Agenda

Design Standards

Transportation Funding

Planning
  - Pedestrian Plan
  - Bicycle Plan
  - Vision Zero
  - LOS to VMT

Current Projects and Efforts:
  - Infrastructure Projects
  - Bike Share
  - Downtown Bikeways Project
Design Standards

- California Highway Design Manual
- California Manual on Uniform Traffic Control Devices
- City specifications and guidelines
Transportation Funding

Proposed 2018/19 Transportation Budget

Federal Capital Grants $23,082

Other Capital Grants $3,333

Other $590

Parking $680

Gas Tax $1,484

Transportation Development Act $350

New Measure A Maintenance $853

Road Maintenance & Rehabilitation $8,240

New Measure A Streetscape, Bike & Ped $1,630

New Measure A Traffic Control & Safety $1,229

Landscaping & Lighting $1,365

http://www.cityofsacramento.org/finance/budget
<table>
<thead>
<tr>
<th>Grants, grants, grants</th>
<th>SACOG Regional Local</th>
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<tbody>
<tr>
<td></td>
<td>SACOG Community Design</td>
</tr>
<tr>
<td></td>
<td>State/SACOG Active Transportation</td>
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<tr>
<td></td>
<td>State Highway Safety Improvement Program</td>
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<tr>
<td></td>
<td>State Transportation Planning Grants</td>
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</tbody>
</table>
Planning
Bicycle Master Plan
Existing and Proposed Bike Facilities
Central City Inset

Proposed Facilities
- Bike Trail
- Bike Lane
- Bike Route
- Separated Bikeway

Existing Bicycle Facilities
- Bike Route
- Bike Lane
- Bike Trail
All Ages and Abilities Network

Bikeway Facility Selection Guidelines

- 25,000 - Separated Bikeway
- 20,000 - Buffered Bike Lane
- 15,000 - Bike Lane
- 10,000 - Bike Route
- 5,000 - Bike Boulevard

Average Daily Traffic

- 10,000 - 60 mph
- 5,000 - 50 mph
- 2,500 - 40 mph
- 1,250 - 30 mph
- 625 - 20 mph

Posted Travel Speed
~ a traffic safety philosophy that rejects the notion that traffic crashes are simply “accidents,” but are preventable incidents that can and must be systematically addressed.

www.VisionZeroSac.org
Primary Profile: Speed

Unsafe speed is the leading cause of crashes. **2/3 of fatal crashes** occur on streets with a posted speed of 40+ mph, which account for just **10% of the City’s street network**

<table>
<thead>
<tr>
<th>HIT BY A VEHICLE TRAVELING AT:</th>
<th>20 MPH</th>
<th>30 MPH</th>
<th>50 MPH</th>
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<tbody>
<tr>
<td>Likelihood of a Fatality</td>
<td>5%</td>
<td>40%</td>
<td>100%</td>
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</table>

Second worst in California for cities over 250,000
FACtORS

Reporting officer cited that the crash involved someone drinking

mODeS

STATS

186

KSI CRASHES

P r i m a r y P r o f i l e:
Alcohol Involved

25% of all KSI
31% of pedestrian KSI

S e c o n d w o r s t i n
California
for cities over 250,000
LOS is a measurement of delay.
LOS is a measurement of delay.

Typically 3 to 4 times the vehicle travel loaded onto the network relative to infill.

But relatively low LOS impacts.
LOS and planning for peak of peak – does not reduce environmental impacts
## Current Projects

<table>
<thead>
<tr>
<th>Project</th>
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<tbody>
<tr>
<td>Bell Ave Complete Streets</td>
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<tr>
<td>Broadway Complete Streets</td>
</tr>
<tr>
<td>N12th ST Complete Streets</td>
</tr>
<tr>
<td>Folsom Blvd Complete Streets</td>
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<tr>
<td>Franklin Blvd Complete Streets</td>
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<tr>
<td>N16th St Streetscape</td>
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<tr>
<td>Safety Improvement lighting, crossing, signal improvements</td>
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<tr>
<td>Del Rio Trail</td>
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<tr>
<td>Garcia Bend Trail</td>
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<tr>
<td>And more!</td>
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</table>
Bike Share
Funded through:

• Mayor’s one-time bikeway funding

• SB1
How does a parking protected bikeway work?

- **Look for oncoming bicycles when crossing new bikeway.**
- **Ride the new bikeway. Watch for crossing pedestrians.**
- **Use buffer zone to get to your parked car. Look for passing bicycles when opening car doors.**
- **Park your car in marked parking stalls, between the buffer zone and driving lane. Pay at the parking meter at curb, if present.**
- **Stay in driving lane. Do not drive in parking lane or bikeway.**

**WALK**  **BIKE**  **LOAD**  **PARK**  **DRIVE**
Thank you!