteria in the matrix should be used to qualify or reject a facility for buffered or protected improvements. All of the criteria should be considered holistically with an understanding of the present and future context of the roadway being considered.

Criteria are related to the quantity and characteristics of adjacent motor vehicle traffic. Multilane roadways with high speeds and high volumes of automobiles and/or trucks are most applicable for candidate bikeway improvements. Corridors with very short blocks and frequent intersections and driveways

Separated Bikeway in Davis, CA

should be considered carefully and may be less applicable because of the multiple breaks the bikeways and increased turning conflicts. Roadway corridors that have excessively wide lanes and shoulders or extra right-of-way may be excellent corridors for early adoption of buffered and protected facilities, as right-of-way acquisition may not be required.

Criteria related to the existing or projected active transportation users on the corridor should be considered. Corridors with high rates of bicycle-related collisions and pedestrian conflicts may benefit from a dedicated facility solely for bicycle use. Anticipated high volumes of vulnerable users such as children and seniors due to the proximity to schools, parks, and senior residential uses may warrant additional investment in enhanced facilities. Separated bikeways are often used as on-street facilities to connect or extend existing off-street paths.

Corridors where bus stops and loading zones enable motor vehicles to block the standard bike lane may benefit from a separated facility. High turnover on-street parking is another condition that can benefit from a separated bikeway, removing a common conflict found with standard bike lanes. Care should be given to address ADA accessibility at bus stops and accessible parking near enhanced bikeway facilities.

Lastly, to discourage wrong-way or sidewalk riding on one-way streets and improve access, a two-way cycle track could be implemented to provide more direct access for bicycle riders. This was a major contributing factor for the development of the North 12th Street separated two-way bikeway.

Table 1: Considerations for Protected Bikeways or Cycle Tracks

	Less Applicable	**Applicable**	**Most Applicable**
Traffic Speed	< 25 mph	< 35 mph	< 45 mph
Traffic Volume		< 20,000 ADT	> 20,000 ADT
Large Truck Volume	None	Low	High
Number of Traffic Lanes	2	4	> 4
Excess Width (wide lanes, shoulders, r/w)	None	Some	Yes
Access Control and Intersection Spacing	Low	Medium	High
Bicyle Crash History	None	Low	High
Bike Volume		Low	High
Pedestrian Volume		Low	High
Proximity to Schools / Parks / Seniors	> 2 Miles	1/2 miles to 2 miles	< 1/2 Miles
Extension or Gap fill of Class I	Parallel to Class I	No	Yes
Bus Stop		Low Frequency	High Frequency
Loading Zone		Occasional / Off Peak	Many / Peak Hour
Parking		Low Turnover	High Turnover
Accessible Parking		Yes	No
One-way Street (with need for bike contraflow)		No	Yes

BIKE PARKING **RECOMMENDATIONS**

The City of Sacramento should develop Bicycle Parking Design Guidelines that include design specifications for bicycle racks and placement standards. City-funded and privately-funded bike rack installations shall conform to the Bike Parking Design Guidelines.

STREET DESIGN STANDARDS **RECOMMENDATIONS**

The City of Sacramento should update its Street Design Standards to include a policy to consider bike lanes on residential streets at parks and schools.

WAYFINDING **RECOMMENDATIONS**

Bikeway wayfinding not only helps communicate identified bike routes through the City, it can promote bicycling by educating people about distance, direction and estimated time to bike to key activity centers. The City should develop bikeway specific wayfinding guidelines, informed by NACTO guidance, and implement as funding allows.

IMPLEMENTATION

Formerly, the City's Transportation Programming Guide (TPG) was used to score and rank transportation projects, including bicycle improvement projects. This chapter replaces the bicycle section of the TPG, and provides criteria for prioritizing bikeway improvements based on the goals from this Bicycle Master Plan to ensure that projects that best meet the goals rise to high priority for implementation. The Sacramento Bicycle Advisory Committee (SacBAC), which existed from 1995 to 2017 and helped form and guide the BMP implementation process, provided this direction:

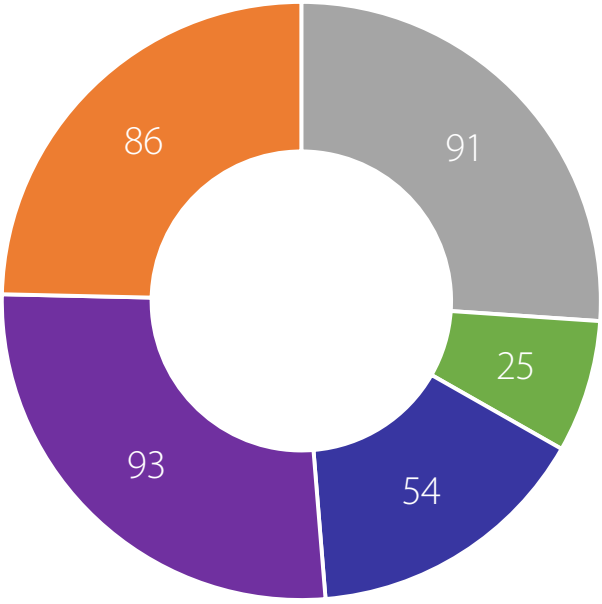
"To achieve the goals stated in the Introduction Chapter, the City [should] to develop a compressive implementation plan by 2018. The implementation plan should include project prioritization for bicycling projects that is aligned with the goals of this Bicycle Master Plan Update."

- SacBAC May 10, 2016

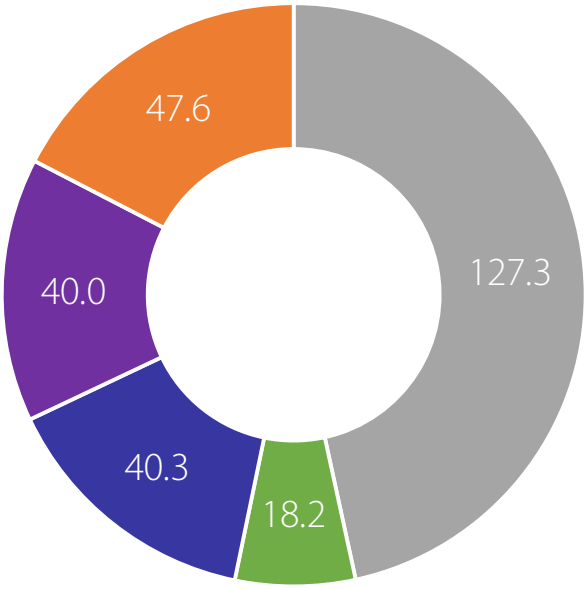
PROJECT
IDENTIFICATION

The type of bikeway was identified using the Bikeway Facility Selection Guidelines documented in this plan. Per these guidelines, facility type selection considered factors including average daily traffic and posted travel speed of the roadway. During the project identification process, several of the resulting projects were flagged for additional study based upon factors that may impact the feasibility of the project. For on-street bicycle facilities, reasons for additional study primarily involve lack of available space on a roadway that could result in the potential for needed additional environmental clearance due to possible need to remove a travel lane or widen the roadway; or need for community input for parking removal. For off-street bicycle facilities, the primary reason for additional study is inadequate right-of-way. It should be noted that no projects within the Central City are identified for additional study because the Central City Specific Plan evaluated and will provide environmental clearance for all transportation projects within this area.

Number of Projects by Facility Type

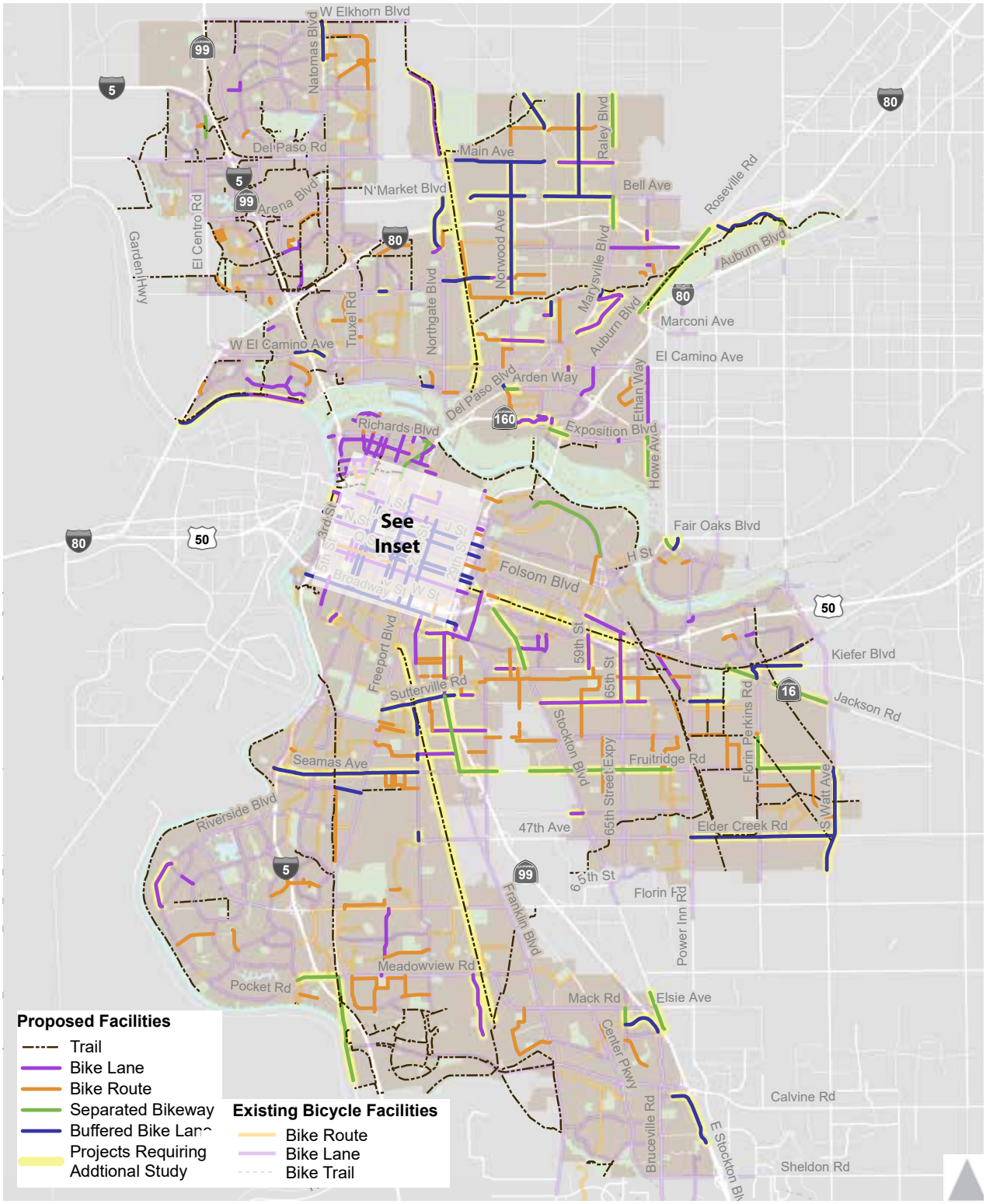


Project Miles by Facility Type

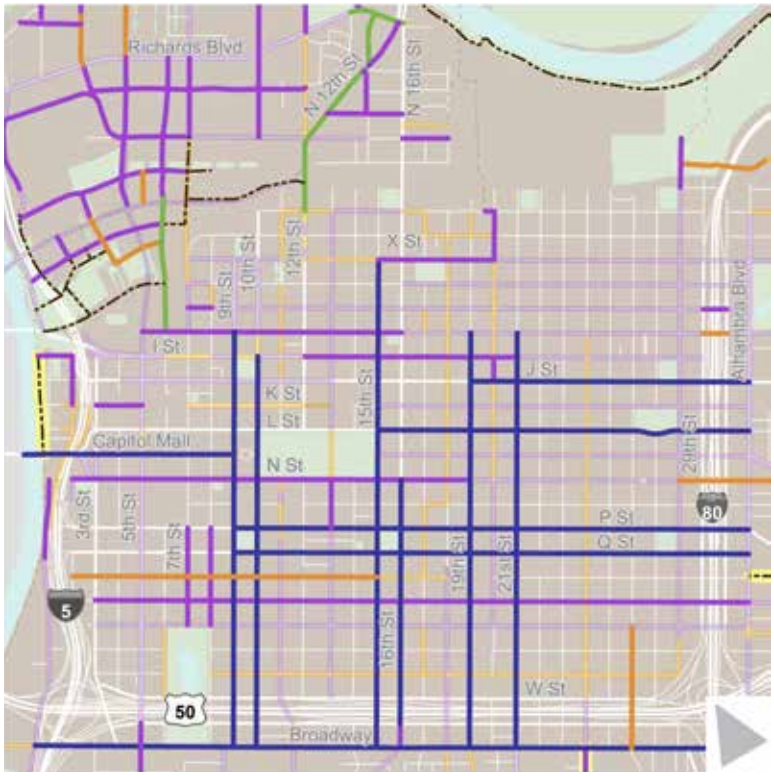


Bike Lane | Bike Route | Trail | Separated Bikeway | Buffered Bike Lane

Existing and Proposed Bike Facilities



Existing and Proposed
Bike Facilities
Central City Inset



Proposed Facilities
Bike Trail
Bike Lane
Bike Route
Separated Bikeway
Buffered Bike Lane/Separated Bikeway
Projects Requiring Additional Study

Existing Bicycle Facilities
Bike Route
Bike Lane
Bike Trail

Bike Lane on Freeport Boulevard

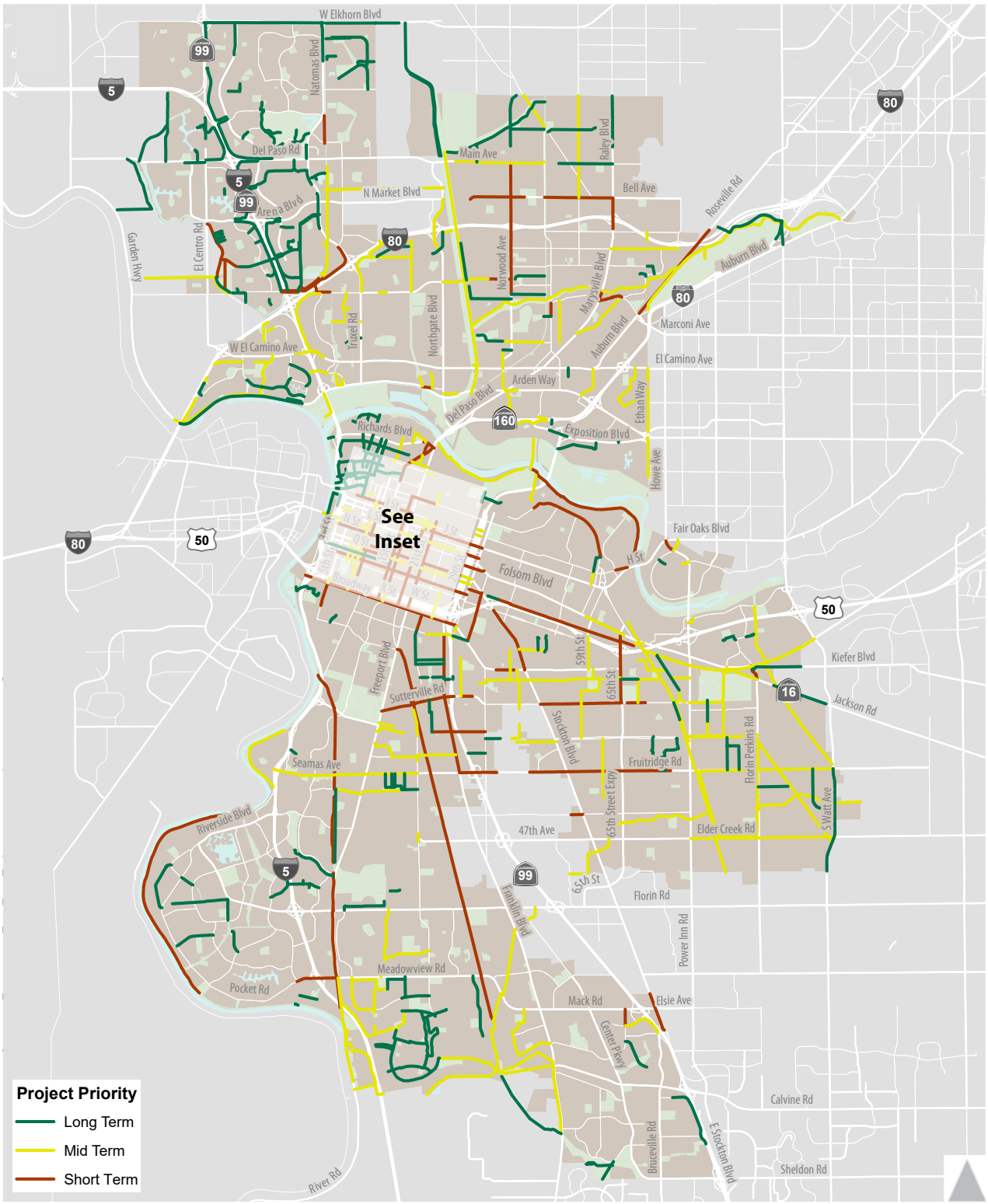
PRIORITIZATION

The resulting projects were prioritized using criteria developed to measure how well each project meets the goals of this plan. Using the resulting prioritization scores, the projects were categorized as either Short-Term, Mid-Term, or Long-Term. Rankings of individual projects within each category are not identified in order to provide the City with flexibility to implement projects that align with available funding opportunities. The thresholds were determined based upon input from the community, direction received from SacBAC, and statistical analysis completed by the project team to ensure a distribution of results.

Bicycle Master Plan Implementation Metrics

		Score					
Goals	**Metric**	**0**	**1**	**2**	**3**	**4**	**5**
Increase Ridership	Residential Density (units/acre)	<2	~	2 - 5	5 - 7	7 - 15	>15
	Employment Density (jobs/acre)	<3	3 - 7	~	7 - 40	~	>40
	Traffic Speed (mph)	<25	>25	>30	>35	>40	>45
	High Volume Roadways (daily traffic)	<4,500	>4,500	>8,000	>13,000	>18,000	>27,000 or Class I
Increase Safety	Bike High Injury Network (BHIN)	Off BHIN	Within 1/4 mi. parallel	Crossing or <25% on BHIN	Multiple Crossings or >25% on BHIN	>50% on BHIN Trail	>90% BHIN
Increase Connectivity	Connects to Schools	~	~	~	~	~	College/ University, K-12 School
	Route to Transit	~	~	~	Low Freq Bus Stop	High Freq Bus Stop	Rail Station
	Connects to Existing Parks	~	Neighbor-hood Park	Community Park	Regional Park	Community Centers, Libraries	Regional Trail
	Gap Closure (less than 1/2 mile gap)	~	Class III Gap		Class IV or Class II Gap	Trail Gap or Trail Crossing of Arterial	Trail over River, Tracks or Freeway
	Key Destinations (Commercial or Entertainment core areas)	No	~	~	~	~	Yes
Increase Equity	Equity Index	~	Dark Green	Light Green	Yellow	Light Orange	Dark Orange or Red

Project Prioritization

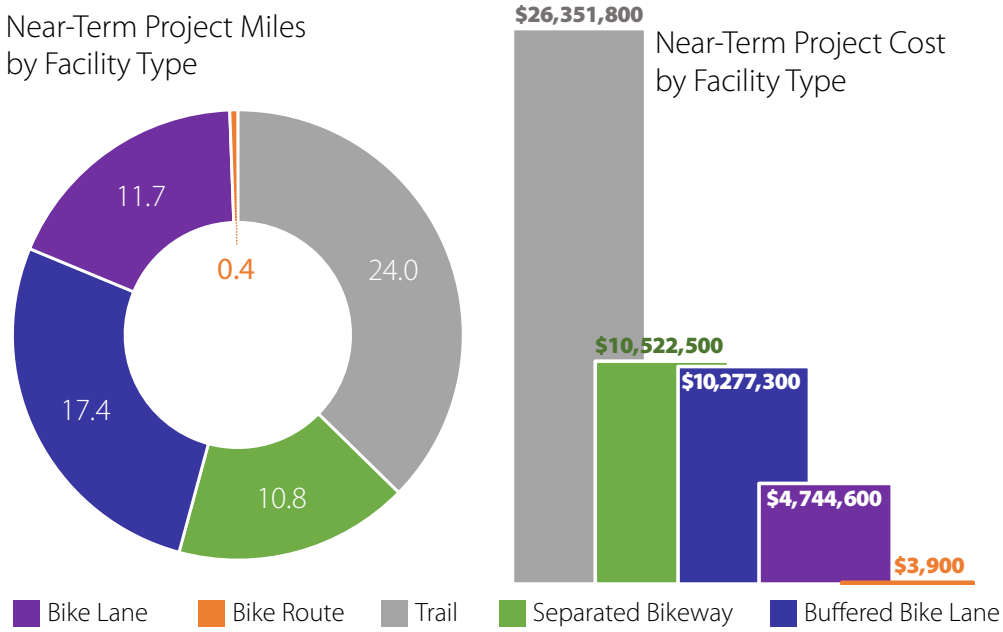


Project Prioritzation
Central City Inset

Bike Box on J Street & Carlson Drive

COST ESTIMATES

Unit cost estimates were developed on a linear foot basis for material costs and adjusted to account for mobilization and contingencies. Material costs were derived from recent bikeway project bid results in Sacramento and the Caltrans Cost Database. Right-of-way acquisition, overcrossing structures, and bridges are not included in the unit cost estimates and will need to be evaluated as additional planning and design are completed for each project.



Near-Term Projects

Projects presented in alphabetical order, all the projects listed below are priority for near-term implementation.
For the full list of projects, see the appendix.

Project Street	To	From	Proposed Bikeway Classification	Cost	Requires Feasiblity Study
12th Ave	33rd St	36th St	Bike Lane	$66,900	✓
14th Ave	City Boundary	71st St	Bike Lane	$597,400	✓
15th Street	D St	G St	Buffered Bike Lane	$94,800	
15th Street	G St	Broadway	Buffered Bike Lane	$856,300	
16th Street	N St	X St	Buffered Bike Lane	$475,300	
19th Street	X St	Broadway	Buffered Bike Lane	$46,800	
19th Street	H St	X St	Buffered Bike Lane	$667,600	
1th Street	L St	P St	Buffered Bike Lane	$331,600	
1th Street	I St	Broadway	Buffered Bike Lane	$427,100	
21st Ave	Arlingtion Ave	Martin Luther King Jr. Dr	Bike Lane	$320,500	✓
21st Street	H St	Broadway	Buffered Bike Lane	$808,700	
24th St	Broadway	Donner Way	Bike Lane	$105,400	✓
34th St	Stockton Blvd	2nd Ave	Bike Lane	$301,100	
5th St	Broadway	McClatchy Way	Bike Lane	$143,700	
65th St	Folsom Blvd	14th Ave	Bike Lane	$418,300	✓
Arcade Blvd	Marysville Blvd	Del Paso Blvd	Bike Lane	$144,300	✓
Bell Ave	Bollenbacher Ave	Raley Blvd	Buffered Bike Lane	$1,078,600	✓
Broadway	La Solidad Way	44th St	Bike Lane	$108,600	✓
Broadway	Sacramento River Trail	Alhambra	Buffered Bike Lane	$1,392,500	

Near-Term Projects (cont'd.)

Project Street	To	From	Proposed Bikeway Classification	Cost	Requires Feasiblity Study
C St/Elvas Ave	Tivoli Way	F St	Separated Bikeway	$1,393,900	
Del Rio Trail Bridge/Del Rio Bike Trail			Trail	$5,194,300	
E St	2th St	15th St	Bike Lane	$160,600	
East of Natomas Blvd/ N.Park Dr. Intersection	N. Park Drive to south of N. Bend Drive		Trail	$453,100	
Florin Perkins Rd	Folsom Blvd	Jackson Rd	Buffered Bike Lane	$135,800	✓
Folsom LRT West Trail	Folsom LRT West Trail		Trail	$2,561,200	✓
Franklin Blvd	2nd Ave	12th Ave	Bike Lane	$376,800	✓
Franklin Blvd	Sutterville Rd	Fruitridge Rd	Separated Bikeway	$1,108,900	✓
Fruitridge Rd	City Boundary (west of Ethel Way)	Bradford Dr	Separated Bikeway	$2,025,500	✓
Fruitridge Rd	Franklin Blvd	Mendocino Blvd	Separated Bikeway	$534,200	✓
Garden Hwy Ramp	Garden Hwy	Northview Dr	Buffered Bike Lane	$87,800	
H Street	5th St	16th St	Bike Lane	$346,300	
H Street Bike Trail	H Street Bike Trail		Trail	$195,900	
Howe Ave	Fair Oaks Blvd	University Ave	Separated Bikeway	$180,100	✓
J Street	19th St	Alhambra	Buffered Bike Lane	$544,300	
L Street	28th St	Alhambra	Buffered Bike Lane	$136,000	
Lemon Hill Ave	City Boundary	Stockton Blvd	Bike Lane	$71,300	✓
Marysville Blvd	Arcade Creek Phase II Trail	Arcade Blvd	Buffered Bike Lane	$89,300	✓
N 12th St	Richards Blvd	C St	Separated Bikeway	$711,300	
N 12th St	Richards Blvd	Sproule Ave	Bike Lane	$71,100	
N St	28th St	Folsom Blvd	Bike Route	$3,900	
N Street	3rd St	19th St	Bike Lane	$500,000	
Norwood Ave	Main Ave	Carrol Ave	Buffered Bike Lane	$1,147,400	✓
P Street	9th St	15th St	Buffered Bike Lane	$278,400	
P Street	15th St	29th St	Buffered Bike Lane	$634,300	
Pocket Rd	Greenhaven Dr	Freeport Blvd	Separated Bikeway	$597,600	✓
Q Street	9th St	15th St	Buffered Bike Lane	$278,200	
Raley Blvd	Bell Ave	Doolittle St	Separated Bikeway	$443,500	✓
Richards Blvd	Louise St	N 16th St	Separated Bikeway	$176,100	
Rio Linda Blvd	Arcade Blvd	Acacia Ave	Buffered Bike Lane	$116,900	✓
Roseville Rd	Marconi Cir	Lonview Dr	Separated Bikeway	$1,566,800	✓
S St	3rd St	Alhambra	Bike Lane	$874,100	
Sacramento River Parkway Phase III/Sacramento River Parkway (Upper Pocket)			Trail	$4,342,700	
San Juan Access Trail	North of San Juan Rd		Trail	$2,558,800	
Silver Eagle Rd	Mabel St	Norwood Ave	Bike Lane	$138,200	✓
Stockton Blvd	City Boundary	Hwy 99 NB Stockton Blvd Off Ramp	Separated Bikeway	$565,400	✓
Stockton Blvd	T St	Broadway	Separated Bikeway	$982,000	✓
Sutterville Rd	Freeport Blvd	33rd St	Buffered Bike Lane	$649,600	✓
Two Rivers Bike Trail Ph 2	Two Rivers Bike Trail Ph 2		Trail	$2,728,900	
UPRR Phase I	UPRR Phase I		Trail	$6,639,700	✓
Valley Hi Dr	Mack Rd	Bamford Dr	Separated Bikeway	$237,200	✓
Witter Ranch State Historic Park/Witter Way			Trail	$1,677,200	

> To achieve the goals stated in the Introduction Chapter, the City [should] develop a comprehensive implementation plan by 2018. The implementation plan should include project prioritization for bicycling projects that is aligned with the goals of this Bicycle Master Plan Update."
>
> - SACBAC May 10, 2016

APPENDIX A

RELATIONSHIP TO **OTHER PLANS**

A successful BMP must be coordinated with neighboring jurisdictions and ensure consistency with local, regional, and statewide policies and adopted plans. The following planning documents and policies have been taken into consideration during the development of the BMP:

City Planning

2035 City of Sacramento General Plan

The City of Sacramento's 2035 General Plan recognizes the importance of developing a first class, multi-modal transportation network that includes supporting short- and long-distance bicycle trips. Goal M 5.1 outlines policies for an integrated bicycle system that encourages bicycling and achieves the City's goals for bicycle mode share as documented in previous planning documents. Specific policies and goals in the General Plan include updating and maintaining the BMP (this document), providing a continuous bikeway network throughout the City, improving bicycle routes to minimize conflicts with pedestrians and motorists, supporting bicycle connections to new developments, converting underused facilities to bicycle routes, and promoting bicycling education and safety to the public.

Regional Planning

2010 Sacramento City/County Bikeway Master Plan

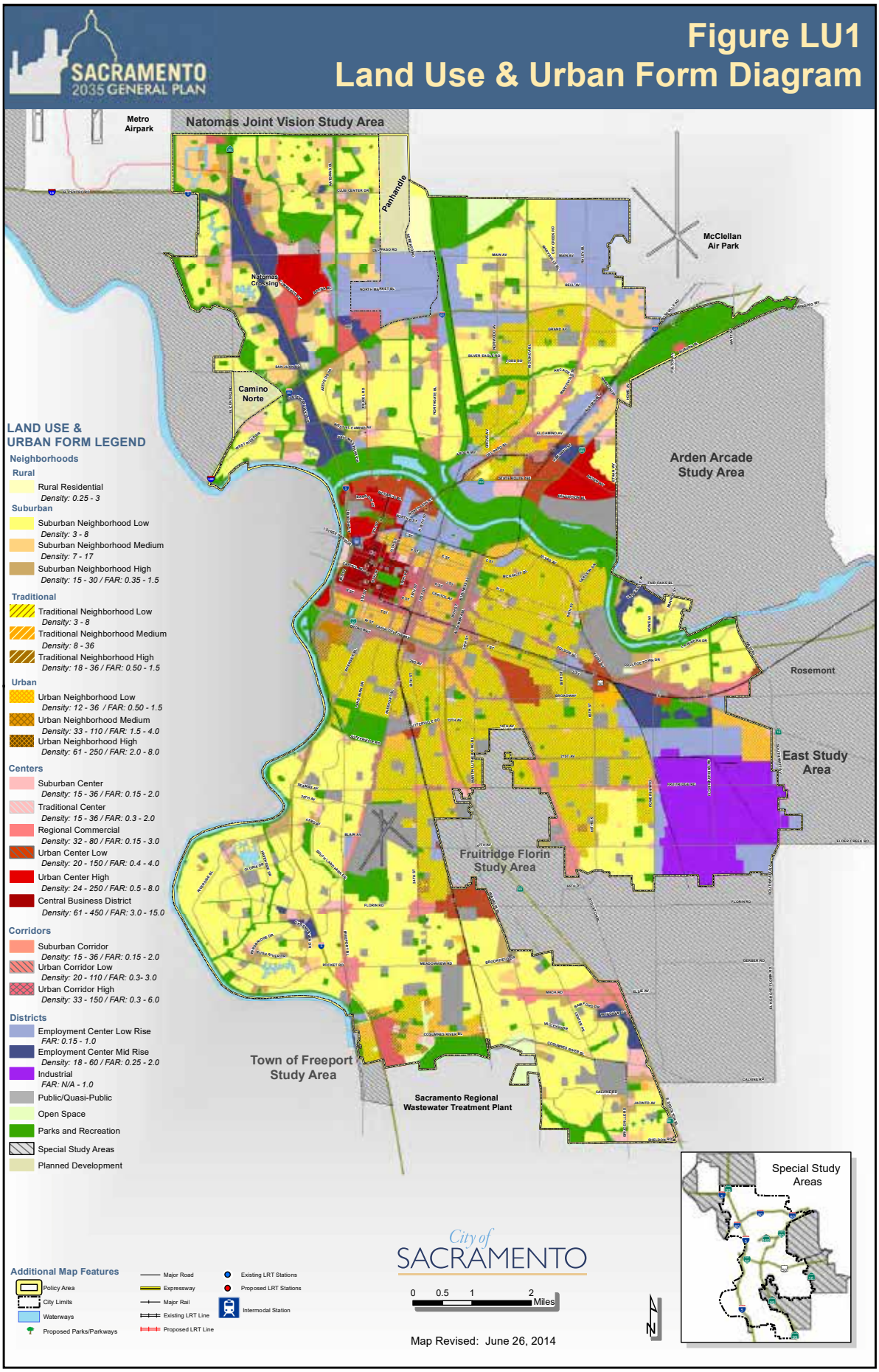
The Sacramento City/County Bikeway Master Plan has been an ongoing effort between the City of Sacramento and Sacramento County to coordinate and develop a regional bicycle network that benefits both commuting and recreational bicyclists. The plan was first adopted in 1975 as the region's first standalone bikeway master plan, and has subsequently been updated and revised over the past forty years to accommodate changes in population, design standards, and public policy. The document includes regional goals for bicycling, design standards, an inventory of existing bicycle facilities, recommendations for future bicycle facilities, and implementation strategies. The plan was last approved by the City of Sacramento in March of 2011.

2030 Sacramento County General Plan

The 2030 Sacramento County General Plan has a stated goal to "provide safe, continuous, efficient, integrated, and accessible bicycle and pedestrian systems that encourages the use of the bicycle and walking as a viable transportation mode and as a form of recreation and exercise." Specific policies in the plan include developing a comprehensive and accessible bicycle system, implementing and updating the Sacramento City/County Bicycle Master Plan, constructing and maintaining bicycle facilities that minimize conflicts with pedestrians and motorists, and collaborating with neighboring jurisdictions and regional agencies to coordinate the planning and development of the County's bicycle network.

2016 MTP/SCS

The Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS) is a regional document that links land use, air quality, and transportation needs. The plan incorporates regional transportation planning with an emphasis on policies and strategies that reduce greenhouse gas emissions to meet requirements set by the California Air Resources Board. The MTP/SCS recognizes the importance of bicycling to meet these goals, and envisions a larger and more complete bicycle network in the region.


SACRAMENTO
2035 GENERAL PLAN
Figure LU1
Land Use & Urban Form Diagram
Metro Airpark
Natomas Joint Vision Study Area
Panhandle
McClellan Air Park
Natomas Crossing
Camino Norte
Arden Arcade Study Area
Rosemont
East Study Area
Fruitridge Florin Study Area
Town of Freeport Study Area
Sacramento Regional Wastewater Treatment Plant
LAND USE & URBAN FORM LEGEND
Neighborhoods
Rural
Rural Residential
Density: 0.25 - 3
Suburban
Suburban Neighborhood Low
Density: 3 - 8
Suburban Neighborhood Medium
Density: 7 - 17
Suburban Neighborhood High
Density: 15 - 30 / FAR: 0.35 - 1.5
Traditional
Traditional Neighborhood Low
Density: 3 - 8
Traditional Neighborhood Medium
Density: 8 - 36
Traditional Neighborhood High
Density: 18 - 36 / FAR: 0.50 - 1.5
Urban
Urban Neighborhood Low
Density: 12 - 36 / FAR: 0.50 - 1.5
Urban Neighborhood Medium
Density: 33 - 110 / FAR: 1.5 - 4.0
Urban Neighborhood High
Density: 61 - 250 / FAR: 2.0 - 8.0
Centers
Suburban Center
Density: 15 - 36 / FAR: 0.15 - 2.0
Traditional Center
Density: 15 - 36 / FAR: 0.3 - 2.0
Regional Commercial
Density: 32 - 80 / FAR: 0.15 - 3.0
Urban Center Low
Density: 20 - 150 / FAR: 0.4 - 4.0
Urban Center High
Density: 24 - 250 / FAR: 0.5 - 8.0
Central Business District
Density: 61 - 450 / FAR: 3.0 - 15.0
Corridors
Suburban Corridor
Density: 15 - 36 / FAR: 0.15 - 2.0
Urban Corridor Low
Density: 20 - 110 / FAR: 0.3- 3.0
Urban Corridor High
Density: 33 - 150 / FAR: 0.3 - 6.0
Districts
Employment Center Low Rise
FAR: 0.15 - 1.0
Employment Center Mid Rise
Density: 18 - 60 / FAR: 0.25 - 2.0
Industrial
FAR: N/A - 1.0
Public/Quasi-Public
Open Space
Parks and Recreation
Special Study Areas
Planned Development
Additional Map Features
Policy Area
City Limits
Waterways
Proposed Parks/Parkways
Major Road
Expressway
Major Rail
Existing LRT Line
Proposed LRT Line
Existing LRT Stations
Proposed LRT Stations
Intermodal Station
City of SACRAMENTO
0 0.5 1 2 Miles
N
Map Revised: June 26, 2014
Special Study Areas

Statewide Planning

California Global Warming Solution Act of 2006 (AB 32)
The California Global Warming Solution Act of 2006 requires California to reduce its Greenhouse Gas Emissions to 1990 levels by the year 2020. The act requires the California Air Resources Board to develop a Scoping Plan, updated every five years, that lays out California's strategy for meeting the goal. One of the key recommendations in the Scoping Plan is to promote more travel and housing options through greater access to active forms of transportation including bicycling.

Sustainable Communities and Climate Protection Act of 2008 (SB 375)
The Sustainable Communities and Climate Protection Act of 2008 is a direct result of the California Global Warming Solution Act of 2006 and requires that all Metropolitan Planning Organizations include a "Sustainable Communities Strategy" in their Metropolitan Transportation Plan. These plans integrate transportation, housing, and land-use plans for a region in an effort to reduce greenhouse gas emissions. In Sacramento, the Sacramento Area Council of Governments (SACOG) is the regional MPO and has made the inclusion of active transportation projects a priority for the region to reduce emission levels.

Complete Streets Act of 2008 (AB 1358)
The Complete Streets Act of 2008 requires that all Cities and Counties "upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan." The City of Sacramento has incorporated this in act in their most recent General Plan including this Bicycle Master Plan.

Actuated Traffic Signals (AB 1581)
Assembly Bill 1581 was approved in 2012 and requires that all projects constructing new actuated traffic signals or modifying existing traffic signals include technology that has the ability to detect bicyclists and motorcyclists. It also calls for the timing of actuated traffic signals to account for bicycles.

Protected Bikeways Act of 2014 (AB 1193)
The Protected Bikeways Act of 2014 recognizes Class IV "protected" bikeways as a legal bicycle facility and requires Caltrans to establish and maintain minimum safety design criteria for their planning and construction. Caltrans subsequently published Design Information Bulletin Number 89 with design guidelines for local agencies. Collectively, these documents provide the legal groundwork for the implementation of Class IV bikeways in the State of California.

California State Bicycle and Pedestrian Plan
In 2014, Caltrans released the Complete Street Implementation Action Plan 2.0 in an effort to integrate complete street functionality into all of Caltrans' projects. One of the action items resulting from this document was the California State Bicycle and Pedestrian Plan which is currently being drafted. This document will guide the planning and development of non-motorized facilities on State facilities. The plan will include recommendations for improving connections between the State's bicycle facilities with the existing and planned network of local and regional bicycle routes.

APPENDIX B

COMMUNITY
OUTREACH REPORT

Bicycle Master Plan

Community Outreach Report

June 2016

BICYCLE
MASTER PLAN

Students participating in a photobooth at various traveling workshops.

About the Bicycle Master Plan

The Bicycle Master Plan includes all 100 square miles of the City of Sacramento. The goal of the Bicycle Master Plan is to create and maintain safe and accessible bicycle facilities throughout the City that encourages bicycling as an alternative mode of transportation.

The California Streets and Highways code requires local agencies to complete a bicycle transportation plan to qualify for certain grant funds issued by the California Department of Transportation.

The City's current Bicycle Master Plan has been in effect for nearly 20 years and has undergone several updates and amendments. The 2016 Bicycle Master Plan will include updates to align the plan with the Streets and Highways Code standards in order to qualify for further grant funding.

This project will build upon the Downtown Transportation Study "Sac Grid 2.0" effort which identified bicycling improvements in the central city. For this reason, the Bicycle Master Plan will focus on improvements to neighborhoods outside of the central city.

Outreach Objectives

- Discuss and identify barriers to cycling in underrepresented neighborhoods
- Share information about various types of bicycle improvements
- Identify key destinations for cyclists throughout the community



Community members providing feedback through map board activities.

The Community Outreach Program

In the winter of 2016, the Bicycle Master Plan project team implemented a community outreach program that would inform and engage the community throughout the process. The program included a robust analysis of bicycling facilities in underrepresented communities to ensure an equitable distribution of bicycling facilities throughout the city.

Community members participated in the process through a set of stakeholder meetings, a series of traveling workshops, presentations to community-based organizations, and two online tools.

Stakeholder Meeting #1

On January 12, 2016, the Bicycle Master Plan project team held a stakeholder meeting to provide information about the current Bicycle Master Plan, identify tasks for the May 2016 update, discuss community outreach efforts, and review and comment on proposed improvements and identify gaps in the City's current Bicycle Master Plan.

The organizations represented at this meeting included:

- Breathe Sacramento
- Elmherst Neighborhood Association
- Environmental Council of Sacramento (ECOS)
- Mack Road Partnership
- Midtown Business Association
- Midtown Neighborhood Association
- North Natomas Community Coalition
- North Natomas Transportation Management Agency
- Oak Park Business Association
- Oak Park Neighborhood Association



Project team members facilitating the first stakeholder meeting.

- Planning and Design Review Commission
- Sacramento Area Bicycling Advocates (SABA)
- Sacramento Area Council of Governments (SACOG)
- Sacramento Bicycle Advisory Committee
- Sacramento Bicycle Kitchen
- Sacramento Metropolitan Air Quality Management District
- Sacramento Regional Transit
- Sacramento River Parkway Coalition
- Sacramento State University Transportation & Parking Services
- Southgate Recreation and Park District
- Stockton Boulevard Partnership
- Tahoe Park Neighborhood Association
- Upper Land Park Neighborhood Association
- WALK Sacramento

After discussing the project and community outreach process, stakeholders were invited to review maps of the existing and proposed bikeways within the City limits and provide feedback on difficult intersections, gaps in the network, and unsafe bike routes.

Stakeholders also completed feedback forms which asked the following questions:

- What are some barriers to bicycling in your neighborhood?
- How can we promote the Bike Parking Inventory App to your neighborhood?
- Please provide recommendations for events in your neighborhood at which we could promote the BMP between February and April.
- What is the most effective way to reach out to your neighborhood?
- Do you have any additional comments or questions?



Project team and community members at the Health and Wellness Expo traveling workshop.

Traveling Workshops

To engage the public and receive valuable input from community members, the project team coordinated and facilitated a series of traveling workshops throughout February and March in five identified underrepresented communities in Sacramento:

District 1: Natomas

- North Natomas Food Truck Mania at the North Natomas Library
- Pop up Workshop at the South Natomas Community Center

District 2: Del Paso Heights

- Health and Wellness Expo at Grant Union High School
- Pop up Workshop at the Mutual Assistance Network

District 5: Oak Park

- Chinese New Year Celebration at Hiram Johnson High School
- First Friday in Oak Park at Broadway Coffee

District 6: Fruitridge

- Lunar New Year Festival in Little Saigon
- Mega Friday Basketball at West Campus High School

District 8: Meadowview / Valley Hi

- Meadowview Road and 24th Street Streetscape Project Community Open House at the Pannell Community Center
- Meadowview Neighborhood Association Meeting at the Pannell Community Center

Each workshop took place at an existing well attended community event or a frequently-visited community facility. Project team members provided information about the Bicycle Master Plan to community members, and gathered feedback from participants of all ages through several different interactive activities.

Traveling workshop materials in English, Vietnamese, and Mandarin.

The activities and their objectives included:

- Map Exercise: A map of Sacramento showing currently proposed bicycle improvements was displayed. Community members placed different-colored dots on the map to indicate a gap in the bicycle network, a difficult intersection, an unsafe bike route, an area that needed bike parking, or another barrier to bicycling.
- Survey: A short two-question survey asked participants where they currently ride their bike and where they would like to ride their bike.
- Alternate Commute Exercise: Community members could use an online map application to identify how long their commute to work or school is by car, and compare it to a commute by bicycle. The difference in distance and time demonstrated whether or not the person could take their trip by bike instead of by car.
- Key Improvements Exercise: Participants were prompted to answer the question, "I would ride by bike more often if..." on post-it notes. These answers were placed on a board with other participant responses.

In addition to the interactive exercises, participants were encouraged to take a photo in the workshop's photobooth and share it on social media. Each photo of the participants featured a background with the phrase "Sacramento: Powered by Bike" and handheld signs with the phrase "I participated in the #SacBikePlan" on them.

Several of the events and traveling workshops were attended by non-English speaking community members. The project team provided Chinese and Vietnamese translations for the bicycle survey in addition to instructions for each of the interactive activities.

Students and parents learning about the Bicycle Master Plan at the Mega Friday Basketball traveling workshop.

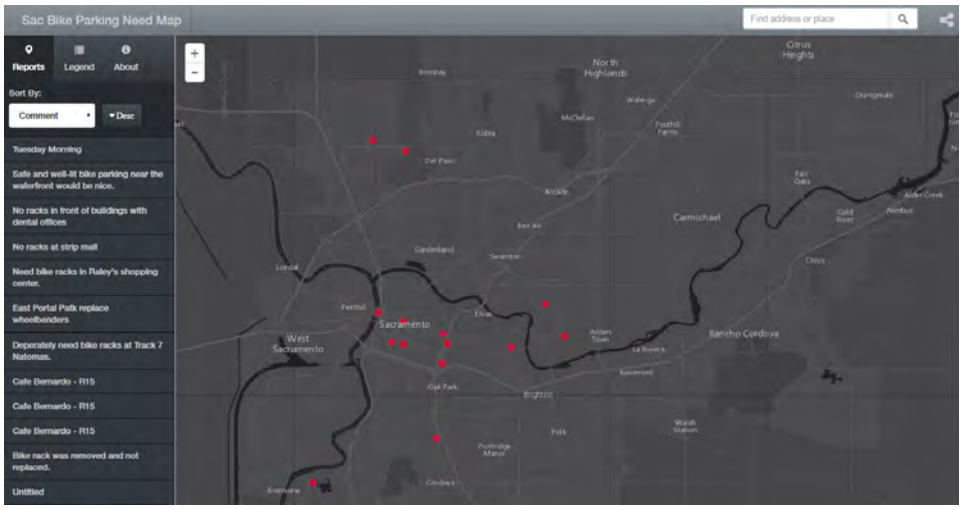
Presentations to Community-Based Organizations

Several community-based organizations reached out to the project team and requested individual presentations be made to their organizations. The project team presented information about the project, answered questions, and provided surveys to 10 neighborhood associations from January through March.

Online Engagement Tools

An interactive online application was designed as part of the community outreach program to identify all bicycle parking in the City of Sacramento. Participants were able to access the online application on their computers or smart mobile devices.

A second online application was designed in response to stakeholders' requests for a way to identify bicycle parking needs throughout the City. Participants accessed this tool through their computer or smart mobile device.



Responses to the second online application to identify bike parking needs.

The second Bicycle Master Plan stakeholder meeting.

Stakeholder Meeting #2

The final outreach component of the Bicycle Master Plan's community engagement program was a second stakeholder meeting held on May 2, 2016. The purpose of this meeting was to provide an update on the project and its next steps, review the data collected from the bike parking inventory online tool, present results from the equity analysis performed, review ways to improve bicycling conditions, review feedback received from the community, and receive final feedback from stakeholders.

The organizations represented at this meeting included:

- Breathe California
- California Department of General Services
- California Natural Resources Agency
- City of Sacramento Parks and Recreation Commission
- City of Sacramento Youth Advisory Committee, Districts 7 and 8
- City of Sacramento Youth Commission
- Friends of the Sacramento River Parkway
- Governor's Office
- Meadowview Neighborhood Association
- Midtown Business Association
- North Natomas Transportation Management Agency
- Oak Park Neighborhood Association
- Park A Bike
- Sacramento Area Bicycling Advocates
- Sacramento Area Council of Governments
- Sacramento Bicycling Advisory Committee
- Sacramento Metro Chamber of Commerce



Stakeholders reviewing and discussing the project's equity analysis and community feedback.

- Sacramento Regional Transit
- Sacramento State University
- Twin Rivers Unified School District
- Upper Land Park Neighborhood Association
- WALK Sacramento

During the meeting, stakeholders were encouraged to identify locations where bicycle facilities were needed that were not reflected in the presentation or on the community feedback boards.

After the meeting presentation, stakeholders were invited to review equity analysis maps and community feedback boards. The community feedback boards provided a summary of locations residents identified as difficult intersections, gaps in the network, unsafe bike routes, or in need of bike parking facilities. Stakeholders provided comments on feedback forms.



Stakeholders providing feedback on maps of existing and proposed bikeways in the City.

Community Feedback

Stakeholder Meeting #1 Feedback

Stakeholders provided feedback about barriers to bicycling they face in their respective neighborhoods. Their responses are listed below.

- Lack of education of rules of the road by cyclists and motorists.
- Lack of enforcement of minor and major infractions by cyclists.
- Congestion on busy roads.
- Narrow facilities.
- Insufficient crossing infrastructure at F & 30th streets and E & 30th streets.
- Lack of bike lanes.
- One-way streets lead to high speed of travel.
- Leaf pile-ups in bike lanes.
- Skinny streets.
- Roads with vehicles traveling at a high speed without bike amenities.
- There are no bike lanes / facilities / infrastructure connecting Sac State, specifically the Hornet Tunnel, to the closest light rail station at 65th Street and Midtown/ M Street corridor.
- The stretch of Elvas Avenue and 65th Street behind campus lacks biking infrastructure.
- Crossing Broadway into Midtown and the underpass.
- 24th Street from the DMV Complex.
- Franklin Boulevard between 2nd Avenue and 5th Avenue - There are many businesses for bike riders.
- Crossing Sutterville Road to South Avery.
- Franklin Boulevard between Sutterville and 47th Avenue with many neighborhood businesses.



Stakeholders identifying gaps in the current Bicycle Master Plan.

- Lack of motorist awareness.
- Poorly maintained bike lanes with potholes or uneven/narrow lanes (e.g. Alhambra Boulevard).
- Broadway is a difficult to navigate by bicycle.
- Bike lanes are too narrow next to parked cars such that you are in the door zone.
- High speed traffic on Stockton Boulevard next to the bike lane.
- No bike lanes on arterials such as 15th and 16th Streets.
- Crossing Freeport Boulevard.
- Cycling along Fruitridge Road.
- Crossing Broadway, X & W Streets to Downtown.
- Lack of lanes, i.e. between Broadway and X Street on Riverside.
- Sacramento levee barrier in Pocket that stops walkers and riders.
- High traffic roadways without bike lanes.
- High volume and speed of traffic on one-way streets. This causes many bicyclists to use sidewalks which can be a problem with older residents and pedestrians.
- Regionally, we need to financially plan for the large capitol outlay projects, such as the bike / pedestrian bridge across the rivers. These might cost in the 10's or 100's of millions of dollars, so we need to plan for the financing.
- Poorly maintained bike lanes and waste cans in the bike lanes.
- Door zone bike lanes.
- Motorists who honk and yell "get off the road" when a cyclist controls a lane.
- Speed limits that are too high.
- Curbside bike lanes that are too narrow, especially on high speed roads (Stockton, Broadway).
- Sharrows in the door zone or too far right in traffic when lanes are too narrow to share side by side.



The project team presenting and stakeholders testing the interactive bike parking online tool.

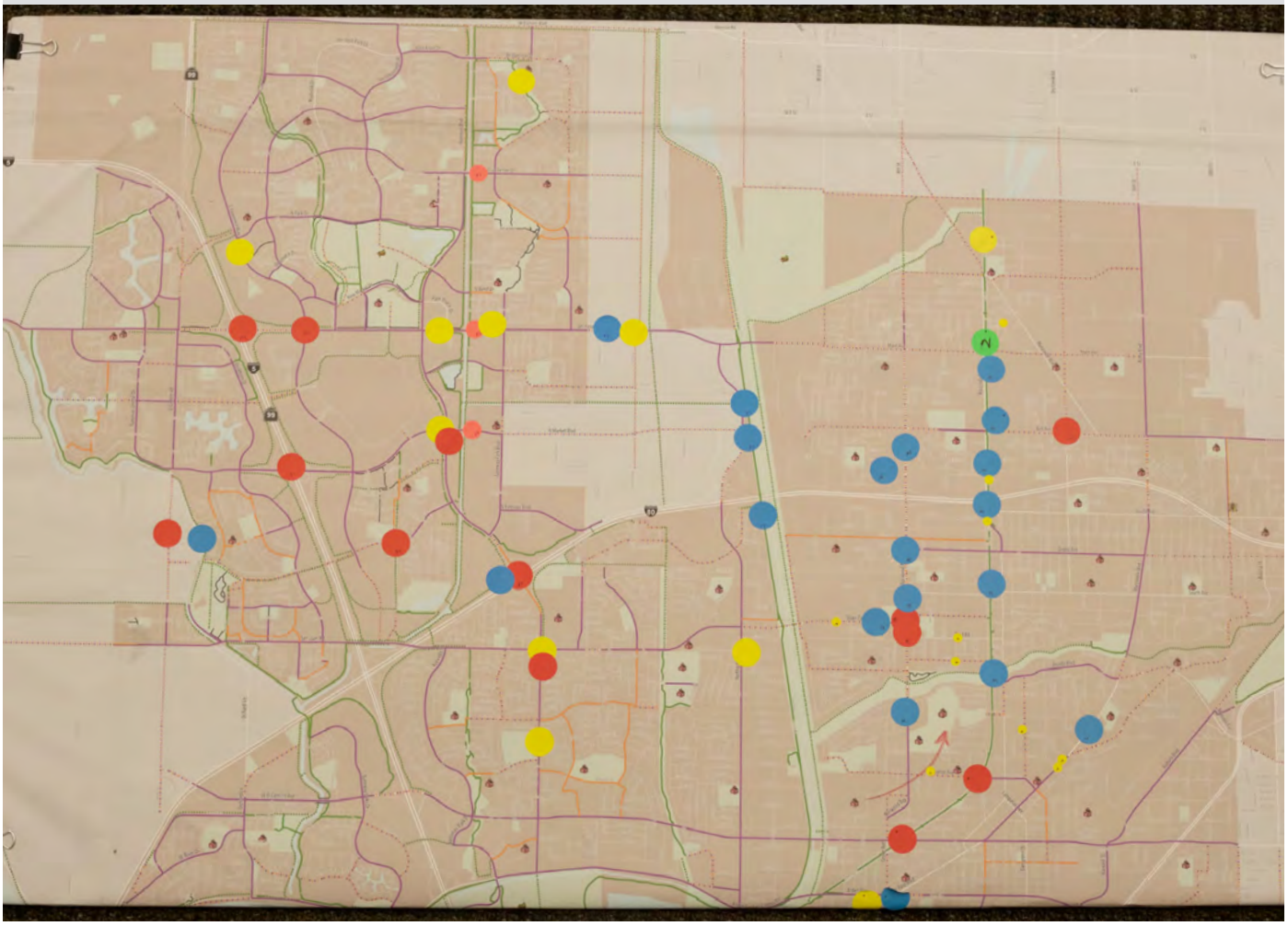
- Freeway overcrossings.
- Fast traffic - biggest complaint by far.
- Lack of connectivity.
- Many bikeways are not connected and bikes must mix with cars.
- Crossing I-5.
- Barriers are car centric corridors like 65th Street, Broadway, Elvas, 59th Street, and Folsom Boulevard that have limited or no bicycle infrastructure.
- This makes it difficult to get around without riding on the sidewalk or risking your life.
- Like my Councilmember told me, I must have a death wish if I'm riding my bike on 65th Street.
- Fences across the Sacramento River levee.
- Commute to downtown / Freeport at City College is unfriendly.
- McKinley: Direct access to Sutter Park. River crossing to go to Mall.
- Florin / Stockton: Big roads lead to no alternatives. Use creek maintenance roads.
- Sacramento River Parkway needs to be completed to provide a continuous, off-road commute route.
- Fast traffic.
- Sad bike lanes.
- Potholes.
- Lack of signage.
- Marked lines and education for bikes.
- Boulevard Park has limited barriers but could use more routes/ connections to through routes in Boulevard Park.

Traveling Workshops Feedback

Map Exercise

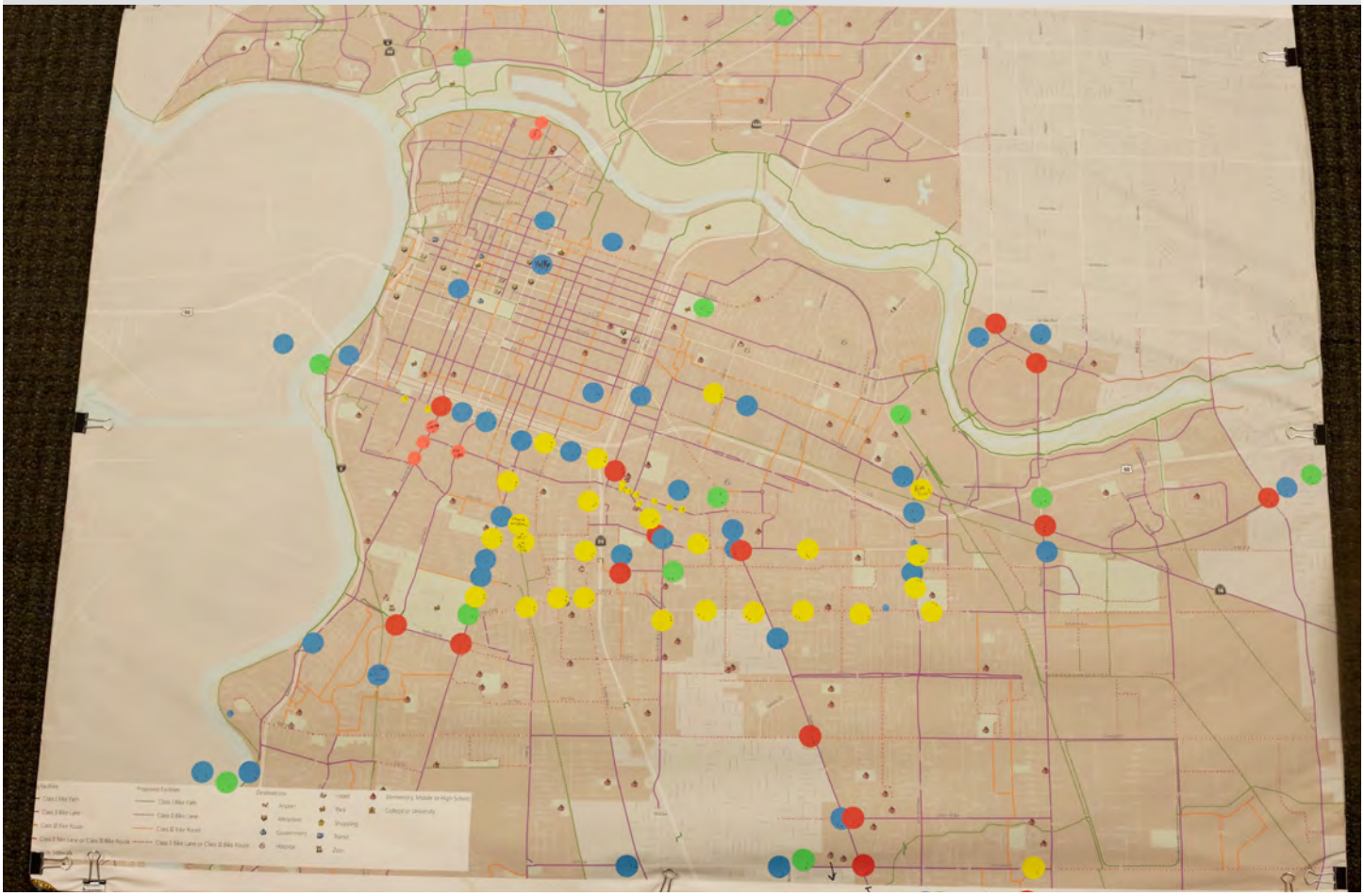
The following photos show the boards that community members provided feedback on for the map exercise, and what each colored dot represents.

MAP BOARD FEEDBACK: DISTRICTS 1 & 2

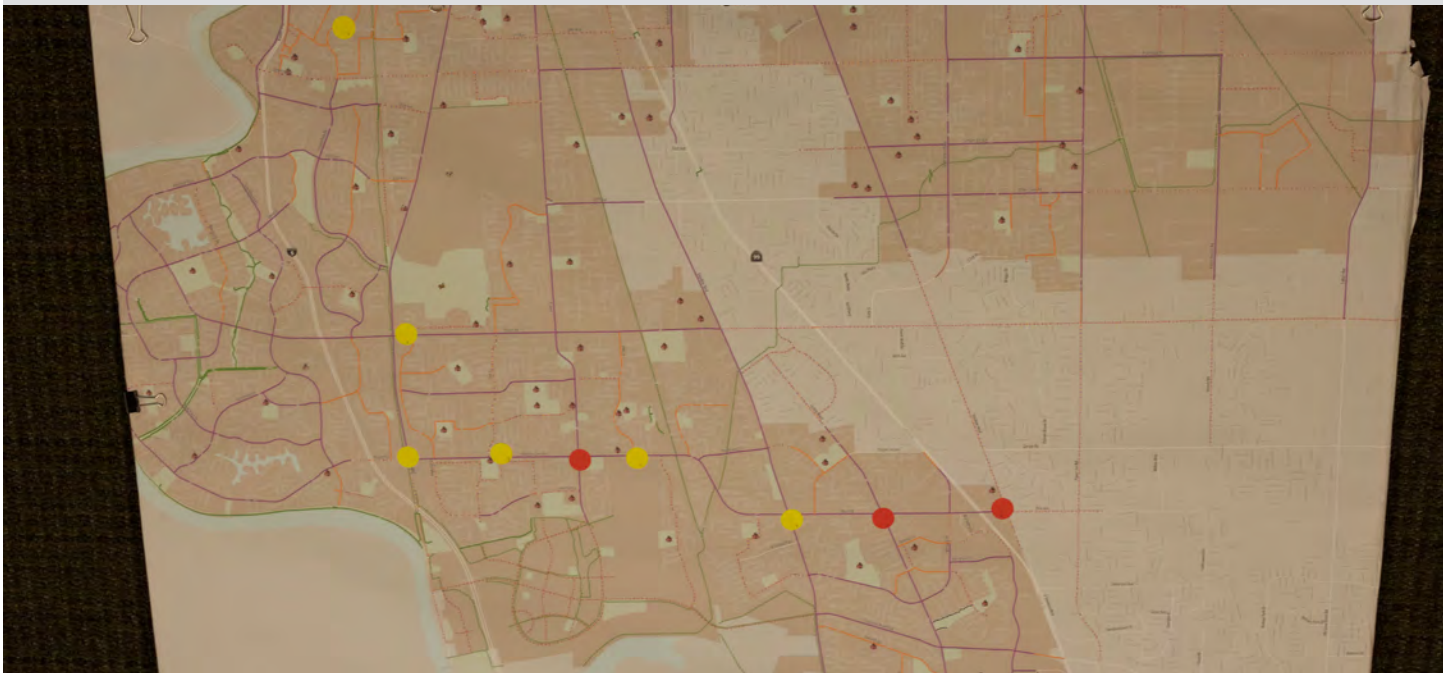


- A Difficult Intersection
- A Gap in the Network
- An Unsafe Bike Route
- A Need for Bike Parking
- Another Barrier

MAP BOARD FEEDBACK: DISTRICTS 5 & 6



MAP BOARD FEEDBACK: DISTRICT 8



Map Exercise (cont.)

The following word clouds and corresponding lists of locations represent the feedback received from the community on the map exercise. The feedback is organized by district.

COMMUNITY FEEDBACK: DISTRICT 1

A Difficult Intersection

- Natomas Crossing at Airport Road
- Truxel Road crossing I-80
- Arena Boulevard crossing I-5 and CA-99
- Del Paso Road crossing I-5 and CA-99
- Del Paso Road at East Commerce Way
- El Centro Road at Leona Circle
- Arena Boulevard and Truxel Road

A Gap in the Network

- Northgate Boulevard and North Market Boulevard
- Northgate Boulevard
- Steelhead Creek and Rosin Court
- Del Paso Boulevard
- West Witter Way by Witter Ranch Elementary School
- American River Park Trail
- Ueda Bike Trail
- Truxel Road at I-80

An Unsafe Bike Route

- Truxel Road
- Arena Boulevard
- Black Rock
- Del Paso Boulevard
- Regency Park
- Watt Avenue
- Arena Boulevard
- East Commerce Way
- Del Paso Boulevard
- Northgate Boulevard

Other Barrier

- Del Paso Boulevard at Natomas Boulevard
- Natomas Boulevard at Club Center Drive
- Natomas Boulevard at North Market Road

COMMUNITY FEEDBACK: DISTRICT 2

A Difficult Intersection

- Norwood Avenue & Silver Eagle Road
- Bell Avenue and Dry Creek Road
- W. El Camino Avenue & Traction Avenue
- Eleanor Avenue & Traction Avenue
- Silver Eagle Road & Norwood Avenue

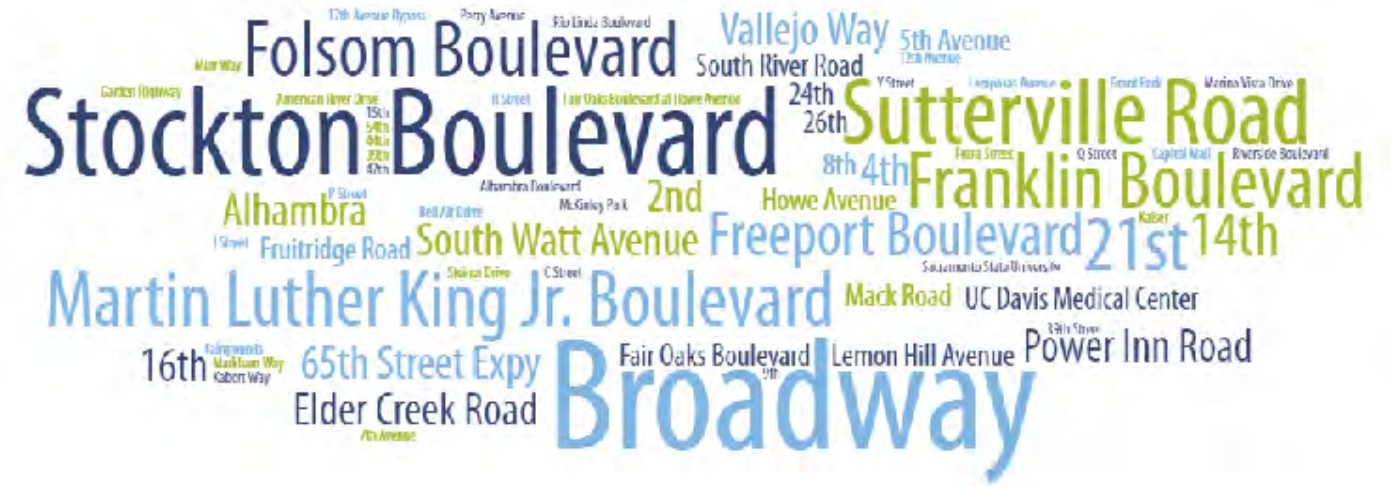
A Gap in the Network

- Norwood Bypass/Norwood Avenue
- Norwood Avenue & Grand Avenue
- Norwood Avenue & Bell Avenue
- Jessie Avenue & Delagua Way
- Norwood Avenue & Jessie Avenue
- Rio Linda Boulevard and Bell Avenue
- Rio Linda Boulevard
- Marysville Boulevard & Acacia Avenue
- Arden Way & Del Paso Boulevard
- Bell Avenue & Rio Linda Bike Trail

An Unsafe Bike Route

- Silver Eagle Road
- Rio Linda Boulevard
- Branch Street & Alamos Avenue
- Eleanor Avenue & Forrest Street
- Carroll Avenue
- Ford Road
- Del Paso Boulevard
- Arden Way & Del Paso Boulevard
- Rio Linda Boulevard

COMMUNITY FEEDBACK: DISTRICT 5



A Difficult Intersection

- Broadway
- 2nd Avenue
- 5th Avenue & Martin Luther King Jr. Boulevard
- Broadway & Alhambra Boulevard
- Broadway & Stockton Boulevard
- Kaiser
- Lemon Hill Avenue at Stockton Boulevard
- Elder Creek Road at Stockton Boulevard
- Stockton Boulevard at Fruitridge Road
- Power Inn Road at Highway 50
- American River Drive at Howe Avenue
- Folsom Boulevard at S Watt Avenue
- Fair Oaks Boulevard at Howe Avenue
- 21st Street at Sutterville Road

A Need for Bike Parking

- 8th Avenue & Martin Luther King Jr. Boulevard
- Rio Linda Boulevard & Lampasas Avenue
- Stockton Boulevard at UC Davis Medical Center
- Kmart at Stockton Boulevard
- Raley's on Freeport

A Gap in the Network

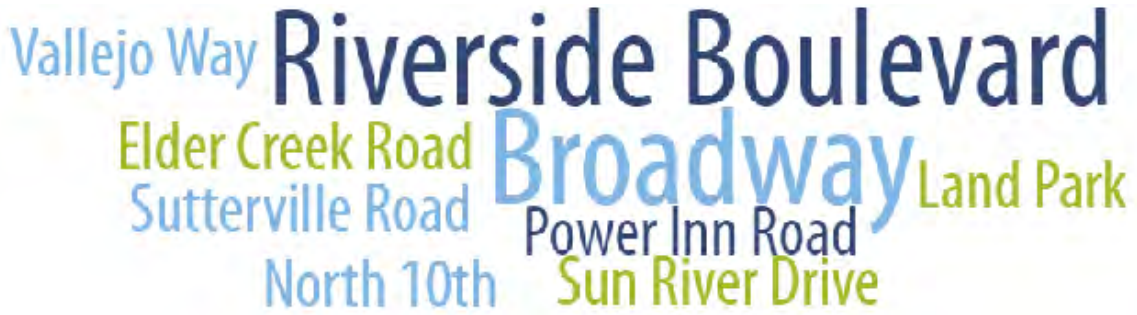
- 5th Avenue & Martin Luther King Jr. Boulevard
- Bell Air Drive
- Broadway & Stockton Boulevard
- 65th Street Expy between 14th & 4th Avenue
- Mack Road
- Elder Creek Road at 54th Street
- Power Inn Road at Highway 50
- Folsom Boulevard at S Watt Avenue
- Sac State
- McKinley Park
- Marina Vista Drive
- Garden Highway
- Along 21st Street between Sutterville Road and Vallejo Way
- S River Road
- Y Street at 39th Street
- Stockton Boulevard at UC Davis School of Medicine
- Broadway
- Stockton Boulevard between Broadway and Alhambra

COMMUNITY FEEDBACK: DISTRICT 5 (CONTINUED)

An Unsafe Bike Route

- Freeport Boulevard & 14th Avenue
- Freeport Boulevard & 7th Avenue
- Freeport Boulevard & Markham Way
- Broadway
- 2nd Avenue
- Broadway & Muir Way
- Broadway & Riverside Boulevard
- Sutterville Road & 24th Street
- Broadway & 24th Street
- Franklin Boulevard
- Franklin Boulevard & Sutterville Road
- Franklin Boulevard & 12th Avenue
- Martin Luther King Jr. Boulevard
- 12th Avenue Bypass
- 14th Avenue
- Broadway & Fairgrounds
- 65th Street Expy between 14th & 4th Avenue
- Folsom Boulevard & 39th Street
- Mack Road
- Lemon Hill Avenue at Stockton Boulevard
- Elder Creek Road at Steiner Drive
- 47th Avenue at Franklin Boulevard
- Power Inn Road at Highway 50
- Folsom Boulevard at S Watt Avenue
- Safeway at Fair Oaks Boulevard
- Fair Oaks Boulevard at Howe Avenue
- Along Folsom Boulevard
- 65th Street Expy at the Highway 50 overcrossing
- C Street at 4th Street
- Grant Park
- 15th and 16th Streets
- The State Capitol
- Front Street
- Alhambra Boulevard at Q Street
- R Street at 26th Street
- Along Broadway
- Broadway at 21st Street
- Broadway at 16th Street
- Broadway at 26th Street
- Along 21st Street between Sutterville Road and Vallejo Way
- Along 21st Street between Sutterville Road and Vallejo Way
- Kabert Way
- S River Road
- 44th Street
- 8th Avenue
- Perry Avenue
- Martin Luther King Jr. Boulevard
- Broadway
- Stockton Boulevard between Broadway and Alhambra
- P Street between 16th and 2nd
- J Street
- Franklin Boulevard
- Fruitridge Road

COMMUNITY FEEDBACK: DISTRICT 6



A Difficult Intersection

- Broadway & Riverside Boulevard
- Sutterville Road & Land Park

An Unsafe Bike Route

- Elder Creek Road near Power Inn at Sun River Drive

Other Barrier

- North 10th Street
- Riverside Boulevard between Vallejo Way & Broadway

COMMUNITY FEEDBACK: DISTRICT 8

A Difficult Intersection

- Stockton Boulevard at Mack Road
- Mack Road at Center Parkway
- Meadowview Road at 24th Street
- Along Meadowview Road

An Unsafe Bike Route

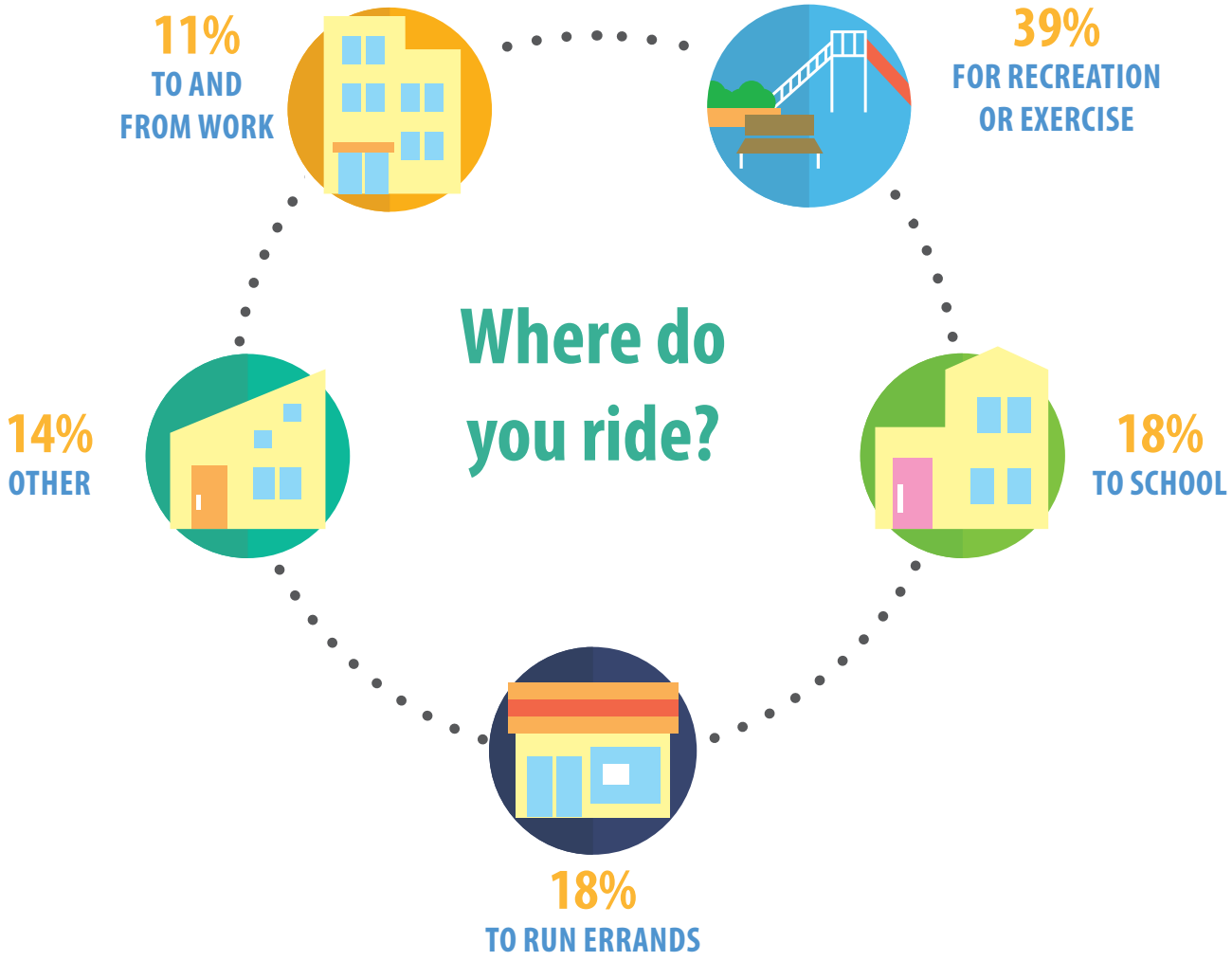
- Mack Road at Franklin Boulevard
- Meadowview Road at 29th Street
- Meadowview Road at 21st Street
- Florin Road at Amherst Street
- South Land Park Drive at Ridgeway Drive
- Along Meadowview Road
- Sacramento City College
- Mack Road
- 24th Street
- Steve Jones Park

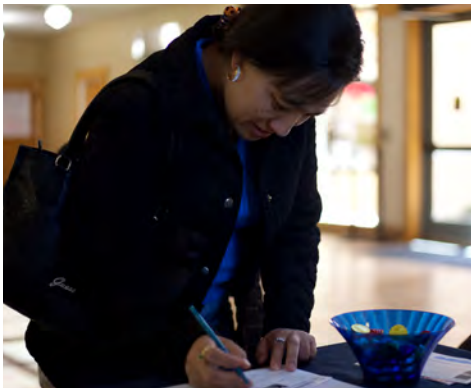


Community members taking about the bicycle survey at the Lunar New Year Festival traveling workshop.

Surveys

A visual summary of the survey responses about why participants choose to ride is below.

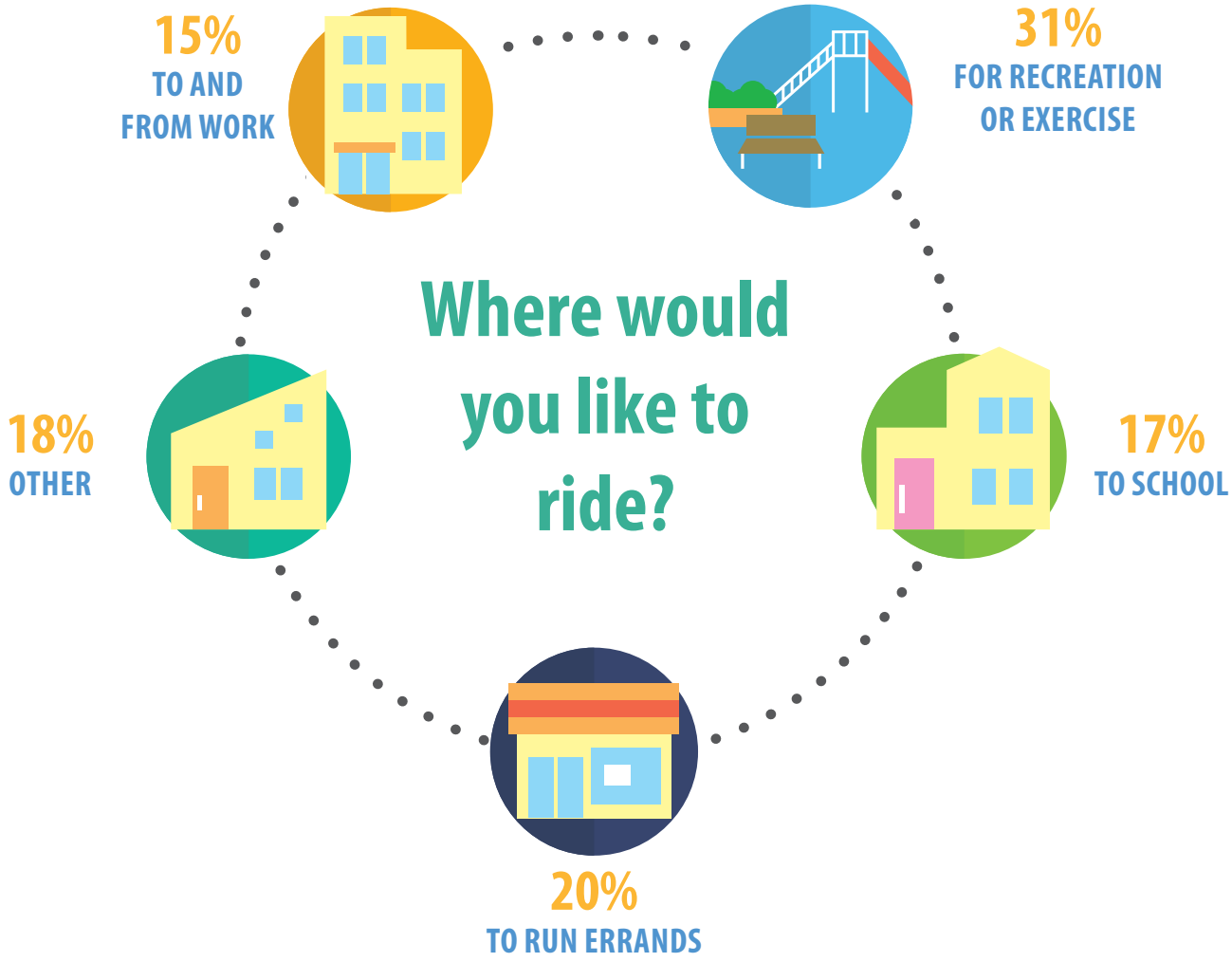




Parents and children let us know where they ride their bikes to.

If a survey participant responded "Nowhere", they provided reasons as to why they selected this answer. Their responses are summarized below:

- I don't have a bicycle.
- I don't have time.
- It is inconvenient.
- Biking conditions are dangerous.
- I drive where I need to go.
- I don't know the area.



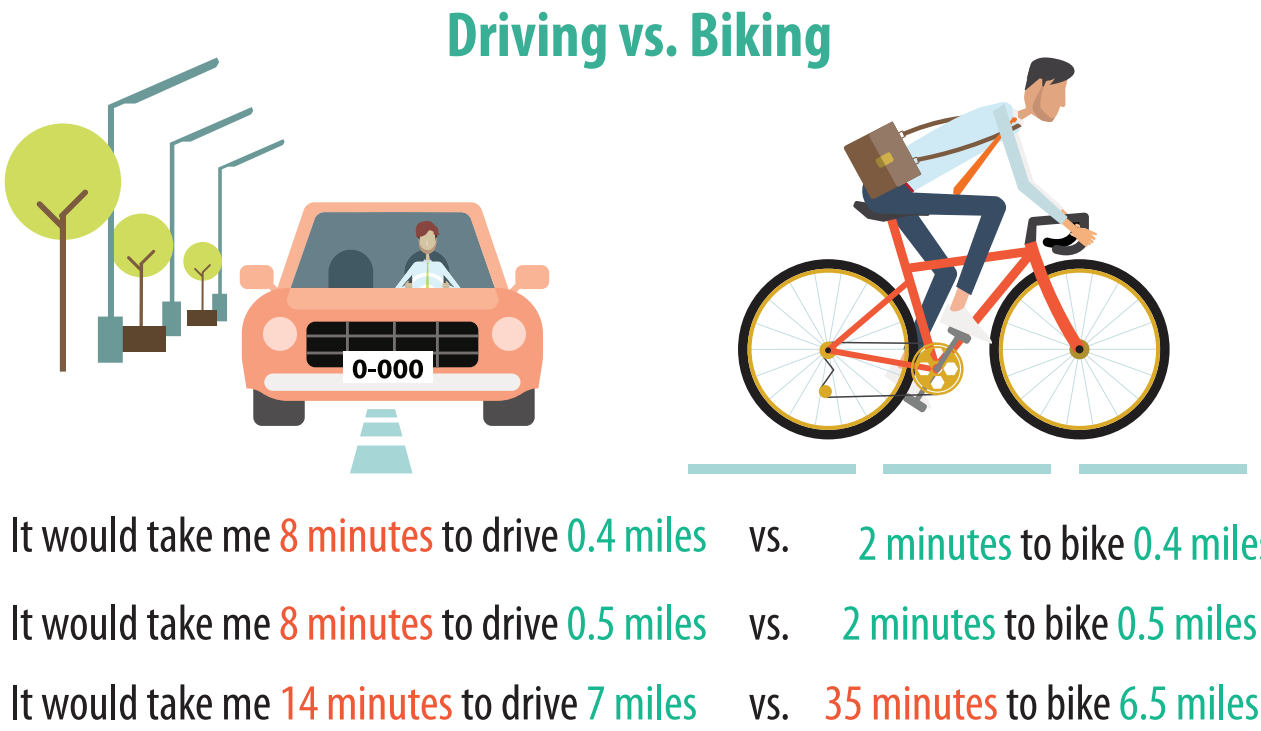
Community members providing feedback at the Natomas Food Truck Mania traveling workshop.

Community comments explaining a "Nowhere" response to "Where would you like to ride?":

- I drive where I need to go.
- I already ride everywhere.

Alternate Commute Exercise

A visual summary of the responses from the alternate commute exercise is below.



Participants were asked to answer the prompt, "I would ride my bike more often if..."

Key Improvements Exercise

A visual summary of the responses from the key improvements exercise is below.

Community members participating in the photo booth at the Chinese New Year Celebration traveling workshop.

Stakeholder Meeting #2 Feedback

Stakeholders provided feedback about barriers to bicycling they face in their respective neighborhoods. Their responses are listed below.

- "Underserved" areas where facilities are inadequate and inequitable need to be prioritized.
- There should be a focus on "transportation bicycling."
- Many bike lanes are not 5 feet wide or striped like shoulders, in some cases this is unclear.
- The City should reduce lane widths while resurfacing roads.
- Emphasize and improve connectivity to train stations everywhere in Sacramento.
- Support routes through Sacramento State University to Elvas Avenue & M Street. This will provide good access to downtown.
- Bicycle parking should be secure, orderly, safe, visible, and maximize use of space. Post and ring racks are problematic as you can only park one bike. This is not necessarily safe, orderly, or secure.
- When implementing bicycle parking it should be recognized that when drivers open their car doors they will hit bicyclists and their bicycles.
- We should talk about a Class 1 bike facility through Old Sacramento; I believe it is not the challenge you believe it is. Also, some consideration needs to be given to SAFCA's levee improvement plans, which may present opportunities for Class 1 routes (E.G., Natomas/ Garden Highway). These are opportunities that SAFCA/Corp of Engineers will be giving to us and they should be reflected in the Bicycle Master Plan Update.



Stakeholders reviewing and discussing the equity analysis.

- Class 1 bike paths shown on the existing master plan using railroad right-of-way along Regional Transit's Green Line, Gold Line, and Blue Line should be taken off the map. Regional Transit does not see enough existing right of way (continuous) to show these lines. Regional Transit will be willing to analyze gap projects using railroad right-of-way on a project-by-project basis.
- Please include examples of protected bike lanes going behind a bus stop for high frequency stops.
- Connect Sacramento State University to Elvas Avenue, Hornet Tunnel, and the 65th Street light rail station.
- Connections to the Del Rio Trail should be improved.
- What is planned to correct the unsafe bicycling conditions on J Street and H Street going westbound from Sacramento State University? The bicycle facilities there abruptly end without warning. This is a second important route from Howe Avenue and J Street into East Sacramento, midtown, downtown, and the surrounding neighborhoods where there is a lot of bicycling. I would use that route if there wasn't a dangerous bottleneck.
- Sacramento County is also studying the Fair Oaks corridor from Howe Avenue to Fulton Avenue with Fehr & Peers. These planning activities need to be coordinated.
- I liked Adrian Engel's factors to consider for possible Type 4 or ""buffered bikeways." However I would like to suggest that the purpose and destination of the trip be a consideration. The top priority should be to reduce trips and vehicle miles traveled (VMT) by autos. We should prioritize motivating bike commutes to work and shopping trips that would replace the use of cars. The safer buffered bikeway would do this. Recreation and fitness bike trips do not reduce auto use to the same extent.



Stakeholders engaging with the group and identifying additional locations in need of bicycle improvements.

- An unsafe location on J Street westbound is at Cadillac Drive. I heard someone was killed there.
- Another unsafe location is approaching the J Street Bridge westbound at H Street where bicyclists are forced into the travel lane.
- In eastern North Natomas on the Panhandle site, we suggest at least two east-west off street routes; possibly one from Mayfield and one through Regency Park & the High School site. These would be placed across the Panhandle and should connect to the City-approved Ueda Parkway which ends at the staging area on Elkhorn Road.
- The Ueda Parkway is planned to connect to the Dry Creek Greenway/Sacramento Northern Trail along Robla Creek and eventually a Sacramento/Sutter County loop trail around the Natomas basin.
- We do not want the north/south trail (Ninos Parkway) in North Natomas (Panhandle site) under the transmission lines for health and safety and aesthetic reasons. There are 600 acres to be planned, providing plenty of space to move the trail.
- We need east-west connections throughout Natomas for many reasons, especially safety.

Students participating in the photo booth at the Sam and Bonnie Pannell Community Center pop up workshop.

Next Steps

The Bicycle Master Plan update will incorporate findings from the project's equity analysis in addition to feedback gathered from the City's five identified underrepresented communities. The update will identify and prioritize areas within the City that need bicycle facilities or improvements to existing bicycle facilities.

Appendix C: Project List

PROJECT LIST

This appendix presents a list of all recommended infrastructure projects, organized alphabetically by project street or trail name.

The project list and individual projects to be included in this Plan are flexible concepts that serve as guidelines. The project list may change over time as a result of changing bicycling patterns, land use patterns, implementation constraints and opportunities, and the development of other transportation improvements. All of the proposed infrastructure projects were evaluated against the criteria described in Implementation Chapter, organized into short-, mid-, and long-term priorities based on a logical breakdown of project scores and complexities of implementation. Projects fall into the following tiers:

- Short-Term: Intended for implementation within approximately five years of plan adoption
- Mid-Term: Intended for implementation within approximately five to ten years of plan adoption
- Long-Term: Intended for implementation within approximately ten to twenty years of plan adoption.

For more information about project evaluation and scoring, see the Implementation Chapter

The total estimates costs for this Plan's projects are summarized below in Table 1 by priority and project type.

Table 1: Plan Cost Estimates

Priority	Bikeway Type and Cost					Totals
	Bike Lane	Bike Route	Buffered Bike Lane	Separated Bikeway	Trail	
Short Term	$4,744,600	$3,900	$10,277,300	$10,522,500	$26,351,800	$51,900,100
Mid Term	$5,299,300	$198,600	$9,984,300	$4,265,300	$68,419,700	$88,167,200
Long Term	$6,220,800	$304,400	$3,541,700	$2,875,000	$44,865,600	$57,807,500
Totals	$16,264,700	$506,900	$23,803,300	$17,662,800	$139,637,100	$197,874,800

Table 2: Project List

Priority	Project Street	To	From	Proposed Bikeway Classification	Cost Estimate	Requires Feasibility Study?
Short Term	12th Ave	33rd St	36th St	Bike Lane	$ 66,900	Yes
Mid Term	13th St	N St	P St	Bike Lane	$ 65,400	
Short Term	14th Ave	City Boundary	71st St	Bike Lane	$ 597,400	Yes
Mid Term	14th Ave	Power Inn Rd	Granite Park North/South Bike Trail	Buffered Bike Lane	$ 294,800	Yes
Short Term	15th Street	D St	G St	Buffered Bike Lane	$ 94,800	
Short Term	15th Street	G St	Broadway	Buffered Bike Lane	$ 856,300	
Mid Term	16th Street	X St	Broadway	Bike Lane	$ 32,600	
Short Term	16th Street	N St	X St	Buffered Bike Lane	$ 475,300	
Mid Term	19th Street	H St	J St	Buffered Bike Lane	$ 94,500	
Short Term	19th Street	X St	Broadway	Buffered Bike Lane	$ 46,800	
Short Term	19th Street	H St	X St	Buffered Bike Lane	$ 667,600	
Short Term	1th Street	L St	P St	Buffered Bike Lane	$ 331,600	
Short Term	1th Street	I St	Broadway	Buffered Bike Lane	$ 427,100	
Short Term	21st Ave	Arlingtion Ave	Martin Luther King Jr. Dr	Bike Lane	$ 320,500	Yes
Mid Term	21st Ave	Power Inn Rd	Granite Park North/South Bike Trail/Florin Perkin*	Bike Route	$ 7,400	
Mid Term	21st St	Florin Rd	Meadowview Rd	Bike Lane	$ 414,500	
Mid Term	21st Street	I St	J St	Bike Lane	$ 32,300	
Short Term	21st Street	H St	Broadway	Buffered Bike Lane	$ 808,700	
Long Term	22nd St	South of Meadowview Rd	John Still Rd	Bike Route	$ 10,300	
Long Term	23rd Ave	Martin Luther King Jr. Dr	Mendocino Blvde	Bike Route	$ 2,400	
Short Term	24th St	Broadway	Donner Way	Bike Lane	$ 105,400	Yes
Mid Term	24th St	Sutterville Road Byp	22nd Ave	Buffered Bike Lane	$ 228,300	Yes
Mid Term	24th St	26th Ave	Murieta Way	Buffered Bike Lane	$ 48,200	Yes
Mid Term	24th St	45th Ave	47th Ave	Buffered Bike Lane	$ 71,200	Yes
Long Term	24th St	Donner Way	2nd Ave	Bike Lane	$ 202,300	
Mid Term	26th Ave	24th St	Franklin Blvd	Bike Lane	$ 232,200	Yes
Long Term	26th Ave	35th St	Martin Luther King Jr. Dr	Bike Route	$ 2,700	
Mid Term	26th St	Broadway	T St	Bike Route	$ 4,300	
Long Term	28th Ave	Karbet Way	Elmer Way	Bike Route	$ 1,100	
Long Term	28th St	B St	Sutter Landing Park Bikeway	Bike Lane	$ 66,400	

Mid Term	2nd Ave	26th St	Alhambra Blvd	Bike Lane	$ 178,600	Yes
Mid Term	2nd Ave	Stockton Blvd	49th St	Bike Lane	$ 159,100	
Long Term	2nd St/I St	City Boundary	K St	Bike Lane	$ 111,800	
Mid Term	2th Ave	Freeport Blvd	23rd St	Bike Route	$ 7,100	
Mid Term	2th St	C St	E St	Bike Lane	$ 77,600	
Mid Term	33rd St	5th Ave	12th Ave	Bike Route	$ 6,000	
Long Term	34th Ave	South of Fruitridge Rd	34th St	Bike Route	$ 14,500	
Short Term	34th St	Stockton Blvd	2nd Ave	Bike Lane	$ 301,100	
Mid Term	35th Ave	Park Village St	Freeport Blvd	Buffered Bike Lane	$ 225,000	
Mid Term	42nd/44th St	2nd Ave	14th Ave	Bike Route	$ 10,900	
Mid Term	44th St	Roosevelt Ave	23rd Ave	Bike Route	$ 8,700	
Long Term	48th St	48th St	Eastside Roundabout/X St	Bike Lane	$ 179,000	
Mid Term	4th Ave Trail/UP tracks - Old SP east/west mainline	4th Ave Trail/UP tracks - Old SP east/west mainline		Trail	$5,527,200	
Mid Term	55th St	H St	J St	Bike Route	$ 2,100	
Long Term	55th St/F St	Elvas Ave	H St	Bike Route	$ 2,900	
Long Term	56th Ave	21st St	Hogan Dr	Bike Route	$ 1,600	
Mid Term	58th St	8th Ave	21st Ave	Bike Route	$ 11,900	
Mid Term	59th St	S St	Broadway	Bike Lane	$ 199,500	Yes
Long Term	5th Ave	24th st	Franklin Blvd	Bike Route	$ 8,900	
Short Term	5th St	Broadway	McClatchy Way	Bike Lane	$ 143,700	
Long Term	5th St	Railyards Blvd	5th St	Bike Lane	$ 198,500	
Mid Term	5th St	X St	Broadway	Bike Lane	$ 31,600	
Mid Term	62nd St	21st Ave	4th Ave	Bike Route	$ 10,800	
Short Term	65th St	Folsom Blvd	14th Ave	Bike Lane	$ 418,300	Yes
Long Term	6th Ave	Florin Rd	2th St	Bike Route	$ 7,600	
Long Term	6th St	H St	Railyards Blvd	Separated Bikeway	$ 427,800	
Long Term	7th Street	Railyards Blvd	5th St	Bike Lane	$ 188,800	
Mid Term	7th Street	P St	T St	Bike Lane	$ 130,100	
Long Term	82nd St	14th Ave	Alpine Ave	Bike Route	$ 3,000	
Mid Term	82ND St Extension BIke Trail			Trail	$ 236,700	
Long Term	83rd St	Cal Central Traction RR Trail	Fruitridge Rd	Bike Route	$ 10,700	
Long Term	88th St	Fruitridge Rd	S Watt Ave	Bike Route	$ 11,500	
Long Term	8th Ave	24th st	32St	Bike Route	$ 4,400	

Mid Term	8th Ave	38th St	65th St	Bike Route	$ 23,500	
Mid Term	8th Street	P St	T St	Bike Lane	$ 130,100	
Mid Term	9th Street	H St	Broadway	Buffered Bike Lane	$ 805,300	
Long Term	Acacia Ave	Altos Ave	Rio Linda Blvd	Bike Lane	$ 44,600	
Mid Term	Ahern St	N 12th St	N C St	Bike Lane	$ 58,900	
Long Term	Airport Rd	Tanzanite Ave	San Juan Rd	Bike Lane	$ 158,800	
Mid Term	Alhambra Blvd	Broadway	2nd Ave	Bike Lane	$ 29,500	
Long Term	Along E Commerce Way (westside) from W Elkhorn Blvd			Trail	$ 523,000	
Long Term	Along Natomas East Main Drainage Canal	West of E Levee Rd		Trail	$2,394,400	
Mid Term	American River Dr	Commons Dr	Howe Ave	Bike Route	$ 1,200	
Short Term	Arcade Blvd	Marysville Blvd	Del Paso Blvd	Bike Lane	$ 144,300	Yes
Mid Term	Arcade Creek Trail/Arcade Creek Phase II	Arcade Creek Trail/Arcade Creek Phase II		Trail	$3,475,300	
Mid Term	Arcade Creek Trail/Arcade Creek Phase II/Haggin Oaks Golf Course West	Arcade Creek Trail/Arcade Creek Phase II/Haggin Oaks Golf Course West		Trail	$4,152,500	
Mid Term	Arden Way	Canterbury Rd	Oxford St	Separated Bikeway	$ 172,500	Yes
Long Term	Arena Access Trail	South of Inderkum High School		Trail	$1,360,400	
Long Term	Ascot Ave to Clair Ave	Ascot Ave to Clair Ave		Trail	$ 576,800	
Long Term	Bannon Creek Dr	Crossmill Way	Truxel Rd	Bike Route	$ 2,500	
Mid Term	Bannon Creek Preserve	Capital Park Dr to Bannon Creek Preserve		Trail	$ 358,900	
Long Term	Bannon St Extension	Bannon St	7th St	Bike Lane	$ 224,800	
Short Term	Bell Ave	Bollenbacher Ave	Raley Blvd	Buffered Bike Lane	$1,078,600	Yes
Long Term	Bercut Dr		Railyards Blvd	Bike Lane	$ 97,400	
Long Term	Bercut Dr Extension	Bercut Dr	Sequoia Pacific Blvd	Bike Lane	$ 291,500	
Mid Term	Between I-5 and Franklin Blvd	City Boundary South		Trail	$4,069,000	
Mid Term	Branch St	Arcade Blvd	Eleanor Ave	Bike Route	$ 6,700	
Long Term	Bridgecross Dr	Zurlo Way	Regency Park Cir.	Bike Route	$ 9,800	
Long Term	Bridgecross Dr.	East of Natomas Blvd to Sageview Dr		Trail	$ 401,200	

Mid Term	Brighton Ave	East of Redding Ave	West of Power Inn Rd	Bike Route	$ 12,100	
Short Term	Broadway	La Solidad Way	44th St	Bike Lane	$ 108,600	Yes
Short Term	Broadway	Sacramento River Trail	Alhambra	Buffered Bike Lane	$1,392,500	
Mid Term	Bruceville Rd	Valley Hi Dr	Wyndham Dr	Buffered Bike Lane	$ 360,200	Yes
Short Term	C St/Elvas Ave	Tivoli Way	F St	Separated Bikeway	$1,393,900	
Mid Term	C-1 Canal			Trail	$ 20,700	
Mid Term	Cal Central Traction RR Trail	Cal Central Traction RR Trail		Trail	$3,148,300	
Long Term	Cal-Expo Lot Bike Trail	Cal-Expo Lot Bike Trail		Trail	$ 737,000	
Long Term	Camille St	Bercut Dr	7th St	Bike Lane	$ 223,700	
Long Term	Campus Commons Rd	University Ave	Commons Dr	Bike Route	$ 1,200	
Mid Term	Canterbury Rd	Arden Way	Hwy 16 Canterbury Rd Ramp	Bike Route	$ 4,000	
Mid Term	Canterbury Rd/Leisure Ln	SR 16 Ramp	Expostion Blvd	Bike Lane	$ 232,600	Yes
Mid Term	Capitol Mall	9th St	City Boundary	Buffered Bike Lane	$ 446,600	
Long Term	Carroll Ave	Norwood Ave	Altos Ave	Bike Route	$ 5,300	
Long Term	Challenge Way	Response Rd	Expostion Blvd	Bike Lane	$ 32,500	
Long Term	Citadel Way	Chestnut Hill Dr	Lake Forest Dr	Bike Route	$ 2,600	
Long Term	Club Center Dr	Kokomo Dr	End of Route	Bike Lane	$ 68,900	
Mid Term	Columbus Ave	Northgate Blvd	American Ave	Bike Route	$ 2,300	
Long Term	Connection to Natomas Crossing	West of Witter Ranch State Historic Park		Trail	$ 341,800	
Long Term	Dayton St	South Ave	Del Paso Blvd	Bike Route	$ 2,500	
Mid Term	Deer Creek Dr	Mack Rd	Valley Hi Dr	Bike Route	$ 9,000	
Mid Term	Del Paso Blvd	Judah St.	Del Paso Blvd	Bike Lane	$ 336,800	Yes
Short Term	Del Rio Trail Bridge/Del RIo Bike Trail	Along Rail ROW		Trail	$5,194,300	
Mid Term	Depot Path Bike Trail/Morrison Creek Trail	Depot Path Bike Trail/Morrison Creek Trail		Trail	$3,767,500	
Long Term	Detroit Blvd	Meadowview Rd	South of Deerhaven Way	Bike Lane	$ 372,600	Yes
Mid Term	Dos Rios St	Vine St	Richards Blvd	Bike Lane	$ 63,100	
Mid Term	Dry Creek Rd	Ascot Ave	Bell Ave	Buffered Bike Lane	$ 892,100	Yes
Long Term	Durfee Way	Souza Cir	Windbridge Dr	Bike Route	$ 3,600	
Long Term	E Levee Rd	Elkhorn Blvd	Sotnip Rd	Bike Lane	$ 565,700	Yes

Short Term	E St	2th St	15th St	Bike Lane	$ 160,600	
Mid Term	East Drainage Canal Access			Trail	$1,830,000	
Long Term	East Inderkum High School			Trail	$ 222,400	
Long Term	East of Hwy 99	W. Elkhorn Blvd to Greg Thatch Cir. / South of Seatuck CT to E. Commerce Way, 35ft north of N. Park Dr.		Trail	$1,559,600	
Long Term	East of I-5	E Commerce Way north of N. Park Dr. to Town Center Dr. north of Del Paso Rd.		Trail	$1,346,300	
Mid Term	East of I-5/Discovery Park	I-5 Ramsp to Jibboom St.		Trail	$ 442,000	
Mid Term	East of I-8	San Juan Rd along I-8 to W El Camino Ave		Trail	$1,350,200	
Short Term	East of Natomas Blvd/N.Park Dr. Intersection	N. Park Drive to south of N. Bend Drive		Trail	$ 453,100	
Long Term	El Centro Rd	North of Rynders Way	North of Hawkview Dr	Separated Bikeway	$ 302,300	
Long Term	El Centro Rd	North of Nathan Ct. to I-5 SB Del Paso Rd WB Off-ramp		Trail	$1,092,900	
Mid Term	Elder Creek Rd	Power Inn Rd	S Watt Ave	Buffered Bike Lane	$1,253,800	Yes
Long Term	Eleanor Ave	Grove Ave	Arcade Blvd	Bike Route	$ 4,500	
Mid Term	Eleanor Ave	Grove Ave	Beaumont St	Bike Lane	$ 240,500	Yes
Long Term	Elkhorn Blvd	HWY 99 to East of City Boundary		Trail	$3,121,100	
Mid Term	Ethan Way	El Camino Ave	Alta Arden Expressway	Bike Lane	$ 379,600	
Mid Term	Ethan Way	Hurley Way	American River Pkwy	Separated Bikeway	$ 576,900	Yes
Long Term	Exposition Blvd	Tribute Rd	Business 8/Exposition Blvd WB Off-ramp	Separated Bikeway	$ 272,800	Yes
Mid Term	Ferran Ave	East of Freeport Blvd	Manorside Dr	Bike Route	$ 18,800	
Short Term	Florin Perkins Rd	Folsom Blvd	Jackson Rd	Buffered Bike Lane	$ 135,800	Yes
Mid Term	Florin Perkins Rd	23rd Ave	Fruitridge Rd	Separated Bikeway	$ 453,300	Yes
Mid Term	Folsom Blvd	59th St	66th St	Bike Lane	$ 216,600	
Mid Term	Folsom Blvd	Wissemann Dr	1,ft South of Watt Ave	Buffered Bike Lane	$ 114,100	Yes
Mid Term	Folsom Blvd	57th St	59th St	Bike Lane	$ 39,900	Yes

Mid Term	Folsom LRT East Trail	Folsom LRT East Trail		Trail	$2,936,000	
Short Term	Folsom LRT West Trail	Folsom LRT West Trail		Trail	$2,561,200	Yes
Long Term	Fong Ranch Rd	South of I-8	Truxel Rd and Northgate Blvd	Bike Route	$ 8,400	
Short Term	Franklin Blvd	2nd Ave	12th Ave	Bike Lane	$ 376,800	Yes
Short Term	Franklin Blvd	Sutterville Rd	Fruitridge Rd	Separated Bikeway	$1,108,900	Yes
Mid Term	Freeport Blvd	Meadowview Rd	Stonecrest Ave/City Boundary	Separated Bikeway	$1,508,100	Yes
Mid Term	Fruitridge Rd	Florin Perkins Rd	S Watt Ave	Separated Bikeway	$1,078,400	Yes
Short Term	Fruitridge Rd	City Boundary (west of Ethel Way)	Bradford Dr	Separated Bikeway	$2,025,500	Yes
Short Term	Fruitridge Rd	Franklin Blvd	Mendocino Blvd	Separated Bikeway	$ 534,200	Yes
Mid Term	Fruitridge Rd/Seamus Ave	Riverside Blvd	24th St	Buffered Bike Lane	$1,266,100	Yes
Mid Term	G St	7th St	8th St	Bike Lane	$ 31,100	
Mid Term	G St	29th St	3th St	Bike Lane	$ 25,900	
Long Term	Garden Hwy	Orchard Ln	Gateway Oaks Dr	Bike Lane	$ 335,400	Yes
Long Term	Garden Hwy	I-8/City Boundary	Orchard Ln	Buffered Bike Lane	$ 662,100	Yes
Mid Term	Garden Hwy Bike Trail	I-8 to Orchard Ln		Trail	$1,330,200	
Long Term	Garden Hwy Bike Trail	Natomas Oaks Park		Trail	$ 249,300	
Short Term	Garden Hwy Ramp	Garden Hwy	Northview Dr	Buffered Bike Lane	$ 87,800	
Mid Term	Gateway Oaks Dr	Weald Way	End of route	Bike Lane	$ 39,100	
Mid Term	Grand Ave	Marysville Blvd	Winters St	Bike Lane	$ 404,600	
Long Term	Grand River Dr	Greenhaven Dr/Sleepy River Way	El Douro Dr	Bike Route	$ 2,800	
Long Term	Grandstaff Dr	Bamford Dr	Alvern Way	Bike Route	$ 2,200	
Long Term	Grandstaff Dr	Valley Hi Dr	Arroyo Vista	Bike Route	$ 5,600	
Long Term	Granite Park Access Trail			Trail	$ 32,000	
Mid Term	Granite Park North/South Bike Trail	Granite Park North/South Bike Trail		Trail	$1,133,600	
Mid Term	Grove Ave	Lampasas Ave	W El Camino Ave	Bike Route	$ 2,900	
Mid Term	Grove Ave	Traction Ave	El Monte Ave	Bike Lane	$ 77,400	
Mid Term	Grove Ave	El Monte Ave	Del Paso Blvd	Buffered Bike Lane	$ 41,200	
Mid Term	H St	3th St	29th St	Bike Route	$ 900	
Short Term	H Street	5th St	16th St	Bike Lane	$ 346,300	

Short Term	H Street Bike Trail	H Street Bike Trail		Trail	$ 195,900	
Mid Term	Harte Way	Stacia Way	24th St	Bike Route	$ 8,200	
Mid Term	Harvard St	El Camino Ave	Arden Way	Bike Lane	$ 199,700	
Long Term	Havenhurst Dr	Greenhaven Dr	Land Park Dr	Bike Route	$ 12,700	
Long Term	Hayes Ave	Taylor St	Altos Ave	Bike Route	$ 2,800	
Long Term	Hayes Ave	Silver Eagle Rd	Taylor St	Bike Route	$ 2,100	
Short Term	Howe Ave	Fair Oaks Blvd	University Ave	Separated Bikeway	$ 180,100	Yes
Mid Term	I Street	16th St	21th St	Bike Lane	$ 155,300	
Mid Term	I Street	12th St	16th St	Bike Lane	$ 129,300	
Long Term	I-5 Landscape Corridor Trail	East of I-5		Trail	$ 909,100	
Long Term	I-5 Landscape Corridor Trail	West of I-5		Trail	$ 657,000	
Long Term	I-5 Landscape Corridor Trail	East of I-5		Trail	$ 975,000	
Long Term	I-5 Landscape Corridor Trail/Natomas Crossing	Southwest of I-5		Trail	$2,071,800	
Long Term	I-5 Landscape Corridor Trail/Natomas Crossing	East of I-5		Trail	$ 891,800	
Long Term	I-5 Landscape Trail/Airport Rd Trail/San Juan Access Trail			Trail	$2,308,300	
Short Term	J Street	19th St	Alhambra	Buffered Bike Lane	$ 544,300	
Mid Term	Jackson Rd	Folsom Blvd	Florin Perkings Rd	Separated Bikeway	$ 476,100	Yes
Long Term	Jackson Rd	Jackson Rd at City Boundary (east of Florin Perkins Rd)	City Boundary (west of S Watt Ave)	Separated Bikeway	$ 799,400	Yes
Long Term	Jarvis Cir/ Cafaro Cir	Stemmler Dr	Stemmler Dr	Bike Route	$ 6,100	
Mid Term	K St	3rd St	5th St	Bike Lane	$ 61,800	
Mid Term	Keith Way	I-8	City Boundary	Bike Route	$ 12,800	
Long Term	Kelton Way	Robla Creek Trail	Main Ave.	Bike Route	$ 2,800	
Long Term	Kiefer Blvd	Florin Perkins Rd	City Boundary	Buffered Bike Lane	$ 434,300	Yes
Short Term	L Street	28th St	Alhambra	Buffered Bike Lane	$ 136,000	
Mid Term	L Street	15th St	29th St	Buffered Bike Lane	$ 590,100	

Long Term	Laguna Tower	North Laguna Creek Wildlife Area		Trail	$ 901,800	
Long Term	Lake Forest Dr	Occidental Dr	Bennington Way	Bike Lane	$ 49,600	
Long Term	Lampasas Ave	Norwood Ave	Grove Ave	Bike Route	$ 1,400	
Mid Term	Lanatt Way Access Trail	Lanatt Way Access Trail		Trail	$ 456,300	
Mid Term	Leisure Ln	Exposition Blvd	Royal Oaks Dr	Bike Lane	$ 136,000	Yes
Short Term	Lemon Hill Ave	City Boundary	Stockton Blvd	Bike Lane	$ 71,300	Yes
Long Term	Lexington St	El Camino Ave	Dixieanne Ave	Bike Lane	$ 51,400	Yes
Long Term	Little River Way	Pocket Dr	Rush River Dr	Bike Route	$ 6,200	
Long Term	Longview Dr	Roseville Rd	Watt Ave	Buffered Bike Lane	$ 626,800	Yes
Long Term	Mabry Dr	Sandpiper Way	Club Center Dr.	Bike Lane	$ 46,500	
Long Term	Main Ave	83ft west of Marysville Blvd	Raley Blvd	Bike Lane	$ 324,100	Yes
Mid Term	Main Ave	Pell Dr	Rio Linda Blvd	Buffered Bike Lane	$ 780,000	
Mid Term	Main Drainage Canal (West Side)	i-8 to Garden Hwy		Trail	$1,629,400	
Mid Term	Mangan Park			Trail	$ 637,900	
Long Term	Manorside Dr	Ferran Ave	Monarch Ave	Bike Route	$ 1,600	
Short Term	Marysville Blvd	Arcade Creek Phase II Trail	Arcade Blvd	Buffered Bike Lane	$ 89,300	Yes
Mid Term	Matson Dr	21st St	24th St	Bike Route	$ 7,200	
Long Term	McKinley Village Way	28th St	Fishbacher St	Bike Route	$ 3,100	
Long Term	Meadow View			Trail	$6,416,700	
Long Term	Mike Gartrell Cir	Pete Popovich Ct	Honor Pkwy	Bike Route	$ 1,900	
Mid Term	Morrison Creek Trail	Morrison Creek Trail		Trail	$1,782,000	
Mid Term	Morrison Creek Trail west	Morrison Creek Trail west		Trail	$2,938,400	
Long Term	Muir Way	McClatchy Way	Vallejo Way	Bike Lane	$ 57,600	Yes
Short Term	N 12th St	Richards Blvd	C St	Separated Bikeway	$ 711,300	
Short Term	N 12th St	Richards Blvd	Sproule Ave	Bike Lane	$ 71,100	
Mid Term	N 1th St	Vine St	N B St	Bike Lane	$ 215,000	
Long Term	N 7th St	N B St	Richards Blvd	Bike Lane	$ 105,200	
Mid Term	N B St	N 17th St	18th St	Bike Lane	$ 62,000	
Mid Term	N C St	N 12th St	N 16th St	Bike Lane	$ 100,400	
Long Term	N D St	N 1th St	Dos Rios St	Bike Lane	$ 63,200	
Short Term	N St	28th St	Folsom Blvd	Bike Route	$ 3,900	
Mid Term	N St/Front St	3rd St	O St	Bike Lane	$ 136,100	
Short Term	N Street	3rd St	19th St	Bike Lane	$ 500,000	

Long Term	Nathan Ct/Sutley Ct	West Lake Pkwy	End of Nathan Ct west of El Centro Rd.	Bike Route	$ 1,200	
Long Term	Natomas Blvd	W Elkhorn Blvd	Mabry Dr	Buffered Bike Lane	$ 340,900	Yes
Long Term	Natomas Crossing Dr	E Commerce Way	South of Aerostar Way	Bike Lane	$ 143,900	
Long Term	New Market Dr	Town Center Dr.	Via Ingoglia St	Bike Lane	$ 78,600	
Mid Term	Ninos Park Bike Trail	Along I-8		Trail	$ 665,400	
Mid Term	Ninos Park Bike Trail	Natomas Baseball Complex		Trail	$1,387,400	
Mid Term	Ninos Park Bike Trail	Ninos Parkway		Trail	$ 867,500	
Mid Term	Ninos Park Bike Trail	North of Arden Garden Connector		Trail	$ 157,200	
Mid Term	North Laguna Creek Parkway	North Laguna Creek Parkway		Trail	$1,816,800	
Mid Term	North Laguna Creek Parkway/Morrison Creek	North Laguna Creek Parkway/Morrison Creek		Trail	$4,184,700	
Long Term	North Natomas Reg. Park Site	North of N. Park Drive to New Market Drive		Trail	$1,162,700	
Long Term	North Natomas Reg. Park Site	West of Natomas Blvd. to Inderkum High School Park south of New Market Drive		Trail	$ 493,600	
Mid Term	North of Drainage Canal	East Drainage Canal to City Boundary		Trail	$1,891,400	
Long Term	North of River Birch Park Site	East Drainage Canal to Truxel Rd		Trail	$ 303,000	
Mid Term	Northgate Blvd	N Market Blvd	Rosin Ct	Buffered Bike Lane	$ 474,700	Yes
Mid Term	Northview Dr	Northfield Dr	Garden Hwy	Bike Route	$ 2,400	
Short Term	Norwood Ave	Main Ave	Carrol Ave	Buffered Bike Lane	$1,147,400	Yes
Long Term	Old Sacramento Trail	I St	Capitol Mall	Trail	$ 351,500	Yes
Long Term	Ottumwa Dr	E Commerce Way	Kokomo Dr.	Bike Route	$ 1,300	
Mid Term	P St	29th St	3th St	Buffered Bike Lane	$ 45,500	
Mid Term	P Street	3th St	Alhambra	Buffered Bike Lane	$ 45,200	
Short Term	P Street	9th St	15th St	Buffered Bike Lane	$ 278,400	
Short Term	P Street	15th St	29th St	Buffered Bike Lane	$ 634,300	
Long Term	Park Riviera Way	Riverside Blvd	Gloria Dr	Bike Lane	$ 81,100	
Long Term	Park Village St	35th Ave	End of Route	Bike Route	$ 11,600	
Mid Term	Pebblewood Dr/Funston Dr/Miramonte Dr	San Juan Rd	Truxel Rd	Bike Route	$ 10,100	

Mid Term	Pinell St	North Ave	Harris Ave	Bike Lane	$ 50,500	Yes
Long Term	Pocket Canal Parkway/Pocket Canal Phase V			Trail	$1,222,900	
Long Term	Pocket Rd	Park Riviera Way	Riverside Blvd	Bike Lane	$ 308,900	Yes
Short Term	Pocket Rd	Greenhaven Dr	Freeport Blvd	Separated Bikeway	$ 597,600	Yes
Long Term	Prosper Rd	Gloster Way	Truxel Rd	Bike Route	$ 3,500	
Long Term	Prosper Rd	East of E Commerce Way		Trail	$ 196,100	
Mid Term	Q St	29th St	Alhambra Blvd	Buffered Bike Lane	$ 90,600	
Short Term	Q Street	9th St	15th St	Buffered Bike Lane	$ 278,200	
Mid Term	Q Street	15th St	29th St	Buffered Bike Lane	$ 634,300	
Long Term	R St	35th St	37th St	Bike Route	$ 1,700	
Long Term	R St	2nd St	15th St	Bike Route	$ 10,700	
Long Term	Railyards Class III			Bike Route	$ 4,600	
Long Term	Railyards Trail Extension			Trail	$ 922,900	
Long Term	Railyards Trail Extension			Trail	$ 933,100	
Long Term	Railyards Trail Extension	Sacramento River Bike Trail	7th St	Trail	$ 483,400	
Long Term	Raley Blvd	Ascot Ave	Santa Ana Ave	Separated Bikeway	$ 733,000	Yes
Short Term	Raley Blvd	Bell Ave	Doolittle St	Separated Bikeway	$ 443,500	Yes
Long Term	Ramona Ave	Brighten Ave	Ramona Ave	Bike Lane	$ 248,600	
Mid Term	Ramp (Howe/La Riveria Connector)	Howe Ave	La Riviera Dr	Bike Lane	$ 47,200	
Long Term	Regency Park Cir	Honor Pkwy	Club Center Dr. (east)	Bike Route	$ 8,600	
Long Term	Reichmuth Park to Del RioTrail			Trail	$ 790,600	
Short Term	Richards Blvd	Louise St	N 16th St	Separated Bikeway	$ 176,100	
Long Term	Richards Blvd	Sacramento River Trail	Jibbom St	Bike Lane	$ 33,600	
Mid Term	Rio Linda Blvd	Claire Ave	City Limit	Buffered Bike Lane	$ 352,100	Yes
Short Term	Rio Linda Blvd	Arcade Blvd	Acacia Ave	Buffered Bike Lane	$ 116,900	Yes
Long Term	River Plaza Dr	Orchard Ln	Gateway Oaks Dr	Bike Lane	$ 453,100	
Long Term	Robal Creek Trail	Hansen Ranch Park Site and Ueda Pkwy		Trail	$1,867,600	
Short Term	Roseville Rd	Marconi Cir	Lonview Dr	Separated Bikeway	$1,566,800	Yes
Long Term	Rosin Ct	South of I-8	Northgate Blvd I-8 Interchange and E Levee Rd	Bike Route	$ 3,000	

Long Term	Rosin Ct	Northgate Blvd	End of Route	Bike Lane	$ 50,500	
Short Term	S St	3rd St	Alhambra	Bike Lane	$ 874,100	
Long Term	S Watt Ave	Fruitridge Rd	Tokay Ln	Buffered Bike Lane	$ 759,800	Yes
Long Term	S Watt Ave	Tokay Ln	City Boundary	Buffered Bike Lane	$ 149,100	Yes
Long Term	Sacramento River Bikeway Access			Trail	$ 51,600	
Mid Term	Sacramento River Parkway (Upper Pocket)	Sacramento River Parkway (Upper Pocket)		Trail	$1,421,100	
Short Term	Sacramento River Parkway Phase III/Sacramento River Parkway (Upper Pocket)			Trail	$4,342,700	
Long Term	Sacramento Softball Complex Dr	Longview Dr		Bike Route	$ 3,100	
Long Term	Salizar Way	Regency Park Cir	Amnest Way	Bike Route	$ 3,200	
Long Term	Samuelson Way	Natomas Crossing Dr	Aerostar Way	Bike Route	$ 2,900	
Long Term	San Joaquin St	65th St	Redding Ave	Bike Route	$ 2,800	
Short Term	San Juan Access Trail	North of San Juan Rd		Trail	$2,558,800	
Mid Term	San Juan Rd	Pony Express Dr	Tumbleweed Way	Buffered Bike Lane	$ 62,900	Yes
Mid Term	San Juan Rd	Garden Hwy	San Juan Rd	Trail	$1,684,900	
Long Term	Second Ave	Alhambra Blvd	34th St	Bike Lane	$ 93,000	
Long Term	Sequoia Pacific Blvd	Bannon St	Richards Blvd	Bike Lane	$ 47,400	
Mid Term	Sequoia Pacific Blvd	Richards Blvd		Bike Route	$ 1,900	
Long Term	Sequoia Pacific Blvd	Richards Blvd		Bike Route	$ 3,500	
Long Term	Setzer Run Bike Trail			Trail	$ 590,700	
Long Term	Shady Arbor Ct	River Otter Park	W River Dr	Bike Route	$ 2,300	
Short Term	Silver Eagle Rd	Mabel St	Norwood Ave	Bike Lane	$ 138,200	Yes
Mid Term	Silver Eagle Rd	Northgate Blvd	Mabel St	Buffered Bike Lane	$ 399,200	
Long Term	South Ave	Pinell St	Dayton St	Bike Lane	$ 33,700	
Long Term	South of Del Paso Rd	55 ft West of Broadgate Dr. to El Centro Rd.		Trail	$ 328,400	
Long Term	South of San Juan Rd/North of West Drainage Canal	South of San Juan Rd/North of West Drainage Canal		Trail	$ 353,300	
Long Term	South Park St	Bercut Dr	7th St	Bike Lane	$ 272,400	

Long Term	South Park St and Railyards Blvd	Bercut Dr	7th St	Bike Lane	$ 288,500	
Mid Term	South Sacramento Parkway (west end)			Trail	$1,867,400	
Long Term	Southeast of Westlake Pkwy	Westlake Pkwy to Del Paso Rd east of Broadgate Dr.		Trail	$ 195,900	
Long Term	Standish Rd	21st Ave	Fruitridge Rd	Bike Route	$ 14,100	
Long Term	Staysail St	Brunnet Ln	Tourbrook Wy	Bike Route	$ 1,000	
Short Term	Stockton Blvd	City Boundary	Hwy 99 Nb Stockton Blvd Off	Separated Bikeway	$ 565,400	Yes
Short Term	Stockton Blvd	T St	Broadway	Separated Bikeway	$ 982,000	Yes
Long Term	Sully St	Santa Ana Ave	West of Raley Blvd and East of Dry Creek Rd	Bike Route	$ 15,600	
Mid Term	Sutters landing Bridge	Sutters landing Bridge		Trail	$ 488,900	
Mid Term	Sutters landing Park/American River Pkwy	Sutters landing Park/American River Pkwy		Trail	$1,691,400	
Short Term	Sutterville Rd	Freeport Blvd	33rd St	Buffered Bike Lane	$ 649,600	Yes
Long Term	Trail	Consumnes River Blvd	Franklin Blvd	Trail	$1,413,700	
Long Term	Trail	Garden Hwy	Del Paso Blvd	Trail	$1,495,500	
Long Term	Trail	Del Paso Rd		Trail	$ 761,700	
Long Term	Tribute Rd	Free Dr	Col de Sac	Bike Lane	$ 27,200	Yes
Short Term	Two Rivers Bike Trail Ph 2	Two Rivers Bike Trail Ph 2		Trail	$2,728,900	
Mid Term	Ueda Pkwy (Eastside)	Del Paso Rd to Arden Garden Connector		Trail	$4,259,400	Yes
Mid Term	Unity Pointe Ave/Shady Arbor Trail	NB/E along I-8		Trail	$1,241,400	
Mid Term	University Ave	Howe Ave	Fair Oaks Blvd	Buffered Bike Lane	$ 103,900	Yes
Long Term	Unsworth Ave	Florin Perkins Rd	Outfall CIR	Bike Route	$ 4,700	
Short Term	UPRR Phase I	UPRR Phase I		Trail	$6,639,700	Yes
Mid Term	Utility Line Train trail	Utility Line Train trail		Trail	$2,992,600	
Mid Term	Valley Hi Dr	Deer Lake Dr	Franklin Blvd	Bike Route	$ 5,400	
Short Term	Valley Hi Dr	Mack Rd	Bamford Dr	Separated Bikeway	$ 237,200	Yes
Long Term	Venture Oaks Way	Gateway Oaks Dr	Gateway Oaks Dr	Bike Route	$ 5,400	
Mid Term	Venture Oaks/Natomas Park Connection	Venture Oaks/Natomas Park Connection		Trail	$ 331,100	

Mid Term	Vine St	N 1th St	Richards Blvd	Bike Lane	$ 146,800	
Mid Term	W El Camino Ave	W El Camino Ave/I-5 SB On-ramp	Woodland Apartment Entrance west of Azevedo Dr	Buffered Bike Lane	$ 264,400	Yes
Long Term	W Railroad Ave	14th Ave	18th Ave	Bike Route	$ 2,900	
Long Term	W Stockton Blvd	Kastanis Way	Melville Dr	Buffered Bike Lane	$ 568,700	Yes
Long Term	Watt Ave	Longview Dr	Auburn Blvd	Separated Bikeway	$ 339,700	Yes
Long Term	West of City Boundary	Bayou Way to Del Paso Rd		Trail	$1,115,400	
Mid Term	West of Granite Regional Park	West of Granite Regional Park		Trail	$ 303,700	
Long Term	West of Truxel/South of N. Market Blvd			Trail	$ 541,700	
Long Term	Western Ave/Fairbanks Ave	Norwood Ave	Morrison Ave	Bike Route	$ 14,100	
Long Term	Wilmington Ave	Sutterville Rd	21st Ave	Bike Route	$ 5,400	
Short Term	Witter Ranch State Historic Park/Witter Way	Del Centro Rd. to Witter Ranch State Historic Park		Trail	$1,677,200	
Long Term	Witter Way	Southern Boundary of Gateway West	Southern Boundary of Gateway West	Bike Route	$ 3,900	

Produced by:

FEHR PEERS