CITY OF RANCHO CORDOVA

BICYCLE MASTER PLAN

Adopted by City Council April 4, 2016

Acknowledgements

City Council

David Sander, Mayor
Donald Terry, Vice Mayor
Linda Budge
Dan Skoglund
Robert J. McGarvey

City Staff

Travis Evans, Engineering Technician
Brad Findlay, GIS Analyst
Mark Thomas, Senior Engineer
Albert Stricker, Interim Public Works Director

Alta Planning + Design

Jennifer Donlon Wyant, Principal
Emily Tracy, Planner
Jillian Portelance, Graphic Designer

The City would like to thank the follwing Rancho Cordova residents who submitted photographs for use in this Plan:

Andy Gee

Brian Hovander

Dave Cassel

James Begg

City of Rancho Cordova
A Bicycle Friendly Community
2729 Prospect Park Drive
Rancho Cordova, CA 95670
916.851.8700
cityofranchocordova.org

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CHAPTER 1

INTRODUCTION

Rancho Cordova has embraced a bold vision of the city as a world-class community for bicycling.

This Bicycle Master Plan carries this vision forward, outlining a strategy to develop a safer, comfortable bikeway network with support facilities, and foster a thriving bicycling culture through programs and events.

This Bicycle Master Plan envisions a bicycling network that supports bicycling for both transportation and recreation where residents of all ages and abilities can choose to bicycle. It focuses on improving access to cherished resources like the American River Parkway. The Plan also identifies improvements for crossing Highway 50, improving connections between local neighborhoods, parks, schools, shopping, restaurants, employment, religious organizations and other social activity centers. In newly developing areas of the City, a policy is in place to provide trails and bike lanes that will connect neighborhoods to the future Upper Laguna Creek Trail System, and ultimately provide connections to other communities in the region.

In addition to the network, this Plan helps to provide a level of comfort to riders through wayfinding signs and maps as well as secure places to park bicycles.

The bikeway network is complemented by programs designed to educate and encourage all residents about bicycling and sharing the road safely, as well as enforcing good behavior for all road users. Evaluation programs will keep implementation on track by documenting progress towards this Plan's goals.

With this ambitious vision before us, the City will continue to cultivate a network of partners in the community dedicated to advancing bicycling. Citizen groups, private developers, funding agencies, and more must come together to transform Rancho Cordova and create a legacy of active, healthy transportation options for generations to come.

PURPOSE OF THE PLAN

This Bicycle Master Plan provides a strategy for the development of a comprehensive bicycle transportation network, support facilities, and support education, encouragement, enforcement and evaluation programs.

This Plan documents what bicycling is like now in Rancho Cordova, reasons for improvements, and a strategy to make the City safer and more comfortable to bicycle for recreation and transportation for all ages and abilities.

SETTING

Rancho Cordova is one of the three largest cities in Sacramento County, close to the state capital, and easily accessible by light rail and bus. Rancho Cordova is the largest private sector employment center in the region. The American River Parkway is a regional 31-mile multi-use trail that is a high profile commute and recreation amenity traverses the northern part of the City.

The City is east of Sacramento at the center of Highway 50, the American River, Mather Field Airport, and the Aerojet Rocketdyne Facility. See Figure 1-1 for the City Planning Area.

Since the 2011 Bicycle Master Plan, Rancho Cordova has invested in improving and celebrating its bicycling environment.

- Expanded bikeway network by over 15 miles including 14 centerline miles of bike lanes
- Completed bicycle detection traffic signal project
- Hosted Traffic Skills 101 and LCI Seminars
- Provided training for City staff on bike basics, maintenance, safety, and skills
- Two City staff have become League Certified Instructors
- Bike Friendly Forum (2014)
- Advancing Cycling in the Capital Region (2015)
- Hundreds of bikes and helmets given away
- Bike to School Days and Bike Rodeos
- Bike Count programs (through Active4.me)
- Hosted and participated in multiple Great Scott Bike-Walk events
- Secured funding for Class III Bike Routes, crosswalks and sidewalks around Rancho Cordova Elementary
- Secured funding for a rails-to-trails project
- Achieved Bronze Bicycle Friendly Designation from the League of American Bicyclists

This Plan builds on these successes and efforts, laying the foundation to elevate the bicycling experience in Rancho Cordova.

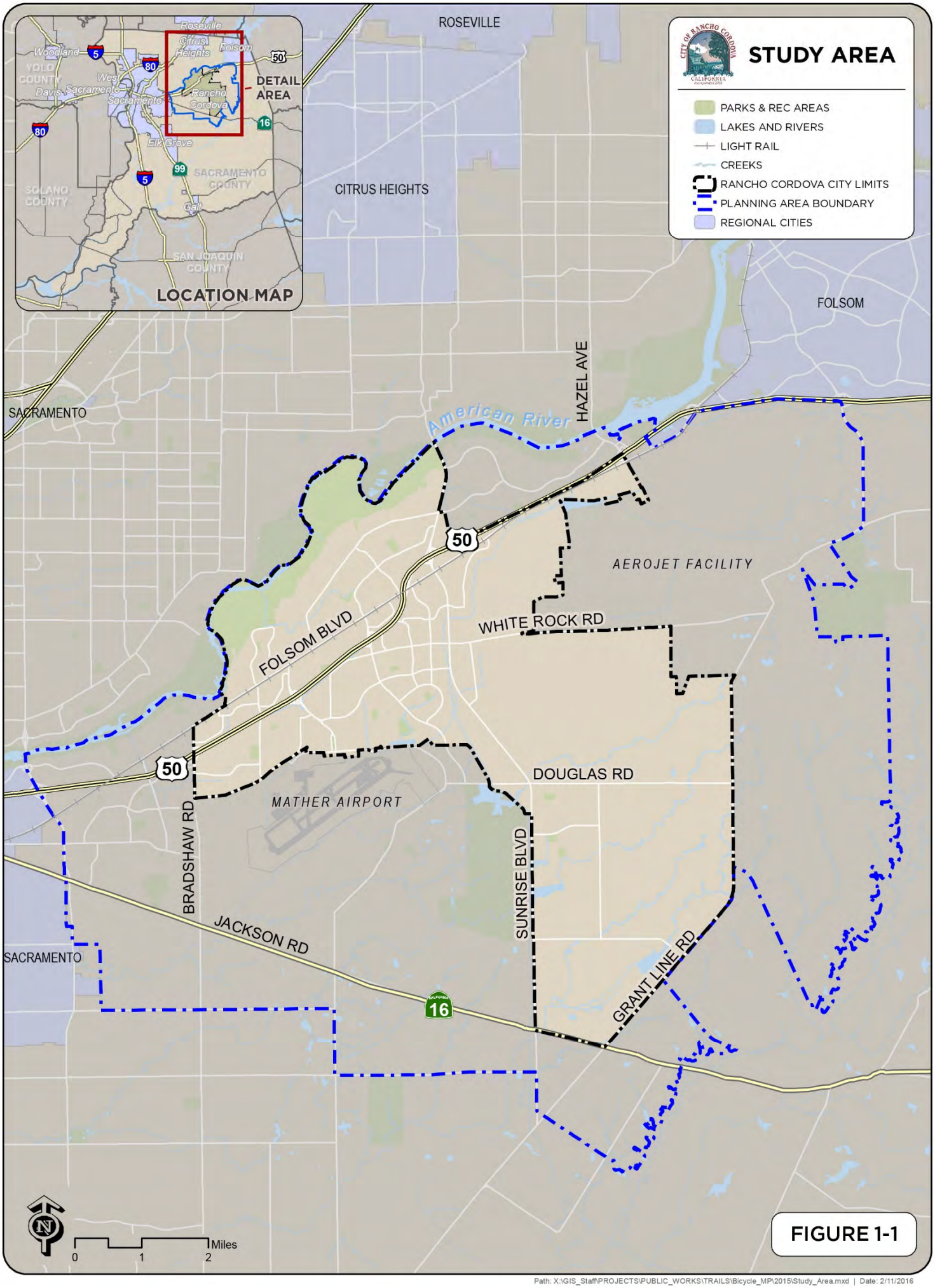

FIGURE 1-1

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March 2, 2016 Workshop

PLANNING PROCESS AND PUBLIC INVOLVEMENT

Rancho Cordova encouraged residents, advocates, and agency partners to provide input at all stages of development for this plan, to ensure the plan truly reflects the diverse needs and priorities of the community. The City held a workshop on March 2, 2016 to gather input on the recommendations. Over 40 people attended the workshop. The City also hosted a BARC (Bicycling Advocates for Rancho Cordova) meeting on March 25, 2016. Nearly 100 comments were received during the outreach process.

ACTIVE TRANSPORTATION PROGRAM COMPLIANCE

This plan complies with the Active Transportation Program (ATP) guidelines, making Rancho Cordova eligible to receive ATP funding upon approval of this Plan by a regional transportation planning agency. See Appendix F for a reference compliance table.

PLAN ORGANIZATION

This plan is organized in five chapters as follows:

- Chapter 1 Introduction: Plan purpose.
- Chapter 2 Bicycling in Rancho Cordova Now: Overview of the existing environment.
- Chapter 3 Why? Need for Improvements: Assessment of bicycling needs.
- Chapter 4 Goals, Programs and Projects: Description of recommendations.
- Chapter 5 Setting the Course: Implementation: Strategy for implementing the recommendations.

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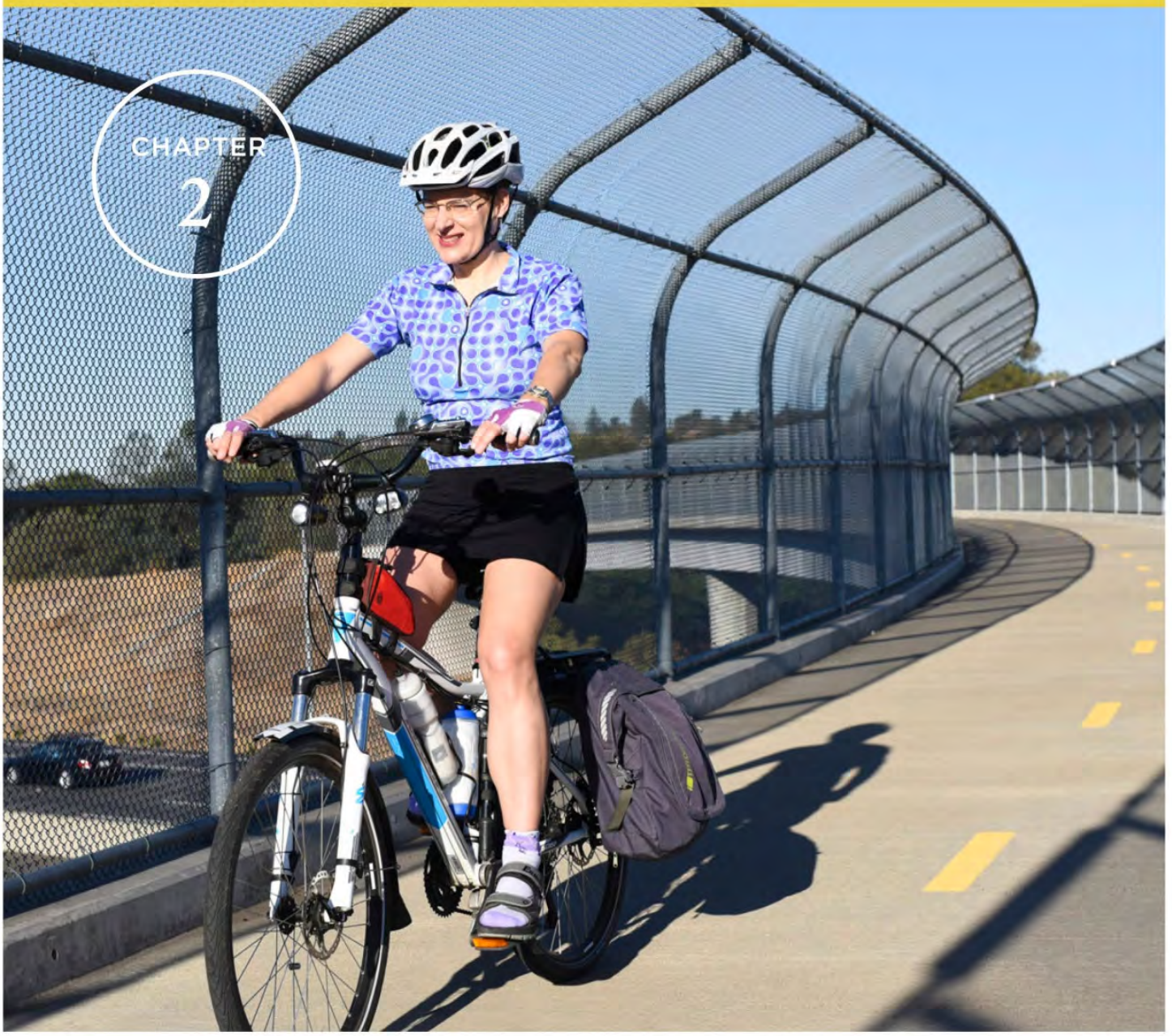
BICYCLING IN RANCHO CORDOVA NOW



Chapter 2

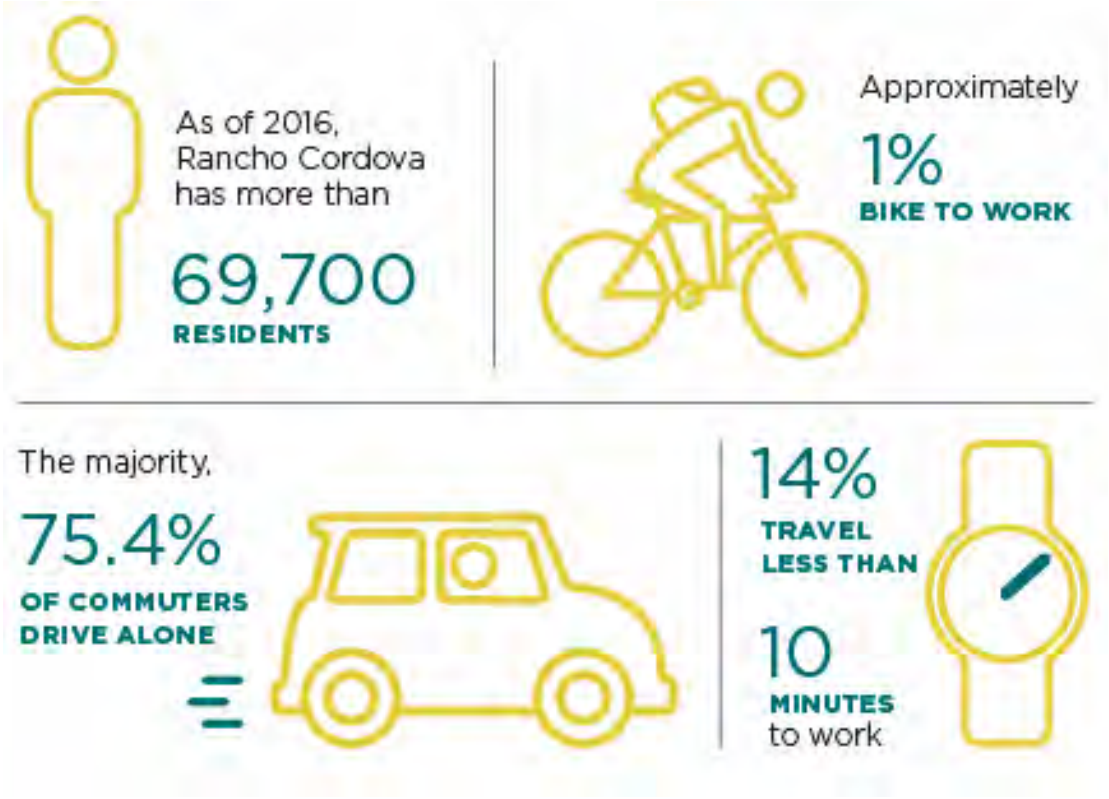
BICYCLING IN RANCHO CORDOVA NOW

Many Rancho Cordova residents and visitors enjoy bicycling along the American River Parkway and on the existing network of on-street bikeways. This chapter outlines the bicycling environment in Rancho Cordova. See Appendix D for detailed data analysis.

CONTEXT

Rancho Cordova is home to more than 69,700 diverse residents, and is expected to more than double in the next few decades.

While 75% residents drive to work and approximately 1% bike to work, 14% of the city's residents travel less than 10 minutes to work. This shows great opportunity to increase commuting by bicycle.



COMMUNITY ATTRACTORS AND GENERATORS

Throughout Rancho Cordova, there are a variety of destinations that may attract bicycle traffic, including major employers. The City's top employers include:

- AMPAC Fine Chemicals, LLC
- BloodSource
- Blue Shield of California
- Delta Dental
- Dignity Health
- EdFund
- FFP Global, Inc
- Genworth Financial
- Health Net
- Infor Global Solutions
- Liberty Reverse Mortgage
- Motion Control Engineering, Inc
- Progressive Insurance
- State of California
- Sutter Health
- Teledyne MEC
- Thoratec Corporation
- Verizon Wireless
- Veterans Affairs Medical Center
- Vision Service Plan (VSP)

Other community destinations include parks, retail, exercise facilities, schools, transit stations, and libraries.

Improvements to the bicycling network near these destinations can improve safety and have great potential to increase bicycling in Rancho Cordova. A map of activity generators can be seen in Figure 2-2.

EXISTING BICYCLE NETWORK

Rancho Cordova has 235 miles of roadways and 17 miles of on-street bikeways and 14 miles of off-street paths (Figure 2-1). Key regional connections include the American River Parkway Bicycle Trail that runs along the river at the north edge of the city, extending 31 miles from the Discovery Park in Sacramento to the Folsom Reservoir.

No bikeway network is complete without a secure place to lock a bicycle and support facilities such as lockers and showers. Rancho Cordova has invested in bike parking at community destinations and worked with private developers to install bicycle parking throughout the City. In addition, the City has worked with large employers to install lockers and showers. These existing bicycle support facilities are shown on Figure 2-2.

CLASS I

Class I **pathways** are off street facilities, dedicated exclusively to use by bicyclists, pedestrians, and in some cases, equestrians and other non-motorized travel such as roller skating, and skateboarding.

CLASS II

Class II **bike lanes** delineate a portion of the street for bicyclists.

CLASS III

Class III **bike routes** are routes where the travel lane is shared by drivers and bicyclists. Class III routes are generally designated on roadways with low levels of motor vehicle traffic where bicyclists may share the travel lane.

EXISTING BICYCLE NETWORK

BIKEWAYS
- EXISTING CLASS I BIKE PATH
- EXISTING CLASS II BIKE LANE
- EXISTING CLASS III BIKE ROUTE
- LIGHT RAIL
- LAKES AND RIVERS
- CREEKS
- PARKS & REC AREAS

LOCATION MAP

DETAIL AREA

SACRAMENTO COUNTY

AMERICAN RIVER

AMERICAN RIVER BIKE TRAIL

COLOMA RD

EL MANTO DR

AMBASSADOR DR

GEORGETOWN DR

BENITA DR

MCGREGOR DR

CORDOVA LN

QUEENWOOD DR

VEHICLE DR

CITRUS RD

POINT EAST DR

FOLSOM BLVD

50

TRAVTRADE CENTER DR

CHASE DR

ARAMON DR

OLSON DR

ZINFANDEL DR

PROSPECT PARK DR

KILGORE RD

SUNRISE BLVD

WHITE ROCK RD

DISK DR

DATA DR

INTERNATIONAL DR

FITZGERALD RD

LUYUNG DR

GRANT LINE RD

ROD BEAUDRY DR

W LA LOMA DR

MILLS STATION RD

HORN RD

LAUREL HURST DR

S WHITE ROCK RD

BEAR HOLLOW DR

BAROQUE DR

SPOTTO DR

RECYCLE RD

SUNRISE BLVD

BUSINESS PARK DR

EXPLORER DR

ROUTER RD

SCHRIEVER AVE

WHITEHEAD ST

N MATHER BLVD

FOLSOM SOUTH CANAL

SECURITY PARK DR

50

SYSTEMS PK WY

LINCOLN VILLAGE DR

OLD PLACERVILLE RD

MATHER AIRPORT

MATHER LAKE

DOUGLAS RD

CHRYSANTHY BLVD

N KIEFER BLVD

KIEFER BLVD

BRADSHAW RD

JACKSON RD

RANCHO CORDOVA PKWY

BLODGETT RESERVOIR

0 0.5 1 Miles

Figure 2-1

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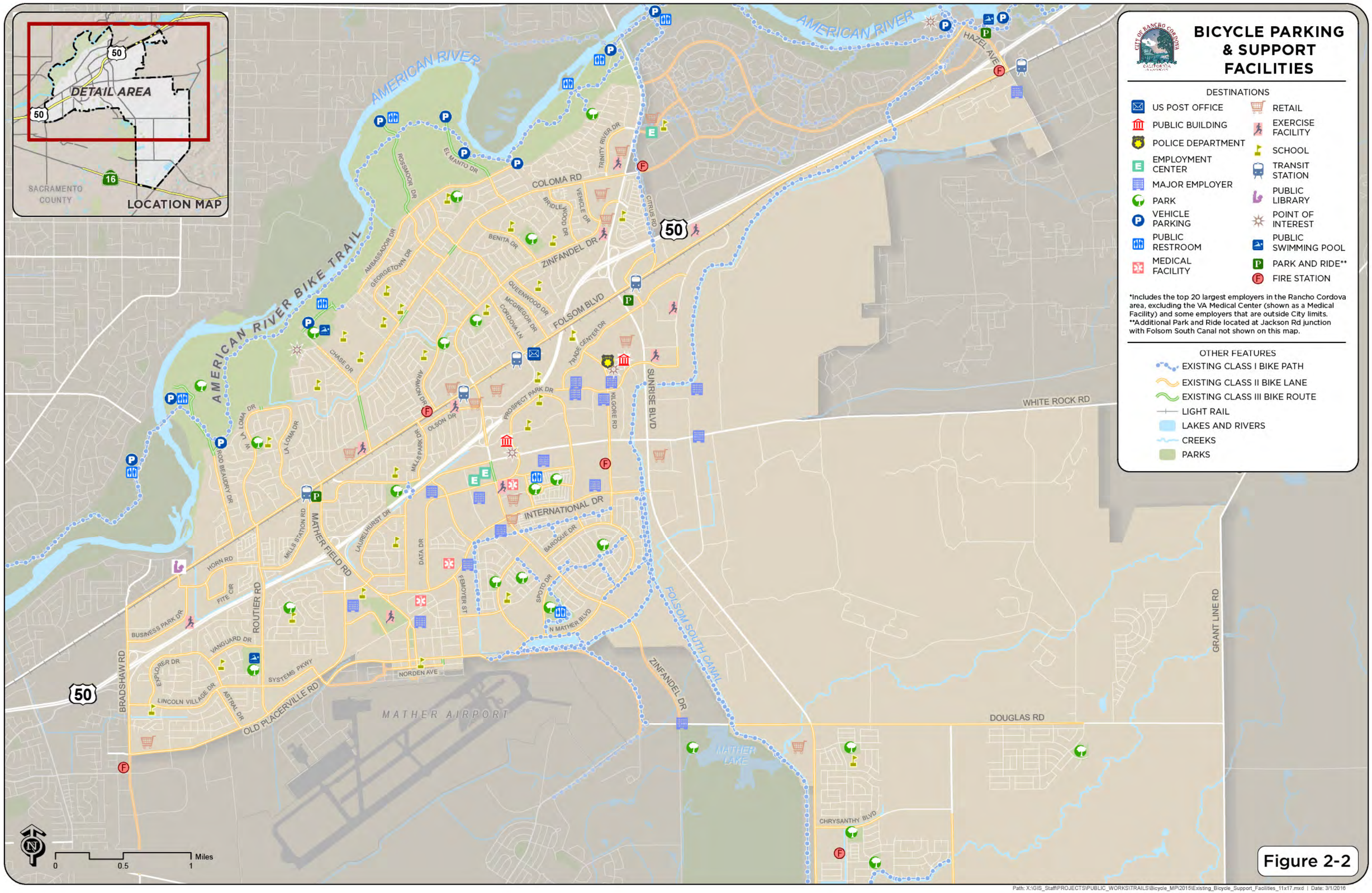

BICYCLE PARKING & SUPPORT FACILITIES

DESTINATIONS

- US POST OFFICE
- PUBLIC BUILDING
- POLICE DEPARTMENT
- EMPLOYMENT CENTER
- MAJOR EMPLOYER
- PARK
- VEHICLE PARKING
- PUBLIC RESTROOM
- MEDICAL FACILITY
- RETAIL
- EXERCISE FACILITY
- SCHOOL
- TRANSIT STATION
- PUBLIC LIBRARY
- POINT OF INTEREST
- PUBLIC SWIMMING POOL
- PARK AND RIDE**
- FIRE STATION

*Includes the top 20 largest employers in the Rancho Cordova area, excluding the VA Medical Center (shown as a Medical Facility) and some employers that are outside City limits.
**Additional Park and Ride located at Jackson Rd junction with Folsom South Canal not shown on this map.

OTHER FEATURES

- EXISTING CLASS I BIKE PATH
- EXISTING CLASS II BIKE LANE
- EXISTING CLASS III BIKE ROUTE
- LIGHT RAIL
- LAKES AND RIVERS
- CREEKS
- PARKS

Figure 2-2

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EXISTING PROGRAMS

Programs are a vital part of a strong bicycling community, fostering an educated and engaged public, supporting safety by enforcing good behavior, and providing ongoing guidance by evaluating the bicycling environment regularly. Programs are generally described by four "E"s: education, encouragement, enforcement, and evaluation.

Education Programs

Elementary School Programs

Hosted by the 50 Corridor TMA, annual Bicycle Safety days teach students bicycle safety, basic maintenance, and rules of the road. The event includes on-bicycle skills practice, and a popular slow-motion race that teaches balance and handling. The program is tailored to concerns specific to each school community, like a focus on helmet use after many students were seen riding without one.

City-Sponsored Education

The City supports a wide variety of education programs throughout the community targeting different ages and ability levels, from employer-based safety education to League of American Bicyclists seminars and school traffic skills courses.

Police Activities League Bicycle Rodeos

Every April, the Rancho Cordova Police Activities League (PAL) and POP Officers conduct a "Bike Rodeo" for the youth during the Kids Day in the Park event. PAL provides four stations: General bicycle safety, simple bicycle repair, helmet fitting, and a safety course. Once the stations have been completed, a ticket is given to the child for a chance to win a bicycle. Over 100 bicycles are given away and over 300 helmets are provided to kids participating in the event.

Encouragement Programs

The Great Scott Road Bike & Walk Event

The Great Scott Road Bike & Walk Event is an annual open streets event and family festival with food vendors and music. As a kick off to May is Bike Month, the event temporarily closes 30 miles of streets in Rancho Cordova and Folsom. Bicyclists and pedestrians can walk or bike with their families without concerns about traffic.

Walk and Roll to School Day

The City periodically sponsors Walk and Roll to School Day events at schools, encouraging students and their families to try walking or bicycling to school.

May is Bike Month - Bike to Work Day

The Rancho Cordova community annually participates in May is Bike Month and Bike to Work day through events such as community celebrations, bikepools, and breakfast stations to feed morning riders.

Commuter Programs

The 50 Corridor TMA commuter program offers drawings and prizes to registered commuters to incentivize bicycle commuting. It also provides a guaranteed ride home program in case of emergency, to encourage commuters who may want to try bicycling but are worried about getting home in the event of a flat tire, unexpected weather, or a call from a sick child who needs to be picked up.

Police Activities League Giveaways

The Rancho Cordova Police Department Police Activities League has given away more than 500 bicycles and helmets since 2009, in addition to countless reflective bands, bike lights, and other items that promote safety while making bicycling fun.

Bicycle Friendly Community

In 2015, the League of American Bicyclists designated the City of Rancho Cordova as a Bronze Level Bicycle Friendly Community.

Enforcement Programs

Driver Enforcement

Traffic Officers conduct periodic traffic enforcement operations near school campuses. Drivers are cited and/or educated regarding vehicle code violations pertaining to speed, stop sign, and right-of-way violations in a school zone. These operations are conducted at school arrival and dismissal.

The California Highway Patrol initiated a safety education and enforcement program on the Folsom Boulevard corridor within Rancho Cordova to improve conditions for bicyclists. The program includes marketing efforts to raise the profile of bicyclists. It also includes a saturation effort by CHP and Rancho Cordova Police Department to issue warnings and encourage better behavior.

Bicyclist Enforcement and Education

The Rancho Cordova Police Activities randomly selects a schools to conduct enforcement and training. They contact students riding bikes, skateboards, or walking and provide small gifts to those wearing helmets and following the laws. They stop students who are not wearing helmets and educate them on the law requirements.

Traffic Officers and School Resource Officers conduct periodic enforcement operations near the high school and middle school. Students are contacted as they leave the campus via bicycle and/or skateboards. They are advised regarding the helmet law and roadway usage.

Evaluation Programs

The Active4.me scanning system captures bicycling trips to school. The program was implemented at Sunrise Elementary School, encouraging more students to bicycle to school and evaluating activity.

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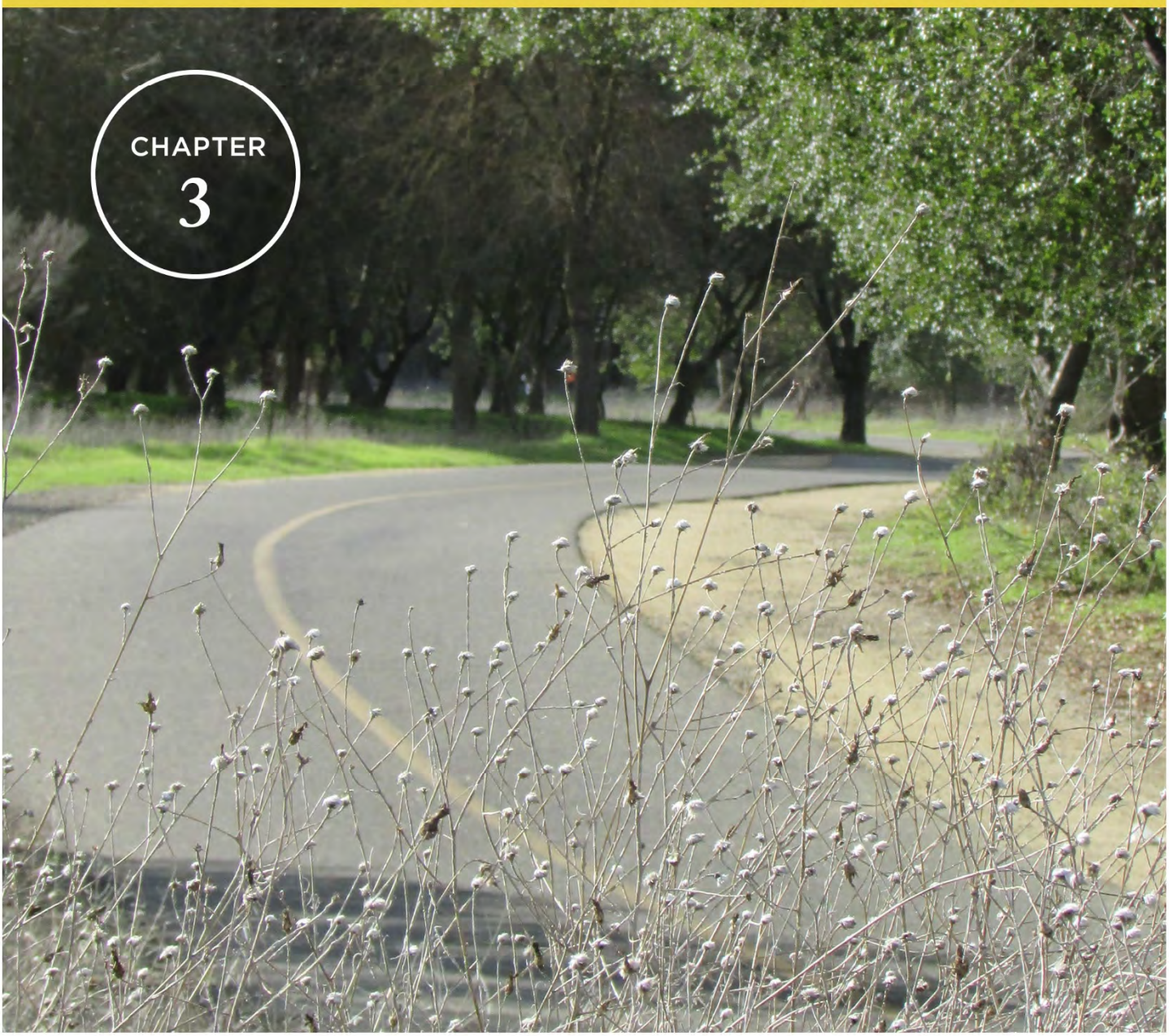
WHY? NEED FOR IMPROVEMENTS

CHAPTER 3



Chapter 3

WHY? NEED FOR IMPROVEMENTS

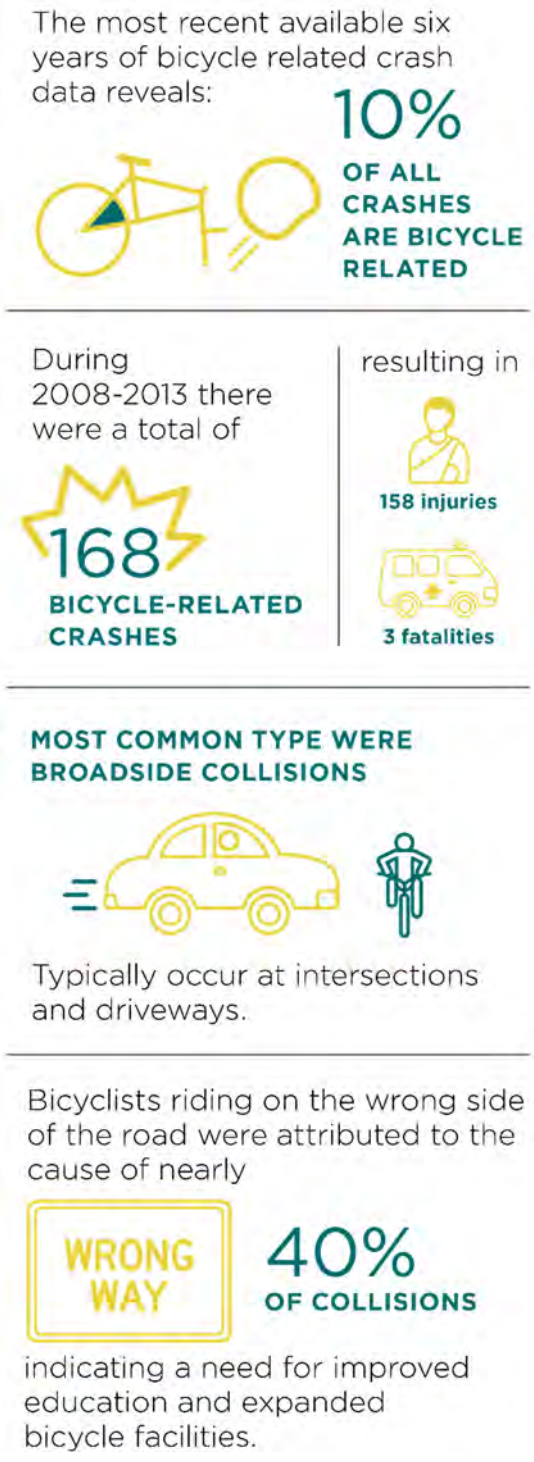
A number of factors help the City understand why improvements are needed. This chapter outlines why with a review of bicycle related crashes, community identified needs, feedback from the League of American Bicyclists and the benefits of bicycling.

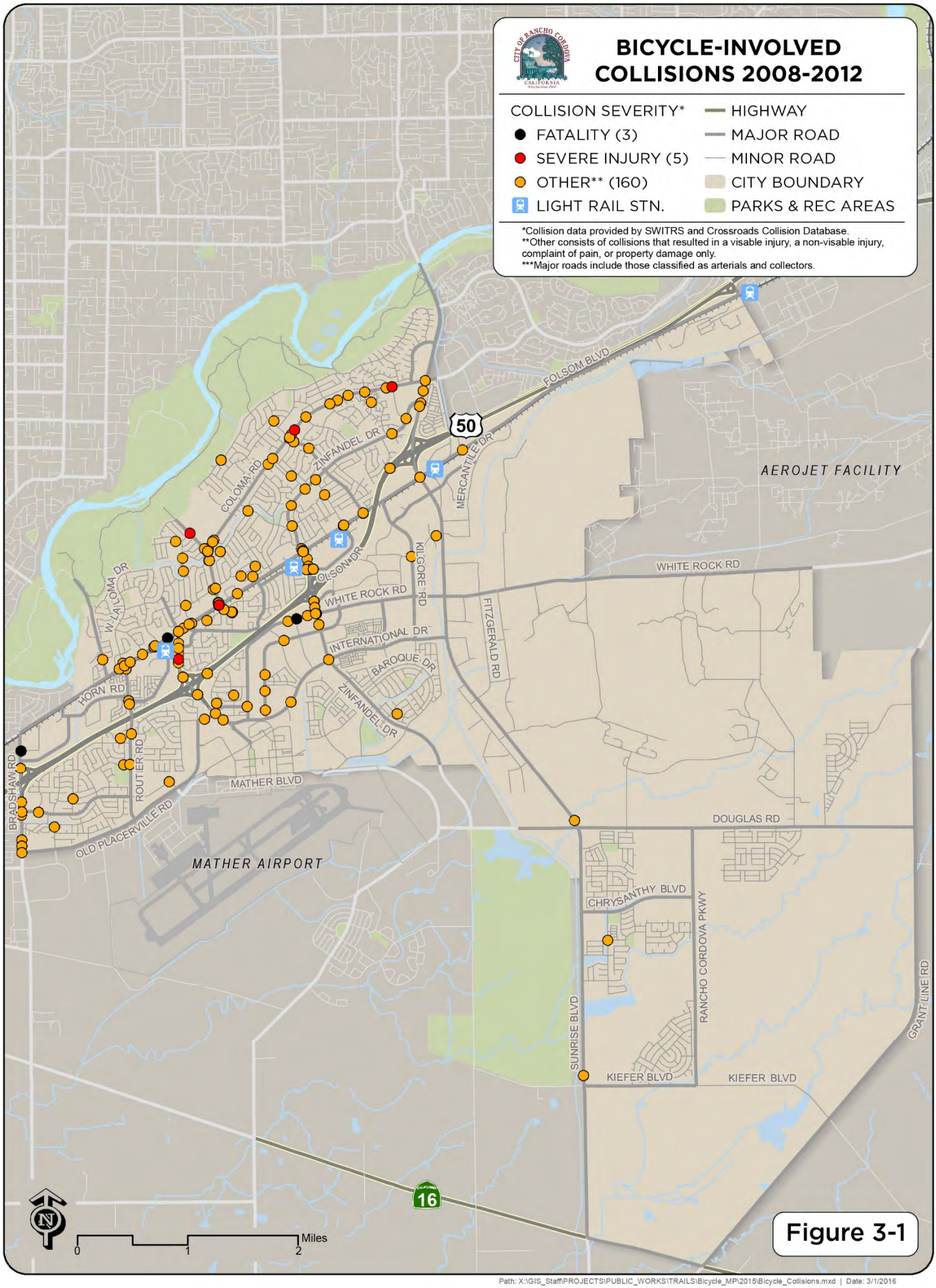
BICYCLE RELATED CRASHES

A six year review of bicycle related crash data reveals 10% of all crashes are bicycle related. In the study period (2008-2013) there were a total of 168 crashes – 158 resulted in injury and 3 resulted in fatalities. Crash locations are illustrated in Figure 3-1.

The most common type of collisions reported in Rancho Cordova were broadside collisions, with the driver and bicyclist traveling at 90 degree angles to each other. This type of collision typically occurs at intersections or driveways, and may occur when bicyclists ride against the normal flow of traffic.

A review of primary collision factors suggests bicyclists riding on the wrong side of the road contributed to nearly 40% of the crashes. Failure to yield to a driver appropriately contributed to approximately 18% of crashes. Overall, bicyclists were deemed to be at fault in 70% of collisions.




BICYCLE-INVOLVED COLLISIONS 2008-2012
COLLISION SEVERITY*
FATALITY (3)
SEVERE INJURY (5)
OTHER** (160)
LIGHT RAIL STN.
HIGHWAY
MAJOR ROAD
MINOR ROAD
CITY BOUNDARY
PARKS & REC AREAS
*Collision data provided by SWITRS and Crossroads Collision Database.
**Other consists of collisions that resulted in a visable injury, a non-visable injury, complaint of pain, or property damage only.
***Major roads include those classified as arterials and collectors.
FOLSOM BLVD
50
ZINFANDEL DR
COLOMA RD
MERCANTILE DR
AEROJET FACILITY
WHITE ROCK RD
OLSON DR
KILGORE RD
W LAILOMA DR
FITZGERALD RD
INTERNATIONAL DR
BAROQUE DR
HORN RD
ROUTIER RD
BRADSHAW RD
MATHER BLVD
OLD PLACERVILLE RD
MATHER AIRPORT
DOUGLAS RD
CHRYSANTHY BLVD
RANCHO CORDOVA PKWY
SUNRISE BLVD
GRANT LINE RD
KIEFER BLVD
16
0
1
2
Miles
Figure 3-1
Path: X:\GIS_Staff\PROJECTS\PUBLIC_WORKS\TRAILS\Bicycle_MP\2015\Bicycle_Collisions.mxd | Date: 3/1/2016

The majority of the bicycle related crashes occurred on collector and arterial roadways, where traffic volumes and speeds are higher.

To put these crashes in context with nearby cities, an analysis of crashes per estimated bicycle commuters was conducted (Table 3-1). Rancho Cordova ranks towards the top of crashes per commuter.

This crash data suggests a need for improved bicycle facilities and crossings which will reduce the incidence of wrong-way riding, as well as a need to educate both bicyclists and drivers about sharing the road safely.

Table 3-1: Bicycle Crashes per 1,000 Bicycle Commuters

City	Collisions per 1,000 Bicycle Commuters
Davis	9.84
Sacramento	42.55
Roseville	58.17
Folsom	66.67
State of California	79.33
Elk Grove	94.96
Rancho Cordova	104.80
Citrus Heights	189.78

COMMUNITY IDENTIFIED NEEDS

City staff have collected input from the community regularly since adoption of the last Bicycle Master Plan.

City staff also regularly seeks input from Bicycle Advocates for Rancho Cordova (BARC), formed in 2009. BARC is a local organization dedicated to improving the bicycling experience in Rancho Cordova.

In addition to this input, the City hosted a community workshop on March 2, 2016. Over 40 members of the community attended, including residents, advocates, and staff from neighboring communities.

On March 23, 2016, the City hosted a meeting of BARC. Discussion included the Plan as well May is Bike Month and other initiatives.

Nearly 100 individual comments were received on the Draft Plan.

Community input included:

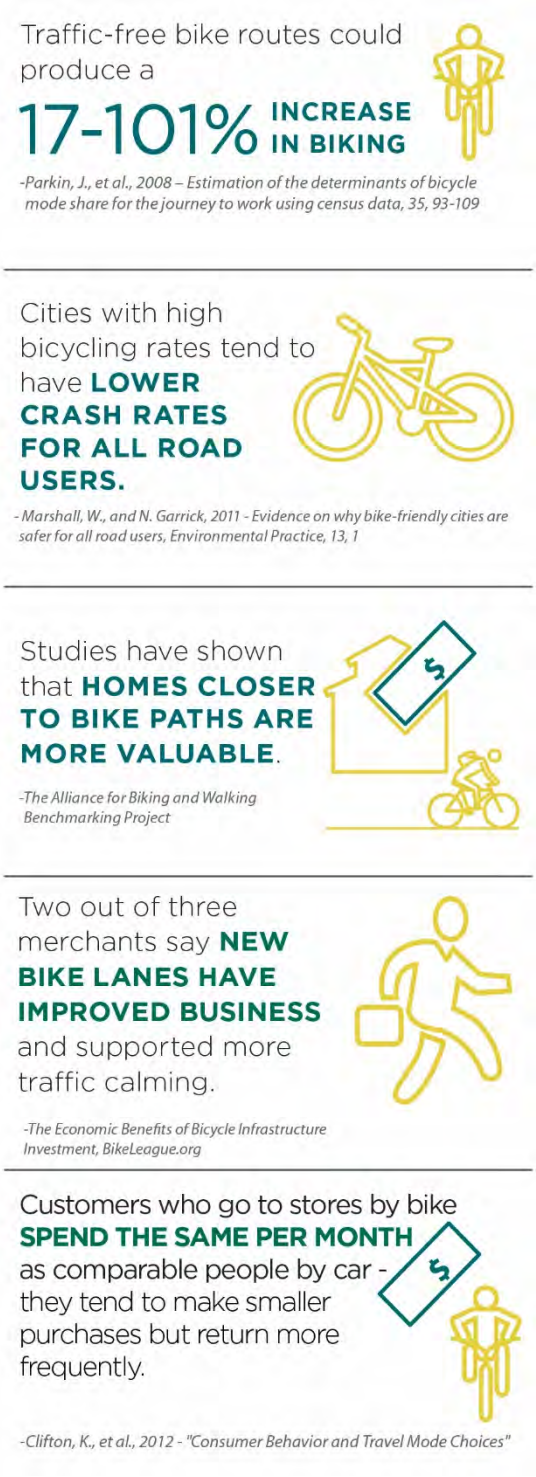
- Improve connections across Highway 50
- Improve connections to the American River Parkway
- Improve connections to the Folsom South Canal

FEEDBACK FROM THE LEAGUE OF AMERICAN BICYCLISTS

In 2015, the City of Rancho Cordova was designated a Bronze Level Bicycle Friendly Community by the League of American Bicyclists. As part of this designation process, the League offered recommendations to improve the bicycle friendliness of Rancho Cordova. Summary recommendations include:

- Increased bicycle related education.
- Expand encouragement efforts through May is Bike Month and bicycle themed fun, family friendly events.
- Expand the bikeway network
- Develop a bike boulevard network
- Increase the amount of bicycle parking
- Install bikeway wayfinding
- Accommodate bicyclists at intersections

BENEFITS OF BICYCLING



SUMMARY OF NEEDS

Key bicycle related needs and opportunities are summarized below:

Expand education programs to reach adults and children.

Work with local partners to provide more encouragement programs and events.

Expand the on-street bikeway network with bike boulevards on low volume-low speed streets and bike lanes and arterials and collectors.

Install additional bicycle parking in the public right of way as well as at major stores and restaurants, including at Costco, Home Depot, and Starbucks. Long-term bicycle parking at light rail stations, such as lockers or a secure bike room, is also desired.

Improve access across Highway 50, a significant barrier to bicycling. Improve bicycle access on existing crossings or provide new crossings where appropriate.

Improve connections to existing paths including the American River Parkway and the Folsom South Canal.

Develop and implement a bikeway wayfinding system to provide directions to common destinations such as schools, parks, transit stations and commercial centers.

GOALS, PROGRAMS, AND PROJECTS

CHAPTER 4

Chapter 4

GOALS, PROGRAMS AND PROJECTS

This Chapter is the heart of this Bicycle Master Plan – it outlines the specific recommendations towards making Rancho Cordova a more bicycle friendly community. The recommended programs and projects were developed with consideration for the needs identified in Chapter 3 and this Plan's goals.

GOALS

This Plan's goals, outlined below, were informed by the needs outlined in Chapter 3 and community input. Objectives and policies are provided in Appendix A.

1  Develop a continuous, convenient, and family friendly bikeway network as described in this Bicycle Master Plan.

2  Ensure new development extends the bicycle network to all neighborhoods and attractors.

3  Ensure adequate support facilities throughout Rancho Cordova's bicycle network.

4  Increase awareness of bicyclist safety and responsibility through education and enforcement of bicyclists and drivers.

5  Eliminate all traffic fatalities and reduce the number of bicycle related injuries by 50 percent by 2027.

6  Pursue innovative funding sources and partnership opportunities to enhance bicycle facilities, and provide education and encouragement opportunities.

7 Increase the percentage of all trips made by bicyclists from 1.1 percent to 2.2 percent in Rancho Cordova by 2021.

8  Establish Rancho Cordova as a destination for recreational bicycling through creation of a signature trail network and encouragement of bicycling and bicycling events.

Bike to School Days encourage more bicycling trips

PROGRAMS

Bicycle related programs, such as education and enforcement programs, are essential to support a bicycle friendly culture and encourage more people to bike. Many programs can be categorized according to the "Four E's":

Education programs improve safety and awareness. They can include in-classroom or after school programs that teach students how to safely cross the street or bicycle in the road. They may also include brochures, posters, or other information that targets pedestrians, bicyclists, or drivers.

Encouragement programs provide incentives and support to help people leave their car at home and try walking or bicycling instead. They may focus on "interested but concerned" bicyclists who would like to ride but may not be confident in their skills.

Enforcement programs enforce legal and respectful walking, bicycling, and driving. They include a variety of tactics, ranging from police enforcement to neighborhood signage campaigns.

Evaluation programs help measure success at meeting the goals of this plan and identify adjustments that may be necessary.

The following section presents a number of recommended programs aimed to improve the bicycling environment.

Education programs can occur inside the classroom or in an assembly

Education

Adult Bicycling Skills Classes

Adult bicycling skills classes enable community members to learn safe bicycling skills. The most common program is the League of American Bicyclists courses, taught by League Certified Instructors (LCI's). Courses cover bicycle safety checks, fixing a flat, on-bike skills, collision avoidance techniques, and traffic negotiation. The City hosted a Traffic Skills 101 class with residents and staff in 2014. Emphasis should be placed on discouraging wrong-way riding.

RECOMMENDATION

This Plan recommends the City encourage and support efforts to provide adult bicycling skills classes.

Student Bicycle and Pedestrian Traffic Safety Education Classes (Priority Program)

While there is no formal Safe Routes to School (SRTS) program in Rancho Cordova, a number of schools participate in elements of SRTS. Students are taught traffic safety skills that help them understand basic traffic laws and rules.

Typical school-based bicycle education programs educate students about proper use of bicycle equipment, biking skills, street crossing skills, and the benefits of biking. These education programs may be sponsored by a committee that includes parents, teachers, student representatives, administrators, police, and City staff.

RECOMMENDATION

This Plan recommends the City pursue a comprehensive Safe Routes to School Program that includes annual youth pedestrian and bicycle safety education classes at all schools in the city.

Sample programs:
Marin County Safe Routes to Schools: http://www.saferoutestoschools.org/curriculum.html
Alameda County Walk and Roll K-5 Educator Guide: http://www.alamedacountysr2s.org/programs/education-safety/

Bicycle Light Giveaways

When riding a bicycle at night in California, bicyclists are required by law to use a white front light in addition to front, rear, and side reflectors (CVC 21201). In many communities, people don't have the resources to purchase the appropriate lights and ride without.

RECOMMENDATION

This Plan recommends the City and BARC work together to seek funding for bike lights and conduct annual bike light giveaways.

Bicycle Related Ticket Diversion Class

Diversion classes are classes offered to bicyclist offenders of certain traffic violations, such as running a stoplight.

California Assembly Bill 209 (2015) allows for such programs for violations not committed by a driver of a motor vehicle. This program is a good way to educate bicyclists about their rights and responsibilities.

Similar programs exist throughout California. More information:
www.marinbike.org/campaigns/ShareTheRoad/Index.shtml#StreetSkills
www.cityoflivermore.net/citygov/police/ops/traffic/bikesafety/diversion.asp

The City of Rancho Cordova is currently pursuing funding to implement diversion classes for bicyclists.

RECOMMENDATION

This Plan recommends the City continue its efforts to offer bicyclist diversion classes.

Student Bike Rodeos

Bike rodeos often include a bicycle safety check, helmet fit check, and blacktop exercises to practice exiting driveways, bicycling in traffic, safe turning, and identifying and managing hazardous situations. The 50 corridor Transportation Management Association (TMA) holds an annual bicycle safety day at Sunrise Elementary School and Navigator Elementary School.

RECOMMENDATION

This Plan recommends the continuation of the existing program and expansion to all elementary and middle schools in Rancho Cordova.

Non-Profit Community Centered Bicycle Shop

A non-profit community centered bicycle shop is also sometimes known as a bicycle cooperative or a bicycle kitchen. These shops typically offer bicycle safety education classes, maintenance classes as well as providing affordable access to bicycles through re-use and repair of previously owned bicycles.

RECOMMENDATION

This Plan recommends the City support efforts to establish a non-profit community centered bicycle shop in Rancho Cordova.

Davis, CA Street Smarts Campaign Posters

Encouragement

Street Smarts - Share the Road Outreach (Priority Program)

Street Smarts and Share the Road outreach campaigns communicate the importance of safely sharing the road. They can be effective ways to reach the public, highlight bicycling as a viable form of transportation, and reinforce safety for all road users. This type of campaign is particularly effective when kicked off in conjunction with other bicycling/walking events or back to school in the fall.

A well-produced safety campaign will be memorable and effective. One good example is the Sonoma County Transit "You've got a friend who bikes!" campaign. It combines compelling ads with an easy-to-use website focused at motorists, pedestrians, and bicyclists.

The City of Davis hosts a student traffic safety poster contest, cultivating community interest in the campaign and getting students excited to learn about safety. Elementary students draw posters with traffic safety messages and the winning posters are posted throughout the city.

RECOMMENDATION

This Plan recommends the City pursue funding to implement a Street Smarts-Share the Road outreach campaign.

Bike to Work Days

Biking to work has many benefits, including reducing the stress associated with driving in rush-hour traffic, reducing health costs by improving worker health, and helping businesses market their environmental sustainability. National Bike to Work Day is celebrated each May, with events including community celebrations, bikepools from meeting locations to employment hubs, prizes, or breakfast stations to feed early morning riders.

May is Bike Month and Bike to Work Day are currently promoted by the City.

RECOMMENDATION

This Plan recommends the City consider sponsoring a Bike to Work Day event.

Davis, CA student traffic safety poster

Walking School Buses and Bike Trains

Walking school buses and bike trains are organized groups of children walking or biking to school with an adult. Parents or other volunteers walk or bike along designated routes and pick up students on the way to school. They can address parental concerns about children walking or biking to school alone, and foster relationships and neighborhood groups for rainy day carpools to reduce school drop-off traffic.

http://guide.saferoutesinfo.org/walking_school_bus/index.cfm

This sort of program is appropriate for families who live within a mile of school and where there are parent champions who are willing to lead groups.

RECOMMENDATION

This Plan recommends the School Districts and Public Health consider the development of walking school buses and bike trains.

Walk and Bike to School Days

Walk and Bike to School Day is a special event encouraging students to try walking or bicycle to school. Walk and Bike to School Day can be held yearly, monthly, or even weekly— depending on the level of support and participation from students, parents, and school and local officials. Some schools organize more frequent days—such as Walk and Roll Fridays—to give people an opportunity to enjoy the event on a regular basis. Parents and other volunteers accompany the students and staging areas can be designated along the route to school where groups can gather and walk or bike together. These events can be promoted through press releases, articles in school newsletters, and posters and flyers for students to take home and circulate around the community.

RECOMMENDATION

There are already ongoing efforts for Walk and Bike to School Days. This Plan recommends the School Districts and Public Health consider expanding the efforts to additional schools.

Bike to School Day at Sunrise Elementary

Employer-Based Encouragement Programs

Employer-based bicycle encouragement programs can include hosting a bicycle user group to share information about how to bicycle to work and to connect experienced bicyclists with novice bicyclists. Though the City cannot host these programs, it can work with or provide information to employers about commuting by bicycle. Employers can host bicycle classes and participate in Bike to Work day, and some may be interested in applying to be recognized as a Bicycle Friendly Business by the League of American Bicyclists.

Working in conjunction with the 50 Corridor TMA, the City has facilitated more than 20 bicycle safety clinics yearly at employers' sites in Rancho Cordova. Clinics are led by League Certified Instructors. The Police Department also provides classes in maintenance, safety, rules and skills.

RECOMMENDATION

This Plan recommends the City continue to support and collaborate with the 50 Corridor TMA to facilitate employer based encouragement programs.

Business Incentive Programs

Local businesses that offer discounts to bicyclists or provide amenities to those arriving at their business by bicycle can encourage bicycling as a main form of transportation. The City can support these businesses by listing discount programs on their website and encouraging more businesses to take part.

RECOMMENDATION

This Plan recommends the City support and encourage local businesses who offer discounts or other incentives to promote bicycling.

Bicycle Friendly Business Districts

Bicycle Friendly Business Districts are areas in the City where the community work together to improve and encourage bicycle access, bicycle circulation, and bicycle parking in an effort to encourage shopping and work trips to be made by bike.

RECOMMENDATION

This Plan recommends the City work with local partners to establish bicycle friendly business districts.

Rancho Cordova employers encourage bicycling to work

Launch Party for New Bikeways

A launch party or campaign is a good way to inform residents about new bikeways and can also be an opportunity to share other bicycling materials (such as maps and brochures) and answer questions about bicycling. It can also be a media-friendly event, with elected official appearances, ribbon cuttings, and a press release that includes information about the new facility, other existing and future facilities, and any timely information about bicycling.

A local example was the ribbon cutting ceremony for the Watt Avenue-Highway 50 Bike Pedestrian Parkway opening. A ceremonial ride was held and the event included attendance from the State Congress, Assembly Caltrans, and Sacramento County Board of Supervisors.

RECOMMENDATION

This Plan recommends the City host a launch party for all high priority projects completed and share information about new bikeways on its bicycling website.

Open Street Event: The Great Scott Road Bike & Walk Event

Open Streets are periodic street closures that create a temporary park that is open to the public for walking, bicycling, dancing, hula hooping, roller-skating, etc. They promote health by creating a safe and attractive space for physical activity and social contact, and are cost-effective compared to the cost of building new parks for the same purpose. Events can be weekly or one-time occasions.

The City participates in the annual Great Scott Road Bike & Walk event, connecting four communities across a 30 mile route. The regional event is a partnership of the City of Rancho Cordova, City of Folsom, Sacramento County, and El Dorado County.

RECOMMENDATION

This Plan recommends the City continue to support and participate in the Great Scott Road Bike & Walk Event.

Energizer station for May is Bike Month

Great Scott Road Bike & Walk Event

Bicycle Friendly Community

The League of American Bicyclists (LAB) recognizes communities that improve bicycling conditions through education, encouragement, enforcement and evaluation programs. Communities can achieve diamond, platinum, gold, silver, or bronze status or an honorary mention. Bicycle friendliness can indicate that a community is healthy and vibrant.

RECOMMENDATION

In 2015, the City of Rancho Cordova attained Bronze Level Bicycle Friendly Community status. This Plan recommends the City to strive towards Silver or Gold status by addressing the feedback provided by the LAB.

Enforcement

Targeted Enforcement

Targeted enforcement is focused efforts of police officers at locations that may be unsafe or uncomfortable for people biking. For example, the Sheriff Department conducts stings at locations where bicyclists and motorists conflict or do not comply with traffic signals.

RECOMMENDATION

This Plan recommends the City and County coordinate with the Sheriff's Department to conduct targeted enforcement stings at locations known for noncompliance with traffic laws and at high conflict or high bicycle related collision areas.

Bicycle Traffic Law Training

Officers should be trained on how traffic laws apply to bicyclists, motorists, and pedestrians. Training is offered by the International Police Mountain Bike Association, the Law Enforcement Bicycle Association, and the National Highway Traffic Safety Administration. Police officers should be encouraged to enforce both motorist and bicyclist behavior, and ensure collisions involving bicyclists are investigated thoroughly and citations are given fairly.

RECOMMENDATION

This Plan recommends the City support and encourage additional training for law enforcement on bicycle-related traffic laws.

Speed Feedback Signs and Trailers (Priority Program)

Speed feedback signs and trailers display the speed limit along with an approaching motorist's speed. They can be used to reduce speeds and speed limit violations in known speeding problem areas. Because speed feedback trailers can be easily relocated, they are often deployed on-demand in locations where residents report speeding concerns.

RECOMMENDATION

This Plan recommends the City and County consider speed feedback signs and trailers in areas with reported speeding challenges.

Evaluation

Bicycle and Pedestrian Counts

Pedestrian and bicycle counts and surveys not only evaluate the effectiveness of pedestrian and bicycle improvement projects, but can also measure progress towards the region's goals. Communities should consider having pedestrian and bicycle counts conducted as a condition of new development and should expand their traffic counting efforts by:

- Conducting before and after pedestrian, bicycle, and vehicle counts on all roadway projects.
- Explore use of automatic counters to collect data on key bicycle corridors. Automatic count technologies can be useful for bicycle count efforts.[1]

[1] The National Bicycle and Pedestrian Documentation Project provides a methodology for conducting counts. Resources from National Bicycle and Pedestrian Documentation Project: www.bikepeddocumentation.org.

RECOMMENDATION

This Plan recommends the City and County conduct bicycle and pedestrian counts along with all vehicle counts on roadway projects.

Student Hand Tallies and Parent Surveys

Student hand tallies and parent surveys are part of any comprehensive Safe Routes to School effort. While distributing and collecting parent surveys is very time- and labor-intensive, hand tally data are relatively easy to collect and can be analyzed quickly. The National Center for Safe Routes to School provides Student Hand Tally and Parent Survey forms and an online database for communities to submit their data. This can be a cost effective way to understand how families get to and from school and the reasons for their mode choice.

RECOMMENDATION

This Plan recommends conducting student hand tallies and parent surveys with all Safe Routes to School projects. http://www.saferoutesinfo.org/data-central/data-collection-forms

Reduce Trail User Conflict

At peak use periods, trails in Rancho Cordova have pedestrians, joggers, bird watchers, bicyclists and many other users of all ages and abilities using the system. This can lead to trail user conflict on the limited trail space.

RECOMMENDATION

This Plan recommends staff review best practices to determine if there are engineering or programmatic methods to reduce conflict.

PROJECTS

Citywide Projects

Wayfinding

While wayfinding signage can promote bicycling by making it easy to navigate to destinations and find bicycle facilities, wayfinding signs also present an opportunity for Rancho Cordova to create and promote a unique branded identity. Signs can include destinations and distance information, in addition to guiding bicyclists along improved routes.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides guidance on basic wayfinding; but the City should also consider enhanced, branded wayfinding as an encouragement tool (see Figure 4-1). Community signs can be branded with unique graphics and colors under the Community Wayfinding standards as found within Section 2D.50 of the MUTCD.

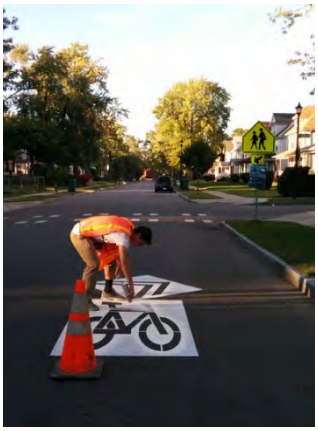
RECOMMENDATION

This Plan recommends installation of wayfinding signs at decision points and confirmation signs that display destinations and mileage.

Standard CA MUTCD Bikeway Wayfinding Sign

Berkeley, CA Bicycle Boulevard Wayfinding Sign

Rochester, NY Wayfinding



Rochester, NY Wayfinding Stencil

Figure 4-1: Bikeway Wayfinding

Bicycle Parking

Bicycle parking can be categorized into short-term and long-term parking. Bicycle racks are the preferred device for short-term bike parking. These racks serve people who leave their bicycles for relatively short periods of time, and provide a high level of convenience and moderate level of security. Long-term bike parking includes bike lockers and bike rooms, and serves people who intend to leave their bicycles for longer periods of time. These facilities may be found in commercial centers or at transit stations. They provide a high level of security but may be less convenient than bicycle racks.

The City has installed bicycle parking in logical areas within the public right-of-way, although there is still a need for improved bicycle parking on private development.

RECOMMENDATION

This Plan recommends the City adopt bicycle parking design guidelines listed on the following page. The racks shown in Figure 4-2 (following page) meet this criteria. Opportunities to incorporate art into the environment of Rancho Cordova is a high priority for the City. Bicycle racks are a great opportunity to add art to our streets and shopping centers. The City encourages decorative bicycle racks as long as it meets the design criteria.

Some bicycle racks in Sacramento are adorned with the Capitol and a bicycle or are art racks, such as these coffee cup shaped racks.

Bicycle rack design criteria:

1. Support bicycle frame at two points.
2. Allow for frame and at least one bicycle wheel to lock to the rack.
3. Allow for front-and back-in parking.
4. Accept a variety of frames and styles
5. Allow for the use of a cable as well as a u-type lock.
6. Not require the user to lift the bicycle onto the parking device.
7. Ensure each parking space is accessible without moving another bicycle.
8. Allow for Intuitive use by all users.

Any art rack not of the design shown below must be approved by the City of Rancho Cordova bicycle program prior to installation.

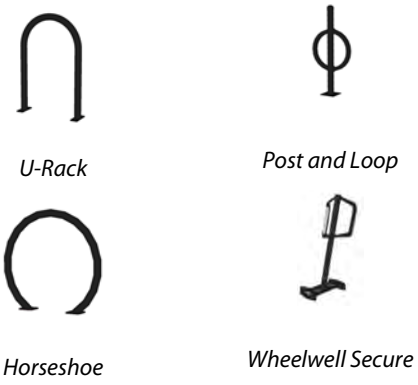


Figure 4-2: Recommended Types of Bicycle Racks

This Plan also recommends the City adopt bicycle parking requirements for new development, meeting the minimums recommended in the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines Second Edition. This Plan recommends the City work with commercial and retail property owners to install short and long-term bicycle parking.

Bicycle Detection

Detection of bicyclists at actuated (not timed) traffic signals is important for safety of bicyclists and motorists, and critical for making bicycling a convenient transportation option. The California Manual on Uniform Traffic Control Devices (CA MUTCD) requires all new and modified traffics signals be able to detect bicyclists with passive detection (rather than having to push a button).

RECOMMENDATION

This Plan recommends the City of Rancho Cordova pursue funding to provide passive bicycle detection at all new and modified traffic signals. Additionally, this Plan recommends the City respond to requests for bicycle detection as submitted to the City through Fresh Connect as funding allows.

The Network

As Rancho Cordova pursues opportunities to create a world-class bicycling network, this Plan will guide the improvements to provide better connectivity, improve safety, and offer comfortable bicycle facilities for all ages and abilities. A summary of recommended bikeway miles by type is shown in Table 4-1. A description of the bikeway classifications is shown on the next page. A full list of bikeway network projects is listed in Appendix D.

Table 4-1: Proposed Bikeway Network Mileage by Class

	Existing	Proposed	Total
Class I Paths	13.9	77.0	90.9
Class II Bike Lanes	14.7	12.5	27.2
Class III Bike Routes	2.4	3.2	5.6
Class III Bike Boulevards	0.0	14.5	14.5
Class IV Protected Bikeways	0.0	3.6	3.6
Totals	31.0	110.9	141.9

Key aspects of this proposed network include:

- Providing a low stress bicycling environment on bicycle boulevards.
- Providing bike lanes on collector and arterial streets.
- Provide grade separated crossings for highways and waterways.
- Connecting on-street bikeways to the regional trail system of the American River Parkway, the Folsom South Canal Trail, and the Upper Laguna Creek Trail.
- Improve access across Highway 50.
- Create a 'backbone' bikeway along Americanos Boulevard to connect to the Rio del Oro West Trail and the Citrus Road bike trail.
- Inclusion of demonstration Class IV protected bikeways that will guide potential expansion of the Class IV network.

These improvements may be funded through the City's Capital Improvement Program (CIP), private development investments, or through competitive grant funding. Potential funding opportunities are described in Appendix D.

CLASS I

Class I **pathways** are off street facilities, dedicated exclusively to use by bicyclists, pedestrians, and in some cases, equestrians and other non-motorized travel such as roller skating, and skateboarding.

CLASS II

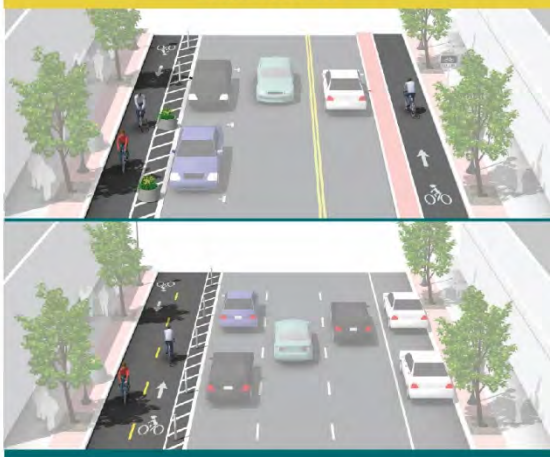
Class II **bike lanes** delineate a portion of the street for bicyclists.

CLASS III

Class III **bike routes** are routes where the travel lane is shared by drivers and bicyclists. Class III routes are generally designated on roadways with low levels of motor vehicle traffic where bicyclists may share the travel lane.

Class III **bike boulevards** are also routes where the travel lane is shared but have low motorized traffic volumes and speeds, designated to provide a high level of comfort for all ages and bicycle abilities. Bicycle boulevards use signs, pavement markings and speed and volume management measures.

CLASS IV



Class IV **protected bikeways** are a new class of bicycle facility, and Caltrans recently developed design guidance for communities. Generally, Class IV bikeways are on-street bicycle facilities that are separated from vehicle traffic by some kind of physical protection— including a curb, on-street parking, flexible bollards, or concrete planters. They may provide for one-way or two-way travel on each side of the roadway.

Regional Trail System

The bikeway network is designed to connect residents to the regional trails system as shown in Figure 4-3. The regional trail system includes the Folsom South Canal trail and the American River Parkway trail. The network will ultimately connect with the Upper Laguna Creek trail system near Jackson Highway. These trails provide the backbone of Rancho Cordova's bikeway network.

Areas West of Sunrise Boulevard

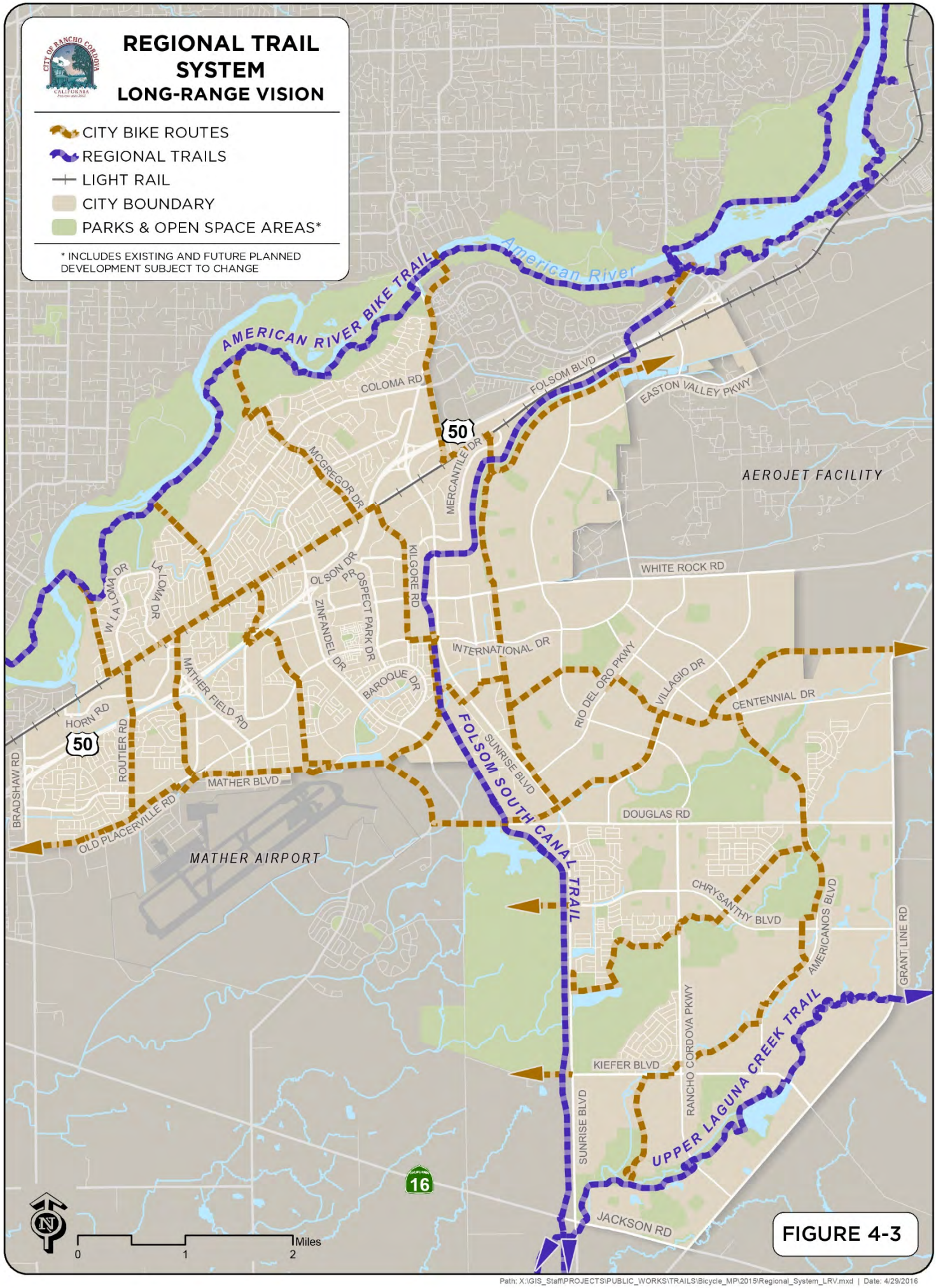
Rancho Cordova's existing developed areas are primarily west of Sunrise Boulevard. The planned bikeways in this area are shown in Figure 4-4 and include:

- Improved crossing over Hwy 50
- Trail connections
- Expanded bike lanes
- Bike boulevard network connecting homes to schools, parks and trails
- Grade separated crossings over barriers such as highways and water bodies

Areas East of Sunrise Boulevard

East of Sunrise Boulevard is a developing area in the City. A Class I trail system will be the centerpiece of this developing area as illustrated in Figure 4-5. Priority access to existing areas of the City will be provide through connections across the Folsom South Canal and Sunrise Boulevard. The Class I system will follow stream corridors and open space corridors, providing high quality aesthetics while minimizing trail interruptions.

Bicycle facilities in the areas East of Sunrise Boulevard will be implemented by the developers in conjunction with new construction.


REGIONAL TRAIL SYSTEM
LONG-RANGE VISION
CITY BIKE ROUTES
REGIONAL TRAILS
LIGHT RAIL
CITY BOUNDARY
PARKS & OPEN SPACE AREAS*
* INCLUDES EXISTING AND FUTURE PLANNED DEVELOPMENT SUBJECT TO CHANGE
AMERICAN RIVER BIKE TRAIL
American River
COLOMA RD
FOLSOM BLVD
EASTON VALLEY PKWY
50
MCGREGOR DR
MERCANTILE DR
AEROJET FACILITY
WHITE ROCK RD
W LA LOMA DR
LA LOMA DR
OLSON DR
PROSPECT PARK DR
ZINFANDEL DR
KILGORE RD
INTERNATIONAL DR
BAROQUE DR
RIO DEL ORO PKWY
VILLAGIO DR
CENTENNIAL DR
HORN RD
MATHER FIELD RD
ROUTIER RD
BRADSHAW RD
MATHER BLVD
OLD PLACERVILLE RD
FOLSOM SOUTH CANAL TRAIL
SUNRISE BLVD
DOUGLAS RD
MATHER AIRPORT
CHRYSANTHY BLVD
AMERICANOS BLVD
GRANT LINE RD
KIEFER BLVD
RANCHO CORDOVA PKWY
UPPER LAGUNA CREEK TRAIL
SUNRISE BLVD
16
JACKSON RD
0
1
2
Miles
FIGURE 4-3
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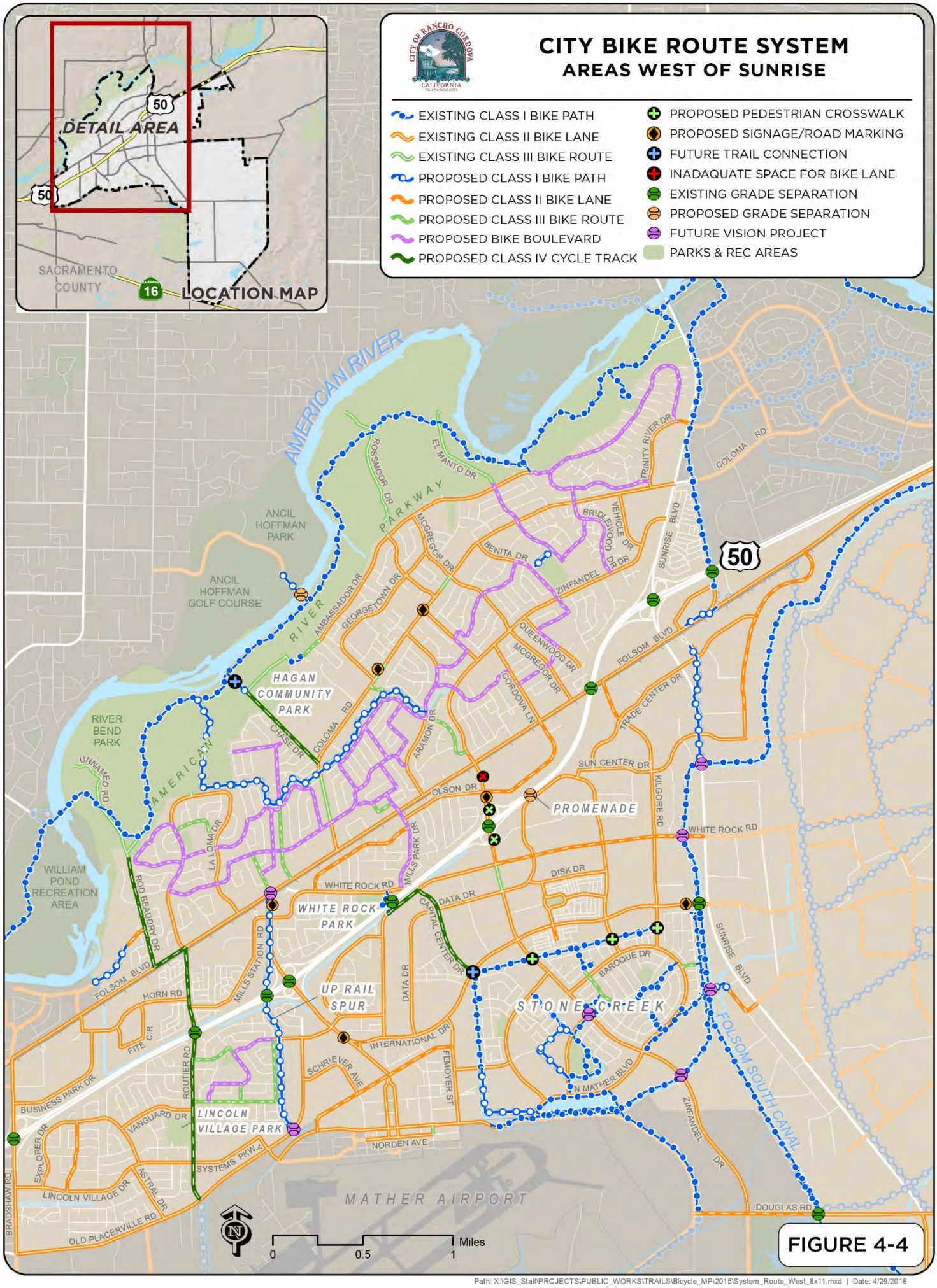
CITY OF RANCHO CORDOVA
CALIFORNIA
CITY BIKE ROUTE SYSTEM
AREAS WEST OF SUNRISE
EXISTING CLASS I BIKE PATH
EXISTING CLASS II BIKE LANE
EXISTING CLASS III BIKE ROUTE
PROPOSED CLASS I BIKE PATH
PROPOSED CLASS II BIKE LANE
PROPOSED CLASS III BIKE ROUTE
PROPOSED BIKE BOULEVARD
PROPOSED CLASS IV CYCLE TRACK
PROPOSED PEDESTRIAN CROSSWALK
PROPOSED SIGNAGE/ROAD MARKING
FUTURE TRAIL CONNECTION
INADAQUATE SPACE FOR BIKE LANE
EXISTING GRADE SEPARATION
PROPOSED GRADE SEPARATION
FUTURE VISION PROJECT
PARKS & REC AREAS
DETAIL AREA
50
SACRAMENTO COUNTY
16
LOCATION MAP
AMERICAN RIVER PARKWAY
AMERICAN RIVER
ANCIL HOFFMAN PARK
ANCIL HOFFMAN GOLF COURSE
HAGAN COMMUNITY PARK
RIVER BEND PARK
WILLIAM POND RECREATION AREA
WHITE ROCK PARK
UP RAIL SPUR
LINCOLN VILLAGE PARK
STONE CREEK
PROMENADE
MATHER AIRPORT
FOLSOM SOUTH CANAL
ROSSMOOR DR
EL MANTO DR
MCGREGOR DR
BENITA DR
GEORGETOWN DR
AMBASSADOR DR
CHASE DR
COLOMA RD
UNNAMED RD
LA LOMA DR
ROD BEAUDRY DR
FOLSOM BLVD
HORN RD
FITE CIR
ROUTIER RD
BUSINESS PARK DR
VANGUARD DR
EXPLORER DR
LINCOLN VILLAGE DR
ASTRAL DR
OLD PLACERVILLE RD
BRADSHAW RD
SYSTEMS PKWY
NORDEN AVE
SCHRIEVER AVE
INTERNATIONAL DR
FEMOYER ST
DATA DR
MILLS STATION RD
MILLS PARK DR
CAPITAL CENTER DR
ARAMON DR
CORDOVA LN
QUEENWOOD DR
ZINFANDEL DR
BRIDLEWOOD DR
VEHICLE DR
TRINITY RIVER DR
SUNRISE BLVD
TRADE CENTER DR
SUN CENTER DR
OLSON DR
KILGORE RD
WHITE ROCK RD
DISK DR
BAROQUE DR
N MATHER BLVD
DOUGLAS RD
0
0.5
1
Miles
FIGURE 4-4
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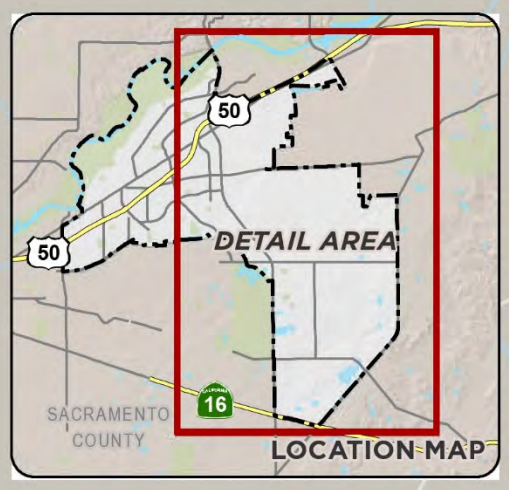
CITY BIKE ROUTE SYSTEM
AREAS EAST OF SUNRISE

CITY OF RANCHO CORDOVA CALIFORNIA

GRADE SEPARATIONS
- EXISTING
- FUTURE VISION PROJECT
- PROPOSED
- FEASIBILITY TO BE EVALUATED

PROPOSED CLASS I BIKE PATH
- STANDARD
- MAJOR
- EXISTING CLASS I BIKE PATH
- PARKS AND OPEN SPACE AREAS

THIS MAP INCLUDES EXISTING AND FUTURE PLANNED DEVELOPMENT SUBJECT TO CHANGE.



FAIR OAKS BLVD
AMERICAN RIVER BIKE TRAIL
AMERICAN RIVER
HAZEL AVE
GOLD COUNTRY BLVD
COLOMA RD
EASTON VALLEY PKWY
FOLSOM BLVD
50
MERCANTILE DR
RANCHO CORDOVA PKWY
WESTBOROUGH
OLSON DR
PROSPECT PARK DR
KILGORE RD
FITZGERALD RD
INTERNATIONAL DR
WHITE ROCK RD
INTERNATIONAL DR
BAROQUE DR
ZINFANDEL DR
SUNRISE BLVD
RIO DEL ORO PKWY
RIO DEL ORO
CENTENNIAL DR
FOLSOM SOUTH CANAL
MATHER BLVD
VILLAGIO DR
AMERICANOS BLVD
DOUGLAS RD
MATHER LAKE
SUNRIDGE
RANCHO CORDOVA PKWY
CHRYSANTHY BLVD
CORDOVA HILLS
EXCELSIOR RD
GRANT LINE RD
SUNCREEK
KIEFER BLVD
HODGETT RESERVOIR
ARBORETUM
16
JACKSON RD
N
0 0.5 1 Miles

FIGURE 4-5

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Spot Improvements and Studies

There are a number of locations in Rancho Cordova that would benefit from spot improvements such as signs or pavement markings. Additionally, some improvements will require further study to determine feasibility or identify the best approach. These recommendations are listed in Table 4-2.

Table 4-2: Spot Improvements and Studies

Location	Start	End	Class	Notes
Coloma Rd	Georgetown Dr		Signage	Add signage and Shared Lane Markings to direct bicyclists onto side street
Coloma Rd	Cordova Ln	60 ft north of Cordova Ln	Transition	Create transition back to roadway
International Dr	850 ft east of Kilgore Rd	400 ft west of Sunrise Blvd	Signage	Bike lane conflict marking
Mather Field Rd	El Mercado Dr	195 ft Southeast of El Mercado Dr	Signage	Bike lane conflict marking
Mather Field Rd	Mill Station Rd	Folsom Blvd	Signage	Share the Road signs
Zinfandel Dr	Length of Turn Lane	Folsom Blvd	Study	Study: Make lane dedicated left, not through left

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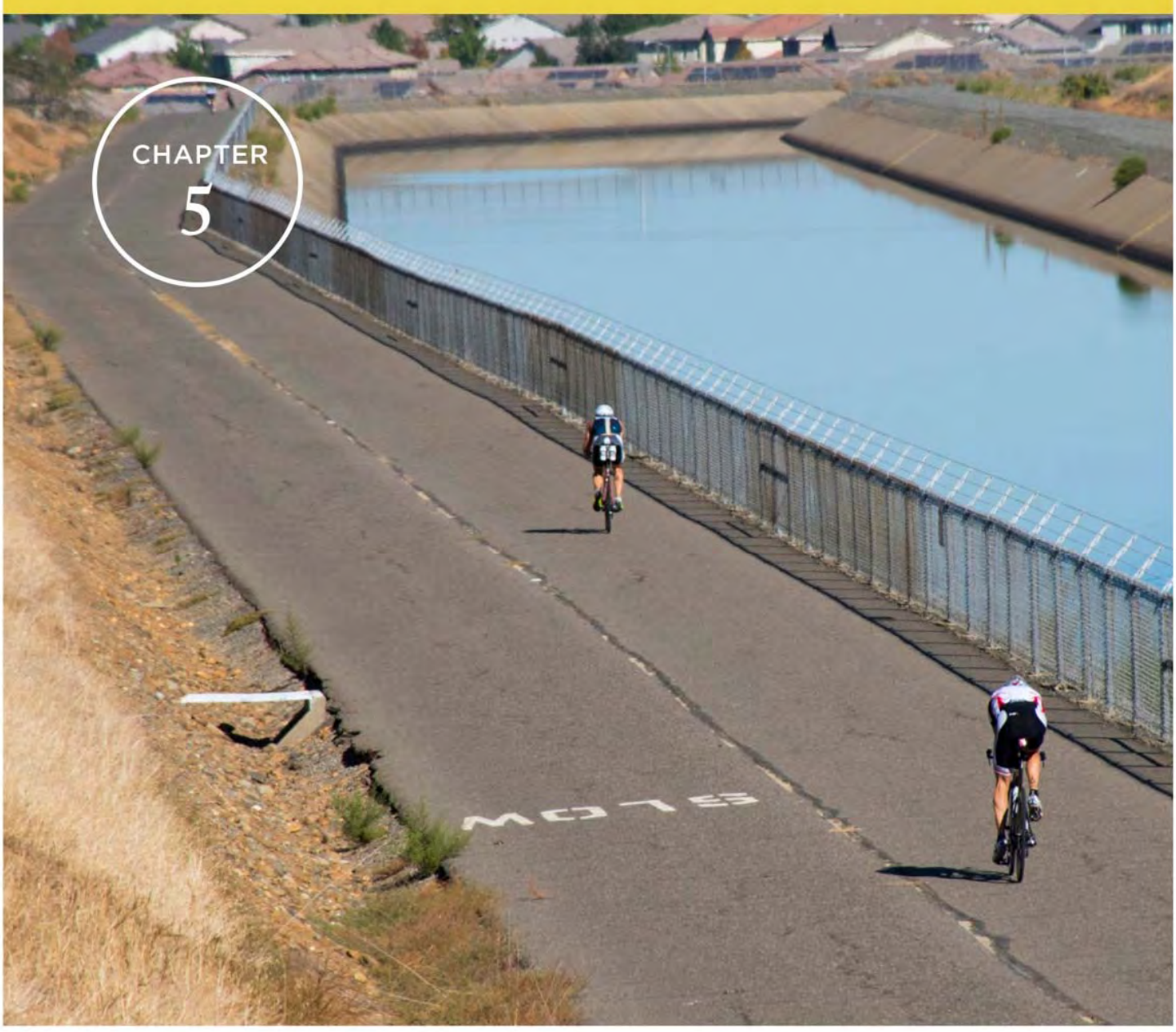
SETTING THE COURSE: IMPLEMENTATION



Chapter 5

SETTING THE COURSE: IMPLEMENTATION

This Bicycle Master Plan includes projects and programs intended to improve the quality of life and create a legacy of healthy, active transportation options for the Rancho Cordova community.

Doing so will take time and funding. This Chapter lays out the City's strategy towards implementation and includes the following sections:

Project Prioritization Strategy presents how implementation priorities were developed.

Project Cost Estimates presents total estimated costs for recommendations in this Plan.

Priority projects and programs presents the projects and programs intended for near-term implementation.

PROJECT PRIORITIZATION STRATEGY

The intent of evaluating projects is to create a prioritized list of projects for implementation. As projects are implemented, lower ranked projects move up the list. The project list and individual projects included in this Plan are flexible concepts that serve as a guideline. The high-priority project list, and perhaps the overall 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.

Project prioritization was developed through input from the community at a citywide workshop where attendees were asked to vote on their priorities by marking maps. In addition to community input, project prioritization was guided by staff input to take advantage of related projects already underway.

PROJECT COST ESTIMATES

Table 5-1 presents the total estimated costs for this Plan's projects by project type. The total cost estimate for all projects presented in this Plan is approximately $300 million, however, only approximately $105 million of that cost will be implemented by the City. The remaining will be in partnership with the County or as part of development projects.

Table 5-1: Cost Estimates by Project Type

Project Type	Total Projects Miles/Each	Total Projects Cost (2016 Dollars)	City Projects Miles/Each	City Project Costs (2016 Dollars)
Paths	76.15	$205,386,720	8.13	$22,856,640
Bike Lanes	12.32	$923,100	11.65	$855,600
Bike Routes	3.23	$11,280	3.23	$11,280
Bike Boulevards	14.55	$34,020	14.55	$34,020
Protected Bikeways	3.60	$10,274,900	3.60	$10,274,900
Signage	5	$3,600	5	$3,600
Studies	1	$15,000	4	$15,000
Crossings	65	$83,393,000	47	$71,282,000
Grand Total	--	$300,041,620	--	$105,333,040

Based on City staff input and potential funding opportunities, the City projects have been prioritized and organized into Priority 1 and Priority 2 categories. Table 5-2 presents the total estimated by implementation priority.

Table 5-2: Cost Estimate Summary by Priority

Priority	Project Type	Miles/Each	Cost (2015 Dollars)
Priority 1	Paths	2.92	$7,937,900
	Bike Lanes	0.23	$19,300
	Bike Boulevards	0.46	$240
	Protected Bikeways	3.60	$10,274,900
Priority 1 Total		7.22	$18,232,340
Priority 2	Paths	5.20	$14,918,740
	Bike Lanes	11.41	$836,300
	Bike Routes	3.23	$11,280
	Bike Boulevards	14.09	$33,780
	Signage	5	$3,600
	Study	1	$15,000
	Crossings	47	$71,282,000
Priority 2 Total		34.34	$87,100,700
Grand Total		41.56	$105,333,040

Maintenance for the complete recommended network includes sweeping, restriping, occasional sign replacement, and litter removal as appropriate for each bikeway class. With build out of the entire recommended network, the estimated annual maintenance costs would be approximately $1 million a year (Table 5-3). A significant portion of those costs are the paths east of Sunrise.

Table 5-3: Estimated Annual Maintenance Costs

Bikeway Type	Est. Maintenance Cost per Mile	Total Miles	Est. Annual Costs
Paths	$10,000	90.9	$909,400
Bike Lanes	$2,000	27.2	$54,300
Bike Routes	$1,200	5.6	$6,800
Bike Boulevards	$1,200	14.5	$17,500
Protected Bikeways	$10,000	3.6	$36,000
Grand Total		**140.9**	**$1,024,000**

PRIORITY PROJECTS AND PROGRAMS

The intent of evaluating projects is to create a prioritized list of projects for implementation. As projects are implemented, other projects may move up a priority level. The project list and individual projects to be included in this Plan are flexible concepts that serve as a guideline. The Priority 1 project list, and perhaps the overall 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.

The priority projects are summarized in Table 5-4 and a complete list of projects is in Appendix D. Priority programs will be identified after the public input process.

Table 5-4: Priority 1 Projects

Location	Start	End	Type	Mile	Est. Cost
Aerojet Spur Trail	Westborough Trail	Citrus Rd Aeroject Spur Connector Trail	Path	0.39	$1,097,820
Americanos Trail	Jaeger Ranch Trail	West Trail	Path	5.88	$16,752,420
Anatolia Bike Trail	Sunrise Blvd	Anatolia Bike Trail	Path	0.66	$1,751,500
Anatolia Bike Trail Connection To Preserve Trail	Anatolia Bike Trail	Rancho Cordova Pkwy	Path	0.07	$182,500
Capital Center Dr	White Rock Rd	International Dr	Protected Bikeway	0.57	$1,622,300
Chase Dr	Hagen Park Bike Path Trail Connection	Octavia Way	Protected Bikeway	0.16	$459,600
Chase Dr	Octavia Way	Coloma Rd	Protected Bikeway	0.41	$1,164,200
Citrus Rd Aeroject Spur Connector Trail	Aerojet Spur Trail	Sunrise Blvd Trail	Path	0.64	$1,823,580
Folsom Blvd	Rod Beaudry Dr	Routier Rd	Protected Bikeway	0.20	$581,200
Hagen Park Bike Path Trail Connection	Chase Dr	American River Bike Trail	Path	0.14	$371,000
Jaeger Ranch Trail	Kiefer Blvd Trail	Americanos Trail	Path	1.24	$3,542,400
Kiefer Blvd Trail	The Arboretum Trail	Jaeger Ranch Trail	Path	0.22	$640,980
Kilgore Rd	Folsom Blvd	Trade Center Dr	Bike Lane	0.23	$19,300
Mills Park Dr	Folsom Blvd	White Rock Rd	Bike Boulevard	0.46	$240
Preserve Trail (West)	Rancho Cordova Pkwy Trail (East)	Americanos Trail	Path	1.57	$4,153,000
Rio Del Oro Trail	Americanos Trail	City Limits	Path	1.10	$2,907,500
Rio Del Oro Trail	City Limits	Grant Line Rd	Path	0.69	$1,826,500
Rio Del Oro Trail	West Trail	Americanos Trail	Path	1.40	$3,704,500
Rio Del Oro Trail	West Trail	Folsom South Canal Trail	Path	0.54	$1,418,500
Rod Beaudry Dr	End	Folsom Blvd	Protected Bikeway	0.63	$1,791,500
Routier Rd	Folsom Blvd	Old Placerville Rd	Protected Bikeway	1.42	$4,040,700
Stone Creek / Rdo Recycle Rd Trail	Folsom South Canal Trail	Recycle Rd	Path	0.12	$317,000
Stone Creek Trail W	Airpark Dr	N Mather Blvd	Path	0.52	$1,369,500
The Arboretum Trail	Upper Laguna Creek Trail	Kiefer Blvd Trail	Path	1.20	$3,434,400
UP Rail Spur	Folsom Blvd	Old Placerville Rd	Path	1.36	$3,598,000
Upper Laguna Creek Trail	Jackson Rd	Kiefer Blvd Trail	Path	5.24	$14,928,840
West Trail	Douglas Rd	Aerojet Spur Trail	Path	3.50	$9,974,340
Westbourough Trail	Aerojet Spur Trail	City Limits	Path	1.56	$4,120,000
White Rock Rd	S White Rock Rd	Capital Center Dr	Protected Bikeway	0.22	$615,400

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POLICIES AND PLAN & POLICY REVIEW

Appendix A

POLICIES AND PLAN & POLICY REVIEW

This Appendix includes an overview of:

- Bicycle Master Plan Goals and Policies
- Planning and Policy Review:
    - Existing Local Plans and Policies
    - Existing Specific Area Plans
    - Existing Regional Plans
    - Existing and Planned Land Use
- Previous Expenditures

BICYCLE MASTER PLAN GOALS AND POLICIES

With a sound policy framework provided by the General Plan, the policy direction set forth in this Bicycle Master Plan intends to fill existing gaps in Rancho Cordova's policy language. In some instances, policies contained in this plan supersede general plan policies as the City has surpassed their scope by successfully implementing facilities and programs.

Goal 1 Develop a continuous, convenient, and family friendly bikeway network as described in this Bicycle Master Plan.

1.1 Ensure all bicycle facilities, including grade separated crossings, meet the City of Rancho Cordova's design and construction standards.

Goal 2 Ensure new development extends the bicycle network to all neighborhoods and attractors.

2.1 Public Works and Planning Departments shall work collaboratively to provide continuity in the design and implementation of bicycle facilities and support facilities.

2.2 All development projects shall be reviewed by City staff for consistency with the goals, policies and actions of the Bicycle Master Plan.

2.2 Where construction is adjacent to Class II or Class III bikeways, require the developer or contractor to maintain a clear and clean travelway for cyclists.

2.4 Ensure bicycle trail projects minimize environmental impacts, to the extent feasible.

Goal 3 Ensure adequate support facilities throughout Rancho Cordova's bicycle network.

3.1 Ensure all signalized intersections located along bicycle network routes feature bicycle signal detectors. For Class III routes, alternative signal detection may be considered, such as bicycle push button.

3.2 All development projects shall include bicycle support facilities, to the extent feasible.

3.3 Bicycle parking shall be provided at all major employment and retail sites.

3.3 Encourage all employers to offer showers and changing facilities.

3.3.1 Work with public and private facilities to develop shower and changing room sharing arrangements or partnerships to better serve bicycle commuters.

3.3.2 Develop and adopt guidelines for the inclusion of showers and changing facilities at major employment sites.

3.4 Provide wayfinding signage, maps, mileage markets, water fountains, shade structures and other amenities as appropriate and feasible along primary bicycle routes.

Goal 4 Increase awareness of bicyclist safety and responsibility through education and enforcement of bicyclists and drivers.

4.1 Work with the Rancho Cordova Police Department to enforce safe bicycling laws to prevent vehicle versus bicycle collisions and other bicycling accidents.

4.2 Work with local bicycle advocacy groups, the Folsom Cordova and Elk Grove School Districts, the Cordova Recreation and Parks District, Sacramento County Health Department, the Air Quality Control District and the Rancho Cordova Police Department to expand existing bicycle education and encouragement programs.

4.3 Develop a wayfinding and destination signage program to identify directions to and distances between key destinations and attractions within Rancho Cordova.

4.4 Support the Rancho Cordova Police Department's helmet promotion program.

4.5 Regularly update the City of Rancho Cordova's Bicycle Network User Map to ensure that cyclists and other trail users have accurate information for trip planning.

Goal 5 Eliminate all traffic fatalities and reduce the number of bicycle related injuries by 50 percent by 2027.

5.1 Annually review crash data, including causes, to implement ongoing improvements throughout the transportation network.

5.2 Prioritize improvements at intersections and corridors with high numbers of injuries and fatalities.

Goal 6 Pursue innovative funding sources and partnership opportunities to enhance bicycle facilities, and provide education and encouragement opportunities.

6.1 Pursue a diverse array of funding sources for bicycle projects, including federal, state and local sources, development agreement and private funding.

6.2 Coordinate with community members and local and regional bicycle advocacy groups to increase stewardship of bicycle facilities in terms of regular maintenance.

6.2.1 In coordination with local bicycle advocacy groups, neighborhood associations and the Chamber of Commerce, develop an Adopt-a-Bikeway program that addresses cleaning and basic maintenance of bikeways and multi-use pathways.

6.3 Pursue nontraditional funding sources for bicycle infrastructure projects, such as climate change, air quality and other emerging sources.

6.4 Coordinate the installation and maintenance of bicycle facilities with other major roadway improvement projects.

6.5 When feasible, coordinate bicycle infrastructure projects with other open space and conservation projects, such as stream bank restoration, native habitat restoration, utility improvements and flood control projects.

6.6 Where the bicycle network intersects jurisdictional boundaries, partner with neighboring jurisdictions to share the financial obligation of bicycle infrastructure projects.

Goal 7 Increase the percentage of all trips made by bicyclists from 1.1 percent to 2.2 percent in Rancho Cordova by 2021.

7.1 Develop a program of regular data collection to track bicycle ridership within Rancho Cordova to monitor progress toward the goal of increased ridership.

7.2 Encourage development projects that make bicycling a convenient and desirable form of transportation by providing a mix of land uses in close proximity to one another, and safe bicycle network connections and support facilities.

Goal 8 Establish Rancho Cordova as a destination for recreational bicycling through creation of a signature trail network and encouragement of bicycling and bicycling events.

8.1 Encourage the development of a comprehensive bicycle network and bicycle support facilities as part of the City's economic development strategy.

8.2 The Public Works Department should work collaboratively with the Redevelopment Agency and local businesses, schools, and advocacy groups to attract and host bicycling events such as bicycle rodeos, bicycle races, and trail days.

8.3 Continue to support regional bicycle encouragement efforts such as SACOG's Bike to Work Day and Bike Month.

PLANNING AND POLICY REVIEW

This Appendix contains a review of adopted planning and policy documents relevant to this Bicycle Master Plan to ensure consistency with other city, regional, state and federal documents. Documents are grouped into local, regional, statewide, and federal efforts.

Goals, policies, and other items that relate directly to walking and bicycling are included in this review, while items that are less relevant have been omitted for clarity. As a result, numbering may be nonconsecutive.

Local Plans and Policies

City of Rancho Cordova General Plan (June 2006)

Transportation choices that encourage walking, bicycling, and transit uses are supported in both the Land Use and Circulation elements of the Plan. Non-auto access to schools, parks, jobs and shopping areas will be achieved through integrated and connected open space corridors along with the mitigation of barriers to non-auto travel such as State highways, canals and busy arterials. A focus on smart land use design that is pedestrian supportive and transit friendly will greatly improve connectivity and encourage bicycling.

"The City's vision is to become a bicycle-friendly community, where bicycling is a viable mode of transportation. To achieve this goal, the City will provide a safe and convenient network of bike paths and lanes that connect residential, commercial, transit, and recreational destinations.
The City's trail network will also link to existing and planned regional trail systems. Grade-separated crossings, such as bridges or under crossings, will be provided where necessary to provide a safe, seamless bike network. Regional trails will link the City to facilities such as Lake Natoma and Laguna Creek."

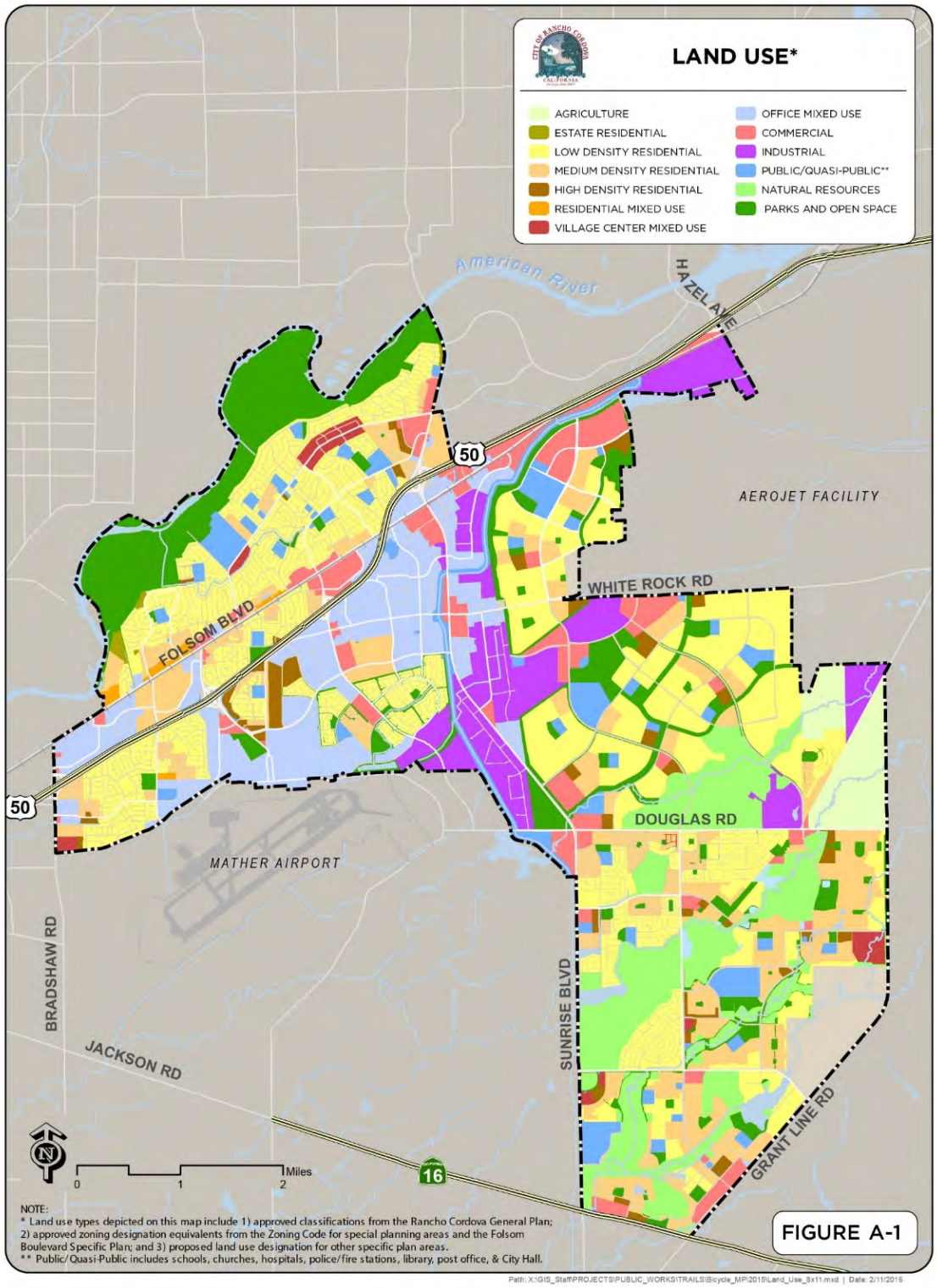


Figure A-1: Existing and Proposed Land Use

Rancho Cordova Municipal Code Title 23: Zoning Code

This new zoning code solidifies the need for bicycle friendly facilities that are of a great interest to many successful local businesses and residential developments. Zoning Code 23 outlines the requirements for the number of bicycle parking spaces per facility as well as the specifications for the spaces themselves.

All new developments that are anticipated to generate visitor traffic must provide permanently anchored bicycle racks within 100 feet of the visitor's entrance. The number of bicycle parking spaces is based upon such factors as the size of residential units serviced, number of classrooms, or square footage of the building. The specifications include requirements for lighting, location, and space provided. Also, 50% of all visitor bicycle parking is to be sheltered to protect from precipitation. These standards ensure that bicycle parking is visible from the buildings served, is convenient to cyclists, and provides sufficient security from theft and damage. Some valuable benefits for providing secure bicycle parking include provisions that developments which provide additional bicycle parking facilities over and above the minimum requirement may reduce their parking requirement by one vehicle space for every two additional bicycle spaces provided.

Shower and Locker facilities are to be provided by development projects above the minimum development size threshold as specified in Table 4.7-1 of the Zoning Code.

Developments with 100 or more employees may reduce their parking requirements by providing shower and clothing locker facilities for bicycle commuting employees with a maximum reduction of up to 5%. Although these standards do not apply to existing developments within the City, any new developments, or modifications to existing developments, shall abide by these standards. Thus, Zoning Code 23 ensures that sufficient facilities are available to encourage bicycle riding and reduce automotive commuting which helps Rancho Cordova become an increasingly pedestrian, bicycle-friendly, and transit-oriented community.

City of Rancho Cordova Transit Master Plan (September 2006)

Pedestrian connectivity integrates into the goals of the TMP providing connections for cyclists utilizing vehicle bicycling racks and bicycling support elements at transit destinations. The transit "Signature Route", a future street car technology, and the Neighborhood Shuttle System will encourage use by cyclists and pedestrians. Neighborhood village centers will *"take advantage of transit to promote pedestrian activity and civic pride."*

Rancho Cordova Open Space Plan (2013)

The City's Open Space Plan is currently under development and is intended to further establish policy direction that will create safe, attractive, functional and interconnected open space system. Policy direction includes the provision of access to the open space system within 0.2-0.4 miles to homes, facilitating 5 minute walks for toddlers, elderly and disabled, limiting block lengths to less than 600 feet and providing street furniture, lighting and other elements that will provide attractive opportunities for pedestrian activities.

The plan will focus on "Natural Areas and Mitigation Lands" that are set aside for preservation for wildlife and associated habitat, "Parks and Recreation", serving localized community needs and "Community Open Space" that augment traditional parks and are generally accessible to the public.

Specific Area Plans

Arboretum-Waegell Specific Plan (2015)

The Arboretum-Waegell Specific Plan area is enclosed by Sunrise Boulevard to the west, Jackson Highway to the south, Keifer Road, and Grant Line Road to the east. The Arboretum stands at an entry to the City and is bounded by planned/existing major thoroughfares that serve the City, County and the foothills to the east. Reflective of the General Plan Vision Statement, the circulation system in the Arboretum Specific Plan is designed in a traditional grid street pattern and integrates pedestrian, bicycle and motor driven transportation modes. The Arboretum bicycle path network will seamlessly connect with extensions of the surrounding community. The system will be comprised of recreational trails, which are accessible to pedestrians as well, and in-street lanes of roadways, designated by a striped lane specifically dedicated for bicyclists. Approximately 14 miles of Class II bicycle lanes are proposed within the Plan Area.

Rio Del Oro Specific Plan (2010)

The circulation system for the Rio Del Oro Specific Plan is designed to provide for a full range of transportation modes which allow for the safe and efficient movement of people and goods. Emphasis for the plan is placed on ensuring connectivity between uses. When complete, the Specific Plan will provide over 15 miles of Class I bikeways, and Class II bike lanes will be provided along all major, secondary, and local roads within the plan area.

SunCreek Specific Plan (2013)

The SunCreek Specific Plan states that it, "treats the project roadway network, bicycle and pedestrian routes, and transit facilities and services as equally important." The non-motorized network includes a wide range of bike and pedestrian paths, ranging from sidewalks adjacent to all classes of streets, small pedestrian ways (paseos) within neighborhoods, and informal bike paths along the edge of open space areas. A large component of the plan is to build the SunCreek Parkway, a major off-street "backbone" trail system that connects several neighborhoods to other key destinations in the plan area. Additionally, the Parkway would connect to the many other existing trails such as the American River Bike Trail and the Laguna Creek Trail as well as provide better access to the proposed transit stops within the plan area.

Upper Laguna Creek Coalition

The Laguna Creek Parkway is a system of waterways that extends from the Sacramento River to the headwaters of Laguna Creek in the southern portion of the City of Rancho Cordova. The upper watershed will be developed in the near future and local government agencies are recognizing the need to try new planning and design approaches that will integrate riparian and wetland habitats with flood control, water quality treatment and passive recreation. As part of a multifunctional corridor the ULCC Trails and Parks Workgroup is developing a concept for a future regional bicycle system. The trail system would connect to the Sacramento River system and to the future Deer Creek Trail system east of Rancho Cordova. Within the City of Rancho Cordova the ULCC trail system is being planned as a high-amenity regional bicycle facility that will be similar to the American River Parkway.

Regional Plans and Policies

American River Parkway Plan

The American River Parkway is an open space greenbelt which extends approximately 29 miles from Folsom Dam in the northeast, to the American River's confluence with the Sacramento River in the southwest. The American River Parkway is a unique regional facility that preserves natural open space and protects environmental quality within the urban environment. It also provides unique recreational opportunities throughout the Sacramento area.

Preservation activities for the American River Parkway are documented as early as 1915 and culminated in the adoption of the first plan by Sacramento County in 1962. The adoption of the 1962 Parkway Plan helped to preserve open space as expanding development encroached on the American River watercourse. The 2008 American River Parkway Plan update documents guidelines for the preservation, use, development and administration of the Parkway, and results in a strong guiding document for important land use decisions affecting the Parkway.

The American River Parkway multi-use recreational trail is seen as a primary attraction for residents of Rancho Cordova for both recreational bicycling and for non-motorized commuter travel.

SACOG Regional Bicycle, Pedestrian, and Trails Master Plan

The Regional Bicycle, Pedestrian and Trails Master Plan, adopted by the SACOG Board in March of 2015, is intended to capitalize on local assets within the six county SACOG region and to provide non-motorized travel connections between communities, and to other areas outside the region. The plan establishes a prioritized project list that will help guide funding for regional bicycle and pedestrian efforts.

In 2015 the plan was amended to include an updated 20 year view of anticipated projects. The project list is currently in an update cycle and the City of Rancho Cordova has submitted several projects that have received high and moderate priority for regional funding. The following Rancho Cordova Projects are included in the SACOG Plan.

- Bicycle Signal Detection for Traffic Signals - Provide bicycle detection loops and push buttons at signalized intersections in the City of Rancho Cordova.
- Completion of the Class II Bicycle Trail System - Provide striping and signage along Class II corridors throughout Rancho Cordova.
- Mather Railroad Spur, Rails To Trails Project - Provide a Class I connection from Folsom Boulevard to the Mather Airport.
- Hagen Park Bike Path Trail Connection – Provide a Class I connection from the Hagen Park bike path to the American River Parkway.
- Citrus Road Trail – Provide a Class I trail from Citrus Road to Folsom Boulevard.
- Primary Route Trail – Provide signage on all existing routes.
- Kiefer Boulevard Connection – Provide a Class I connection from Kiefer Boulevard to the Folsom South Canal.
- Stone Creek Trail SW and SE Connections – Provide a Class I connection from the Stone Creek Trail to both the Folsom South Canal and the Mather Boulevard existing trail.
- Connection to International Drive – Provide a Class I trail from Capital Center Drive to International Drive.
- Rio del Oro Trail – Provide a Class I connection from Sunrise Boulevard to Rio del Oro.
- Anatolia Bike Trail – Provide a Class I connection to Rancho Cordova Parkway.
- Stone Creek Trail N and NE Connection – Provide pedestrian signal at Zinfandel Drive, a ramp and crosswalk at Prospect Park Drive, and a Class I connection from Stone Creek Trail to Folsom South Canal.
- Promenade at Highway 50 – Provide an over/undercrossing east of the Zinfandel interchange.

Statewide Plans and Policies

AB 32 – Global Warming Solutions Act (2006) & SB 375 – Sustainable Communities and Climate Protection Act (2009)

The past ten years have seen an expansion of legislative and planning efforts in California to reduce emissions of greenhouse gases (GHGs) in order to mitigate climate change. Assembly Bill 32, the California Global Warming Solutions Act of 2006, aims to reduce the state's GHG emissions to 1990 levels by 2020 and to 80 percent below 1990 levels by 2050. Meanwhile, Senate Bill 375, passed into law in 2008, was the first in the nation to control GHG emissions by directly linking land use to transportation. The law required the state's Air Resources Board to develop regional targets for reductions in GHG emissions from passenger vehicles for 2020 and 2035 as a way of supporting the targets in AB32.

AB 1358 – Complete Streets Act (2008)

In future years, all jurisdictions will have to incorporate complete streets into their planning. Assembly Bill 1358 requires "that the legislative body of a city or county, 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 [including] motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation…." This provision of the law went into effect on January 1, 2011, and can be expected to result in a new generation of circulation elements and a surge in complete streets policies around the state as general plans are updated over time.

SB 99 – Active Transportation Program Act (2013)

The Active Transportation Program was established by this legislation in 2013, and serves as the mechanism for distributing federal funds for local and regional efforts to promote walking and bicycling. It specifies goals that the funding will be disbursed to help meet, including increasing the mode shares of biking and walking trips, increasing safety for non-motorized users, and providing support to disadvantaged communities to promote transportation equity.

California Transportation Plan 2025 (2006)

The California Transportation Plan 2025 seeks to provide for mobility and accessibility of people, goods, services, and information throughout California. It encourages consideration of bicycle and pedestrian facilities in capacity improvement projects, and promotes integration of active transportation into modeling and projection efforts.

The Plan also speaks to the public health benefits of active transportation, urging better education of youth on personal health and air quality impacts of making trips by bicycle or on foot.

Caltrans Complete Streets Policy (2001) and Deputy Directive 64 (2008)

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64, "Accommodating Non-Motorized Travel," which contained a routine accommodation policy. The directive was updated in 2008 as "Complete Streets – Integrating the Transportation System." The new policy includes the following language:

The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance operations.

The directive establishes Caltrans' own responsibilities under this policy. The responsibilities Caltrans assigns to various staff positions under the policy include the following:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identifies during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

In part to address these issues, Caltrans adopted the Complete Streets Implementation Action Plan in 2010. The plan sets forth actions under seven categories to be completed by various Caltrans districts and divisions within certain timelines to institutionalize complete streets concepts and considerations within the department. The action categories include updating departmental plans, policies, and manuals; raising awareness; increasing opportunities for training; conducting research projects; and actions related to funding and project selection. As one of its implementation activities, Caltrans updated the Highway Design Manual in large part to incorporate multi-modal design standards.

Federal Plans and Policies

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (2010)

The United States Department of Transportation (US DOT) issued this Policy Statement to support and encourage transportation agencies at all levels to establish well-connected walking and bicycling networks. The following Policy Statement and actions are relevant to the Rancho Cordova Bicycle Master Plan.

Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Recommended Actions

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.

- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.

- Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.

- Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.

- Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.

- Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing.

PREVIOUS EXPENDITURES

Several rehabilitation and enhancement projects were constructed in Rancho Cordova over the last five years. Each of these projects has elements that build the bicycle system adding class II bike lanes and improving traffic signal infrastructure; pavement detection and push buttons. Approximately $2,246,984 was invested in the City's bicycle system through these projects.

- **Roadway Enhancement and Extension** - Femoyer St, Mather Blvd to International Dr - CP06-2021
- **2008 Street Rehabilitation Project** – Coloma Rd, McGregor Dr to Sunrise Blvd and McGregor Drive, Coloma Road to Ambassador Drive - CP08-2059
- **2009 Street Rehabilitation Project** – Routier Rd, Folsom Blvd to Old Placerville Rd - CP09-2072
- **International Drive Landscape and Frontage Improvements** - CP09-2079
- **Laurelhurst Dr Traffic Calming** - CP09-2080
- **Folsom Blvd Enhancements Phase III** - Folsom Blvd, Bradshaw Rd to Mather Field Rd - CP10-2088
- **White Rock Community Pathway Improvements** - CP10-2095
- **Traffic Calming** - 2010 NTMP Project, Dawes Street, Malaga Way, Los Amigos Drive, Rinda Drive and Dolecetto Drive, and Chase Drive - CP10-2098
- **2012 Street Rehabilitation Project** - International Drive, Zinfandel Drive to Mather Field Road; Zinfandel Drive, White Rock Road to Beclan Drive; and Folsom Boulevard, Mather Field Road to Kilgore Road - CP12-2104
- **Class II & III Bicycle System Expansion** - CP12-2107
- **Bicycle Traffic Signal Detection** - CP12-2108
- **Old Placerville Complete Streets** - CP13-2117

DATA ANALYSIS

APPENDIX

B

Appendix B

DATA ANALYSIS

This appendix includes background data analysis on the following topics:

- Demographics
- Existing Bicycle Network
- Existing Bicycle Support Facilities
- Crash Data
- Trip Estimates

DEMOGRAPHICS

Rancho Cordova is home to more than 69,700 residents, and is expected to more than double in the next few decades. Rancho Cordova is one of the Sacramento region's most concentrated employment centers. The median household income is $52,251, slightly lower than the Sacramento County median of $55,064.

EXISTING BICYCLE NETWORK

Rancho Cordova has 31 miles of bikeways in the city today, mostly on-street Class II bike lanes and scenic Class I paths (see Table B 1). Key regional connections include the American River Bicycle Trail that runs along the river at the north edge of the city, extending 23 miles from the Sacramento River to the Folsom Reservoir

Table B-1: Existing Bikeway Mileage

Bikeway Class	Total Miles
Class I	13.9
Class II	14.7
Class III	2.4
Class IV	0
Total	**31.0**

Support facilities such as bicycle parking, showers, and lockers complement the bikeway network in many locations, summarized in Table B-2.

Table B-2: Existing Bicycle Support Facilities

Facility Type	Bicycle Parking		Changing Area	Storage Lockers	Showers	Restroom
	Short Term	Long Term				
Anatolia Bike Trail	5		0	0	0	0
Employment Center/ Staffing Agency (4)*	4		3	3	3	4
Exercise Facility	5		5	5	5	5
Library	1		0	0	0	0
Medical Facility	2		2	0	2	2
Major Employer (8)*	8		8	8	8	8
Park-N-Ride Location	2		0	0	0	0
Public Building	2		1	1	1	2
Park	8		4	1	3	6
Public Swimming Pool	2		0	0	0	2
Retail Shopping Center (7)*	7		0	0	0	0
School	29		6	4	5	28
Transit Station	4		0	0	0	0
American River Parkway Parking	1		0	0	0	1

CRASH DATA

To identify needed safety improvements, an analysis of recent bicycle-involved collisions is presented below. The most recent six years of complete data available were analyzed, from 2008 through 2013.[1]

Table B-3: Annual Bicycle-Involved Collisions, Injuries, and Fatalities

Year	Total Number of Bicycle Collisions	Bike Collisions as a Percentage of Total Collisions	Injuries	Fatalities
2008	30	11.1%	30	0
2009	33	13.5%	33	0
2010	27	11.4%	26	1
2011	23	10.1%	22	1
2012	20	8.0%	19	1
2013	28	9.8%	28	0
TOTAL or AVERAGE	**161**	**10.6%**	**158**	**3**

Source: California Highway Patrol Statewide Integrated Traffic Records System, data from January 2009 -December 2013.

Bicyclists were involved in 161 reported collisions during the study period, including three collisions that were fatal for the bicyclists. See Table B-4. The most common type of collisions reported in Rancho Cordova were broadside collisions, with the driver and bicyclist traveling at 90 degree angles to each other. This type of collision typically occurs at intersections or driveways, and may occur more often when bicyclists are riding against the normal flow of traffic. Sideswipes generally occur when a car or bicycle fails to yield while changing lanes.

Table B-4: Bicycle-Involved Collisions by Type

Type of Collision	Number	Percent
Broadside	88	54.7%
Other	27	16.7%
Sideswipe	24	14.9%
Head On	9	5.6%
Vehicle Pedestrian	6	3.7%
Rear End	4	2.5%
Not Stated	3	1.9%
TOTAL	**161**	**100.0%**

Source: California Highway Patrol Statewide Integrated Traffic Records System, data from January 2008 - December 2013.

A review of primary collision factors suggests bicyclists riding on the wrong side of the road contributed to 64 of the 161 collisions. Violations of an automobile's right of way

[1] All data is from the *Statewide Integrated Traffic Records System*, a repository database for California law enforcement agencies to submit collision reports.

(failure to yield to a driver appropriately) contributed to an additional 29 collisions. Overall, bicyclists were deemed to be at fault in 70 percent of collisions.

This may suggest a need for improved bicycle facilities and crossings, to reduce the incidence of wrong-way riding, as well as a need to educate both bicyclists and drivers about sharing the road safely.

To put these statistics in context, collision data from nearby cities was also reviewed for 2010 through 2012. Davis has the most similar population to Rancho Cordova, although it has a much higher rate of bicycle commuting at 18.6 percent. While Rancho Cordova has a lower rate of collisions per 1,000 residents than Davis, the rate of collisions compared to the number of bicyclists is much higher in Rancho Cordova. See Table B-5.

Table B-5: Bicycle Collision History, by City

City	Average Annual Collisions	Population (2012)	Collisions per 1,000 Residents	Bicycle Commuters (2012)	Collisions per 1,000 Bicycle Commuters
Rancho Cordova	24	66,872	0.36	229	104.80
Citrus Heights	26	84,607	0.3126	1370.31	189.78
Davis	56	65,796	0.8556	5,6910.85	9.84
Elk Grove	32	158,466	0.2032	3370.20	94.96
Fairfield	28	107,531	0.2628	1050.26	266.67
Folsom	16	73,243	0.2216	2400.22	66.67
Lincoln	4	44,357	0.094	1180.09	33.90
Rocklin	6	58,930	0.106	590.10	101.69
Roseville	26	124,372	0.2126	4470.21	58.17
Sacramento	210	475,367	0.44210	4,9350.44	42.55
Santa Rosa	74	170,234	0.4374	9440.43	78.39
West Sacramento	54	49,564	1.0954	2411.09	224.07
State of California	13,475	37,999,878	0.35	169,860	79.33

Source: California Highway Patrol Statewide Integrated Traffic Records System 2010-2012

For a map of all bicycle-involved collisions in Rancho Cordova from 2008 through 2013, see Figure B-1.

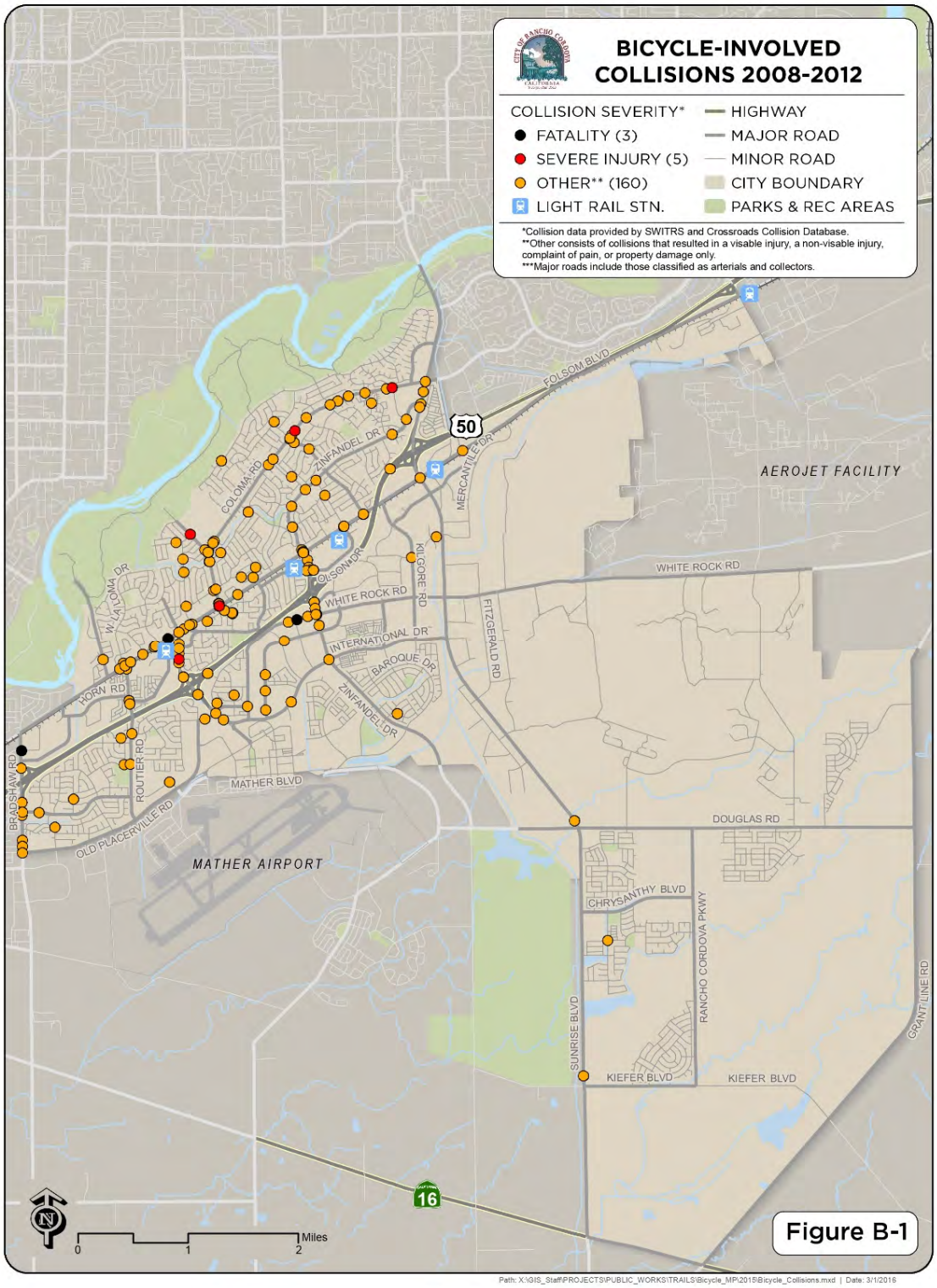


Figure B-1: Bicycle Collisions (2008-2013)

TRIP ESTIMATES

More than three-quarters of Rancho Cordova workers drive alone to work, as shown in Table B-6. Just over one percent bicycle to work.

Table B-6: Mode of Transportation to Work for Residents of Rancho Cordova and Nearby Communities

Mode of Travel	Rancho Cordova	Folsom	Arden-Arcade	Roseville	Sacramento
Drove Alone	75.4%	79.5%	76.1%	79.3%	72.2%
Carpooled	12.6%	8.7%	9.2%	9.1%	12.6%
Transit	4.2%	2.5%	3.8%	1.3%	4.0%
Walked	1.9%	1.2%	3.0%	1.9%	3.1%
Bicycled	1.1%	0.7%	1.5%	1.0%	2.4%
Other	4.8%	7.4%	6.2%	7.4%	5.7%

Source: American Community Survey

An analysis of travel time to work, shown in Table B-7, shows 14 percent of Rancho Cordova commuters travel less than ten minutes to work. This suggests short trips, which may be easily converted to bicycling trips.

Table B-7: Travel Time to Work

Travel Time (in minutes)	Percent of Workers
Less than 10	14.0%
10 to 14	14.9%
15 to 19	15.8%
20 to 24	14.6%
25 to 29	7.9%
30 to 34	15.6%
35 to 44	5.8%
45 to 59	5.4%
60 or more	6.1%

Source: American Community Survey

AIR QUALITY BENEFITS

The projected increase to a 2.2 percent bicycle-to-work mode share from 1.1 percent will help Rancho Cordova to maintain its air quality by reducing the number of vehicle miles traveled and in turn, reducing vehicle emissions. Vehicle exhaust is currently the primary source of air pollution in the Sacramento region.[2]

While the causes of physical inactivity and pollution stem from many sources, the implementation of the recommended bicycle projects in Rancho Cordova will contribute to a shift from energy-intensive modes of transportation such as cars and trucks to active modes of transportation such as bicycling. The impact analysis model evaluates and quantifies the estimated increase in bicycling trips and the annual savings from reduced vehicle emissions. The total reduction in vehicle emissions is equal to a savings of $4,000 in related environmental damage or clean-up per year.

Other potential ecological services associated with the bicycle projects such as water regulation, carbon sequestration, carbon storage, and waste treatment exist, but the quantifiable value of these services are negligible on the overall impact of the recommended project list. Table B-8 summarizes the annual environmental benefits for Rancho Cordova.

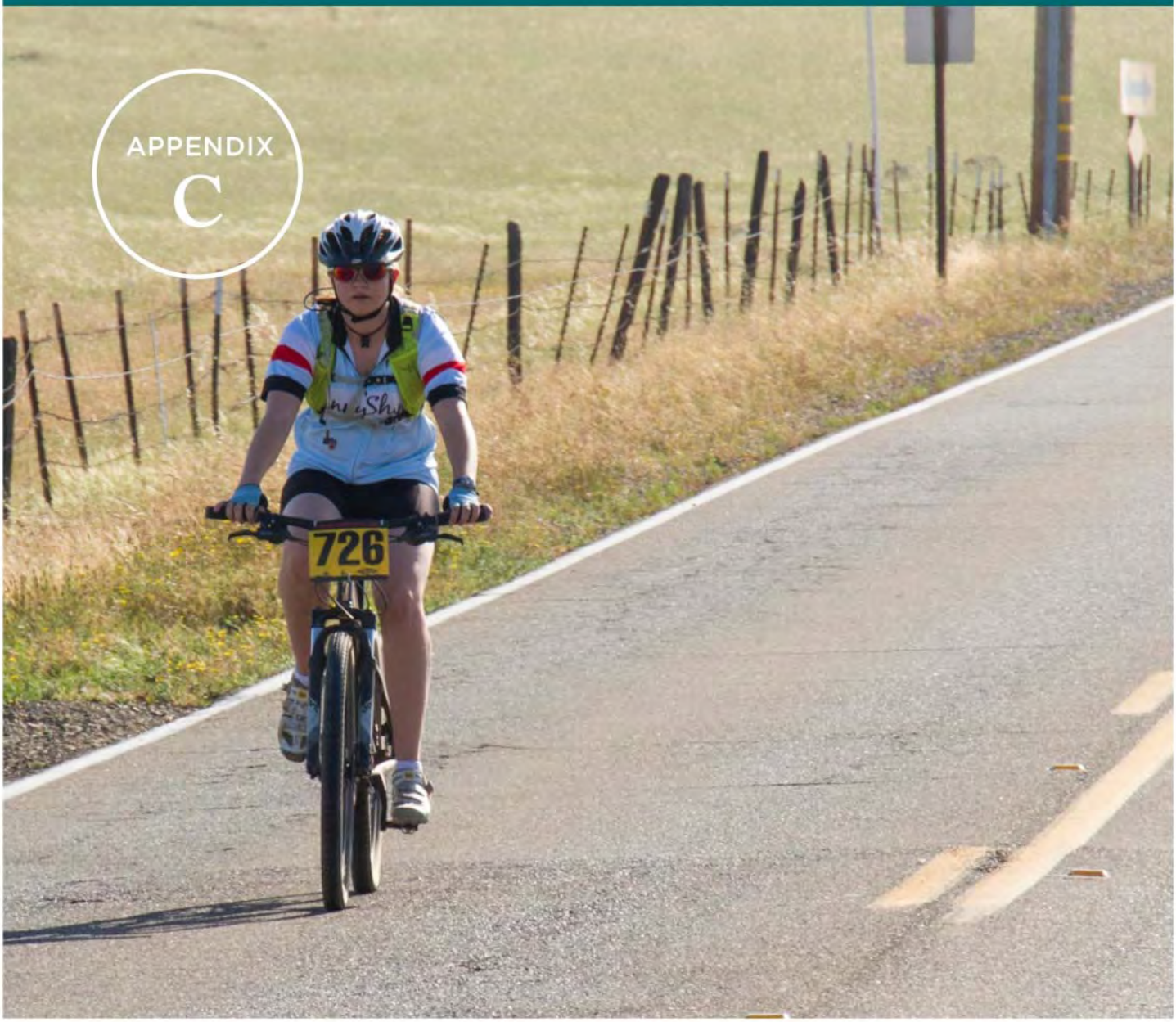
Table B-8: Environmental Benefits of Bicycling

Environmental Benefits	Total
CO2 Emission Reduced (lbs)	1,634,000
Hydrocarbons Reduced (lbs)	3,000
Particulate Matter Reduced (lbs)	<100
Carbon Monoxide Reduced (lbs)	2,000
Nitrous Oxides Reduced (lbs)	30,000
Total Vehicle Emission Costs Reduced	**$37,000**

[2] http://www.airquality.org/lutran/index.shtml, accessed on August 25, 2015.

STANDARD DRAWINGS

APPENDIX
C



Appendix C

STANDARD DRAWINGS

The following pages illustrate the City standards for bikeway and bicycle related infrastructure design.

Table X: Proposed Street Standards *(Revised January, 2013)*

	Local Roads			Connector Roads		Major Roads	
Item	**Minor Residential Streets**	**Standard Residential Streets**	**Non-Residential Local Streets [3]**	**Residential Collector Streets [4]**	**Non-Residential Collector Streets [3]**	**Minor Arterial**	**Major Arterial**
Average Daily Traffic (ADT)	<2,000	< 7,000	< 7,000	< 13,000	< 13,000	< 32,500	> 32,500
Speed Limit	25 mph	25 mph	25 mph	25 to 35 mph	25 to 35 mph	35 to 45 mph	45 mph
Street Characteristics							
Number of Travel Lanes	2	2	2	2	2	4	6
Width (face-to-face of curb) [1]	31	32	34 / 40	42 / 33	46 / 50	73	95
Width (back-to-back of walk)	42	57 (43' option)	59 / 53	69/60	73 / 65	104	126
On Street Parking Allowed?	Yes	Yes	Yes	Yes	Yes	No	No
Parking Lane Width [1]	7	7	7 / 8	7 / None	7 / 8	None	None
Bike Lane Width [1]	None	None	None	5 / 6.5	5	6.5	6.5
Travel Lane Width	8.5	9	10 / 12	9 / 10	11 / 12	11 (12 inside)	11 (12 inside)
Left-Turn Lane Width *(at intersections)*	None	None	None	9	10	10	10
Striping Required	No	No	No	Yes	Yes	Yes	Yes
Raised Median (face-to-face of curb)	None	None	None	None	Optional	14	14
Sidewalk Width [2]	5	6 (5' option)	6	7	7	7	7
Detached Sidewalk Required?	No	Optional	Yes / No	Yes	Yes / No	Yes	Yes
Landscape Strip Width	6 (if detach walk)	6	6	6	6	15' incl. sidewalk	15' incl. sidewalk

[3] Commercial/Industrial

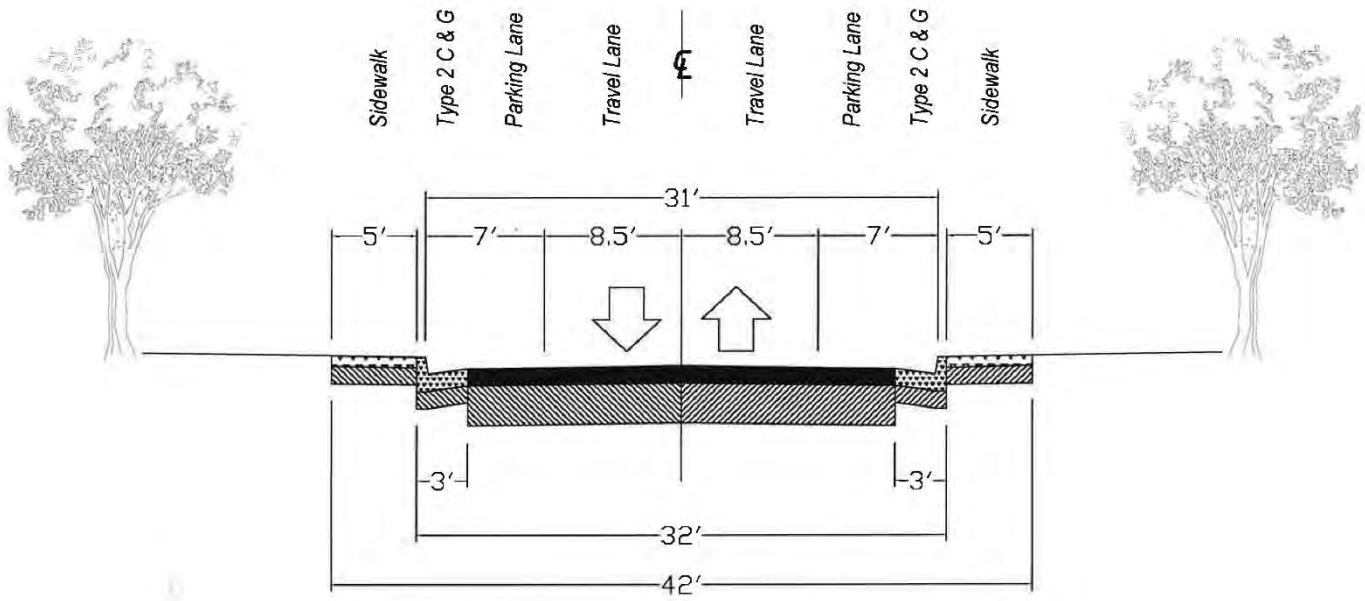
[4] with parking / without parking

[1] Widths include curb gutter pan (dimension to top face of curb)

[2] Sidewalk widths in the vicinity of schools will be wider and shall be designed based on site specific issues

[2] Sidewalk widths in commercial areas with buildings adjacent to the R.O.W. shall be 12 to 20 feet wide and attached to the curb with tree pits and street furniture

Note: Intersections will be flared to allow for additional turn lanes, see standard intersection details



NOTE:
1.) ROLLED CURB IS ALLOWED

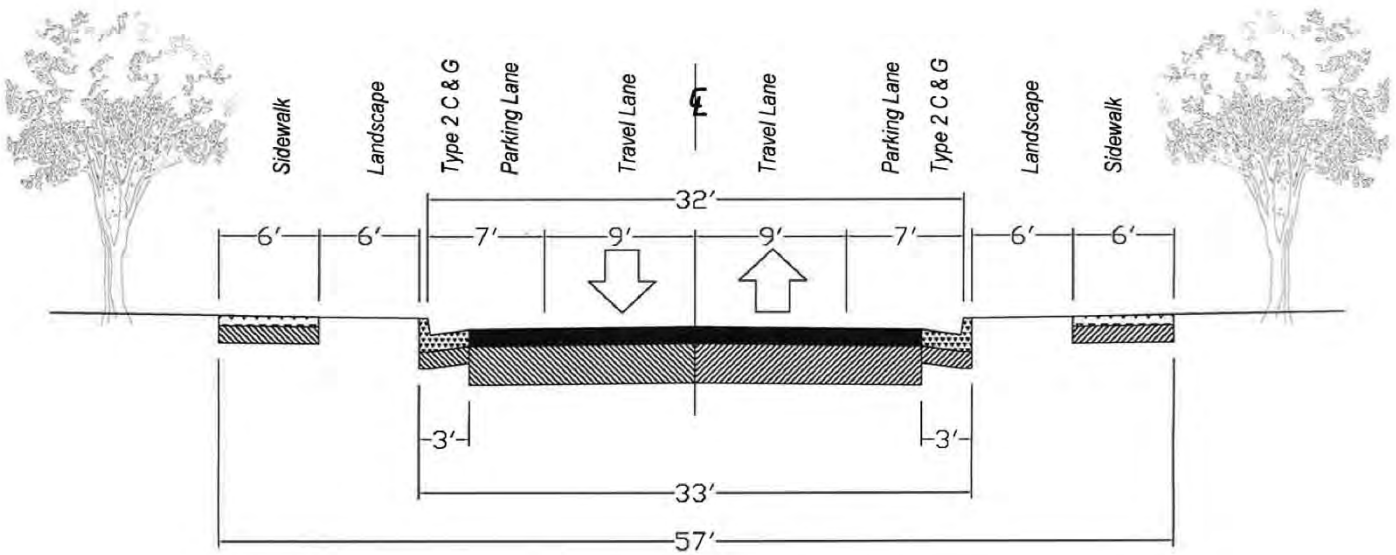
DIRECTOR OF PUBLIC WORKS

CITY OF RANCHO CORDOVA
PUBLIC WORKS

Minor Residential Streets

SCALE: NONE
DATE: JANUARY 2013
DRAWN BY: TRAVIS EVANS

CS - 01



NOTE:
1.) ROLLED CURB IS ALLOWED
2.) 5' WIDE ATTACHED SIDEWALKS ARE ALLOWED

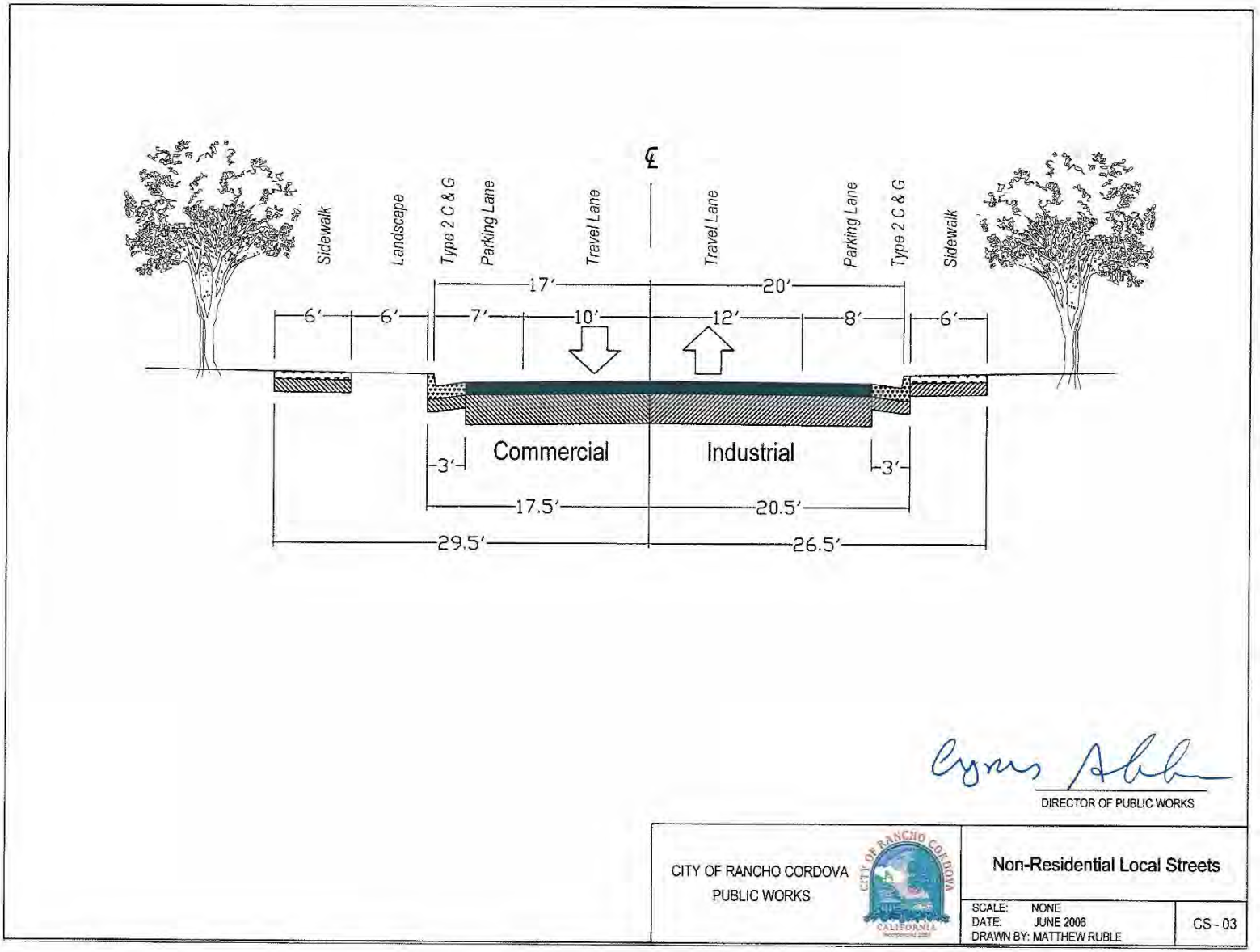
DIRECTOR OF PUBLIC WORKS

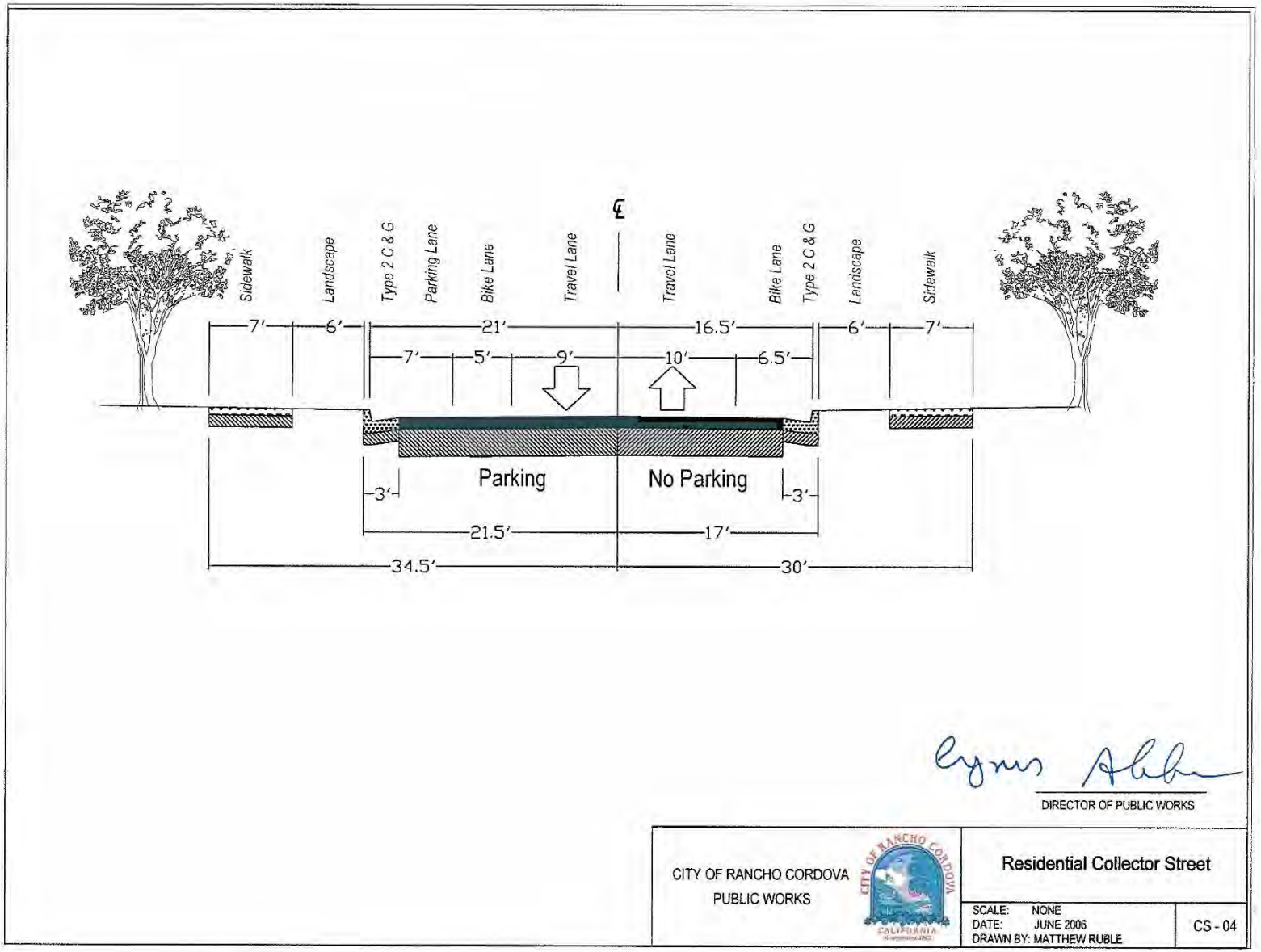
CITY OF RANCHO CORDOVA
PUBLIC WORKS

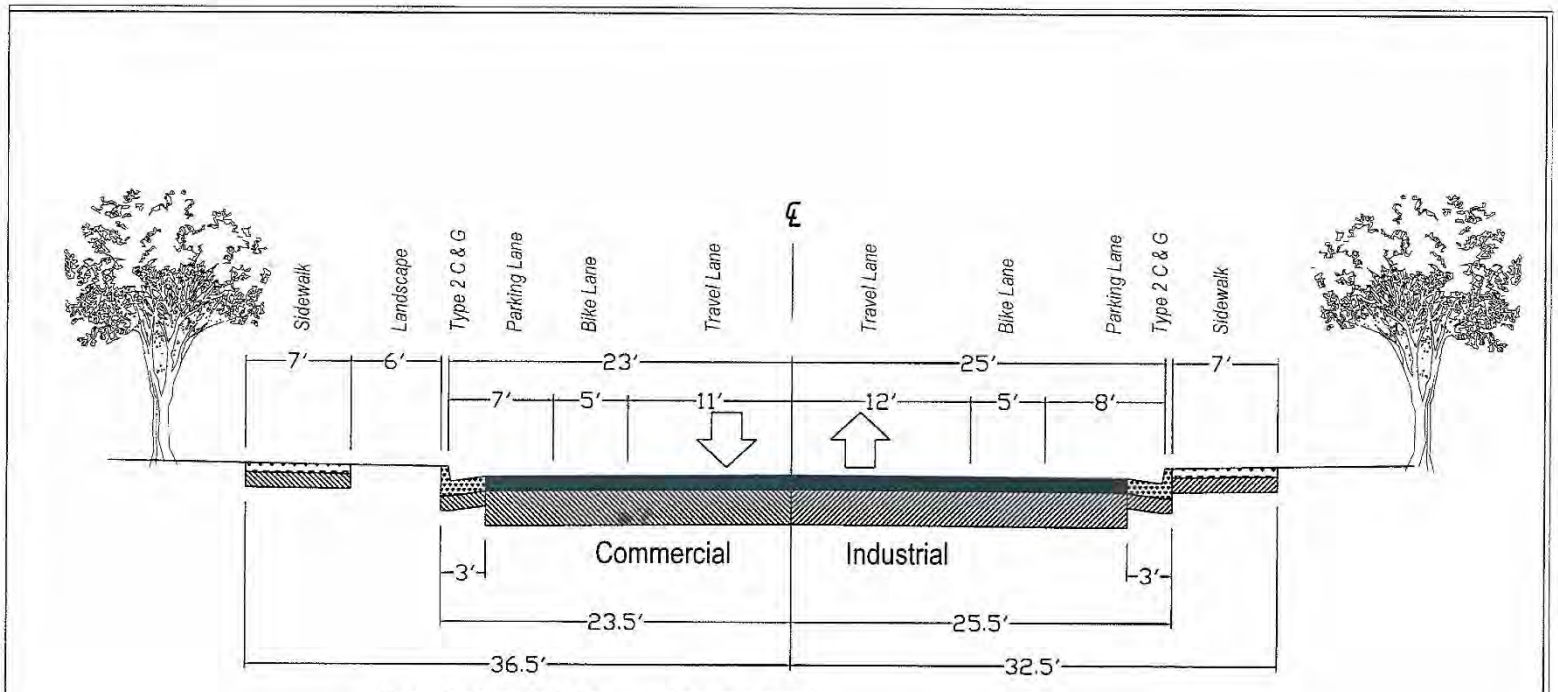
Standard Residential Streets

SCALE: NONE
DATE: JANUARY 2013
DRAWN BY: TRAVIS EVANS

CS - 02


℄
Sidewalk
Landscape
Type 2 C & G
Parking Lane
Travel Lane
Travel Lane
Parking Lane
Type 2 C & G
Sidewalk
17′
20′
6′
6′
7′
10′
12′
8′
6′
Commercial
Industrial
3′
3′
17.5′
20.5′
29.5′
26.5′
DIRECTOR OF PUBLIC WORKS
CITY OF RANCHO CORDOVA
PUBLIC WORKS
Non-Residential Local Streets
SCALE: NONE
DATE: JUNE 2006
DRAWN BY: MATTHEW RUBLE
CS - 03

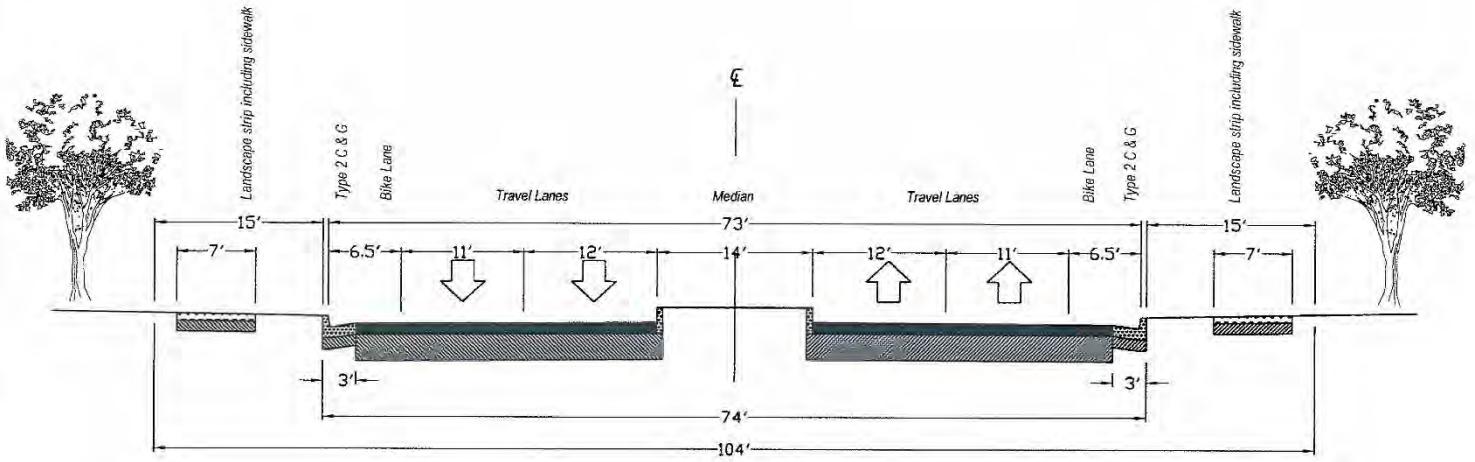

℄
Sidewalk
Landscape
Type 2 C & G
Parking Lane
Bike Lane
Travel Lane
Travel Lane
Bike Lane
Type 2 C & G
Landscape
Sidewalk
7′
6′
21′
16.5′
6′
7′
7′
5′
9′
10′
6.5′
Parking
No Parking
3′
3′
21.5′
17′
34.5′
30′
DIRECTOR OF PUBLIC WORKS
CITY OF RANCHO CORDOVA
PUBLIC WORKS
Residential Collector Street
SCALE: NONE
DATE: JUNE 2006
DRAWN BY: MATTHEW RUBLE
CS - 04



Note: Provision of a 14 ft wide raised median is optional

DIRECTOR OF PUBLIC WORKS

CITY OF RANCHO CORDOVA PUBLIC WORKS	Non-Residential Collector Street	
	SCALE: NONE DATE: JUNE 2006 DRAWN BY: MATTHEW RUBLE	CS - 05



Note: Sidewalk location can vary within 15 ft landscape strip

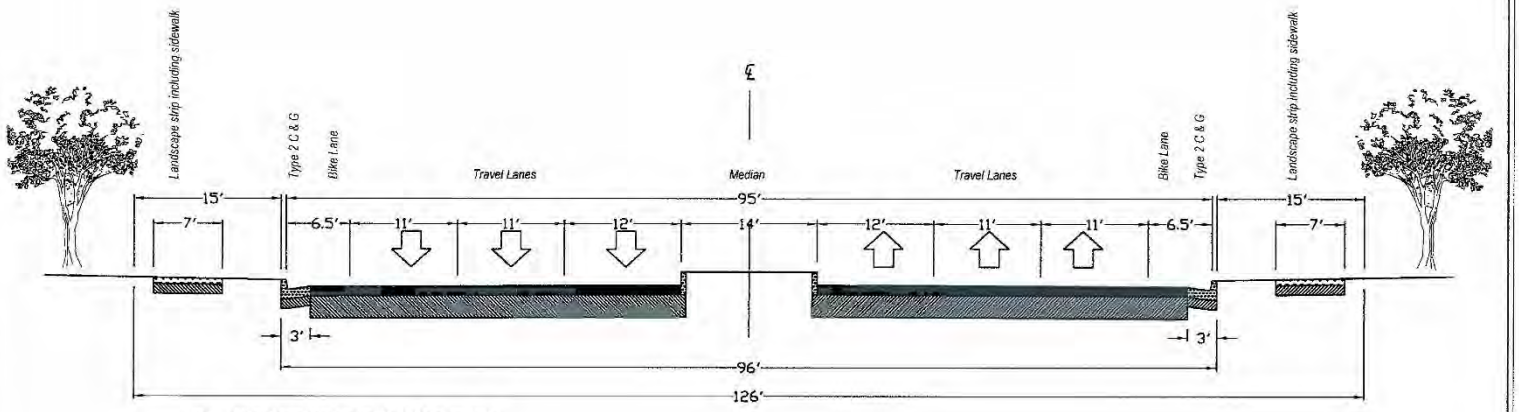
DIRECTOR OF PUBLIC WORKS

CITY OF RANCHO CORDOVA
PUBLIC WORKS

Minor Arterial

SCALE: NONE
DATE: JUNE 2006
DRAWN BY: MATTHEW RUBLE

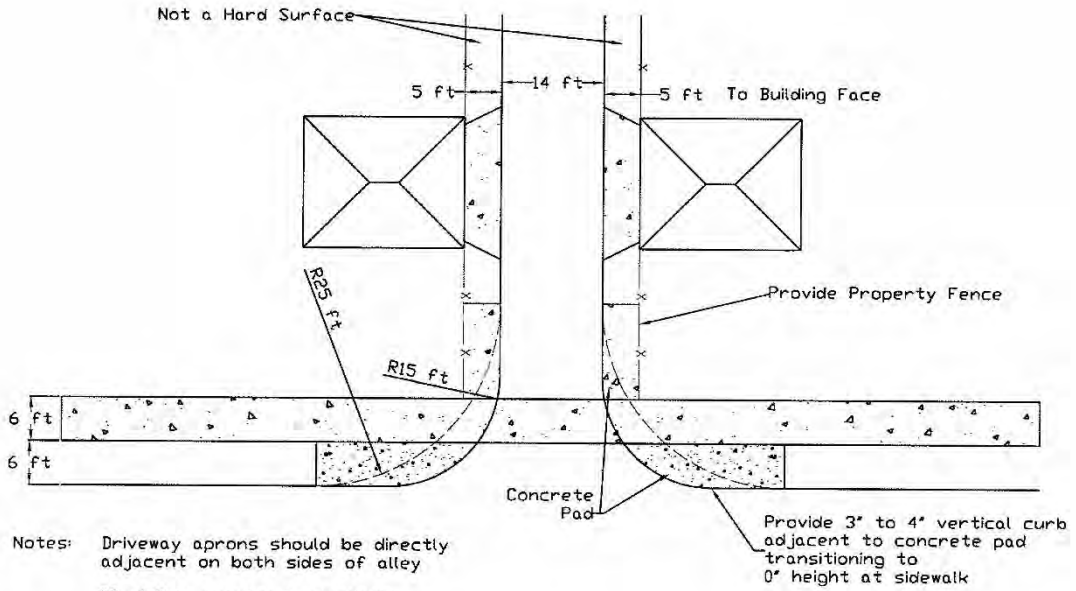
CS - 06



Note: Sidewalk location can vary within 15 ft landscape strip

DIRECTOR OF PUBLIC WORKS

CITY OF RANCHO CORDOVA PUBLIC WORKS	**Major Arterial**	
	SCALE: NONE DATE: JUNE 2006 DRAWN BY: MATTHEW RUBLE	CS - 07



Notes: Driveway aprons should be directly adjacent on both sides of alley

If visitor parking is required, appropriate space will be provided that does not overlap with the alley or 5' building offset area.

Developer should provide a location for garage inside the property fence

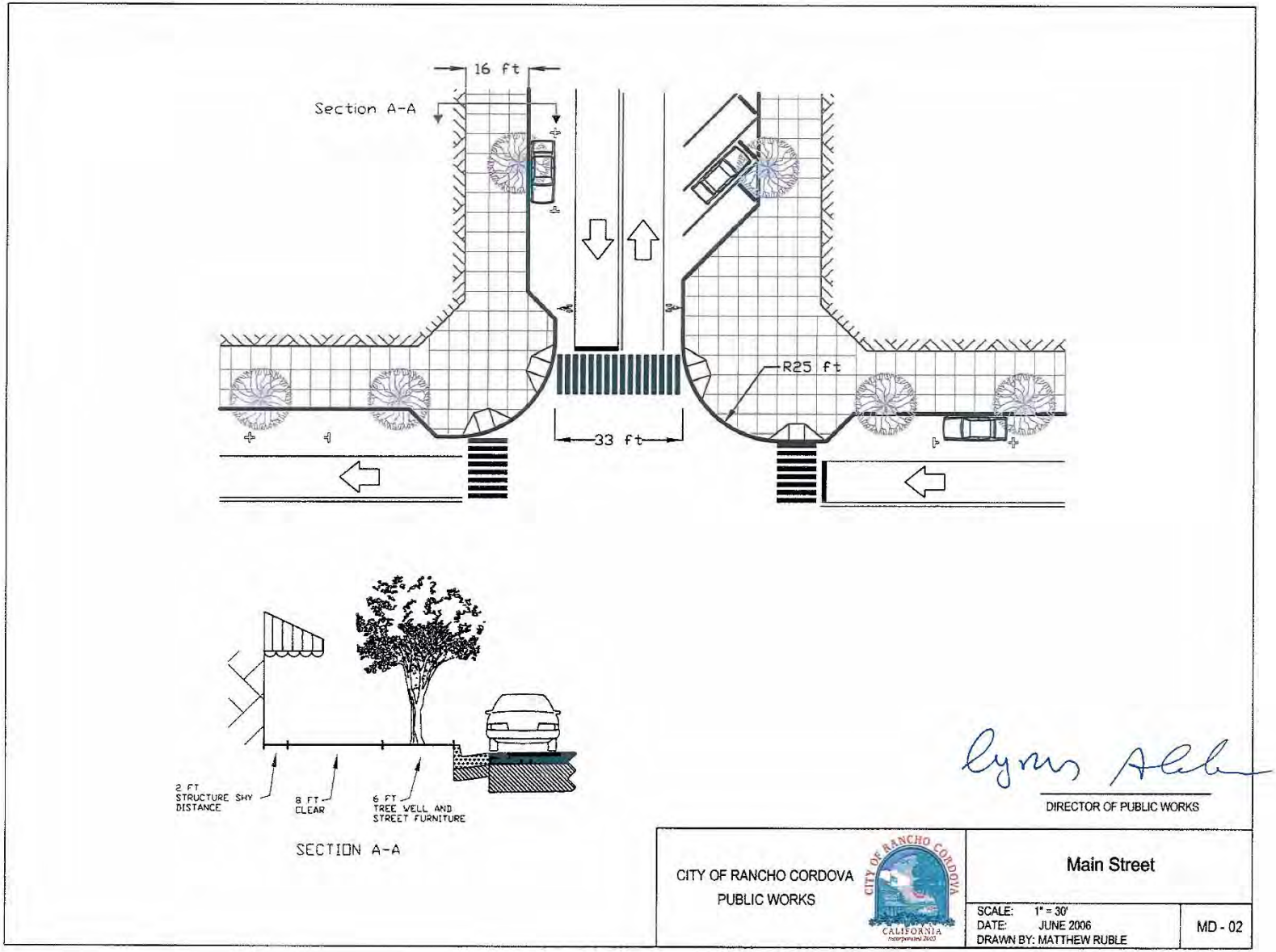
DIRECTOR OF PUBLIC WORKS

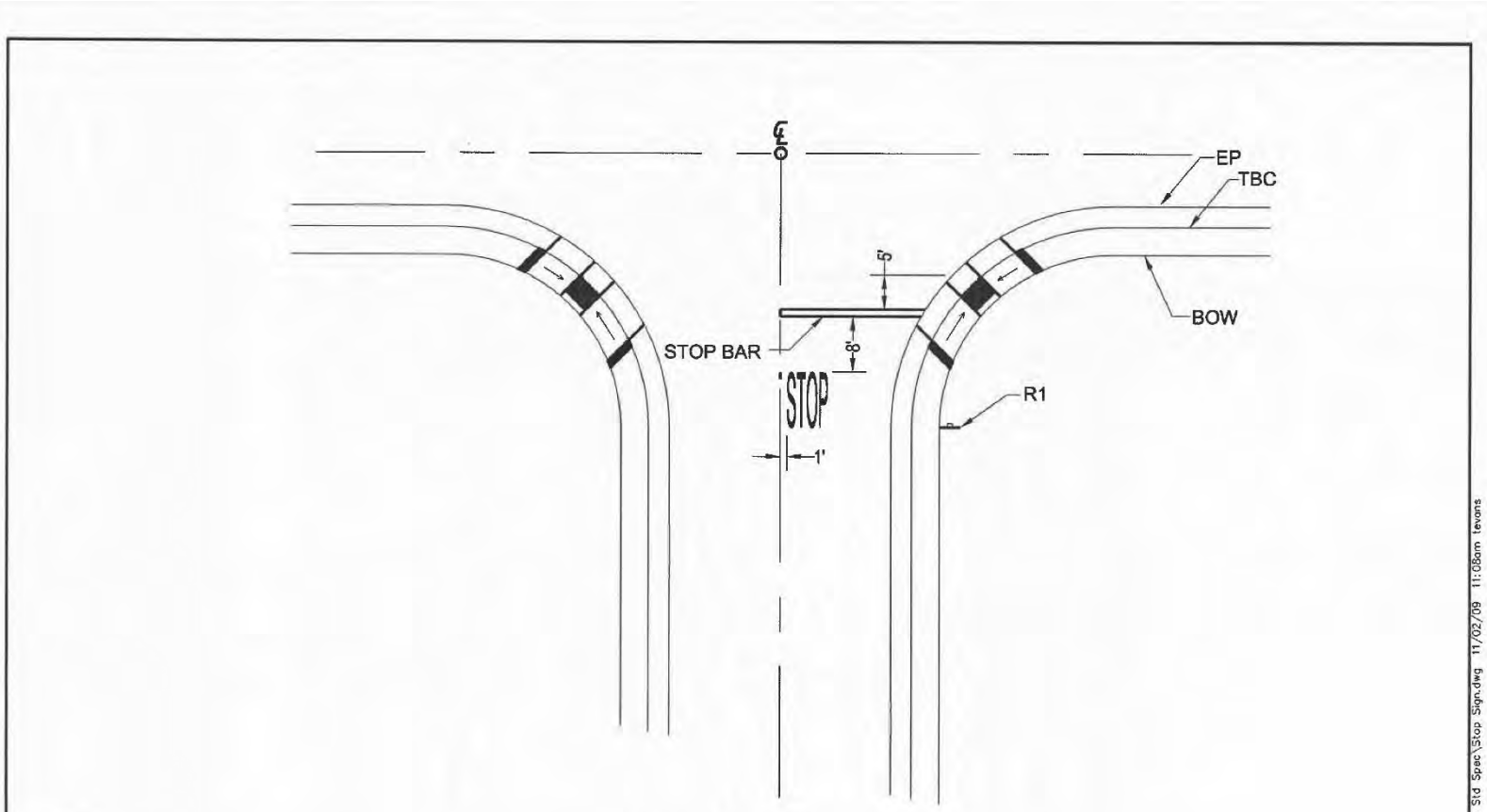
CITY OF RANCHO CORDOVA
PUBLIC WORKS

Alley

SCALE: 1" = 20'
DATE: JULY 2006
DRAWN BY: MATTHEW RUBLE

MD - 01


16 ft
Section A-A
R25 ft
33 ft
2 FT
STRUCTURE SHY
DISTANCE
8 FT
CLEAR
6 FT
TREE WELL AND
STREET FURNITURE
SECTION A-A
DIRECTOR OF PUBLIC WORKS
CITY OF RANCHO CORDOVA
PUBLIC WORKS
CITY OF RANCHO CORDOVA
CALIFORNIA
Main Street
SCALE: 1" = 30'
DATE: JUNE 2006
DRAWN BY: MATTHEW RUBLE
MD - 02



NOTES:

1. THE STOP BAR (12" SOLID WHITE LINE) SHOULD BE PLACED 5' BACK FROM THE CENTER OF RAMP.
2. THE STOP LEGEND SHALL BE 8 FEET FROM THE BACK OF STOP BAR.
3. THE STOP SIGN SHOULD BE LOCATED EVEN WITH THE CURB RETURN
4. STOP SIGNS TO BE PLACED PER CA MUTCD

NON-SIGNALIZED INTERSECTION

DIRECTOR OF PUBLIC WORKS

CITY OF RANCHO CORDOVA PUBLIC WORKS	STANDARD STOP SIGN AND STRIPING DETAIL	
	SCALE: NTS DATE: MAY 2009 DRAWN BY: TE	CS-08

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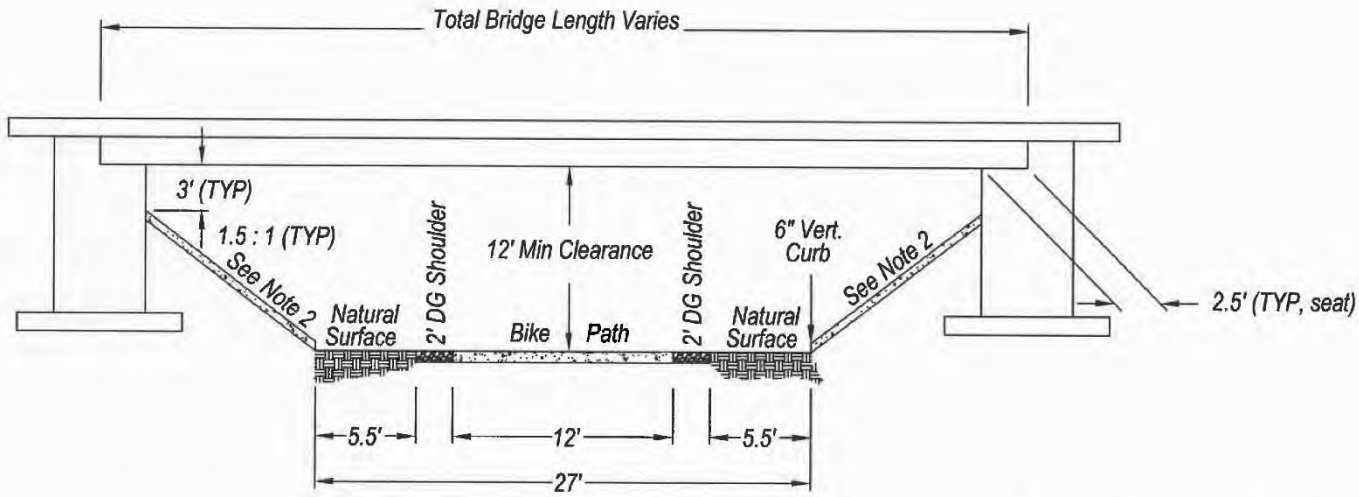

ELEVATION

NOTES:

1. SEE BICYCLE IMPLEMENTATION POLICIES FOR LOCATION AND ADJACENT LAND USE REQUIREMENTS.
2. ARCHITECTURAL FINISHES SHOULD DISCOURAGE SKATEBOARDING

PUBLIC WORKS DIRECTOR

CITY OF RANCHO CORDOVA
PUBLIC WORKS

CITY OF RANCHO CORDOVA CALIFORNIA Incorporated 2003

BIKE TRAIL SECTION
UNDER ARTERIAL BRIDGE

SCALE: NTS
DATE: 11/2008
DRAWN BY: BC

BP - 01

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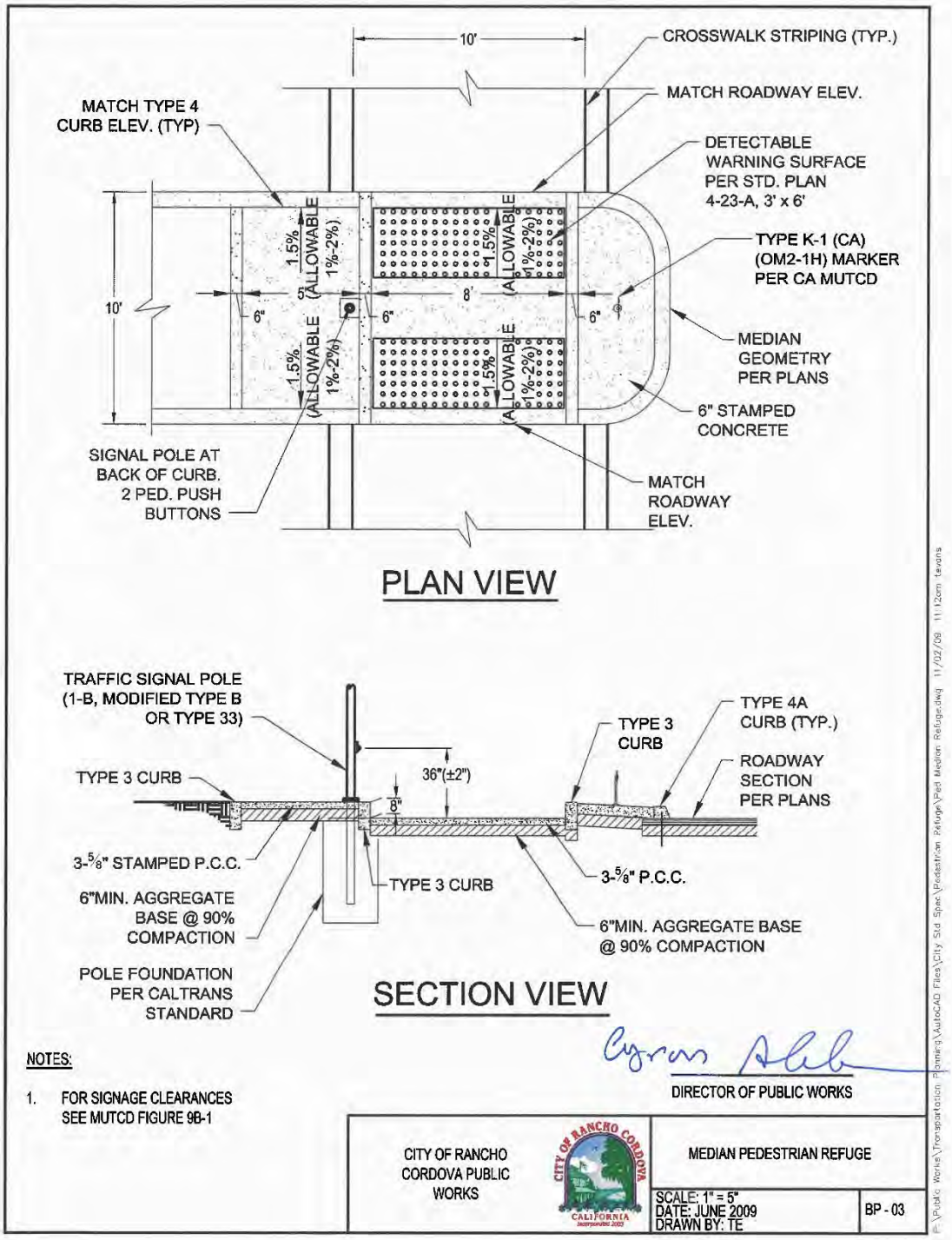
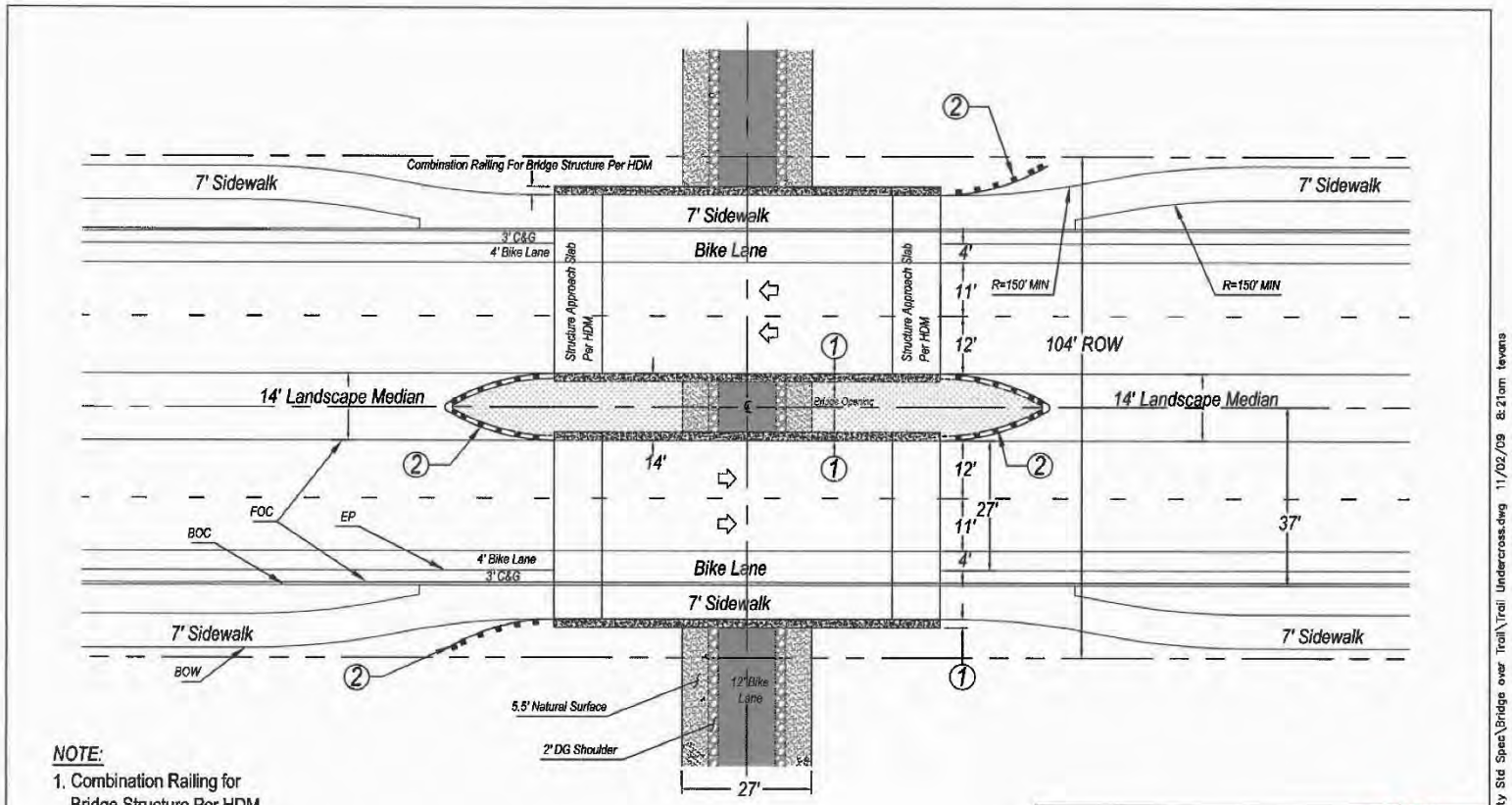

10'
CROSSWALK STRIPING (TYP.)
MATCH ROADWAY ELEV.
MATCH TYPE 4
CURB ELEV. (TYP)
DETECTABLE
WARNING SURFACE
PER STD. PLAN
4-23-A, 3' x 6'
TYPE K-1 (CA)
(OM2-1H) MARKER
PER CA MUTCD
MEDIAN
GEOMETRY
PER PLANS
6" STAMPED
CONCRETE
SIGNAL POLE AT
BACK OF CURB.
2 PED. PUSH
BUTTONS
MATCH
ROADWAY
ELEV.
1.5% (ALLOWABLE 1%-2%)
5'
8'
6"
PLAN VIEW
TRAFFIC SIGNAL POLE
(1-B, MODIFIED TYPE B
OR TYPE 33)
TYPE 3 CURB
TYPE 4A
CURB (TYP.)
ROADWAY
SECTION
PER PLANS
36"(±2")
8"
3-5/8" STAMPED P.C.C.
6"MIN. AGGREGATE
BASE @ 90%
COMPACTION
POLE FOUNDATION
PER CALTRANS
STANDARD
3-5/8" P.C.C.
6"MIN. AGGREGATE BASE
@ 90% COMPACTION
SECTION VIEW
NOTES:
1. FOR SIGNAGE CLEARANCES
SEE MUTCD FIGURE 9B-1
DIRECTOR OF PUBLIC WORKS
CITY OF RANCHO
CORDOVA PUBLIC
WORKS
MEDIAN PEDESTRIAN REFUGE
SCALE: 1" = 5'
DATE: JUNE 2009
DRAWN BY: TE
BP - 03



NOTE:
1. Combination Railing for Bridge Structure Per HDM
2. Metal Beam Guard Railing

PLAN VIEW

DRAFT
STD. UNDER DEVELOPMENT

PUBLIC WORKS DIRECTOR

CITY OF RANCHO CORDOVA
PUBLIC WORKS

4 LANE BRIDGE OVER BIKE TRAIL

SCALE: NTS
DATE: 11/2008
DRAWN BY: BC

BP - 01a

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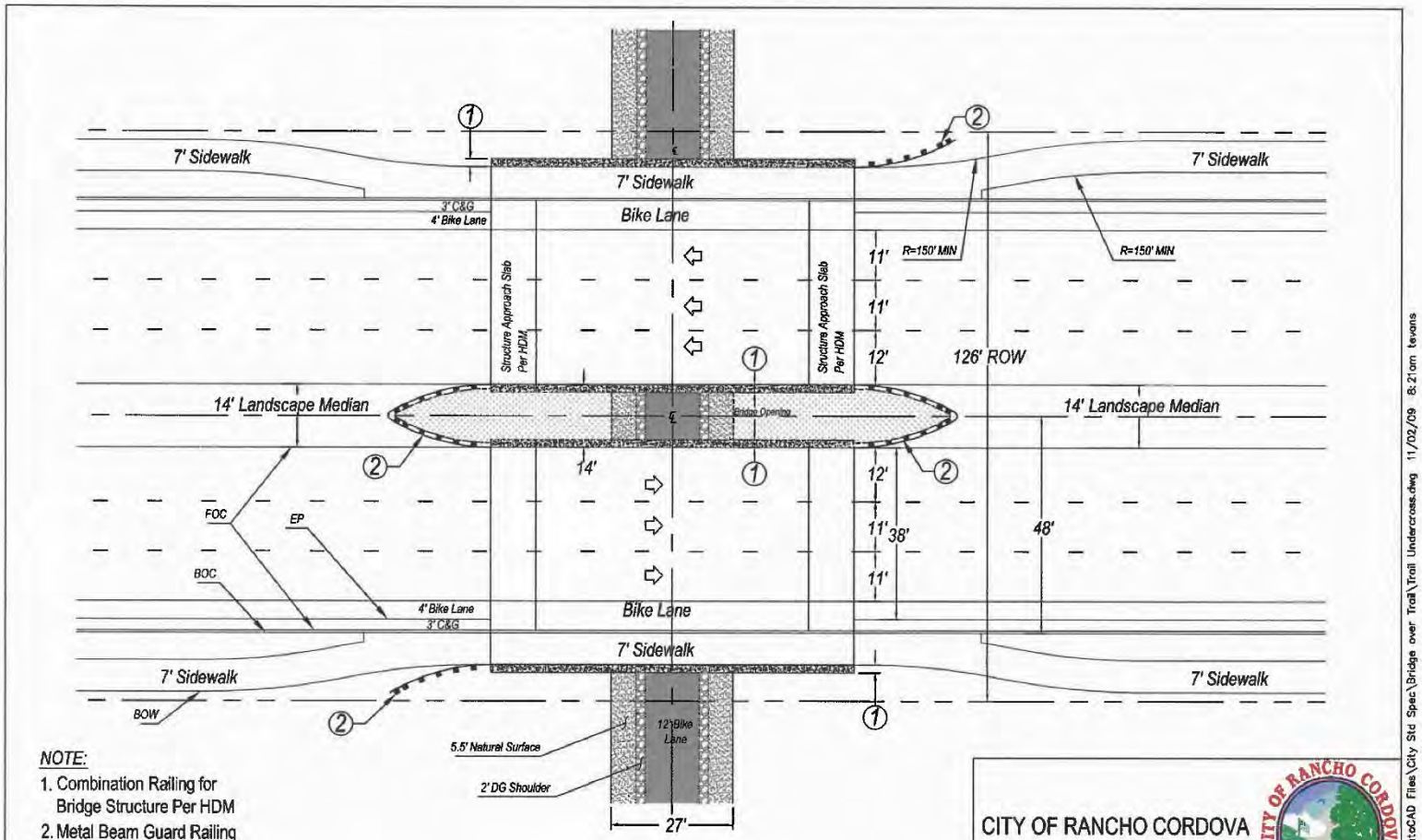
7' Sidewalk
7' Sidewalk
7' Sidewalk
3" C&G
4' Bike Lane
Bike Lane
Structure Approach Slab Per HDM
Structure Approach Slab Per HDM
11'
11'
12'
R=150' MIN
R=150' MIN
126' ROW
14' Landscape Median
14' Landscape Median
Bridge Opening
14'
12'
11'
38'
48'
11'
FOC
EP
BOC
4' Bike Lane
3" C&G
Bike Lane
7' Sidewalk
7' Sidewalk
7' Sidewalk
BOW
12' Bike Lane
5.5' Natural Surface
2' DG Shoulder
27'
NOTE:
1. Combination Railing for Bridge Structure Per HDM
2. Metal Beam Guard Railing
PLAN VIEW
DRAFT
STD. UNDER DEVELOPMENT
PUBLIC WORKS DIRECTOR
CITY OF RANCHO CORDOVA
PUBLIC WORKS
CITY OF RANCHO CORDOVA
CALIFORNIA
Incorporated 2003
6 LANE BRIDGE OVER BIKE TRAIL
SCALE: NTS
DATE: 11/2008
DRAWN BY: BC
BP - 01b
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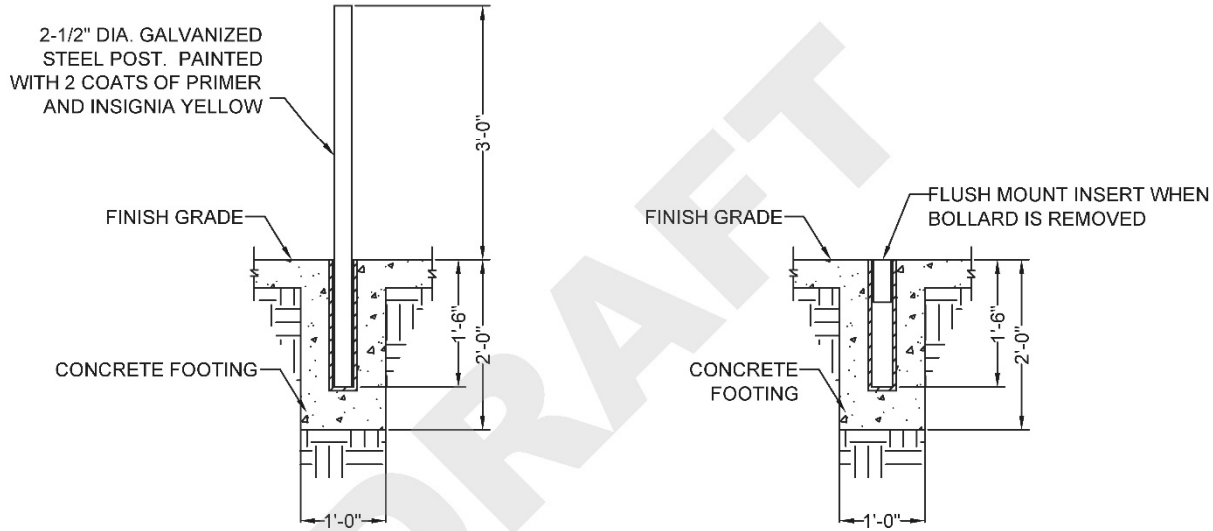

NOTE:
MUST BE LOCKING

DIRECTOR OF PUBLIC WORKS

CITY OF RANCHO CORDOVA PUBLIC WORKS		REMOVABLE FLUSH MOUNT BOLLARD
		SCALE: 1" = 20' DATE: FEBRUARY 2010 DRAWN BY: TE
		BP - XX

PROJECT LIST, COSTS AND FUNDING

APPENDIX
D

Appendix D

PROJECT LIST, COSTS AND FUNDING

This appendix presents a list of recommended infrastructure projects, cost estimates, and a review of funding sources that may be available to implement the projects in this Plan.

PROJECT LIST AND COST ESTIMATES

Table D-1 lists all the recommended infrastructure projects with assigned priority and estimated cost.

Table D-1: Project List and Cost Estimates

Location	Start	End	Type	Priority	Mile	Est. Cost
Aerojet Spur Trail	Folsom South Canal		Crossing	2		TBD
Aerojet Spur Trail	Westborough Trail	Citrus Rd Aeroject Spur Connector Trail	Path	1	0.39	$1,097,820
Ambassador Dr	Ambassador Dr	Hagen Park Connector Trail	Bike Route	2	0.13	$720
Ambassador Dr	Ambassador Dr	Yukon River Way	Bike Boulevard	2	0.01	$720
Americanos Blvd	Rc Pkwy		Crossing	2		$1,738,000
Americanos North Trail	Westborough Trail	Westborough East Trail	Path	2	0.72	$1,890,000
Americanos Spur Trail	Jaeger Ranch Trail	End	Path	2	0.08	$206,000
Americanos Trail	Americanos Blvd		Crossing	2		$1,342,000
Americanos Trail	Chrysanthy Blvd		Crossing	2		$1,738,000
Americanos Trail	Douglas Rd		Crossing	2		$1,716,000
Americanos Trail	Jaeger Ranch Trail	West Trail	Path	1	5.88	$16,752,420
Americanos Trail	Rc Pkwy		Crossing	2		$1,738,000
Americanos Trail	Rio Del Oro Pkwy		Crossing	2		$1,342,000
Americanos Trail	Villagio Dr		Crossing	2		$1,056,000
Americanos Ulcc Connector Trail	Americanos Trail	Upper Laguna Creek Trail	Path	2	0.75	$2,134,620
Anatolia /Preserve Trail (West)	Rancho Cordova Pkwy		Crossing	2		$1,738,000
Anatolia Bike Trail	Sunrise Blvd	Anatolia Bike Trail	Path	1	0.66	$1,751,500
Anatolia Bike Trail Connection To Preserve Trail	Anatolia Bike Trail	Rancho Cordova Pkwy	Path	1	0.07	$182,500
Anatolia Dr	Justinian Dr	Herodian Dr	Bike Lane	2	1.25	$21,300
Anatolia Iv Trail	Rancho Cordova Pkwy	End	Path	2	0.34	$907,000
Anatolia Preserve Trail	Crystal Cove Trail	Anatolia Bike Trail	Path	2	0.55	$1,448,000
Ancil Hoffman Trail	American River		Crossing	2		TBD
Anza Way	El Manto Dr	Bridlewood Dr	Bike Boulevard	2	0.28	$420
Aramon Dr	Milazzo Way	Chassella Way	Bike Boulevard	2	0.30	$1,440
Atwood Dr	Beclan Dr	Cordova Ln	Bike Boulevard	2	0.18	$960
Azienda Dr	Baroque Dr	Oselot Way	Bike Route	2	0.08	$480
Bardolino Trail	Spoto Dr	Bardolino Trail	Path	2	0.08	$216,500
Beclan Dr	Aramon Dr	Atwood Dr	Bike Boulevard	2	0.33	$1,920
Benita Dr	Pinturo Way	Zinfandel Dr	Bike Boulevard	2	0.32	$960

Location	Start	End	Type	Priority	Mile	Est. Cost
Biscay Way	Cordova Ln	Glenfaire Dr	Bike Boulevard	2	0.05	$480
Blodgett Reservoir Trail	Upper Laguna Creek Trail	Kiefer Blvd Trail	Path	2	0.84	$2,226,500
Bridlewood Dr	Coloma Rd	Zinfandel Dr	Bike Boulevard	2	0.52	$1,440
Campana Way	Glenfaire Dr	Pinturo Way	Bike Boulevard	2	0.44	$960
Capital Center Dr	White Rock Rd	International Dr	Protected Bikeway	1	0.57	$1,622,300
Capitales Dr	W La Loma Dr	La Loma Dr	Bike Boulevard	2	0.28	$960
Chardonay Dr	Coloma Rd	Dolecetto Dr	Bike Route	2	0.07	$480
Chase Dr	Hagen Park Bike Path Trail Connection	Octavia Way	Protected Bikeway	1	0.16	$459,600
Chase Dr	Octavia Way	Coloma Rd	Protected Bikeway	1	0.41	$1,164,200
Chassella Way	Aramon Dr	Zinfandel Dr	Bike Route	2	0.34	$480
Chassella Way	Dolecetto Dr	Aramon Dr	Bike Boulevard	2	0.27	$480
Chrysanthy Blvd Trail	Rancho Cordova Pkwy Trail	Montelena Preserve Trail	Path	2	0.42	$1,098,500
Citrus Rd Aeroject Spur Connector Trail	Aerojet Spur Trail	Sunrise Blvd Trail	Path	1	0.64	$1,823,580
Citrus Rd Aeroject Spur Connector Trail	Folsom Blvd		Crossing	2		$1,661,000
Coloma Rd	Coloma Rd	Cordova Ln	Signage	2	0.01	$720
Coloma Rd	Coloma Rd	Georgetown Dr	Signage	2	0.11	$720
Cordova Ln	Biscay Way	Milazzo Way	Bike Boulevard	2	0.10	$480
Corvina Dr	Corvina Dr	Muscat Way	Bike Route	2	0.24	$480
Crawford Way	Gould Way	Glenmoor Dr & Glenmoor Dr	Bike Boulevard	2	0.17	$480
Croetto Way	Malaga Way	Furmint Way	Bike Boulevard	2	0.26	$480
Crystal Cove Trail	Kiefer Blvd	Rancho Cordova Pkwy	Path	2	1.11	$2,937,500
Dave Roberts Park Trail	Mapola Way	Mapola Way	Path	2	0.10	$262,000
Dawes Creek Trail	American River Bike Trail	Dawes Creek Trail @ Pkwy Limits	Path	2	0.69	$1,809,000
Dawes Creek Trail	Dawes Creek Trail @ Pkwy Limits	Aramon Dr	Path	2	1.56	$4,117,000
Dawes St	Los Palos Dr	Folsom Blvd	Bike Route	2	0.40	$480
Dawes St	Rinda Dr	Los Palos Dr	Bike Boulevard	2	0.36	$480
Dolecetto Dr	Chassella Way	Chardonay Dr	Bike Route	2	0.06	$480
Dolecetto Dr	Dawes St	Gilbert Way	Bike Boulevard	2	0.23	$240
Dolecetto Dr	Tormolo Way	Chassella Way	Bike Boulevard	2	0.44	$240
Douglas Rd	Borderlands Dr	Americanos Blvd	Bike Lane	2	0.22	$4,800
Douglas Rd	Fsc		Crossing	2		TBD
Douglas Rd Trail	Rancho Cordova Pkwy Trail (South)	Grant Line Rd	Path	2	2.02	$5,332,000
El Cejo Cir	El Pavo Way	El Chorlito Dr	Bike Boulevard	2	0.16	$480

Location	Start	End	Type	Priority	Mile	Est. Cost
El Chorlito Dr	El Cejo Cir	W La Loma Dr	Bike Boulevard	2	0.26	$960
El Manto Dr	Coloma Rd	End	Bike Boulevard	2	0.35	$480
El Manto Dr	El Manto Dr	Coloma Rd	Bike Boulevard	2	0.26	$480
El Pavo Way	W La Loma Dr	El Cejo Cir	Bike Boulevard	2	0.18	$480
Ellenwood Ave	Routier Rd	Nut Plains Dr	Bike Route	2	0.46	$1,440
Folsom Blvd	Hwy 50		Crossing	2		TBD
Folsom Blvd	Rod Beaudry Dr	Routier Rd	Protected Bikeway	1	0.20	$581,200
Folsom Blvd-Citrus Rd Trail	800' East Of Point East Dr	Citrus Rd Aeroject Spur Connector Trail	Path	2	0.20	$521,000
Folsom South Canal	Sunrise Blvd		Crossing	2		$1,100,000
Folsom South Canal Trail	Anatolia Bike Trail		Crossing	2		TBD
Folsom South Canal Trail	International Dr		Crossing	2		TBD
Folsom South Canal Trail	Jackson Hwy		Crossing	2		TBD
Folsom South Canal Trail	Kiefer Blvd		Crossing	2		TBD
Folsom South Canal Trail	Sunrise Gold Cir		Crossing	2		$539,000
Folsom South Canal Trail	White Rock Rd		Crossing	2		$1,100,000
Furmint Way	Malaga Way	Croetto Way	Bike Boulevard	2	0.16	$960
Gadsten Way	Queenwood Dr	Zinfandel Dr	Bike Boulevard	2	0.30	$480
Gilbert Way	Dolecetto Dr	Malaga Way	Bike Boulevard	2	0.24	$480
Glenfaire Dr	Biscay Way	Campana Way	Bike Boulevard	2	0.05	$480
Glenhaven Way	Cordova Ln	Queenwood Dr	Bike Boulevard	2	0.32	$960
Glenmoor Dr	Crawford Way	Ellenwood Ave	Bike Route	2	0.10	$480
Glenmoor Dr	Rockingham Dr & Smithlee Dr	Crawford Way	Bike Boulevard	2	0.22	$480
Gould Way	Crawford Way	Ellenwood Ave & Ellenwood Ave	Bike Boulevard	2	0.11	$480
Grant Line Rd Trail	Jackson Rd	Rio Del Oro Trail	Path	2	6.30	$16,634,500
Hagen Park Bike Path Trail Connection	Chase Dr	American River Bike Trail	Path	1	0.14	$371,000
Hwy 50	Fs Canal		Crossing	2		TBD
Hwy 50 East	Of Hazel		Crossing	2		TBD
Hyw 50	Sunrise Blvd Trail (Citrus Road)		Crossing	2		TBD
International Dr	850' East Of Kilgore Rd	400' West Of Sunrise Blvd	Signage	2	0.05	$720
Jaeger Ranch Connector Trail	Jaeger Ranch Trail	Americanos Ulcc Connector Trail	Path	2	0.87	$2,303,500
Jaeger Ranch Kiefer Connector Trail	Kiefer Blvd Trail	Jaeger Ranch Connector Trail	Path	2	0.50	$1,313,500

Location	Start	End	Type	Priority	Mile	Est. Cost
Jaeger Ranch Trail	Kiefer Blvd Trail	Americanos Trail	Path	1	1.24	$3,542,400
Jeager Ranch Trail	Americanos Blvd		Crossing	2		$1,342,000
Jeager Ranch Trail	Central Park Dr		Crossing	2		$858,000
Jeager Ranch Trail	Crossing Rd		Crossing	2		$858,000
Jeager Ranch Trail	Kiefer Blvd		Crossing	2		$1,716,000
Jeager Ranch Trail	Rancho Cordova Pkwy		Crossing	2		$1,342,000
Kiefer Blvd Trail	Jaeger Ranch Trail	Grant Line Rd Trail	Path	2	1.41	$3,723,500
Kiefer Blvd Trail	Sunrise Blvd	The Arboretum Trail	Path	2	0.69	$1,829,000
Kiefer Blvd Trail	The Arboretum Trail	Jaeger Ranch Trail	Path	1	0.22	$640,980
Kilgore Rd	Folsom Blvd	Trade Center Dr	Bike Lane	1	0.23	$19,300
Klamath River Dr	Trinity River Dr	Trinity River Dr	Bike Boulevard	2	1.92	$1,920
La Placita Dr	W La Loma Dr	La Loma Dr	Bike Route	2	0.30	$960
La Presa Way	Las Casas Way	Los Palos Dr	Bike Boulevard	2	0.13	$480
Las Casas Way	La Presa Way	W La Loma Dr	Bike Boulevard	2	0.46	$960
Levee Rd	End	El Cejo Cir	Bike Route	2	0.03	$480
Los Amigos Dr	Los Palos Dr	Paseo Dr	Bike Boulevard	2	0.40	$480
Los Palos Dr	La Presa Way	Dawes St & Dawes St	Bike Boulevard	2	0.08	$480
Malaga Way	Capitales Dr & La Loma Dr	Aramon Dr	Bike Boulevard	2	1.42	$1,440
Malvasia Dr	Sarda Way	Chassella Way	Bike Boulevard	2	0.14	$480
Mather Field Rd	Mather Field Rd	El Mercado Dr	Signage	2	0.04	$720
Mather Field Rd	Mills Station Rd	Folsom Blvd	Signage	2	0.16	$720
Mather UP Rail Spur Trail	Old Placerville Rd		Crossing	2		$1,716,000
Mather UP Spur Trail	Folsom Blvd		Crossing	2		$1,661,000
Mather UP Spur Trail	Hwy 50		Crossing	2		$3,500,000
Mercantile Dr	Sunrise Gold Cir	Folsom Blvd	Bike Lane	2	1.09	$89,800
Milazzo Way	Aramon Dr	Cordova Ln	Bike Boulevard	2	0.21	$480
Mills Park Dr	Croetto Way	Folsom Blvd	Bike Boulevard	2	0.12	$240
Mills Park Dr	Folsom Blvd	White Rock Rd	Bike Boulevard	1	0.46	$240
Mills Tower Dr	White Rock Rd	Mills Park Dr	Bike Lane	2	0.68	$56,100
Montelena Preserve Trail	Chrysanthy Blvd Trail	Chrysanthy Blvd Trail	Path	2	1.11	$2,935,500
Morison Creek Trail	Douglas Rd		Crossing	2		$1,738,000
Morrison Creek Trail	Americanos Trail	Rio Del Oro Trail	Path	2	1.59	$4,190,500
Morrison Creek Trail	West Trail	Americanos Trail	Path	2	2.59	$6,829,000
Nimbus Rd	Folsom Blvd	City Limits	Bike Lane	2	0.67	$55,500
North Trail	West Trail	White Rock Rd Trail	Path	2	0.96	$2,547,500
Nut Plains Dr	Rockingham Dr	Ellenwood Ave	Bike Route	2	0.35	$1,200
Olson Dr	Zinfandel Dr		Bike Lane	2	0.67	$55,800

Location	Start	End	Type	Priority	Mile	Est. Cost
Park Loop Spur Trail	Park Loop Trail	End	Path	2	0.08	$200,000
Park Loop Trail	Americanos Trail	Americanos Trail	Path	2	2.79	$7,377,500
Park West Trail	Americanos Trail	International Dr	Path	2	0.56	$1,474,000
Paseo Dr	Malaga Way	Mather Field Rd	Bike Route	2	0.24	$480
Peter A Mccuen Blvd	Mather Blvd	Femoyer St	Bike Lane	2	0.94	$77,600
Pinturo Way	Benita Dr	Campana Way	Bike Boulevard	2	0.11	$480
Preserve Connector Spur Trail	Preserve Connector Trail	End	Path	2	0.34	$888,000
Preserve Connector Trail	Preserve Trail (East)	Jaeger Ranch Trail	Path	2	0.66	$1,741,500
Preserve Trail (Central)	Preserve Trail (West)		Path	2	1.26	$3,316,500
Preserve Trail (East)	Crystal Cove Trail	Americanos Trail	Path	2	1.78	$4,704,500
Preserve Trail (West)	Chrysanthy Blvd		Crossing	2		$1,342,000
Preserve Trail (West)	Rancho Cordova Pkwy Trail (East)	Americanos Trail	Path	1	1.57	$4,153,000
Preserve Trail Central	Chrysanthy Blvd		Crossing	2		$473,000
Preserve Trail East	Chrysanthy Blvd		Crossing	2		$473,000
Promanade	Hwy 50		Crossing	2		$16,500,000
Queen Arbor Dr Trail	Bardolino Trail	Spoto Dr	Path	2	0.42	$1,101,500
Queenwood Dr	Gadsten Way	Glenhaven Way	Bike Boulevard	2	0.14	$480
Rancho Cordova Pkwy Interchange West Trail	Rancho Cordova Pkwy Trail (North)	Westborough Trail	Path	2	0.26	$733,860
Rancho Cordova Pkwy Trail	Douglas Rd		Crossing	2		$1,738,000
Rancho Cordova Pkwy Trail (East)	Preserve Trail (West)	Douglas Rd	Path	2	0.92	$2,417,500
Rancho Cordova Pkwy Trail (North)	White Rock Rd Trail	Westborough Trail	Path	2	1.83	$5,222,880
Rancho Cordova Pkwy Trail (North)	White Rock Road		Crossing	2		$1,716,000
Rancho Cordova Pkwy Trail (South)	Anatolia Bike Trail Connection To Preserve Trail	Rio Del Oro Trail	Path	2	1.91	$5,033,000
Rc Parkway Connector Trail	Westborough Trail	Folsom South Canal Trail	Path	2	0.08	$218,500
Ribier Way	Dolecetto Dr	Malaga Way	Bike Boulevard	2	0.22	$480
Rinda Dr	Westborough Fsc East Trail	Chase Dr	Bike Boulevard	2	0.34	$480
Rio Del Oro Morrison Creek Connector Trail	Rio Del Oro Trail	Morrison Creek Trail	Path	2	0.05	$129,500
Rio Del Oro Trail	Americanos Dr		Crossing	2		$1,342,000

Location	Start	End	Type	Priority	Mile	Est. Cost
Rio Del Oro Trail	Americanos Trail	City Limits	Path	1	1.10	$2,907,500
Rio Del Oro Trail	Centennial Dr		Crossing	2		$1,342,000
Rio Del Oro Trail	City Limits	Grant Line Rd	Path	1	0.69	$1,826,500
Rio Del Oro Trail	East Residential Rd		Crossing	2		$858,000
Rio Del Oro Trail	Grant Line Rd		Crossing	2		$1,716,000
Rio Del Oro Trail	Rancho Cordova Pkwy		Crossing	2		$605,000
Rio Del Oro Trail	Sunrise Blvd		Crossing	2		$1,738,000
Rio Del Oro Trail	West Trail	Americanos Trail	Path	1	1.40	$3,704,500
Rio Del Oro Trail	West Trail	Folsom South Canal Trail	Path	1	0.54	$1,418,500
Rockingham Dr	Glenmoor Dr & Smithlee Dr	Nut Plains Dr	Bike Boulevard	2	0.24	$1,440
Rockingham Dr	Routier Rd	Smithlee Dr	Bike Route	2	0.23	$1,440
Rod Beaudry Dr	End	Folsom Blvd	Protected Bikeway	1	0.63	$1,791,500
Routier Rd	Folsom Blvd	Old Placerville Rd	Protected Bikeway	1	1.42	$4,040,700
Routier Rd	Hwy 50		Crossing	2		TBD
Sarda Way	Malvasia Dr	Malaga Way	Bike Boulevard	2	0.25	$480
Smithlee Dr	Rockingham Dr	Glenmoor Dr & Rockingham Dr	Bike Route	2	0.04	$480
Stirling Park Dr	Rod Beaudry Dr	West End	Bike Lane	2	0.14	$11,500
Stirling Park Dr/Mira Del Rio Connector	Stirling Park Dr	Mira Del Rio Dr	Path	2	0.28	$742,500
Stone Creek / Rdo Recycle Rd Trail	Folsom South Canal Trail	Recycle Rd	Path	1	0.12	$317,000
Stone Creek Central Trail	Zinfandel Dr		Crossing	2		$2,860,000
Stone Creek Trail Se Connection To Fsc	Stone Creek Trail East	Folsom South Canal Trail	Path	2	0.03	$82,000
Stone Creek Trail W	Airpark Dr	N Mather Blvd	Path	1	0.52	$1,369,500
Stone Creek Trail W Connection To International Dr	Stone Creek Bike Trail	International Dr	Path	2	0.01	$39,500
Stonecreek Se Trail	Zinfandel Dr		Crossing	2		$1,716,000
Stonecreek/Rio Recycle Rd Connector	At Fsc		Crossing	2		$990,000
Suncreek West Connector Trail	Sunrise Blvd	Kiefer Blvd Trail	Path	2	0.31	$811,000
Suncreek West Trail	Suncreek West Connector Trail	The Arboretum West Trail	Path	2	0.55	$1,456,000
Sunridge East Trail	West End	City Limits	Path	2	1.00	$2,633,500
Sunridge Ne Trail	Americanos Trail	Grant Line Rd Trail	Path	2	0.77	$2,031,500

Location	Start	End	Type	Priority	Mile	Est. Cost
Sunrise Blvd	Kiefer Blvd	Jackson Rd	Bike Lane	2	1.36	$112,800
Sunrise Blvd Trail	Folsom South Canal	Bus Turnaround At North End Of Citrus Rd	Path	2	0.66	$1,750,000
Sunrisge Ne Trail	Americanos Blvd		Crossing	2		$1,342,000
The Arboretum Trail	Upper Laguna Creek Trail	Kiefer Blvd Trail	Path	1	1.20	$3,434,400
The Arboretum West Trail	Upper Laguna Creek Trail	Kiefer Blvd Trail	Path	2	1.18	$3,102,500
Tormolo Way	Dolecetto Dr	Malaga Way	Bike Boulevard	2	0.18	$480
Trinity River Dr	Coloma Rd	Klamath River Dr	Bike Lane	2	0.04	$3,200
Trinity River Dr	Klamath River Dr	Sunrise Blvd	Bike Lane	2	0.08	$6,700
Truckee River Dr	Klamath River Dr	Bridlewood Dr	Bike Boulevard	2	0.08	$480
Ulcc Jackson Hwy Connector	Upper Laguna Creek Trail	Jackson Rd	Path	2	0.04	$121,500
Ulcc Kiefer Blvd Connection Trail	Crossing Rd		Crossing	2		$1,144,000
Ulcc Kiefer Blvd Connection Trail	Waegell Pkwy		Crossing	2		$1,144,000
Ulcc Kiefer Blvd Connector Trail	The Arboretum Trail	Kiefer Blvd Trail	Path	2	2.09	$5,505,500
Ulcc Kiefer Blvd Connector Trail Spur (North)	Ulcc Kiefer Blvd Connector Trail	Upper Laguna Creek Trail	Path	2	0.05	$121,000
Ulcc Kiefer Blvd Connector Trail Spur (South)	Ulcc Kiefer Blvd Connector Trail	Upper Laguna Creek Trail	Path	2	0.01	$32,500
Ulcc Trail	Arboretum Pkwy		Crossing	2		$1,243,000
UP Rail Spur	Folsom Blvd	Old Placerville Rd	Path	1	1.36	$3,598,000
Upper Laguna Creek Connection	Folsom South Canal		Crossing	2		TBD
Upper Laguna Creek Connection	Sunrise Blvd		Crossing	2		$1,738,000
Upper Laguna Creek Fsc Connection Trail	Sunrise Blvd	Upper Laguna Creek Trail	Path	2	0.14	$371,500
Upper Laguna Creek Trail	Grant Line Rd		Crossing	2		$1,100,000
Upper Laguna Creek Trail	Jackson Hwy		Crossing	2		$1,100,000
Upper Laguna Creek Trail	Jackson Rd	Kiefer Blvd Trail	Path	1	5.24	$14,928,840
Upper Laguna Creek Trail	Kiefer Blvd		Crossing	2		$847,000
Upper Laguna Creek Trail	Rancho Cordova Pkwy		Crossing	2		$1,100,000
Upper Laguna Creek Trail	Sunrise Blvd		Crossing	2		TBD
Viking Dr	Lincoln Village Dr	Explorer Dr	Bike Lane	2	0.39	$32,600
W La Loma Dr	Capitales Dr	El Pavo Way	Bike Boulevard	2	0.41	$1,440
West Trail	Douglas Rd	Aerojet Spur Trail	Path	1	3.50	$9,974,340

Location	Start	End	Type	Priority	Mile	Est. Cost
West Trail	International Dr		Crossing	2		$1,716,000
West Trail	White Rock Rd		Crossing	2		$1,716,000
Westborough East Trail	Easton Valley Pkwy		Crossing	2		$1,716,000
Westborough East Trail	Rancho Cordova Pkwy Trail (North)	Westborough Trail	Path	2	2.13	$5,635,500
Westborough Trail	Americanos Blvd/Mercantile Dr		Crossing	2		$539,000
Westborough Trail	Rc Pkwy		Crossing	2		TBD
Westbourough Trail	Aerojet Spur Trail	City Limits	Path	1	1.56	$4,120,000
White Rock Rd	S White Rock Rd	Capital Center Dr	Protected Bikeway	1	0.22	$615,400
White Rock Rd	Zinfandel Dr	City Limits	Bike Lane	2	4.51	$373,200
White Rock Rd Trail	West Trail	Park Loop Trail	Path	2	1.34	$3,535,000
Whiterock Park Overcrossing	Hwy 50		Crossing	2		TBD
Woodberry Way	Croetto Way	Mills Park Dr	Bike Route	2	0.15	$720
Yukon River Way	Ambassador Dr	Klamath River Dr	Bike Boulevard	2	0.10	$240
Zinfandel Dr	Folsom Blvd	Alicante Way	Bike Lane	2	0.06	$4,800
Zinfandel Dr	Gold Center Dr	White Rock Rd	Bike Lane	2	0.12	$9,600
Zinfandel Dr	Length Of Turn Lane	Folsom Blvd	Study	2	0.04	$15,000

FUNDING OPPORTUNITIES

Federal Funding Programs

The Fixing America's Surface Transportation Act (FAST Act)

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects, meaning States and local governments can move forward with critical transportation projects with the confidence that they will have a Federal partner over the long term (at least five years).

The law makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects and providing new safety tools. It also allows local entities that are direct recipients of Federal dollars to use a design publication that is different than one used by their State DOT, such as the Urban Bikeway Design Guide by the National Association of City Transportation Officials.

More information: https://www.transportation.gov/fastact

Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Block Grant Program (STBGP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. A wide variety of bicycle and pedestrian improvements are eligible, including trails, sidewalks, bike lanes, crosswalks, pedestrian signals, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, STBGP-funded pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System.

Fifty percent of each state's STBGP funds are suballocated geographically by population. These funds are funneled through Caltrans to the MPOs in the state. The remaining 50 percent may be spent in any area of the state.

STBGP Set-Aside: Transportation Alternatives Program

Transportation Alternatives Program (TAP) has been folded into the Surface Transportation Block Grant program (STBG) as a set-aside funded at $835 million for 2016 and 2017, and $850 million for 2018, 2019, and 2020. Up to 50 percent of the set-aside is able to be transferred for broader STBGP eligibility.

Improvements eligible for this set-aside fall under three categories: Transportation Enhancements (TE), Safe Routes to School (SR2S), and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian and streetscape projects including sidewalks, multi-use paths, and rail-trails. TAP funds may also be used for selected education and encouragement programming such as Safe Routes to School.

Non-profit organizations (NGOs) are now eligible to apply for funding for transportation safety projects and programs, including Safe Routes to School programs and bike share.

Complete eligibilities for TAP are listed below.

Transportation Alternatives

This category includes the construction, planning, and design of a range of pedestrian infrastructure including "on–road and off–road trail facilities for pedestrians, bicyclists, and other active forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety–related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990." Infrastructure projects and systems that provide "Safe Routes for Non-Drivers" is still an eligible activity.

Recreational Trails

TAP funds may be used to develop and maintain recreational trails and trail-related facilities for both active and motorized recreational trail uses. Examples of trail uses include hiking, in-line skating, equestrian use, and other active and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails, including unpaved trails
- Acquisition or easements of property for trails
- State administrative costs related to this program (limited to seven percent of a state's funds)
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state's funds)

Safe Routes to School

There are two separate Safe Routes to School Programs administered by Caltrans. There is the Federal program referred to as SRTS, and the state-legislated program referred to as SR2S. Both programs are intended to achieve the same basic goal of increasing the number of children walking and bicycling to school by making it safer for them to do so. All projects must be within two miles of primary or middle schools (K-8).

The Safe Routes to School Program funds non-motorized facilities in conjunction with improving access to schools through the Caltrans Safe Routes to School Coordinator.

Eligible projects may include:

- Engineering improvements. These physical improvements are designed to reduce potential bicycle and pedestrian conflicts with motor vehicles. Physical improvements may also reduce motor vehicle traffic volumes around schools, establish safer and more accessible crossings, or construct walkways or trails. Eligible improvements include sidewalk improvements, traffic calming/speed reduction, and pedestrian crossing improvements.
- Education and Encouragement Efforts. These programs are designed to teach children safe walking skills while educating them about the health benefits and environmental impacts. Projects and programs may include creation, distribution and implementation of educational materials; safety based field trips; interactive pedestrian safety video games; and promotional events and activities (e.g., assemblies, walking school buses).
- Enforcement Efforts. These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists, pedestrians and motor vehicles alike. Projects may include development of a crossing guard program, enforcement equipment, photo enforcement, and pedestrian sting operations.

Planning, designing, or constructing roadways within the right-of-way of former Interstate routes or divided highways. At the time of writing, detailed guidance from the Federal Highway Administration on this new eligible activity was not available.

405 National Priority Safety Program

Approximately $14 million annually (5 percent of the $280 million allocated to the program overall) will be awarded to States to decrease bike and pedestrian crashes with motor vehicles. States where bike and pedestrian fatalities exceed 15 percent of their overall traffic fatalities will be eligible for grants that can be used for:

- Training law enforcement officials on bike/pedestrian related traffic laws
- Enforcement campaigns related to bike/pedestrian safety
- Education and awareness programs related to relevant bike/pedestrian traffic laws

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) provides $2.4 billion nationally for projects that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Non-infrastructure projects are no longer eligible. Eligible projects are no longer required to collect data on all public roads. Pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan.
The 2015 California SHSP is located here:
http://www.dot.ca.gov/hq/traffops/shsp/docs/SHSP15_Update.pdf

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter which reduce transportation related emissions. These federal dollars can be used to build pedestrian and bicycle facilities that reduce travel by automobile. Purely recreational facilities generally are not eligible.
To be funded under this program, projects and programs must come from a transportation plan (or State (STIP) or Regional (RTIP) Transportation Improvement Program) that conforms to the SIP and must be consistent with the conformity provisions of Section 176 of the Clean Air Act. States are now given flexibility on whether to undertake CMAQ or STBGP-eligible projects with CMAQ funds to help prevent areas within the state from going into nonattainment.
In the Rancho Cordova region, CMAQ funding is administered through the Sacramento Area Council of Governments (SACOG) on the local level. These funds are eligible for transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air-quality maintenance areas. Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, projects that encourage pedestrian transportation options, traffic light synchronization projects that improve air quality, grade separation projects, and construction of high-occupancy vehicle (HOV) lanes. Projects that are proven to reduce direct PM2.5 emissions are to be given priority.

State Funding Programs

Active Transportation Program (ATP)

The Active Transportation Program (ATP) was created in 2013, and consolidates the Federal Transportation Alternatives program, California's Bicycle Transportation Account, and state and federal Safe Routes to School programs. ATP funding is allocated through a competitive grant process administered by Caltrans Division of Local Assistance, Office of Active Transportation and Special Programs. Both infrastructure and non-infrastructure bicycle projects are eligible under ATP, and the program includes a significant portion of funding earmarked for Safe Routes to School projects. The next call for projects is expected to be issued in spring of 2017.

More information: http://www.dot.ca.gov/hq/LocalPrograms/atp/

Office of Traffic Safety (OTS) Grants

Office of Traffic Safety Grants are supported by Federal funding under the National Highway Safety Act and SAFETEA-LU. In California, the grants are administered by the Office of Traffic Safety.

Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Eligible grantees are governmental agencies, state colleges, state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, crash statistics and rankings, seriousness of problems, and performance on previous OTS grants.

The California application deadline is January of each year. There is no maximum cap to the amount requested, but all items in the proposal must be justified to meet the objectives of the proposal.

More information: http://www.ots.ca.gov/

Local Funding Programs

Regional Active Transportation Program

The Regional Active Transportation Program (ATP) targets projects that increase walking, improve safety, and benefit disadvantaged communities. For Marysville, regional ATP funding will be allocated through the Sacramento Area Council of Governments (SACOG). The ATP was created to fund bicycle and pedestrian infrastructure and non-infrastructure projects. The ATP combines many federal and state funding streams previously used for pedestrian, safety, and other related purposes into one funding stream with broad eligibilities. More information: http://www.sacog.org/regionalfunding/activetransportation.cfm

Bicycle & Pedestrian Funding Program

The regional Bicycle & Pedestrian Funding Program (BPFP) is closely aligned with the regional ATP funding, and both are administered by SACOG. The regional BPFP concentrates on project performance to implement the Metropolitan Transportation Plan and Sustainable Communities Strategy. Only applicants in Sacramento, Sutter, Yolo, and Yuba Counties are eligible to apply for BPFP funds.

Eligible projects generally include those that support the construction of infrastructure with walking, bicycling, or transit use as primary transportation considerations. Projects that provide facilities for walking and bicycling between the communities of the Sacramento region are also eligible.

More information: http://www.sacog.org/regionalfunding/fundingprograms_bikeped-overview.cfm

Measure H – Community Enhancement Fund

The Community Enhancement Fund is funded by Measure H, a ½ cent local sales tax measure that was approved by Rancho Cordova citizens on November 4, 2014. It provides locally-controlled funds for local priorities. Eligible projects related to bicycling could include programs such as bike valet for large events, group rides and even infrastructure projects.

Developer Impact Fees and Fee Credits

In some instances it may be mutually beneficial for the City and a particular private developer to agree upon a combination of development impact fees, fee credits, land dedication, and/or capital improvements in order to most effectively move a project forward. Allowing fee credits in lieu of fees will be at the discretion of the City. Traffic generation impact fees are typically tied to trip generation rates and traffic impacts from proposed development, and may be used to install Class II facilities.

Private Grant Funding

There are thousands of private foundations with grant programs providing park and recreation funding. The National Recreation and Park Association (www.nrpa.org) and the Foundation Center (www.foundationcenter.org) maintain websites with information on grant opportunities.

Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972 and today it is the largest U.S. foundation devoted to improving the health and health care of all Americans. Grant making is concentrated in four areas:

- To assure that all Americans have access to basic health care at a reasonable cost
- To improve care and support for people with chronic health conditions
- To promote healthy communities and lifestyles
- To reduce the personal, social and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs

More information: http://www.rwjf.org/applications/

Local Partnership Opportunities

As public funding non-essential programs and services becomes increasingly scarce, jurisdictions nationwide find themselves leveraging their resources in increasingly creative ways. One of the best ways for municipal governments to leverage existing resources is by partnering with organizations that share common goals, such as promoting bicycling, improving public health, promoting sports, and conserving natural resources. Partnerships can provide donations of land, materials, money, or volunteer time.

The City of Rancho Cordova currently partners local and regional organizations, such as the County of Sacramento, Cordova Recreation and Parks District and the American River Parkway Foundation to provide bicycle-oriented recreational opportunities. With the significant cost to implement the bicycle transportation network and related programs, the City will need to maintain these partnerships as well as identify others.

It is recommended that the City begin to formalize the most successful of its existing partnerships through the adoption of Memorandums of Understanding (MOU). Adoption of an MOU helps to memorialize the informal partnership agreement and clearly delineate responsibility for maintenance and operations of shared facilities.

The City should also continue to support community advocacy and stewardship groups who are working to increase ridership and enhance bicycling in Rancho Cordova.

Jurisdictions throughout California and the nation have long benefited from partnerships with private, nonprofit organizations who are motivated to assist with maintenance, renovations, and new improvements in their communities. Partnerships with nonprofit organizations should be formalized with an MOU, even if no funds are changing hands. Formalizing the partnership though a written agreement helps to manage expectations and ensure accountability for both parties.

Numerous opportunities exist for Rancho Cordova city staff to join forces with other public agencies and private advocacy and stewardship organizations to provide a greater level of service for bicycle project and program implementation. A list of potential partners includes the following organizations:

- Bicycle Advocates of Rancho Cordova (BARC)
- Local Schools—Folsom Cordova Unified School District, Elk Grove Unified School District, and local private schools
- Rancho Cordova Police Department
- Caltrans Local Assistance
- 50 Corridor TMA
- Walk Sacramento
- Rancho Alliance of Neighborhoods
- Cordova Recreation and Parks District
- Sacramento Area Council of Governments (SACOG)
- Sacramento County Regional Parks

COMMUNITY INPUT

APPENDIX
E

Appendix E

COMMUNITY INPUT

This Appendix includes comments received from residents, community groups, and stakeholder agencies on the Public Draft of the Rancho Cordova Bicycle Master Plan. Comments were received at a public workshop, a meeting of the Bicycle Advocates of Rancho Cordova (BARC), on the Nextdoor neighborhood social media platform, or via email from residents or official groups.

Source	Topic or Location	Comment or Noted Priority
BARC Meeting	White Rock Road at Folsom South Canal	Improve the Folsom South Canal and White Rock Road connection
BARC Meeting		Make connections on both ends of Ambassador
BARC Meeting	White Rock Road and Data Drive	Improve bike detection at Data and White Rock Road
BARC Meeting	Trade Center Drive and Sunrise	Improve connectivity along Trade Center Dr and bike detection @ WB Trade Center and Sunrise
BARC Meeting	Capital Village	Capital Village driveway from WB to SB needs detection
BARC Meeting	Klamath River Dr	Do not want a bike boulevard along Klamath River - too narrow, too many side streets.
BARC Meeting	Klamath River Dr	Bike boulevard along Klamath River is an important bypass to the American River Parkway.
BARC Meeting		Desire for wayfinding signage
BARC Meeting		Improve bike parking
BARC Meeting		Construct a connection from the Stone Creek Trail to Mather Blvd
BARC Meeting		Douglas Rd widening
BARC Meeting		City has the best 4th of July
BARC Meeting		City has been very approachable in the past
BARC Meeting	Ambassador Dr	There is a bad connection at the east end of Ambassador Drive.
BARC Meeting	Ambassador Dr	The connection at the west end of Ambassador Drive does not function well for bikes, has poor jogs and bad sight lines.
BARC Meeting	El Cejo Circle at American River Parkway	The connection to the American River Parkway at El Cejo Circle (Levee Road) near Rod Beaudry is poor and needs improvement. Part of the connection is a gravel road.

Source	Topic or Location	Comment or Noted Priority
BARC Meeting	Folsom South Canal Trail	Is there a way to provide maintenance (weed control) along the Folsom South Canal Trail? There are mega goatheads (flat tires) and the problem gets even worse south of Jackson Highway. There was some unofficial conversation about just having the City go out and take care of it. Residents also volunteered to help out if equipment could be provided.
BARC Meeting	Coloma Rd from Trinity River Dr to Sunrise Blvd	The bike striping on Coloma Road between Trinity River Drive and Sunrise Boulevard is in bad shape. Please restripe.
BARC Meeting	Data Dr and White Rock Rd	Need bike detection at Data Drive and White Rock Road.
BARC Meeting	Trade Center Dr	Need better connectivity along Trade Center Drive. Missing about 200 feet of bike lane on west leg at Sunrise Boulevard. Also, there is no detection going WB at that intersection
BARC Meeting	Capital Village	There is no detection in the left turn pocket exiting Capital Village in front of Chilies going south on Zinfandel Drive.
BARC Meeting	Klamath River Dr	Klamath River Drive is not a good place for a bicycle boulevard.
Email	Costs	How is bicycle signage only $3,700?
Email	Costs	How were cost estimates made?
Email	Design	I am excited to see all the new class 1 paths proposed in our area! The one we have now is great, it would just be nice to have more and to be able to connect to the rest of the system. The one improvement I would suggest is to make sure that drinking fountains are included throughout. I have used our path in Anatolia for running and would love if there were a drinking fountain at one of the ends of the path.
Email	Enforcement: American River Bike Trail	I support expanding and improving our infrastructure for cyclists. I think it's good for our residents and good for our environment. However, I hope the city will step up and increase enforcing laws among cyclists. The American River Parkway has been completely taken over by speeding cyclists. Many people no longer feel safe using the mixed use paths due to the speeding. That includes families and the elderly that no longer feel safe walking, and recreational bike riders like myself no longer feeling safe. The topic has come up multiple times in community boards. Existing speed limits on these trails needs to be enforced, and speeds limits through crowded areas should perhaps be reduced. In addition, many people now avoid the mixed use trails and try to stay on the turf walking trails for a safe way to still enjoy the American River Parkway, but now illegal offroad bike riders are taking over these paths as well. They are riding fast up and down hills with blind turns and have struck multiple people and dogs. This is unsafe and is now making it unsafe for people to walk on the turf trails. Everyone should have a right to use the American River Parkway, but a few bad apple cyclists are ruining it for everyone. Please see that laws are being enforced.
Email	Enforcement	I would like to see these bike routes to be pedestrian friendly as well. I've walked on a few trails only to be pushed and threatened off them by overeager cyclists!
Email	Network	Let's cut the bull and stop the crazy ideas about bicycle lanes in Rancho streets. You are cutting traffic lanes to minimum state width causing cars and trucks to "play chicken". I bicycle every day in Rancho and see no reason to clutter up the roads with bicycle lanes.

Source	Topic or Location	Comment or Noted Priority
Email	Network: White Rock at Folsom South Canal	I would suggest at minimum a crosswalk be installed where the Folsom south canal bikeway crosses White Rock Rd. Better would be a pedestrian crossing light similar to the one where the bike path crosses Sunrise. It can be very dangerous crossing White Rock during high traffic times. Thanks for helping to improve cycling in Rancho Cordova.
Email	Network	Why has the City not adopted Bicycle Parking plan?
Email	Network	Why no more than 3.6 miles of Class IV lanes in Master plan?
Email	Prioritization	Priority projects: - Rail spur from FSC to Folsom Blvd crossing Mercantile Drive - Work with other agencies to get connectivity - Access and connectivity is very important - Add more Class IV routes: Capital Center Drive, Bearhollow Drive, Prospect Park Drive - Rio Del Oro Trail "Spurs"? I do not understand why all under 1.5 miles?
Email	Signage	Wayfinding signage for bicyclists and not necessarily for vehicles
Email - BARC	Crossing: Sunrise Blvd between White Rock Rd and Jackson Hwy	BARC would like to see the master plan add several bicycle/pedestrian over/under crossings, across Sunrise Boulevard between White Rock Rd and Jackson Highway. (Due to the 6 lanes of travel, volume of traffic and the speed of the traffic, there is a constant danger for bicyclists and pedestrians trying to cross that stretch of road to be injured or killed.)
Email - BARC	Crossing	BARC also sees a strong need to improve the bridge crossings (Zinfandel Road, Sunrise Blvd) at Hwy 50. A bicycle/pedestrian crossing like the one added to the Watt Ave Bridge would be a good example of this.
Email - BARC	Network	BARC would like to see a safer bicycle circulation plan for shopping centers, businesses, or other venues as they are built or remodeled. (Example: Bicyclist would enter a parking lot from low volume street or come up behind the shopping center into the parking lot with clear signage and abundant bicycle parking in front of the businesses. (ROCK STAR PARKING) There would be separated bike lane or sharrows in the parking lot.)
Email - SABA	Appendix C: Standard Drawings	Many of these drawings are outdated and should be updated with information from the NACTO guide. For example, sheet C-17 shows 4 ft bike lanes along a 6 lane major arterial, a terrifying situation for most potential riders.
Email - SABA	Chapter 4 - Goals	In general, the Goals need to have performance measures and targets so the City and its citizens know where the bicycle program is headed and when it plans to get there.
Email - SABA	Chapter 4 – Network: Mather Field Rd and Paseo Dr at Folsom Blvd	The bike path from the south terminates at Folsom and then abandons riders in the traffic lane who want to continue north to connect with the bike boulevards.
Email - SABA	Chapter 4 - Programs	These 9 pages on possible Education, Enforcement, Encouragement, and Evaluation efforts simply present a long series of recommendations to "pursue," "consider," "support," and "partner with" but does not actually state anything the City plans to do in a concrete way. To which ones is the City actually committed?

Source	Topic or Location	Comment or Noted Priority
Email - SABA	Chapter 5 Project Prioritization Strategy	The ATP Guidelines (Table E-1) require a BMP to "describe the methodology for project prioritization and a proposed timeline for implementation." This chapter, however, does not describe a methodology beyond input from the community and staff input. Table 5-2 provides cost estimates for a set of Priority 1 projects and a set of Priority 2 projects but describes no timeline. The project-type subtotals in Table 5-1 do not correspond to those shown in Table 5-2. I recommend that project priority be based on the goals of the BMP which should be 1) a connected network, 2) ridership, and 3) safety. The projects that best support achieving these goals should be highest priority.
Email - SABA	Costs	The cost figures for the single bike lane project ($0) and the single bike boulevard project ($240) seem suspect.
Email - SABA	Plan goals: Goal 1	This is an excellent goal but needs more substantive description of what "comprehensive" means in terms of the vision stated on page 1-1: "a bicycling network for both transportation and recreation where residents of all ages and abilities can choose to bicycle." For example, will it be a "low-stress network" so all ages and abilities can get to the attractors shown on Figure 2-2? Will it reach all neighborhoods?
Email - SABA	Plan goals: Goal 2	This is not really a goal but more an implementation action that would be better stated as "ensure new development extends the bicycle network to all neighborhoods and attractors"
Email - SABA	Plan goals: Goal 3	This is not really a goal but an implementation action that would help increase ridership
Email - SABA	Plan goals: Goal 4	Not a goal, but really an implementation action that would help increase safety (which should be a goal but is not yet). This implementation action should include "Increase awareness of motorist safety and responsibility through education and enforcement" also.
Email - SABA	Plan goals: Goal 5	Not a goal, but really an implementation action that would help accomplish increases in network connectivity, ridership, and safety.
Email - SABA	Plan goals: Goal 6	This could be an excellent goal (i.e. to increase ridership) but needs more work: What is the baseline from which the 40% increase is to happen? Is it truly for all trips or for commute trips as are described on page B-6? Why not state the goal as a desired mode share figure by 2020?
Email - SABA	Plan goals: Goal 7	This seems out of place in the Bicycle Master Plan and seems like it would be more appropriate in an economic development plan (to increase visitors to the city)
Email - SABA	Plan goals	The 2nd subject, “Collision Report”, mandates “a goal for collision reduction, serious injury, and fatality reduction after implementation of the plan” and refers again to Appendix B, but that appendix shows historical crash and fatality data but no goal for reductions.
Email - SABA	Network	Figure 4-4 shows that the large area of the City east of Zinfandel and north from International Drive to Folsom Blvd (including City Hall) relies exclusively on Class II bike lanes along arterial type streets with very wide vehicle lanes inducing high speed traffic. Very few potential bike riders are comfortable riding in such situations (see Mekuria et al. 2012). The BMP should show some plans to provide comfortable bikeways in this area of a lot of attractors for bike riding, including employers (see Fig 2-2)
Email - SABA	Network	White Rock Rd connection to Mills Park Dr where riders coming north across the Hwy 50 bike overcrossing must rely on a piece of Class II bike lanes before they can connect to the Mills Park Dr bike boulevard

Source	Topic or Location	Comment or Noted Priority
Email - SABA	Network	Class III shared lanes on 6-lane Zinfandel Drive between Data Dr and White Rock Rd (where a huge landscape area along the road could provide space for protected bike lanes)
Email - SABA	Network	Sunrise Blvd northbound at Folsom where a proposed path ends before reaching Folsom Blvd and fails to connect to the Sunrise Corridor bikeway
Email - SABA	p1-4 and Appendix E	The paragraph on ATP Compliance refers to Appendix E. In Table E-1, the first subject, “Future Trip Estimates”, mandates “estimated increase in number of bicycle trips . . . resulting from implementation of plan” and refers to Appendix B. However Appendix B has no estimate of predicted increases in bike trips (although it does show old mode share data from the ACS).
Email - SABA	Prioritization	Table 5-3 shows individual "Priority 1" projects by street segment, bikeway type, mileage, and cost but no map is provided to show where these projects are located and how they fit into the "comprehensive network" that is the main goal of the BMP. It is possible with careful inspection of Table 5-3 and Figure 4-4 to identify some of the projects by location. For example, the 7 protected bikeway projects look like excellent additions to the City's network.
Email - SABA	Prioritization	Bike path projects comprise 19 of the 28 "Priority 1" projects and seem to be mostly in the relatively undeveloped portion of the city east of Sunrise. These 19 projects are estimated to cost over $76 million or 87% of the cost total for the Priority 1 projects. The BMP should provide substantial justification for spending such a high proportion of funding in undeveloped area where the projects may contribute little to ridership or safety in the near term.
Email - SMAQMD	Crossing: Hwy 50	The gap between bicycle connections across Highway 50 is a significant barrier to pedestrian and bicycle connectivity. Highway 50 in this area roughly parallels the Folsom Boulevard light rail corridor, and providing more frequent connections across Highway 50 would allow bicyclists on either side of the highway to more easily access light rail stations. It would support City General Plan policies to require bicycle and pedestrian connections to public transit systems at stops, stations, and terminals.
Email - SMAQMD	Crossing: Hwy 50	We support leveraging existing infrastructure investments, such as the Rancho Cordova Parkway Interchange, to provide bicycle connections across Highway 50, in addition to other options for Highway 50 crossings. Other options for Highway 50 crossings include improvements to Zinfandel Drive, and the proposed grade separation on Highway 50 between Prospect Park Drive and Olson Drive depicted on Figure 4-4 of the draft plan. Both of these would connect Capital Village to light rail stations, enhancing the City’s commendable smart growth efforts in Capital Village.
Email - SMAQMD	Crossing: Zinfandel Dr at Hwy 50	With proper improvements, the Zinfandel Drive crossing could be comfortable for bicyclists. The Watt Avenue Interchange provides a multi-modal path separate from motor vehicle lanes, and is a potential model for a Zinfandel Drive crossing. Further, the proposed grade separation on Highway 50, between Prospect Park Drive and Olson Drive, would facilitate a direct connection from Capital Village to the thriving Koreana Plaza market with nearby light rail.
Email - SMAQMD	General	Capital Village and the high intensity of employment and civic uses surrounding it are a vital Rancho Cordova community center. Direct bicycle connection to light rail is essential to Capital Village’s general plan designation as a bicycle and pedestrian supportive town center. The Capital Village Special Planning Area Handbook says “Vehicle, bicycle, pedestrian, and transit connectivity are key planning principles used to form Capital Village.”

Source	Topic or Location	Comment or Noted Priority
Email - SMAQMD	General	We believe that a direct connection from Capital Village to light rail could reduce local vehicle miles traveled (VMT). We urge the City to access Sacramento Area Council of Governments (SACOG) modeling capabilities to determine the full benefit of this connection in reducing VMT. District staff can assist in this effort. If it is demonstrated that this project can sufficiently reduce VMT, then District staff can work with City staff on air quality mitigation credit for including this connection as a priority project in the Bicycle Master Plan. This would also support compliance with Active Transportation Program (ATP) guidelines.
Email - SMAQMD	General	We evaluated the draft plan's improvement standards using the Sacramento Transportation and Air Quality Collaborative's Best Practices for Bicycle Master Planning and Design, and have comments as follows. First, we note that many of the bike lane widths are less than 5 feet, without curb and gutter area. High volume, high speed roadways are not safe for cyclists without proper precautions, and we recommend a minimum of 8 feet wide lanes with 2-foot wide painted buffers between traffic and bike lanes along roads with speeds of 45 miles per hour or more. We recommend a minimum of 5 feet for bike lane widths.
Email - SMAQMD	General	The improvement standards do not depict bicycle accommodations at intersections, so we cannot fully evaluate intersection accommodations. We recommend expanding the plan's description of intersection accommodations to demonstrate how they enhance safety, comfort, and convenience for bicyclists.
NextDoor	Education	Making etiquette and safety on the bike trail more widely known to users of the trail would be great! There are SO many pedestrians that incorrectly use the trail even with signs stating which side of the trail to walk on. We've had several near accidents because of inconsiderate and/or poorly informed pedestrians on the trail.
NextDoor	Education	The majority of bicyclist I see do not use the current bicycle lanes, instead ride on the sidewalks. They run stop signs. They don't have lights on the front and back of their bicycles.
NextDoor	Network	South Canal access from Kiefer would be AWESOME! Living in Kavala Ranch, riding to and from work can get a little dicey on Douglas/Sunrise.
NextDoor	Network	Anything to make a ride from S. Rancho to Folsom (work) safer would be appreciated - I see some feasible routes in the future!
NextDoor	Network: White Rock Rd at Folsom South Canal	I'd like to see a dedicated bike crossing on White Rock Rd at the Folsom South Canal bikeway. At present FSC bikeway cyclists must divert onto White Rock Rd east to Sunrise or west to Kilgore and then pick up the bikeway on the opposite side of White Rock. White Rock itself has no bike lane, forcing cyclists to either ride on the sidewalk or share traffic lanes with vehicles moving at 45 mph.
NextDoor	Network	I see no connection between Sunridge and present or future bike paths. As it is there is no way to get to bike path near excelsior and Douglas safely. There are a lot of families and individuals that would appreciate a safe connection to present and future routes.
NextDoor	Network	Pedestrians should always face traffic which means you should always walk and jog to your left!
Workshop	Bike Boulevard: Klamath River Dr	Remove parking on one side of street.
Workshop	Class I: Rail line at Folsom Blvd	Folsom South Canal - use rail line to make trail
Workshop	Class IV: Sun Center Dr	On-street parking under-utilized, recommends converting bike lanes to protected bikeways.

Source	Topic or Location	Comment or Noted Priority
Workshop	Class IV: White Rock east of Zinfandel	Currently proposed bike lanes, request for Class IV instead
Workshop	Class IV: Data Dr from International Dr to Capital Center Dr	Upgrade lanes to IV
Workshop	Crossing: Folsom South Canal near Prospect Park Dr	Add a crossing over 50.
Workshop	Crossing: I-50 Promenade	Request for an overcrossing rather than undercrossing.
Workshop	Crossing: I-50 Promenade	Add local car traffic? (No! Maybe Bus) IV
Workshop	Crossing: American River Bike Trail near Hoffman Golf Course	Need more ways across river like this
Workshop	Detection: Trade Center Dr at Citrus Rd	Signal doesn't detect bikes
Workshop	Development requirements	When building new shopping center or business have class I bike path come in from the back of the company with/by direct entrance from bike path
Workshop	Plan goals: Goal 1	Add or clarify: "comprehensive"- continuous, connected, low-stress?
Workshop	Plan goals: Goal 3	Clarify: "Adequate support facilities"- ?
Workshop	Plan goals: Goal 4	Add:... for drivers and bicyclists
Workshop	Plan goals: Goal 6	Yes! (supportive of goal)
Workshop	Sunrise Blvd at Trinity River Dr	Safer Crossing of Sunrise for school children and others
Workshop	Rod Beaudry Dr at Horn Rd/ Mills Station	Off set intersection. Request to better align or signalize as offset intersection.
Workshop	Rockingham Dr. at Old Placerville Rd	Multiple lanes maybe 2 stage? Left needs bike detour left turn lane. Hard to cross.
Workshop	Old Placerville Rd. at Rockingham Dr	Left turn lane needs bike detection
Workshop	Schriever Ave. at Old Placerville Rd	Hard to cross. SB left to Schriever.
Workshop	Lighting: Sunrise corridor bikeway at Hwy 50	Improve lighting in tunnel
Workshop	Maintenance	Bike lane sweeping, especially Zinfandel Dr.
Workshop	Folsom Boulevard from Rancho Cordova Parkway east to City limit Network	EB Bike lanes are narrow and have utility poles encroaching

Source	Topic or Location	Comment or Noted Priority
Workshop	Rod Beaudry Dr. at Folsom Blvd	Corner is tight for RVs
Workshop	Outside City: American River Bike Trail at Hazel Ave	Connect to ARBT (outside City limits)
Workshop	Outside City: Douglas Rd at Zinfandel Dr	Add shoulders or bike lanes. Speed enforcement needed!
Workshop	Programs: Education	Add: Bike light giveaway program for low-income or no income cyclists
Workshop	Programs: Education	Add: Bike theft prevention
Workshop	Programs: Enforcement	Add: Speed enforcement needed on Douglas Rd.
Workshop	Programs: Enforcement	Add: Enforcement for drivers…
Workshop	Programs: Enforcement	Add: Traffic diversion course for bicyclists
Workshop	Traffic Calming: Rod Beaudry Dr north of Folsom Blvd	Speed traffic hump and calming --> lights- ped and street

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ACTIVE TRANSPORTATION PROGRAM COMPLIANCE

Appendix F

ACTIVE TRANSPORTATION PROGRAM COMPLIANCE

This Plan meets eligibility criteria as laid out by the Active Transportation Program. Table F-1 lists these criteria and identifies the location in this Plan where the relevant information can be found.

Table F-1: ATP Criteria

SUBJECT	ATP COMPLIANCE CHECKLIST	LOCATION IN PLAN
Future Trip Estimates	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Appendix B
Collision Report	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Appendix B
Land Use Patterns	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	Appendix A
Existing and Proposed Facilities and Programs	A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.	Chapter 2, Chapter 4, Appendix B, and Appendix D
End-of-Trip Bicycle Parking	A map and description of existing and proposed end-of-trip bicycle parking facilities	Chapter 2, Chapter 4, and Appendix B
Bicycle Parking Policy	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	Appendix A
Bicycle Connections to other Modes	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Chapter 2, Chapter 4, and Appendix B
Pedestrian Connections to other Modes	A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	*As a bicycle-focused plan, the scope of this plan does not include pedestrian facilities.*
Wayfinding	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Chapter 4

SUBJECT	ATP COMPLIANCE CHECKLIST	LOCATION IN PLAN
Maintenance	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	Chapter 5
Education Programs	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.	Chapter 4
Community Involvement	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Chapter 3 and Appendix E
Regional Plan Coordination	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Appendix A
Project List	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Chapter 4, Chapter 5, and Appendix D
Past Expenditures and Future Financial Needs	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Appendix A and Appendix D
Implementation	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	Chapter 5
Adoption Resolution	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix F

CITY OF RANCHO CORDOVA

RESOLUTION NO. 33-2016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING THE 2016 BICYCLE MASTER PLAN

WHEREAS, the Bicycle Master Plan responds to the City's interest to keep Rancho Cordova on the forefront as a Bike Friendly Community; and

WHEREAS, the updated master plan further refines policy directives and sets the stage for implementation of projects and programs that will help to further realize City goals; and

WHEREAS, the new 2016 Bicycle Master Plan is a full update from the last plan and has been reformatted and simplified to be more informative and easy to understand; and

WHEREAS, staff worked with City stakeholders including Council, residents, BARC, SABA, FABA, 50 Corridor TMA, PAL, SMAQD and SACOG to identify needs and resources; and

WHEREAS, the Bicycle Master Plan public outreach meeting was held on March 2, 2016 to receive comments on the plan as a whole; and

WHEREAS, the new plan complies with Caltrans Standards assuring eligibility for Alternative Transportation Program Grant funds.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 4th day of April, 2016 by the following vote:

AYES: Budge, McGarvey, Sander, Skoglund, Terry

NOES: None

ABSENT: None

ABSTAIN: None

David M. Sander, Mayor

ATTEST:

Mindy Cuppy, MMC, City Clerk