



**fp**  
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# SOUTHEAST SACRAMENTO BICYCLE AND PEDESTRIAN ACCESS STUDY

CANDIDATE IMPROVEMENTS

*December 23, 2008*

*Prepared for:  
City of Sacramento and  
Sacramento Housing and Redevelopment Agency*



**RS08-2556**

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## **1. EXECUTIVE SUMMARY**

The City of Sacramento Department of Transportation (DOT) and the Sacramento Housing and Redevelopment Agency (SHRA) conducted a public outreach and planning study to improve walking and biking facilities in southeast Sacramento. The approximate boundaries of the study area are the American River Parkway to the north, Elder Creek Road to the south, South Watt Avenue to the east, and 65th Street to the west. The primary goal of the study was to promote walking and bicycling in southeast Sacramento, which encompasses the Army Depot Redevelopment Area.

This report, the second of two study reports, presents a list of candidate bicycle and pedestrian improvement projects for the study area. The first study report, Area Assessment, detailed the extensive public outreach program; existing land use and circulation components; bicycle, walk trip characteristics; and previously identified bicycle and pedestrian facility improvement concepts. The Area Assessment report is available on the study Web site: [www.cityofsacramento.org/southeast-bikewalk](http://www.cityofsacramento.org/southeast-bikewalk).

The Candidate Improvement Report contains a series of figures, supporting text, and evaluation matrixes that provide a conceptual-level of detail regarding the 29 candidate improvements. All candidate improvements require further feasibility review and engineering study. Figure 1, Candidate Improvement Overview, categorizes each candidate improvement as one of the following five types:

- New Trail
- Major Corridor Investment
- Street Enhancement
- Hot Spot Improvement
- Way-finding

A brief fact sheet for each of the 29 candidate improvements describes the existing conditions, lists the key concept components, and provides a table rating the project against consistent evaluation criteria. The fact sheets are followed by a key map (Figure 2) and eight geographically divided area maps (Figures 2A – 2H) displaying both short- and long-term improvement projects and the nexus between the projects. A series of summary evaluation matrixes follows the area maps and provides a framework from which to compare projects using the following six categories:

- Demand
- Comfort / Experience
- Connectivity / Directness
- Conformance with Plans
- Safety
- Ease of Implementation

By developing a list of candidate improvements in combination with other adopted planning documents, the DOT and the SHRA will have information available from which to prioritize and consider future bicycle and pedestrian improvement projects in southeast Sacramento. Some of the most promising candidate improvements identified in the study will be included as amendments to the City's Bikeway Master Plan, Pedestrian Master Plan, and in future updates to the Transportation Programming Guide.

## **2. INTRODUCTION**

### **BACKGROUND**

The City of Sacramento Department of Transportation (DOT) and the Sacramento Housing and Redevelopment Agency (SHRA) conducted a public outreach and planning study to improve walking and biking facilities in southeast Sacramento. Fehr & Peers was retained to analyze the study area, assess the demand for biking and walking, and identify candidate improvements for bicycle and pedestrian travel in southeast Sacramento.

The approximate boundaries of the study area are the American River Parkway to the north, Elder Creek Road to the south, South Watt Avenue to the east, and 65th Street to the west. The study area is within City Council District 6 and is adjacent to the western edge of unincorporated Sacramento County.

The primary goal of the study was to promote walking and bicycling in southeast Sacramento, which encompasses the Army Depot Redevelopment Area.

The main objectives of the study were to:

- Engage the community in the planning process to identify elements most important to potential users and guide the development of potential improvements.
- Identify the most promising pedestrian and bicycle improvements for further analysis and possible implementation.

This report presents a list of candidate bicycle and pedestrian improvement projects for the study area. The public outreach process described in the next section was a significant source of the improvement concepts. A series of figures, supporting text, and evaluation matrixes provide conceptual detail regarding the candidate improvements. All candidate improvements require further feasibility review and engineering study. While this report focuses specifically on physical infrastructure improvements, other factors (e.g., vehicle speed management, maintenance, personal safety and security) contribute to the suitability and potential implementation of these candidate improvements.

By developing a list of candidate improvements in combination with other adopted planning documents, the DOT and the SHRA will have information available from which to prioritize and consider future bicycle and pedestrian improvement projects in southeast Sacramento. Some of the most promising candidate improvements identified in the study will be included as amendments to the City's Bikeway Master Plan, Pedestrian Master Plan, and in future updates to the Transportation Programming Guide. In addition to the identified master plans, these candidate improvements may also be incorporated in future streetscape or redevelopment projects.

## PREVIOUS WORK PRODUCTS

### *Public Outreach Program*

The DOT and the SHRA executed an extensive public outreach program to ensure the outcome of the study reflects community values and input. Specific outreach components included the following:

- Study Advisory Group – Representatives from local neighborhoods, area employers, businesses, California State University – Sacramento, and bicycle and pedestrian advocacy groups. The Study Advisory Group was specifically involved with identifying issues and interests, providing input on improvement concepts, and reviewing candidate improvements developed by the project team.
- Study Web Site ([www.cityofsacramento.org/southeast-bikewalk](http://www.cityofsacramento.org/southeast-bikewalk)) – Project information portal developed to provide general study information and administer the electronic survey.
- Walking and Biking Survey – 16-question survey administered to assess how well the existing system is functioning, identify elements most important to potential users, and collect input to direct the focus of proposed study area improvements. The survey tool and results are available on the study Web site.
- Walking and Biking Audits – Facilitated field reviews with stakeholders to identify potential candidate improvement projects. The audits, conducted on May 30, 2008, covered two different routes: an eight-mile cycling loop and a five-mile combination walking/driving loop. Available Study Advisory Group members participated in the audits. Appendix A contains route maps and discussion questions prepared for the audits.

### *Area Assessment Report*

Identifying the most promising candidate improvement projects required compiling an overview of existing conditions and identifying related projects within the study area. In addition to this Candidate Improvements Report, the previously published Area Assessment Report succinctly summarized documents and information pertinent to this study.

The report detailed the extensive public outreach program; existing land use and circulation components; bicycle and walk trip characteristics; and previously identified bicycle and pedestrian facility improvement concepts. The report is available on the study Web site: [www.cityofsacramento.org/southeast-bikewalk](http://www.cityofsacramento.org/southeast-bikewalk).

Key findings of the Area Assessment Report include the following:

- Study area roadways vary from regional commercial corridors to local residential and industrial-serving streets. Limited on-street and off-street pedestrian and bicycle facilities exist sporadically but do not provide a complete network.
- In general, major transportation corridors and railroad tracks segregate residential land use from office, retail, and industrial uses. The study area contains significant employment and industrial centers, including Depot Park and Granite Park.
- More than a dozen primary and secondary schools are within the immediate study area, including Hiram Johnson High School on 14<sup>th</sup> Avenue. California State University – Sacramento (Sacramento State) is a prominent land use in the northwest portion of the study area.

- Parks and open space are scattered throughout the study area. Most are concentrated adjacent to school sites or along the American River Parkway. Granite Regional Park is located on Ramona Avenue, east of Power Inn Road. George Sim Community Center, located off Logan south of Lemon Hill Avenue, is currently undergoing a major expansion.
- Sacramento Regional Transit operates light rail transit (LRT) and bus service in the study area. Four light rail stations (University/ 65<sup>th</sup> Street, Power Inn, College Greens, and Watt/Manlove) directly serve the northern study area.
- Approximately 250 Walking and Biking Surveys were completed and submitted during the four-week survey period.
  - The most frequently cited reasons given for preventing more trips by bike were related to traffic and driver behavior (i.e., too many cars, vehicle speeds, drivers don't share the road) and the adequacy, presence, and condition of bikeways, followed by the presence of barriers and obstacles.
  - Respondents most commonly listed two improvement types as likely to encourage more frequent cycling: routes separated from vehicle traffic and improved street crossings.
  - A variety of factors prevented respondents from walking more often, including inadequate or missing walkways and destinations being too far away. Respondents also cited too many cars/cars driving too fast, driver behavior, and insufficient lighting/personal safety as significant reasons why they don't walk more often.
  - Respondents most commonly listed three improvement types as likely to encourage walking: routes separated from vehicle traffic, wider sidewalks or paths, and improved street crossings. Improved connections between sidewalks, paths, and transit, as well as improved security, were also frequent answers.

### 3. CANDIDATE IMPROVEMENTS

The following section presents candidate bicycle and pedestrian improvements identified and developed for the defined study area. The public outreach program, described on page 7, was the primary method used to identify potential improvements. All of the candidate improvements identified by this study will require further feasibility review and engineering study prior to the allocation of construction funds.

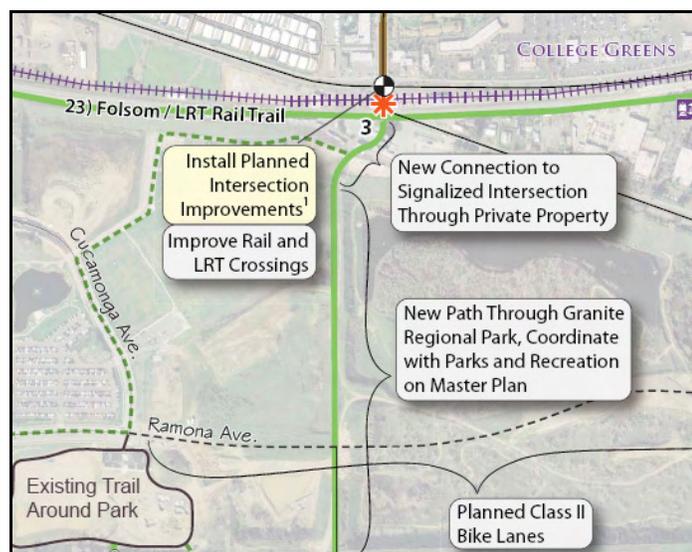
#### CANDIDATE IMPROVEMENT TYPE

A series of figures, supporting text, and evaluation matrixes provide conceptual detail regarding the candidate improvements. Figure 1, Candidate Improvement Overview, categorizes candidate improvements as one of the following five types:

- **New Trail** – Class I multi-use path for the exclusive use of pedestrians and bicyclists. Trails are proposed as facilities separated from adjacent vehicle traffic but are still subject to periodic road crossings. Nine new trails have been identified as stand-alone improvements. Additional Class I trail connections are included in conjunction with other candidate improvements to provide immediate access.
- **Major Corridor Investment** – A comprehensive roadway improvement project that includes the provision of enhanced bicycle and pedestrian facilities. Seven corridors within the study area have been identified. About half of the street segments are listed in the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan project list. Most are proposed as Pedestrian Street Corridors in the Pedestrian Master Plan targeted for an “upgraded” level of improvement. This improvement type supports the completion of a comprehensive Class II bicycle lane network on major arterials.
- **Street Enhancement** – Physical improvements along a roadway to enhance bicycle and pedestrian mobility. Projects may require minor property acquisition or easement depending on the level of complexity. Improvements such as sidewalk infill, gap closure, and barrier removal fall into this category.
- **Hot Spot Improvement** – Targeted improvements at critical crossings, both railroad and roadway, and near key pedestrian and bicycle nodes such as Sacramento Regional Transit light rail stations.
- **Way-finding** – Select local roadways identified for bicycle and pedestrian scale way-finding signs. Residential streets offer parallel connections on lower volume and generally lower speed roadways. Two main way-finding projects are identified through study area neighborhoods to serve both local and regional trips. Before installing way-finding signs, a thorough infrastructure review will identify and mitigate barriers to travel (e.g., accessible curb ramps, etc.)

## CANDIDATE IMPROVEMENT FACT SHEETS AND EVALUATION

The remainder of this section provides more detail regarding the 29 main candidate improvement projects labeled on Figure 1 (page 13). A brief fact sheet for each project describes the existing condition, lists the key concept components, and provides a table rating the project against consistent evaluation criteria. The fact sheets are followed by a key map (Figure 2) and eight geographically divided area maps (Figures 2A – 2H) displaying both short- and long- term improvement projects and the nexus between the projects. Short-term projects are primarily those identified in other planning studies (e.g. Folsom Boulevard Master Plan) or are relatively straight-forward to design and implement as funding becomes available. Appendix A contains route maps and discussion questions prepared for the biking and walking audits. Appendix B contains relevant concept maps prepared for other studies and referenced in this report.



Excerpt from an area map (see Figures 2A – 2H).

A series of summary evaluation matrixes follows the area maps and provides a framework from which to compare projects using subjective measurements. A scale of 1 though 4 was used, where 1 is the lowest and 4 is the highest. The subjective measurements described below were given equal weight in determining a total score. The resulting score is not intended as a final determination of project prioritization. A more robust set of evaluation and ranking criteria, similar to what is currently utilized for the Transportation Programming Guide, should be considered in subsequent studies.

All of the candidate improvements were considered according to the following six measurements and assigned a value by the project team:

- Demand – Ability of a project to satisfy demonstrated demand, including the proximity to supporting land uses. None of the improvements was given a score of 1.
- Comfort / Experience – Perceived measurement of user comfort, including facility type, crossing treatment and context. For example, an improvement adjacent to six lanes of traffic scored lower than one within exclusive right of way separated from vehicle traffic.

- **Connectivity / Directness** – Extent to which an improvement provides a new or more direct connection between key origins and destinations. This category also considers linkages to other bikeways and pedestrian facilities.
- **Conformance with Plans** – Relative consistency with official planning documents such as the General Plan, Bikeway Master Plan and Pedestrian Master Plan.
- **Safety** – Directly related to interaction with vehicle traffic, conflict potential and perceived personal security.
- **Ease of Implementation** – Subjective measurement based on potential right of way acquisition, extent of construction, magnitude of cost, and interagency coordination. Engineering and environmental review were not part of this study. Some candidate improvements have significant cost or physical constraints (e.g., new U.S. 50 crossing) and may be determined as infeasible in subsequent studies.

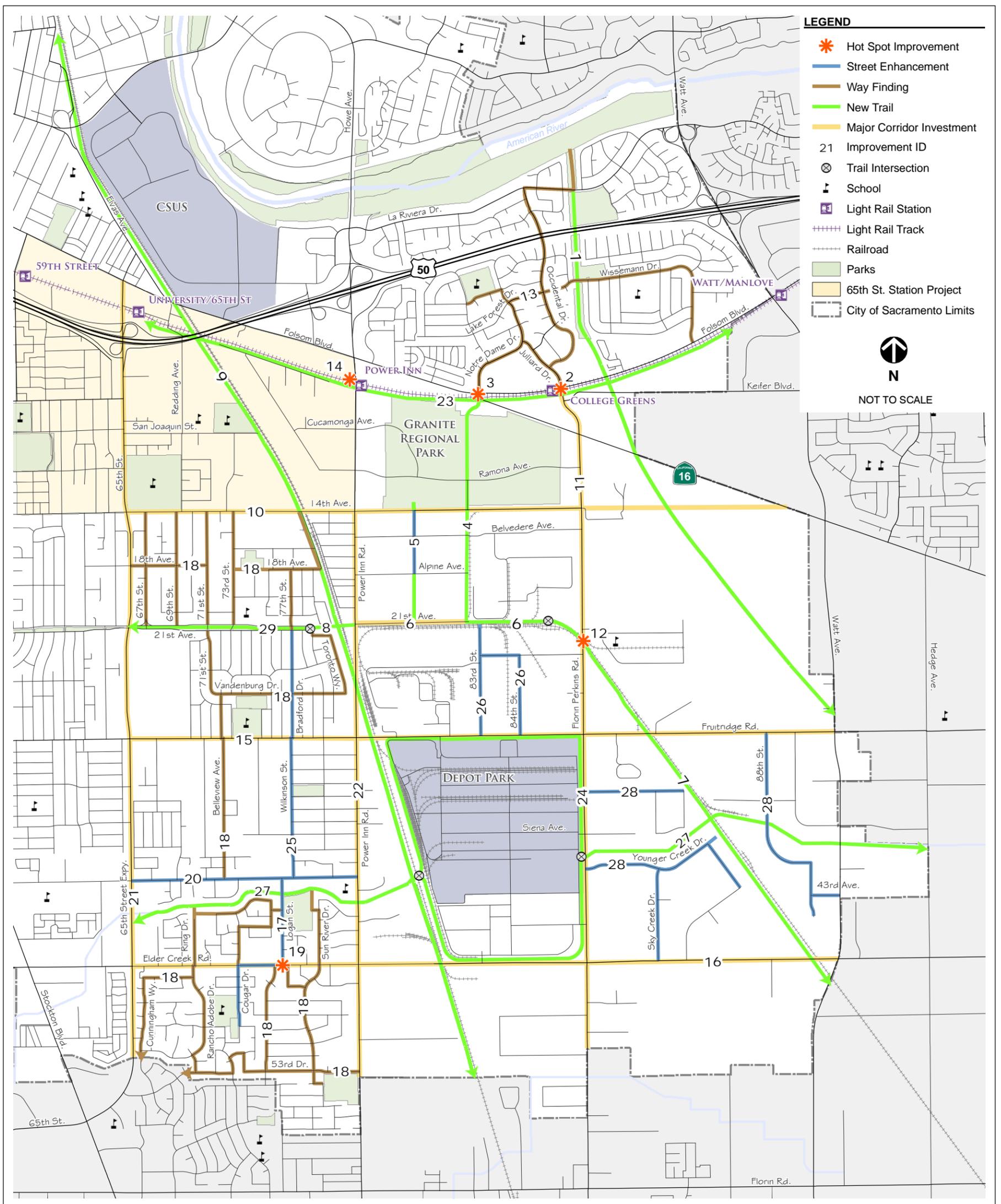
## **OTHER PROJECT COMPONENTS INFLUENCING WALKING AND CYCLING**

While this report focuses on conceptual infrastructure improvements to improve the walking and cycling environment, other factors (e.g., vehicle speed management, the presence of shade, maintenance, personal safety and security, etc.) contribute to the suitability, safety and potential use of these candidate improvements. The following measures are vital for a comprehensive plan to improve and sustain an effective pedestrian and bicycle network in southeast Sacramento:

- **Vehicle Speed Management** – Pedestrian fatality rates increase exponentially with vehicle speed. Thus, reducing vehicle speeds in pedestrian zones is one of the most important strategies for enhancing pedestrian safety. The same correlation exists for bicycle fatalities. Study area arterials (e.g., Folsom, Boulevard, 65<sup>th</sup> Street, Power Inn Road, Florin Perkins Road, Fruitridge Road, Watt Avenue and Elder Creek Road) require speed reduction and speed management to become attractive for cycling. Wide roads can encourage vehicle speeding during off-peak hours. High vehicle speeds and long street crossing distances have a direct impact on pedestrian and bicycle safety. The vehicle mix in southeast Sacramento includes a high proportion of commercial truck traffic further exacerbating the impact of vehicle speed and associated noise. Creating a truly walkable and bike-friendly environment means addressing ways to manage speed through enforcement, design, landscaping and traffic calming and traffic controls. The term “complete streets” refers to a roadway network designed and operated to enable safe access for all users and transportation modes. Complete streets reinforce integrated mobility planning and are instrumental in promoting pedestrian and bicycle safety.
- **Shade and Landscaping** – Street trees enhance the pedestrian environment by providing shade and a buffer from vehicles. Street trees may also enhance property values, especially in residential neighborhoods. However, street trees, when improperly selected, planted, or maintained, may cause damage to adjacent public utilities. The presence of trees can contribute to speed reduction and help mitigate summer heat. Given the industrial nature of the study area, mature landscaping and street trees are infrequent. Pedestrian and bicycle improvements should consider improving the physical environment to provide shade and enhance aesthetics near the City right of way as opposed to being concentrated only in the center median.
- **Land Use and Context** – Planning principles contained in a city’s General Plan provide an important policy context for developing pedestrian-oriented, walkable, and bike-friendly areas. Transit-oriented development, higher densities, and mixed uses are important planning concepts for pedestrian-oriented areas. As redevelopment occurs, consideration should be given to reducing building setbacks, thereby

creating more cohesion between adjacent land and the street environment. Active streets provide built-in safety and security with more eyes on the street.

- **Transit – Proximity to transit influences the propensity to walk and bike.** Sacramento Regional Transit (RT) will continue to be an important project partner should any of the candidate improvements move forward towards implementation. Transit stop and station enhancements, such as way-finding, access management, and bicycle parking, may be combined with pedestrian and bicycle improvements. Candidate improvements, which propose to change lane width, roadway capacity and vehicle speed, influence transit operations and should be closely coordinated with RT.
- **Design and Application – All construction projects shall conform to applicable City, state and federal standards.** Safety analysis and design considerations should be fully vetted for all facility types. It will be particularly important to review the applicability of Class I paths adjacent to arterial roadways. Special consideration should be given to pedestrian-friendly signalized intersection treatments for arterial roadways.
- **Pedestrian and Bicycle Safety and Education – Education is a critical element for a complete and balanced approach to improving safety.** Education campaigns should focus on pedestrians and bicyclists of all ages, especially emphasizing education of school children where safe habits are instilled as lifelong lessons. The City currently administers the Captain Jerry Safety Program, which offers basic safety instruction to kindergarden through 5<sup>th</sup> grade students.
- **Accessibility – Compliance with the Americans with Disability Act (ADA) guidelines is important not only to enhance community accessibility, but also to improve walking conditions for all pedestrians.** The City actively upgrades and requires ADA compliant infrastructure within all pedestrian walkways, which includes curb ramps, crosswalks, and sidewalks. Any pedestrian enhancements suggested in this study should be reviewed for ADA compliance and designed accordingly.
- **Maintenance – Debris within bicycle lanes and gutters is an existing issue.** Consistent street sweeping and routine inspection of pavement condition is necessary to prevent injury and encourage biking. Before constructing new pedestrian and bicycle facilities, ongoing maintenance needs must be addressed for all improvement types, both on-road and off-road.
- **End of Trip Facilities – Bicyclists become pedestrians after parking their bicycles, or when walking their bicycles along pedestrian facilities.** Safe and convenient bicycle parking is essential for encouraging bicycle travel (especially in-lieu of vehicle travel). Without showers and lockers to accommodate long distance bicycle trips, the practicality of commuting by bicycle is compromised. Shorter, discretionary trips by bike are discouraged if safe, secure and convenient bike parking is not available. The nexus between infrastructure improvements and support facilities is important to the overall vitality of the bicycle network.
- **Personal Safety and Security – Respondents in the project survey indicated that adequate lighting and security would encourage more walking and bicycle trips.** Several of the candidate improvements introduce multi-use paths through fairly isolated, industrial areas. Comprehensive safety and security measures must be fully addressed in subsequent study.
- **Transportation Demand Management (TDM) – TDM programs encourage multi-modal travel by incentivizing non-auto options.** The Power Inn Alliance (PIA) serves as the main transportation management association (TMA) within the study area. In addition, employers can encourage biking and walking by providing on-site showers and lockers, recognition, awards and financial subsidies. Parking management strategies may also be considered to reduce vehicle parking and single-occupant vehicle travel.



- LEGEND**
- \* Hot Spot Improvement
  - Street Enhancement
  - Way Finding
  - New Trail
  - Major Corridor Investment
  - 21 Improvement ID
  - Trail Intersection
  - School
  - Light Rail Station
  - Light Rail Track
  - Railroad
  - Parks
  - 65th St. Station Project
  - City of Sacramento Limits



NOT TO SCALE

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>1. Utility Corridor (La Riviera Dr. to city limit)</li> <li>2. College Greens LRT Station Access</li> <li>3. Folsom Blvd. / Jackson Rd. Intersection</li> <li>4. North / South Spur Trail (LRT to 21st Ave. through Granite Regional Park)</li> <li>5. Cucamonga Connection (Ramona Ave. to 21st Ave.)</li> <li>6. 21st Ave. (Power Inn Rd. to Florin-Perkins Rd.)</li> <li>7. CalTraction Rail Trail Connection</li> <li>8. 21st Ave. Access Across UPRR</li> <li>9. Southern Pacific Rail Trail</li> <li>10. 14th Ave. (65th St. to city limit)</li> <li>11. Florin Perkins Rd.</li> <li>12. CalTraction / Florin Perkins Rd. Crossing</li> <li>13. Wayfinding - American River Pkwy.</li> <li>14. Power Inn LRT Station Access</li> <li>15. Fruitridge Rd. (65th St. to S. Watt Ave.)</li> </ol> | <ol style="list-style-type: none"> <li>16. Elder Creek Rd. (65th St. to S. Watt Ave.)</li> <li>17. School &amp; Community Connections on Local Streets</li> <li>18. Wayfinding - Neighborhood Serving</li> <li>19. Elder Creek Rd. / Logan St. Crossing</li> <li>20. Lemon Hill Ave. (65th St. to Florin-Perkins Rd.)</li> <li>21. 65th St. (South of 14th Ave.)</li> <li>22. Power Inn Rd. (South of 14th Ave.)</li> <li>23. Folsom / LRT Rail Trail</li> <li>24. Depot Park Path</li> <li>25. Bradford Dr. / Wilkinson St.</li> <li>26. 83rd St. / 84th St. Enhancements</li> <li>27. Morrison Creek Trail</li> <li>28. CalTraction Surface Streets</li> <li>29. 21st Ave. Parkway</li> </ol> |
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## 1 – UTILITY CORRIDOR TRAIL – LA RIVIERA DRIVE TO THE CITY LIMIT

A combination of open space and park area runs north to south between residential developments from La Riviera Drive to a shopping center fronting Folsom Boulevard. An existing Class I multi-use path links the American River Parkway to La Riviera Drive, providing an opportunity to continue the regional trail system south toward retail destinations, including the Folsom Boulevard Flea Market.

The proposed path would meet the existing path at La Riviera Drive to traverse Glenbrook Park, cross U.S. 50, and continue along a utility easement in Oki Park and the Oki Park Open Space. The current Oki Park Open Space plan proposes to include a multi-use path for the southern portion of this proposed pathway.

As vacant parcels south of Kiefer Boulevard develop, opportunities may arise to expand a Class I bikeway system to Sacramento County bikeways, including a Class I trail currently under construction along realigned portions of Morrison Creek east of Hedge Avenue.

Figure 2A illustrates key features of the proposed alignment.



Glenbrook Park north of Highway 50.



Oki Park Open Space site.

The following concepts are suggested for a potential new trail within the existing utility corridor and should be evaluated further to determine applicability and feasibility:

- Amend the Bikeway Master Plan to include path alignment as a possible off-street or a combination of off-street and on-street bikeways.
- Extend new Class I multi-use path from La Riviera Drive, through Glenbrook Park, across (over or under) U.S. 50, through Oki Park to Lake Forest Drive.
  - If determined infeasible, an alternate connection is possible utilizing neighborhood residential streets (Occidental Drive over U.S. 50) to Lake Forest Drive or continuing south to Julliard Drive.
- Support build-out of the Oki Park Open Space Master Plan, which will construct a path between Lake Forest Drive and the Folsom Boulevard Flea Market.
- Extend path to the south between existing retail and the Folsom Flea Market.
  - If determined infeasible, alternate alignments and connections may be possible via Occidental Drive south to Julliard Drive.

- Explore logical trail crossings of Folsom Boulevard, Light Rail, Union Pacific Railroad, Keifer Boulevard and Jackson Highway. The most practical solution may be to utilize an enhanced signalized crossing at the Julliard Drive / Folsom Boulevard intersection. The Folsom Boulevard Master Plan identifies specific recommendations for this intersection (see Appendix A for a concept plan).
- Provide direct connection to the proposed Folsom LRT Rail Trail (see Candidate Improvement 23: Folsom / LRT Rail Trail).
- Provide access at 14<sup>th</sup> Avenue, should the roadway be extended. The Draft 2030 General Plan identified 14<sup>th</sup> Avenue as a four-lane arterial between 65<sup>th</sup> Street and Watt Avenue. The extension and widening of 14<sup>th</sup> Avenue between Power Inn Road and Watt Avenue is included as a project in the SACOG Metropolitan Transportation Plan.
- Acquire right of way or easement through Florin-Perkins and L&D Landfill.
- Coordinate with Sacramento County and private land owners on redevelopment opportunities on the former sand and gravel mining site. The County envisions an area-wide trail network involving urban stream corridors. Existing mining permits east of Hedge Avenue require the development of a trail network.

**TABLE 1:  
UTILITY CORRIDOR TRAIL EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Class I facility for pedestrians and cyclists; Long-haul route is attractive to cyclists
Demand	3	Provides connection between residential, retail, and recreation; Potential regional facility
Comfort / Experience	4	Provides route through parks and open space
Connectivity / Directness	4	Direct access to the American River Parkway, neighborhood parks, retail and proposed Class I bike and pedestrian trails
Conformance with Plans	2	Conforms with the Oki Park Open Space Master Plan; Alignment not identified in Bikeway or Pedestrian Master Plans
Safety	3	Provides separated path away from vehicle traffic; Perceived personal safety may be an issue
Ease of Implementation	1	Major roadway crossing including U.S. 50 and Folsom Boulevard; Existing utility corridor; New heavy rail and light rail crossing

Source: Fehr & Peers, 2008  
Note: Scale = 1 through 4, 1 = Low, 4 = High

## 2 – COLLEGE GREENS LRT STATION ACCESS

The College Greens light rail transit (LRT) station is located in the southwest corner of the Folsom Boulevard / Florin Perkins Road intersection. The College Greens station serves approximately 1,500 riders per day and features a bus transfer station located adjacent to the LRT station on Folsom Boulevard.

Direct pedestrian and bicycle access south of Folsom Boulevard is limited to the west side of Florin Perkins Road. Controlled pedestrian crossings are provided on the north leg of the Folsom Boulevard / Julliard Drive intersection and on the north and south legs of the Florin Perkins Road / SR-16 intersection. Cyclists experience similar barriers to transit. Class II on-street bicycle lanes on Folsom Boulevard and Florin Perkins Road are discontinuous. Vehicles park within Class II bicycle lanes on Florin Perkins Road south of Kiefer Boulevard.



Florin Perkins Road at Kiefer Boulevard is a common crossing location. The nearest controlled crossing is on the north side of Folsom Boulevard (about 800' out of direction).



Illegal parking in bike lane on Florin Perkins Road south of Kiefer Boulevard.



One of multiple “holes” created in the fence separating the rail line, parking lot beyond, and the College Greens LRT station.



Example split pedestrian median island with a pedestrian signal (Tucson, AZ).

Source: [www.contextsensitivesolutions.org](http://www.contextsensitivesolutions.org)

The Folsom Boulevard Streetscape Master Plan identified a variety of improvements to enhance the aesthetics and pedestrian mobility around the College Green LRT Station. Concepts included a landscaped median with decorative fencing to discourage crossing between intersections, separated sidewalks, a new traffic signal at the Raley’s shopping center entrance (further west on Folsom Boulevard), and upgraded traffic signal control at the

Folsom Boulevard / Florin Perkins Road intersection. The Streetscape Master Plan also identified constructing new curb, gutter, roadway drainage, and landscaping improvements along the south side of Folsom Boulevard between Florin Perkins Road and Watt Avenue (see Appendix B for a concept plan identified in the Streetscape Master Plan).

Figure 2H illustrates key features of the Streetscape Master Plan and additional considerations described below.

The following additional concepts are suggested to improve access to the College Greens station and should be evaluated further to determine applicability and feasibility:

- Evaluate adding an east-west pedestrian crossing near Kiefer Boulevard. A detailed engineering study is required to assess the appropriateness of these or other crossing concepts.
  - One innovative concept is a split pedestrian median island with a pedestrian signal at Kiefer Boulevard. According to the roadway cross section, volume, and vehicle speed parameters, the City of Sacramento Pedestrian Safety Guidelines recommend Level 4 crossing treatments, which are the most comprehensive measures (e.g., pedestrian signal).
  - Provide a bicycle-only northbound left-turn lane at Kiefer Boulevard to access the mixed-use trail. This directly conflicts with the existing westbound Kiefer Boulevard to southbound Florin Perkins Road configuration and would require modified access control.
- Re-evaluate the possibility of adding a crosswalk on the south leg of the Folsom Boulevard / Florin Perkins Road intersection during the design phase of the Folsom Boulevard Streetscape Master Plan.
- Create a multi-use Class I path along the west side of Florin Perkins Road to accommodate a more direct pedestrian and bicyclist route to the LRT station. The path could be installed from a new Kiefer Boulevard crossing or from the nearest intersection to the south, Jackson Road.
- Install way-finding signage to direct pedestrians and bicyclists to the station, especially from south of Jackson Road. Jackson Road is the last existing east-west crossing opportunity until the north side of Folsom Boulevard, which is beyond the station and out of direction.
- Enforce parking violations in the existing Class II bike lane on the east side of Florin Perkins Road south of Kiefer Boulevard. Install additional signing and striping to deter on-street parking.
- Complete a comprehensive Safe Route to Transit audit. SACOG's Safe Route to Transit for Bicycles Study was conducted in 2006. However, College Greens was not one of the stations evaluated.

**TABLE 2:  
 COLLEGE GREENS LRT STATION ACCESS EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Access to transit; New road crossing for pedestrians and cyclists; Safety enhancements
Demand	4	Observed frequent crossing confirms demand; Provides a marked crossing between LRT station and businesses east of Florin Perkins Road
Comfort / Experience	3	High traffic volumes, speed, and truck traffic on Florin Perkins Road and surrounding roadways
Connectivity / Directness	3	Direct access between LRT station, Kiefer Plaza, and County of Sacramento Probation Department
Conformance with Plans	3	Florin Perkins Road is designated as an on-street bikeway
Safety	3	Benefit from channelizing pedestrians to formal crossings; Removing obstacles from Class II bicycle lanes
Ease of Implementation	2	Proximity to LRT tracks and arterial intersections; May restrict Kiefer Boulevard egress to right-turns only

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

### 3 – FOLSOM BOULEVARD / JACKSON ROAD / NOTRE DAME DRIVE INTERSECTION

Folsom Boulevard is an east-west four lane arterial roadway with a center two-way left turn lane. Existing development is predominately located on the north side of Folsom Boulevard. The Union Pacific Railroad (UPRR) tracks and Regional Transit Light Rail Transit (LRT) create a physical barrier to the south. Pedestrian facilities consist of attached sidewalks on the north side of Folsom Boulevard and are non-existent to the south. Lighting is generally sparse, and marked on-street bicycle facilities are not continuous. Daily traffic volumes on Folsom Boulevard are approximately 40,000 vehicles per day near Notre Dame Drive.

The Folsom Boulevard Streetscape Master Plan identified a variety of improvements to enhance the aesthetics, as well as vehicular and pedestrian mobility surrounding the Folsom Boulevard / Notre Dame Drive / Jackson Road (SR 16) intersection. Jackson Road south of Folsom Boulevard has also been the focus of past planning efforts. The Southeast Area Transportation Study Report identified the realignment of Jackson Road south of Folsom Boulevard connecting to Power Inn Road. The City of Sacramento's Draft 2030 General Plan further identifies Jackson Road south of Folsom Boulevard as a "Special Study Segment." The General Plan Circulation Map also shows the extension of 14<sup>th</sup> Avenue east to the intersection of Jackson Road / Watt Avenue.

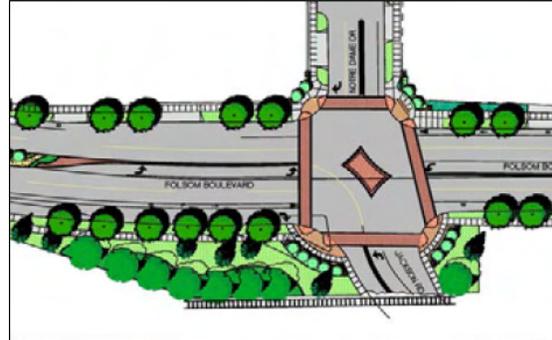
Figure 2C illustrates the intersection location in relation to the proposed concepts described below.

The following concepts are suggested for the Folsom Boulevard / Jackson Highway / Norte Dame Drive intersection and should be evaluated further to determine applicability and feasibility:

- Install intersection improvements in accordance with the Folsom Boulevard Streetscape Master Plan. The first phase of improvements consists of squared-up right-turn lanes (i.e., no free right turn), textured and colored crosswalks, and landscape-separated sidewalks between Notre Dame Drive and Julliard Drive. The second phase consists of a landscaped median through the entire length of the Folsom Boulevard corridor. *Note: Folsom Boulevard is scheduled for street maintenance resurfacing in 2010.*
- Improve light rail and UPRR crossings for enhanced pedestrian and bicycle access. Improvement options should consider paths that cross perpendicular to the tracks.
- Install pedestrian-scale way-finding signs to the American River Parkway Bike Trail, Granite Regional Park, and other key destinations.
- Coordinate with Parks & Recreation on the provision of a Class I trail through Granite Regional Park and explore a logical terminus on the south side of the Folsom Boulevard / Jackson Road / Norte Dame Drive intersection.
- Initiate a planning study for Jackson Road. SACOG's Metropolitan Transportation Plan identifies realigning Jackson Road as a four-lane roadway from Power Inn to South Watt as a project with proposed completion in 2018.
  - Consider "complete street" concepts during corridor planning projects and planned roadway widening.
  - Investigate constructing a parallel Class I multi-use path on the south side of Jackson Road to provide an adjacent "off-road" alternative to sidewalks and Class II bicycle lanes.



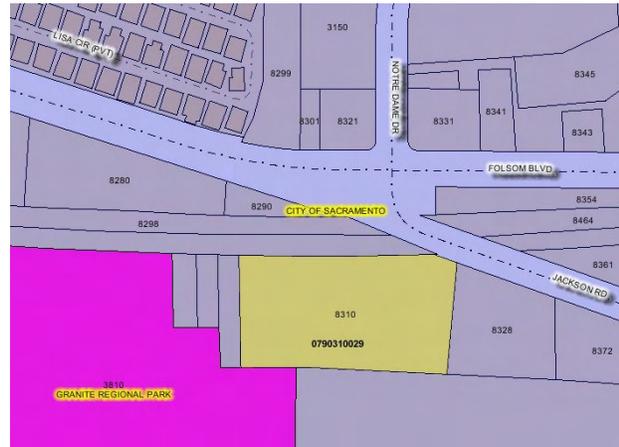
Existing free right turn and non-ADA compliant crosswalks.



Folsom Boulevard Streetscape Master Plan conceptual rendering of the Folsom Boulevard / Jackson Highway / Notre Dame intersection.



Notre Dame Drive looking southbound at Folsom Boulevard. Notre Dame Drive has Class II bicycle lanes and attached sidewalks.



The study intersection is proximate to Granite Regional Park (pink). An acquisition or easement (yellow parcel) would be needed to provide a direct connection to the Park.  
 Source: [www.assessor.saccounty.net](http://www.assessor.saccounty.net)

**TABLE 3:  
 FOLSOM BOULEVARD / JACKSON ROAD / NOTRE DAME DRIVE INTERSECTION EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Enhanced sidewalks and crossings; Key intersection in providing north-south and east-west mobility
Demand	4	Key intersection for study area pedestrian and cycling mobility; Links to American River Parkway Bike Trail and Granite Regional Park
Comfort / Experience	3	Separated sidewalks buffer pedestrians from travel way
Connectivity / Directness	4	Provides crosswalks on all legs of intersection; Possible direct connection to Granite Regional Park and regional Class I bikeways
Conformance with Plans	3	Consistent with the Folsom Boulevard Streetscape Master Plan and Bikeway Master Plan; Direct connection to Granite Regional Park has not been identified in other planning documents
Safety	4	Benefit from removing high-speed right turns and providing ADA-complaint sidewalks and crossings
Ease of Implementation	2	Community support for the Folsom Boulevard Streetscape Master Plan; Roadway reconstruction and possible property acquisition are costly; Coordination with UPRR and Regional Transit

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

#### 4 – GRANITE PARK / NORTH – SOUTH SPUR TRAIL

Granite Regional Park includes more than 260 acres between Power Inn Road (west); Florin Perkins Road (east); 14<sup>th</sup> Avenue and its future extension (south); and Jackson Road, Folsom Boulevard, the Union Pacific Railroad, and the Folsom Corridor Light Rail lines (north). In June 1998, the City of Sacramento prepared the *Granite Regional Park Final Report*, which calls for the reuse of the Granite Aggregate Mining site. Previously zoned as Heavy Industrial, the plan calls for over 145 acres of new regional parkway and open space facilities, with the remaining acreage including office, retail, and warehouse development. Granite Regional Park is partially constructed. A cross country course currently utilizes the undeveloped (eastern half) of the property. As of August 2008, the ultimate Park layout is still in development.

South of Granite Park between 14<sup>th</sup> Avenue and 21<sup>st</sup> Avenue is an unused Union Pacific Railroad spur line bordered by several industrial buildings. This area may provide an opportunity to construct a Class I multi-use path running north-south between Folsom Boulevard and 21<sup>st</sup> Avenue.



Unused Union Pacific Railroad spur at Belvedere Avenue, an existing Class III bikeway.



Unused Union Pacific Railroad spur. Possible alignment for a new Class I multi-use path.

Figure 2C illustrates key features of the proposed concepts described below.

The following concepts are suggested for a new Class I multi-use path and should be evaluated further to determine applicability and feasibility:

- Amend the Bikeway Master Plan to include this alignment as a proposed off-street bikeway.
- Coordinate with Parks & Recreation on the provision of a Class I trail through Granite Regional Park. The alignment may utilize a portion of the existing cross country course. The City of Sacramento's Pedestrian and Bicycle Master Plans both include bicycle facilities through Granite Regional Park, which would extend from Ramona Avenue to Florin Perkins and intersect this trail alignment.
- Explore logical northern terminus, which may be integrated into the re-configured Notre Dame / Jackson Highway / Folsom Boulevard intersection identified in the Folsom Boulevard Master Plan and the proposed Folsom / LRT Rail Trail (see Candidate Improvements 3: Folsom Boulevard / Jackson Road / Notre Dame Road Intersection and 23: Folsom / LRT Rail Trail).
- Incorporate trail crossing into the 14<sup>th</sup> Avenue extension corridor planning.

- Acquire unused spur alignment from Union Pacific south of 14<sup>th</sup> Avenue to 21<sup>st</sup> Avenue.
- Explore logical southern terminus at 21<sup>st</sup> Avenue with a direct (at-grade) connection to 83<sup>rd</sup> Street, a possible priority walking and biking route. The continuation of 21<sup>st</sup> Avenue is proposed as a bikeway alignment according to the City’s Bikeway Master Plan (see Candidate Improvement 6: 21<sup>st</sup> Avenue Bike Boulevard).

**TABLE 4:  
GRANITE PARK / NORTH – SOUTH SPUR TRAIL EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Class I facility for pedestrian and cyclists
Demand	4	Provides recreational and regional transportation facility for bicyclists and pedestrians; connects retail, office, commercial, and transit uses in the project vicinity
Comfort / Experience	4	Provides route through Granite Regional Park; Separated from arterial traffic
Connectivity / Directness	4	Direct access to Granite Regional Park and surrounding land uses without being adjacent to high-volume arterial roadways
Conformance with Plans	3	Although this alignment is not specifically identified, this concept generally conforms with objectives of the Granite Regional Park Final Report, the Parks Master Plan, the Bicycle Master Plan, and the Pedestrian Master Plan
Safety	3	Provides separated facility from Power Inn Road and Florin Perkins Road for regional bikeway travel; Perceived personal security may be an issue
Ease of Implementation	1	Significant capital cost; Inclusion as part of Granite Regional Park plan may reduce some implementation barriers; Grade difference (up to 40 feet) through Granite Regional Park may increase costs and require more complex engineering solution; Requires purchasing right of way from Union Pacific Railroad along abandoned spur line
Source: Fehr & Peers, 2008 Note: Scale = 1 through 4, 1 = Low, 4 = High		

## 5 – CUCAMONGA AVENUE CONNECTION

Granite Regional Park includes more than 260 acres between Power Inn Road (west); Florin Perkins Road (east); 14<sup>th</sup> Avenue and its future extension (south); and Jackson Highway, Folsom Boulevard, the Union Pacific Railroad and the Folsom Corridor Light Rail lines (north). In June 1998, the City of Sacramento prepared the *Granite Regional Park Final Report*, which calls for the reuse of the Granite Aggregate Mining site. Previously zoned as heavy industrial, the plan calls for over 145 acres of new regional parkway and open space facilities, with the remaining acreage including office, retail, and warehouse development. Granite Regional Park is partially constructed. A cross country course currently utilizes the undeveloped (eastern half) of the property. As of August 2008, the ultimate Park layout is still in development.

Cucamonga Avenue and Ramona Avenue form a “ring road” around the existing office buildings within Granite Regional Park. Cucamonga is a two-lane roadway with a landscaped median, Class II bicycle lanes, and detached sidewalk. Sidewalk is missing for approximately 1,000 feet on the north side of Cucamonga Avenue between the northern internal access driveway and Power Inn Road. Completed sidewalk is part of the Granite Regional Park Developed Area Master Plan. The Power Inn light rail station is also accessible from Cucamonga Avenue (see Candidate Improvement 14: Power Inn Light Rail Transit Station Access).



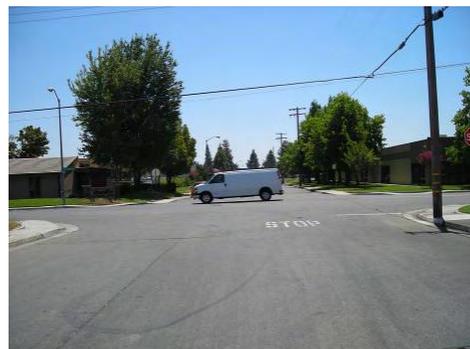
Parking lot directly south of Cucamonga Avenue terminus at Ramona Avenue.



Granite Regional Park south of Ramona Avenue. Embankment separating 14<sup>th</sup> Avenue is in the background.



82<sup>nd</sup> Street at 14<sup>th</sup> Avenue.



82<sup>nd</sup> Street at Belvedere Avenue.

Cucamonga Avenue terminates on the south at Ramona Avenue. Granite Regional Park south of Ramona Avenue features a skate park, soccer field, picnic area, dog park, retention pond, and parking. A multi-use path follows the perimeter of the developed park at the base of an embankment (i.e., former mining pit side slopes). No formal pathway connects Granite Regional Park to local roads on the south. See Appendix B for a map of the park layout.

Figure 2C illustrates key features of the proposed concepts described below.

The following concepts are suggested for a connection from Granite Regional Park to the south potentially to 21<sup>st</sup> Avenue. These concepts should be evaluated further to determine applicability and feasibility:

- Amend the Bikeway Master Plan to include internal Granite Regional Park trails as existing off-street bikeways. Add at least one proposed off-street bikeway connection from the park south to 14<sup>th</sup> Avenue.
- Coordinate with Parks & Recreation on the provision of new multi-use Class I trail connections to Granite Regional Park from the south. Existing worn paths over the embankment indicate possible trail alignments to consider.
- Incorporate trail connections into 14<sup>th</sup> Avenue extension corridor planning. The Sacramento Housing & Redevelopment Agency (SHRA) is scheduled to start a corridor study of the 14<sup>th</sup> Avenue extension between Power Inn Road and Florin Perkins Road in 2008.
- Utilize 82<sup>nd</sup> Street south of 14<sup>th</sup> Avenue to Alpine Avenue as an on-street bikeway. 82<sup>nd</sup> Street is a two-lane roadway approximately 45 feet wide with on-street parking. 82<sup>nd</sup> Street is stop-controlled at Belvedere Avenue, an existing Class III bike route and Alpine Avenue. The majority of 82<sup>nd</sup> Street has an attached sidewalk. A portion of 82<sup>nd</sup> Street would need to be widened and reconstructed to provide sidewalk (approximately 300 feet).
- Explore logical southern terminus at Alpine Avenue or a multi-use Class I path to connect further south to 21<sup>st</sup> Avenue. 82<sup>nd</sup> Street terminates at Alpine Avenue. An industrial building and a large storage yard would need to be acquired to provide a direct connection to 21<sup>st</sup> Avenue, which is proposed as a bikeway alignment according to the City's Bikeway Master Plan (see Candidate Improvement 6: 21<sup>st</sup> Avenue Bike Boulevard).

**TABLE 5:  
CUCAMONGA AVENUE CONNECTION EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Class I facility for pedestrian and cyclists; On-street bikeway and attached sidewalk on a low-volume roadway
Demand	4	Connects retail, office, commercial, parks and transit uses in the study area; Currently no direct access from the south to Granite Regional Park
Comfort / Experience	3	Provides route through Granite Regional Park and on low-volume roadways; Perceived concern of personal security through industrial area
Connectivity / Directness	4	Direct access to Granite Regional Park and surrounding land uses without being adjacent to high-volume arterial roadways
Conformance with Plans	3	Although this alignment is not specifically identified, this concept generally conforms with objectives of the Granite Regional Park Final Report, the Parks Master Plan, the Bicycle Master Plan, and the Pedestrian Master Plan
Safety	3	Provides separated facility from Power Inn Road and Florin Perkins Road; Perceived personal security may be an issue; Street and trail lighting need detailed review
Ease of Implementation	2	Inclusion as part of Granite Regional Park plan may reduce some implementation barriers; Grade difference (up to 30 feet) from Granite Regional Park may increase costs and require more complex engineering solution; Extension to 21 <sup>st</sup> Avenue would require acquisition

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

## 6 – 21<sup>ST</sup> AVENUE BIKE BOULEVARD

East-west connectivity between major arterials, Power Inn Road and Florin Perkins Road, is limited for bicyclists, pedestrians, and vehicles. While Fruitridge Road contains Class II bicycle lanes, no other streets connect Power Inn Road to Florin Perkins Road south of Belvedere Avenue until Elder Creek Road (approximately 2 miles). Therefore, mobility is severely limited within the central part of the study area.

East of Power Inn Road, 21<sup>st</sup> Avenue extends for approximately half a mile before discontinuing where Union Pacific Railroad (UPRR) previously operated a spur line. This segment of 21<sup>st</sup> Avenue has no bicycle or pedestrian facilities. West of Power Inn Road, an opportunity exists to construct a new multi-use path and tie into the 21<sup>st</sup> Avenue Bike Boulevard (see Candidate Improvement 8: 21<sup>st</sup> Avenue across UPRR).

While UPRR still owns and operates a rail corridor adjacent to 21<sup>st</sup> Avenue between Power Inn Road and Florin Perkins Road, the City of Sacramento has the right-of-way parallel to the tracks from the eastern terminus of 21<sup>st</sup> Avenue to Florin Perkins Road. An existing worn dirt path connects 21<sup>st</sup> Avenue to 83<sup>rd</sup> Street over the tracks. The City of Sacramento's Bicycle Master Plan includes a proposed off-street bicycle path that follows a general alignment along 21<sup>st</sup> Avenue from Power Inn Road to Florin Perkins Road then south along the Central California Traction (CalTraction) line to Elder Creek Road.



21<sup>st</sup> Avenue east of Power Inn lacks curb, gutter, and sidewalk.



Participants of a cycling tour assess 21<sup>st</sup> Avenue east of Power Inn Road.



Participants of a cycling tour evaluate the 21<sup>st</sup> Avenue alignment as a potential multi-use path.



Directional signage and pavement stencil on a bike boulevard in Berkeley, California.

Figure 2C illustrates key features of the proposed concepts described below.

The following concepts are suggested for a 21<sup>st</sup> Avenue bike boulevard and should be evaluated further to determine applicability and feasibility:

- Explore a direct east-west connection of 21<sup>st</sup> Avenue from 79th Street, across UPRR to Power Inn Road. See Candidate Improvement 8: 21<sup>st</sup> Avenue across UPRR. The most likely crossing type would be grade-separated acknowledging existing California Public Utilities Commission (CPUC) rail crossing policies.
- Evaluate Power Inn Road access and roadway crossing options. The City of Sacramento Pedestrian Safety Guidelines recommend a Level 4 crossing treatment based on the current roadway cross section, traffic volumes, and vehicle speed parameters. This is the most comprehensive pedestrian crossing measure (e.g., grade-separation, pedestrian and bicycle actuated signal).
- Improve the existing segment of 21<sup>st</sup> Avenue east of Power Inn Road. Reconstruct roadway to provide curb, gutter, sidewalk, and ideally Class II bicycle lanes. If Class II bicycle lanes are not feasible, the addition of “bicycle boulevard” way-finding signs and pavement markings could establish the route as a priority bicycle corridor to connect to new Class I path as described below.
  - Variations of pedestrian and bicycle facilities should be considered including a landscape-separated Class I multi-use path adjacent to the roadway in lieu of or in addition to on-road and curb side treatments. The type of treatment is highly dependent on the level of 21<sup>st</sup> Avenue as a vehicular roadway (i.e. a Class III bicycle route may be suitable).
- Install a Class I multi-use path from the eastern terminus of 21<sup>st</sup> Avenue to Florin- Perkins Road. The City of Sacramento owns right of way along this alignment. A logical location to connect to Florin Perkins Road is the signalized intersection of 23<sup>rd</sup> Avenue near the CalTraction railroad crossing.
- As part of this study, improvements to Florin Perkins Road and the CalTraction crossing are suggested (see Candidate Improvements 11: Florin Perkins Road and 12: CalTraction / Florin Perkins Road Crossing).
- This alignment will likely need to cross one active railroad spur that serves an adjacent property.
- Key connections to other proposed multi-use paths (e.g., Cucamonga Connection, Granite Park / North – South Spur Trail) and 83<sup>rd</sup> Street should be constructed.

**TABLE 6:  
 21<sup>ST</sup> AVENUE BIKE BOULEVARD EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Class I facility and bicycle boulevard with way-finding signage for pedestrians and cyclists; Addition of sidewalks along 21 <sup>st</sup> Avenue
Demand	4	Provides needed east-west connection between Power Inn Road and Florin Perkins Road
Comfort / Experience	3	Provides sense of place for pedestrians and bicyclists as users of the corridor by giving them priority or exclusive use; Personal security may be a perceived issue
Connectivity / Directness	4	Provides direct east-west connection between Power Inn Road and Florin Perkins Road
Conformance with Plans	4	Bicycle Master Plan includes Class I facility along 21 <sup>st</sup> Avenue
Safety	3	Offers exclusive pedestrian and bicycle facility separated from roadway traffic; Personal security may be a perceived issue
Ease of Implementation	2	City owns right of way to construct Class I facility; New path construction; Coordination with UPRR and adjacent land owners

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

## 7 – CALTRACTION CORRIDOR: RAIL WITH TRAIL

The Central California Traction (CalTraction) is owned jointly by the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railway (BNSF). The rail line extends from the Port of Stockton to Sacramento, California. The portion of the line south of Elder Creek Road has been out of service since 1998, although the tracks remain in place. The line between Stockton and Lodi, and the portion north of Elder Creek are currently active. Between Florin Perkins Road and Elder Creek Road, three weekly train movements serve four industries out of seven possible sites. Between Florin Perkins Road and Power Inn Road, daily service serves Proctor and Gamble, Pine Mountain Logs, Dolan Building Material Company, and Jefferson Smurfit.

In 2000, the Central Valley Rails to Trails Foundation (CVRTF) was established as a coalition dedicated to using the CalTraction alignment for non-motorized alternative transportation and recreational purposes. The 27.5-mile portion between Lodi and Elder Creek Road in Sacramento is currently for sale. SACOG is researching the feasibility of preserving the corridor. The High Speed Rail Authority once had interest in the alignment. Since the tracks north of Elder Creek Road are still active, a continuation of the trail along the rail alignment has not been seriously considered. See Appendix B for a map of the proposed CVRTF rail trail.



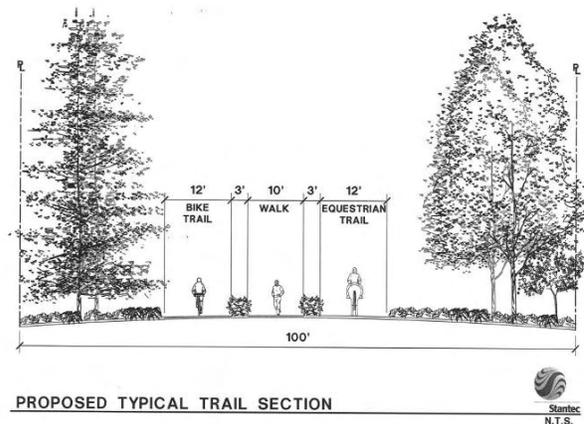
Active CalTraction line north of Elder Creek Road.



Active CalTraction line at 83<sup>rd</sup> Street.



Active CalTraction line near Florin Perkins Road.



Conceptual trail cross section for the segment south of Elder Creek Road.  
Source: [www.cvrtf.org](http://www.cvrtf.org)

Constructing a multi-use Class I trail along the active CalTraction corridor alignment north of Elder Creek would provide a direct link from the center of the study area to the conceptual rail trail extending to the southeast towards Lodi. The City of Sacramento's Bicycle Master Plan includes a proposed off-street bicycle facility along this corridor, continuing west along 21<sup>st</sup> Avenue to Power Inn Road (see Candidate Improvement 6: 21<sup>st</sup> Avenue Bike Boulevard).

Figure 2B illustrates key features of the proposed concepts described below.

The following concepts are suggested for the CalTraction Corridor: Rail with Trail and should be evaluated further to determine applicability and feasibility:

- Explore an alignment for a parallel and continuous multi-use path adjacent to the existing active CalTraction line.
  - Ideally, the 40-foot cross section proposed for the CVRTF Rail Trail south of Elder Creek would be constructed; however, available space is substantially less adjacent to the active rail.
- Develop trail crossing alternatives and major trail access points at Florin Perkins Road, Fruitridge Road, and Elder Creek Road.
  - Existing rail crosses all three roadways on an angle that is difficult for on-road cyclists to navigate.
  - All three arterial roadways are identified for roadway widening. According to the roadway cross section, volume, and vehicle speed parameters, the City of Sacramento Pedestrian Safety Guidelines recommend Level 4 crossing treatments, which are the most comprehensive measures (e.g., pedestrian signal).
  - Intermediate access points from local roads such as Unsworth Avenue and Younger Creek Drive should also be considered. See Candidate Improvement 28: CalTraction Surface Streets.
- Provide connections to the following conceptual improvement projects identified in this study:
  - Candidate Improvement 27: Morrison Creek Trail
  - Candidate Improvement 6: 21<sup>st</sup> Avenue Bike Boulevard

**TABLE 7:  
 CALTRACTION RAIL WITH TRAIL EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Bike	Class I "Rail with Trail" along CalTraction corridor
Demand	4	Assuming rail trail south of Elder Creek was constructed, this alignment provides a direct connection away from vehicle traffic; Suitable for long-haul recreational trips as well as shorter trips if frequent access points are constructed
Comfort / Experience	3	Provides bicyclists an exclusive corridor separated from vehicle traffic; Perceived personal safety may be an issue
Connectivity / Directness	4	Provides key connection to regional Class I facility; New facility through the center of the study area
Conformance with Plans	4	Identified in the Bicycle Master Plan and SACOG's Bicycle, Pedestrian and Trails Master Plan
Safety	3	New Class I facility away from vehicle traffic; Improved street crossings; May be perceived personal security concerns with trail alignment through an industrial area
Ease of Implementation	1	Coordination with UPRR and BNSF; Easement required; Multiple major roadway crossings; New construction of approximately two miles of trail

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

## 8 – 21<sup>ST</sup> AVENUE CROSSING OF UPRR

The Union Pacific Railroad (UPRR) tracks bisect the study area, limiting east-west mobility. West of the UPRR and Power Inn Road, 21<sup>st</sup> Avenue is a two-lane residential roadway with a wide landscaped parkway separating travel lanes, sidewalks, Class II on-street bicycle lanes, and on-street parking. East of Power Inn Road, 21<sup>st</sup> Avenue extends for approximately half a mile before discontinuing again where UPRR previously operated a rail corridor. This segment of 21<sup>st</sup> Avenue has no bicycle or pedestrian facilities.

The continuation of 21<sup>st</sup> Avenue and a pedestrian and bicycle crossing of the UPRR would facilitate direct pedestrian and bicycle travel between local neighborhoods on the west and employment and retail centers located east of Power Inn Road. A 21<sup>st</sup> Avenue connection would link to proposed off-street Class I bicycle paths identified in the City of Sacramento's Bicycle Master Plan along 21<sup>st</sup> Avenue from Power Inn Road past Florin Perkins Road, and along the CalTraction line to Elder Creek Road. A proposed off-street Class I bicycle path along the UPRR corridor between CSUS and Elder Creek Road is also identified in the Bicycle Master Plan and SACOG's Regional Bicycle, Pedestrian, and Trails Master Plan as a high priority bicycle and pedestrian project.



21<sup>st</sup> Avenue at Bradford Drive. 21<sup>st</sup> Avenue has Class II bicycle lanes to Stockton Boulevard (approximately 2 miles).



21<sup>st</sup> Avenue terminates at 79<sup>th</sup> Street east of UPRR tracks. A row of single-family homes would be impacted with a direct continuation of 21<sup>st</sup> Avenue.



Pedestrian waiting to cross UPRR at 18<sup>th</sup> Avenue / W Railroad Avenue.



Westbound 21<sup>st</sup> Avenue east of Power Inn Road is an unimproved roadway ending at a former railroad alignment.

Figure 2E illustrates key features of the proposed concepts described below.

The following concepts are suggested for a potential new 21<sup>st</sup> Avenue connection and should be evaluated further to determine applicability and feasibility:

- Explore a direct east-west connection of 21<sup>st</sup> Avenue from 79<sup>th</sup> Street to UPRR. This would require easement or full property acquisition of existing single-family homes along Lacam Circle or Toronto Way.
  - As an alternative, modifying an existing shared driveway off Lacam Circle or providing access from Toronto Way may be more practical. These connections would still require easement or property acquisition.
- Determine feasibility of a pedestrian and bicycle crossing of the UPRR. The crossing would likely need to be grade-separated. UPRR transitions from double track to single track from north to south in this general area.
- Evaluate Power Inn Road access and roadway crossing options. Based on the current roadway cross section, traffic volumes, and vehicle speed parameters, the City of Sacramento Pedestrian Safety Guidelines recommend a Level 4 crossing treatment. This is the most comprehensive pedestrian crossing measure (e.g., grade-separation, pedestrian signal).
- Continue bicycle and pedestrian improvements east to Florin Perkins Road by improving 21<sup>st</sup> Avenue and constructing a new multi-use trail. Candidate Improvement 6: 21<sup>st</sup> Avenue Bike Boulevard addresses opportunities for this segment.

**TABLE 8:  
21<sup>ST</sup> AVENUE ACCESS ACROSS UPRR EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Class I facility and bicycle boulevard with way-finding signage for pedestrians and cyclists
Demand	4	Reduced pedestrian and cyclist distance to Power Inn Road by at least one mile; Demand may increase as the Southern Pacific Rail Trail is developed
Comfort / Experience	3	Comfort and experience may be determined by frequency of trains, lighting and amenities; Personal security may be a concern
Connectivity / Directness	4	Provides direct connection to Power Inn Road and potential CalTraction and Southern Pacific Rail Trails; Links residential land uses to employment
Conformance with Plans	1	Not identified in other City or regional programs of plans
Safety	2	Concerns related to crossing double tracked railroad; Choice of crossing can affect pedestrian/cyclist violation rate; Advantage of linking existing bike boulevard to an exclusive mixed-use path
Ease of Implementation	1	ROW acquisition; Crossing of UPRR; New construction; Power Inn Road crossing

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

## 9 – “SOUTHERN PACIFIC” RAIL TRAIL

Southern Pacific Railroad was the original owner of the main railway that divides the study area on a northwest to southeast alignment. The Sacramento Valley Rail Station in downtown Sacramento was the Southern Pacific terminal. After numerous mergers and acquisitions, Union Pacific Railroad (UPRR) ultimately acquired Southern Pacific. Within the study area, the railway generally follows Elvas Avenue under U.S. 50 and continues southeast with at-grade crossing at 14<sup>th</sup> Avenue, Power Inn Road, Fruitridge Road, and Elder Creek Road.

Constructing a Class I bike trail along the UPRR (formerly Southern Pacific) corridor would provide a regional link between downtown Sacramento, California State University - Sacramento, and proposed multi-use paths adjacent to Sacramento Regional Transit's light rail Gold Line, Central California Traction (CalTraction), and Morrison Creek. The City's Bikeway Master Plan does not identify this alignment as a proposed off-street bikeway. However, an alignment between F Street and Power Inn Road has been included in the Sacramento Area Council of Governments (SACOG) Regional Bicycle, Pedestrian, and Trails Master Plan as a high priority bicycle and pedestrian project. The project is also included in the Transportation Programming Guide.



UPRR near light rail transit and U.S. 50 grade-separated crossings.



UPRR near 65<sup>th</sup> Street. A grade difference of about 20 feet exists between the track and adjacent property.



UPRR near Fruitridge Road.



UPRR south of 14<sup>th</sup> Avenue, adjacent to W. Railroad Avenue.

Figures 2D and 2E illustrate the general alignment and key connections to other proposed bikeways and pedestrian corridors.

The following concepts are suggested for a potential Southern Pacific Rail Trail and should be evaluated further to determine applicability and feasibility:

- Amend the Bikeway Master Plan to include the Southern Pacific Rail Trail as a proposed off-street bikeway.
- Explore an alignment for a parallel and continuous multi-use path adjacent to an active Union Pacific railway. Evaluate trail alignments on either side of the active rails, taking into consideration the given constraints. Attention should also be given to the possibility of utilizing existing parallel roads to extending the proposed alignment south to Elder Creek.
- Develop trail crossing alternatives and major trail access points at 14<sup>th</sup> Avenue, 21<sup>st</sup> Avenue, Power Inn Road, Fruitridge Road, and Elder Creek Road.
- Provide direct connections to the following conceptual improvement projects identified in this study:
  - Candidate Improvement 23: Folsom Boulevard / Light Rail Transit Rail Trail
  - Candidate Improvement 8: 21<sup>st</sup> Avenue Crossing of UPRR
  - Candidate Improvement 27: Morrison Creek Trail
- Future study should include availability of right of way parallel to Union Pacific property.

**TABLE 9:  
SOUTHERN PACIFIC RAIL TRAIL EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Bike & Walk	Class I "Rail with Trail" along active Union Pacific rail corridor; Suitable for long-haul recreational trips
Demand	4	Alignment provides a direct connection away from vehicle traffic; Suitable for long-haul recreational trips and well as shorter trips if frequent access points are constructed; SACOG priority corridor
Comfort / Experience	3	Provides bicyclists an exclusive corridor separated from vehicle traffic; Perceived personal safety may be an issue along fairly isolated location
Connectivity / Directness	4	Provides key connection to other regional Class I facilities; New facility through the center of the study area
Conformance with Plans	4	Identified in SACOG's Bicycle, Pedestrian and Trails Master Plan
Safety	3	New Class I facility away from vehicle traffic; Improved street crossings; May be perceived personal security concerns with trail alignment through an industrial area
Ease of Implementation	1	Coordination with UPRR; Easement required; Multiple major roadway crossings; New construction of approximately three miles of trail

Source: Fehr & Peers, 2008  
Note: Scale = 1 through 4, 1 = Low, 4 = High

## 10 – 14<sup>TH</sup> AVENUE

14<sup>th</sup> Avenue is an east-west arterial roadway connecting residential, school and business uses between State Route 99, Stockton Boulevard, 65<sup>th</sup> Street, and Power Inn Road. From west to east, the cross section varies from two lanes to four lanes with multiple controlled and uncontrolled pedestrian crossings. 14<sup>th</sup> Avenue also provides one of the few east-west crossings of the Union Pacific Railroad (UPRR) tracks in the study area. East of Power Inn Road, 14<sup>th</sup> Avenue is an unimproved two-lane roadway that provides access to industrial uses and Granite Regional Park through a north-south driveway before it terminates just east of 82<sup>nd</sup> Avenue.

Past planning efforts such as the Southeast Area Transportation Study identified the extension of 14<sup>th</sup> Avenue between Power Inn Road and Watt Avenue as a logical connection to improve east-west connectivity. In the Draft 2030 General Plan, 14<sup>th</sup> Avenue is identified as a four-lane arterial between 65<sup>th</sup> Street and Watt Avenue. The City of Sacramento's Bicycle Master Plan includes Class II on-street bike lanes on 14<sup>th</sup> Avenue between 65<sup>th</sup> Street and Florin Perkins Road. The extension and widening of 14<sup>th</sup> Avenue between Power Inn Road and Watt Avenue is included as a project in the SACOG Metropolitan Transportation Plan.

The Sacramento Housing & Redevelopment Agency (SHRA) is scheduled to start a corridor study of the 14<sup>th</sup> Avenue Extension between Power Inn Road and Florin Perkins Road in 2008. The 65<sup>th</sup> Street Station Area project, currently under environmental review, proposes concepts to enhance pedestrian and bicycle circulation west of Power Inn Road with connections to 14<sup>th</sup> Avenue.



14<sup>th</sup> Avenue changes from a four-lane undivided arterial to a two lane unimproved road at Power Inn Road



14<sup>th</sup> Avenue terminates at an unused railroad spur line. The City owns this alignment. SHRA will begin a corridor study of this segment in 2008.

Figures 2A, 2C, and 2E illustrate key features of the proposed concepts described below.

The following concepts are suggested for 14<sup>th</sup> Avenue and should be evaluated further to determine applicability and feasibility:

- Initiate a planning study of 14<sup>th</sup> Avenue between 65<sup>th</sup> Street and Power Inn Road.
  - Review existing pavement width and roadway cross section (e.g., lane widths) to evaluate near-term potential to stripe Class II bicycle lanes between 65<sup>th</sup> Street and Power Inn Road. On-street parking is permitted on portions of the corridor and may need to be restricted to install bicycle lanes. At a minimum, Class III bikeway treatments should be considered.

- Consider “complete street” concepts, which may include a road diet (e.g., lane reduction) or lane width narrowing. A two-lane roadway with a center-two-way left turn lane may reasonably accommodate travel demand in the near term. The existing daily volume of 13,000 vehicles can typically be accommodated with two travel lanes. *Note: A lane reduction would be in conflict with the City’s General Plan.*
- Improve the UPRR crossing for enhanced pedestrian and bicycle access. 14<sup>th</sup> Avenue is one of only three formal UPRR crossings south of Folsom Boulevard within the study area.
- Collaborate with the 65<sup>th</sup> Street Station Area project on logical connections and crossings to promote options such as Redding Avenue and the Ramona Avenue extension to 14<sup>th</sup> Avenue.
- Provide continuous sidewalks along both sides of 14<sup>th</sup> Avenue. Where present, sidewalks are narrow, adjacent to travel lanes, and often obstructed by utility poles.
- Underground utilities or separate sidewalks to improve pedestrian walkways.
- Support SHRA’s 14<sup>th</sup> Avenue Extension Study for the segment between Power Inn Road and Florin Perkins Road.
  - Consider a range of cross sections including a multi-use path adjacent to the roadway.
- Provide key connections to Candidate Improvement 5: Cucamonga Connection, and Candidate Improvement 4: Granite Park / North-South Spur Trail.
- Coordinate with Sacramento County and private land owners regarding opportunities to extend 14<sup>th</sup> Avenue pedestrian and bicycle facilities through to S. Watt Avenue.
- Address vehicle speed management through design features, landscaping and enforcement.

**TABLE 10:  
14<sup>TH</sup> AVENUE EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Class I facility and/or class II bicycle lanes and separated sidewalks
Demand	4	Provides needed east-west connection between Power Inn Road and Florin Perkins Road and to Granite Regional Park; One of three area crossings of UPRR
Comfort / Experience	3	Improves pedestrian and bicycle safety with new or enhanced crossings and connections; Facilities still adjacent to an arterial
Connectivity / Directness	4	Provides needed east-west connection between Power Inn Road and Florin Perkins Road; One of three area crossings of UPRR; Connects with other proposed Class I facilities
Conformance with Plans	3	Bicycle Master Plan includes Class II facility along 14 <sup>th</sup> Avenue; SHRA will begin corridor study for the segment between Power Inn Road and Florin Perkins Road; Road diet would conflict with the General Plan
Safety	3	Improves pedestrian and bicycle safety with new or enhanced crossings and connections
Ease of Implementation	2	UPRR railroad crossing; City owns right-of-way between Power Inn Road and Florin Perkins Road; New construction

Source: Fehr & Peers, 2008  
Note: Scale = 1 through 4, 1 = Low, 4 = High

## 11 – FLORIN PERKINS ROAD

Between Folsom Boulevard and Fruitridge Road, Florin Perkins Road is a four-lane arterial with a posted speed limit of 45 mph, traffic volumes around 30,000 vehicles per day, and a considerable percentage of truck traffic. Bicycle and pedestrian facilities along this roadway are minimal, and several locations are in need of high-priority improvements such as basic sidewalks and bicycle lanes. One critical gap is south of Jackson Road and north of Belvedere Avenue where sidewalk is missing on both sides of the street. This section is within a half mile of the College Greens light rail station and adjacent to the undeveloped, eastern edge of Granite Regional Park. Significant employment centers with driveways on Belvedere Avenue, such as Pride Industries, do not have an accessible path to light rail.

The City of Sacramento's Pedestrian Master Plan has designated Florin Perkins Road as a pedestrian street corridor targeted for upgraded pedestrian facilities. Upgraded pedestrian facilities are defined in the Master Plan as having additional pedestrian enhancements beyond basic sidewalks, which reduce crossing distances, include crossing treatments, add streetscape interests, and improve on-street facilities. According to the Bikeway Master Plan, Florin Perkins Road is classified as an on-street bikeway, although the current Class II bike lanes are discontinuous. Florin Perkins Road is designated in the City's General Plan and SACOG's Metropolitan Transportation Plan as a six-lane roadway.



Typical representation of Florin Perkins Road Class II bicycle lanes and sidewalks where present.



Florin Perkins Road between 23<sup>rd</sup> Avenue and 25<sup>th</sup> Avenue lacks bicycle lanes and continuous sidewalks. The road narrows at the rail crossing and creates a pinch point for pedestrians and bicyclists.

The following concepts are suggested for Florin Perkins Road and should be evaluated further to determine applicability and feasibility:

- Review existing pavement width and roadway cross section (e.g., lane widths) to evaluate near-term potential to stripe where missing or widening existing Class II bicycle lanes. Upgrade bicycle lane width to the City's current 6-foot standard.
- Identify and mitigate gaps where Class II striping is not possible without roadway widening or new construction such as near the CalTraction rail line (see Candidate Improvement 12: CalTraction / Florin Perkins Road Crossing).
- Enforce parking violations in the existing Class II bike lane on the east side of Florin Perkins Road south of Kiefer Boulevard. Install additional signing and striping to deter on-street parking.

- Identify and prioritize critical sidewalk gaps on high-demand segments such as along the west side between Jackson Road and Belvedere Avenue.
- Install bicycle detection where needed at intersections.
- Modify signal timings to optimize operations for bicyclists, pedestrians, and vehicles (including extended green time).
- Focus enhancements on access to transit, especially near College Greens light rail station (see Candidate Improvement 2: College Greens LRT Station Access).
- Consider “complete street” concepts during corridor planning projects and planned roadway widening.
  - Investigate constructing a parallel Class I bicycle path on the west side of Florin Perkins Road to provide an adjacent “off-road” alternative for biking.
  - Install upgraded pedestrian improvements as suggested in the Pedestrian Master Plan.
  - Introduce median landscaping and planter strips.
- Address vehicle speed management through design features, landscaping and enforcement.

**TABLE 11:  
FLORIN PERKINS ROAD EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Near-term and long-term bicycle and pedestrian improvements along Florin Perkins Road
Demand	4	Pedestrian and bicycling access to Granite Regional Park, College Greens light rail station, and businesses needed
Comfort / Experience	3	Provision of sidewalks, Class I and Class II bike facilities increase user comfort; Facilities still adjacent to high-volume arterial
Connectivity / Directness	4	Regional and local connections are created with a Class I facility linking to other bikeways and sidewalks that connect businesses, retail developments, and transit
Conformance with Plans	4	Consistent with City’s Bicycle Master Plan and Pedestrian Master Plan
Safety	3	Completion of Class I, Class II, and upgraded pedestrian facilities
Ease of Implementation	1	Signing and striping; Coordination with UPRR and adjacent land owners; New roadway construction
Source: Fehr & Peers, 2008		
Note: Scale = 1 through 4, 1 = Low, 4 = High		

## 12 – CALTRACTION / FLORIN PERKINS ROAD CROSSING

The Central California Traction (CalTraction) is owned jointly by the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railway (BNSF). The rail line extends from the Port of Stockton to Sacramento, California. The portion of the line south of Elder Creek Road has been out of service since 1998, although the tracks remain in place. The line between Stockton and Lodi, and the portion north of Elder Creek are currently active. Between Florin Perkins Road and Elder Creek Road, three weekly train movements serve four industries out of seven possible sites. Between Florin Perkins Road and Power Inn Road, daily service serves Proctor and Gamble, Pine Mountain Logs, Dolan Building Material Company, and Jefferson Smurfit.

The walking and biking facilities along Florin Perkins Road are inconsistent and in need of improvement. On Florin Perkins Road between 23<sup>rd</sup> Avenue and 25<sup>th</sup> Avenue (at the CalTraction crossing), Class II bicycle lanes drop, pavement conditions worsen, and bicyclists share the roadway with vehicle traffic, including truck traffic. Pedestrians also lack any sidewalk facilities and typically walk on the gravel shoulder adjacent to the travel lane. The speed and proximity of vehicle traffic, especially truck traffic, make this crossing location particularly uncomfortable to walk or bike.



Pavement conditions on Florin Perkins Road are uneven around the CalTraction track. The track crosses Florin Perkins on an angle, which poses a hazard to crossing cyclists.



The section of Florin Perkins Road between 23<sup>rd</sup> Avenue and 25<sup>th</sup> Avenue lacks bicycle lanes and continuous sidewalks.

The following concepts are suggested for the CalTraction / Florin Perkins crossing and should be evaluated further to determine applicability and feasibility:

- Install continuous Class II bike lanes and sidewalks along Florin Perkins Road.
- Improve pavement conditions at rail crossing.
- Investigate widening the roadway shoulder or bike lane approach to the tracks to allow bicyclists to cross the tracks at a right angle without veering into traffic.
  - Median narrowing may be practical at this location.
  - Consider signing and striping enhancements to provide advanced warning and channelizing.
  - Coordinate with UPRR and BNSF Railway on near- and long-term solutions.
- Promote alternative parallel Class I bikeways for biking and walking.

- Consider “complete street” and enhanced rail crossing concepts as part of future road widening. Florin Perkins Road is identified as a six-lane road in the City’s General Plan and SACOG’s Metropolitan Transportation Plan.

**TABLE 12:  
 CALTRACTION / FLORIN PERKINS ROAD EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Class II bicycle lanes and sidewalk
Demand	4	One of few existing direct routes between south Sacramento, LRT (College Greens) and the American River Parkway
Comfort / Experience	3	Improved rail crossing; Separation from vehicle travel lanes
Connectivity / Directness	3	Adjacent to major arterial
Conformance with Plans	4	Conforms with Bikeway Master Plan
Safety	4	Enhanced safety for both bikes and pedestrians
Ease of Implementation	1	Coordination with rail authorities; Roadway widening; New construction

Source: Fehr & Peers, 2008  
 Note: Scale = 1 through 4, 1 = Low, 4 = High

### 13 – WAY-FINDING SIGNAGE: THE AMERICAN RIVER BIKE TRAIL AND LRT STATIONS

A series of way-finding signs throughout the study area could highlight key destinations such as parks, schools, and community centers. Three important destinations where way-finding signage would be of great value include the Power Inn and College Greens light rail stations and the American River Parkway. Directional signage enhances sense of community, promotes walking and bicycling to destinations, and indicates preferred routes.

In addition to infrastructure improvements to increase access to the Power Inn and College Greens light rail stations, a series of way-finding signs would provide a clear route to the transit stations. Way-finding signs also alert motorists of the presence of nearby transit stations, which could potentially encourage future transit ridership and an awareness of bicycle and pedestrian presence surrounding these locations. Way-finding is a key component in linking bicycle, pedestrian, and transit trips to destinations in the area such as the American River Parkway, Granite Regional Park (just south of the two light rail stations), employment centers, retail locations, and schools.



Occidental Drive south of La Riviera Drive. Occidental is the only crossing of U.S. 50 between Howe Avenue and Watt Avenue. It is part of a priority bike route connecting the American River Parkway trail to the College Greens light rail station and points south.



Illustrations of pedestrian-scale way-finding signs indicating a preferred route to transit.



Access to the American River Parkway from La Riviera Drive. The location lacks way-finding signage.



Way-finding sign example from a bike boulevard in Berkeley, California.

Figure 2A identifies proposed priority streets for way-finding.

The following concepts are suggested for way-finding signage and should be evaluated further to determine applicability and feasibility:

- Develop a consistent pedestrian-scale way-finding sign template.
- Coordinate with Regional Transit on priority paths and way-finding signs for LRT and priority bus stops.
- Use way-finding signage to designate a preferred route through residential streets north of Folsom Boulevard between the American River Parkway bike trail (ARBT), the College Greens LRT station and points south.
- Coordinate with Sacramento County on directional signage for points of interest off the ARBT (e.g., schools, parks, light rail, and bikeways). Destination way-finding signs could be placed at the junction of the ARBT and the north-south path that connects to La Riviera Drive and Glenbrook Park.
- Before installing way-finding, all candidate streets should be reviewed for accessibility and safety.
- *Note: All the residential streets north of Folsom Boulevard between Power Inn Road and Watt Avenue are scheduled for street maintenance resurfacing between 2008 – 2010. Bikeway striping should be refreshed or enhanced as part of the project. Prior to resurfacing, Occidental Drive north of U.S. should be evaluated for Class II bicycle lanes. In particular, a review of the need for an exclusive northbound right-turn lane at La Riviera Drive should be conducted.*

**TABLE 13:  
WAY-FINDING SIGNAGE – AMERICAN RIVER BIKE TRAIL AND LRT STATIONS EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Directional signage to promote walking and bicycling to retail, employment, educational, transit, and recreational destinations
Demand	4	Provides connections between several land uses and destinations
Comfort / Experience	3	Way-finding signs provide clear directions on suitable routes; Combination of local and arterial roadways and crossings
Connectivity / Directness	3	Way-finding signs provide clear directions on suitable routes
Conformance with Plans	4	Meets the objectives of Bicycle Master Plan; Reinforces existing bikeways
Safety	3	Provides indication to motorists, pedestrian, and bicyclists of routes highlighted for preferred bicycle and pedestrian access
Ease of Implementation	4	Signing, striping, and limited construction within City right-of-way

Source: Fehr & Peers, 2008  
Note: Scale = 1 through 4, 1 = Low, 4 = High

## 14 – POWER INN LRT STATION ACCESS

Sacramento Regional Transit's Power Inn light rail transit (LRT) station is located on Power Inn Road, just south of Folsom Boulevard and the SMUD transformer station. The Power Inn station connects to three bus routes, and provides approximately 300 parking spaces in a surface lot adjacent to Power Inn Road.

Pedestrian and bicycle access to the Power Inn station is limited from all approaches. While there is an existing pedestrian overcrossing of Power Inn Road at the light rail tracks, the lack of marked at-grade pedestrian crosswalks and way-finding in the vicinity of the station presents a barrier. The area offers no direct access to the station from the north or east, where the majority of the residents in the area are located. The lack of way-finding signage and adequate pedestrian and bicycle facilities to connect business, retail, transit, and recreational uses in this location should be addressed.



Temporary access road between the LRT station and Granite Regional Park used by pedestrians, cyclists, and vehicles.



A pedestrian pathway through Power Inn LRT station parking lot could connect to the temporary roadway between the station and the Granite Regional Park office complex.



Property east of the SMUD transformer station and possible location of Class I trail from Folsom Boulevard to the Power Inn LRT station.

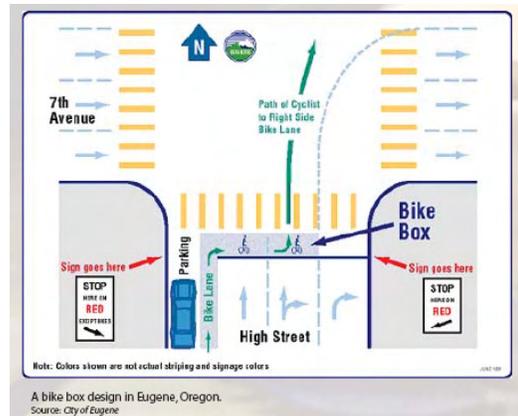


Illustration of the "bike box" concept.

Figure 2G illustrates key features of the proposed concepts described below.

The following concepts are suggested to improve access to the Power Inn LRT station and should be evaluated further to determine applicability and feasibility:

- Install crosswalks across Power Inn Road at the intersection of the parking lot driveway between Folsom Boulevard and Cucamonga Avenue.
- Install sidewalk on the north side of Cucamonga Avenue between Power Inn road and the temporary roadway that provides direct access to the LRT station parking lot.
- Install way-finding signage to direct pedestrians and bicyclists to the station.
- Install a “colored bike box” in the southbound direction of Power Inn Road at the intersection of the parking lot driveway to allow left-turn cycling maneuvers in front of the five vehicle lanes at this location.
- If bicycle detection is not feasible at all signalized intersections along Power Inn, install bicycle detection at intersection of the parking lot driveway as a priority.
- Construct a Class I multi-use path from Bicentennial Circle (eastern driveway), adjacent to the east side of the SMUD transformer station, to the Power Inn LRT station; explore opportunity to continue Class I facility south to Cucamonga Avenue at the signalized driveway east of Power Inn Road. A worn, dirt path currently exists between the station and the signalized intersection on Cucamonga Avenue.
- Consider a “pedestrian pathway” through the parking lot of the Power Inn LRT station from the station stairway entrance to the temporary roadway, which links to Cucamonga Avenue and Granite Regional Park office complex. However, at Cucamonga Avenue, pedestrians will need to be channelized to the adjacent signalized intersections.
- Convert the existing temporary roadway linking the parking lot to Cucamonga Avenue to a multi-use facility with signing, striping, and pedestrian amenities. Coordinate with City Planning on the timeline for planned building construction and coordinate on possibility of a long-term multi-use path on this alignment or to the east intersecting the signalized driveway.
- Provide direct connection to the proposed Folsom / LRT Rail Trail (see Candidate Improvement 23: Folsom / LRT Rail Trail)
- Complete a comprehensive Safe Route to Transit audit. SACOG’s Safe Route to Transit for Bicycles Study was conducted in 2006. However, Power Inn was not one of the stations evaluated.

**TABLE 14:  
 POWER INN LRT STATION ACCESS EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Access to transit; Improved crossing for pedestrians and cyclists; Safety enhancements
Demand	4	Provides designated crossings and paths to transit; Demand exists as evidenced by worn paths
Comfort / Experience	3	Provides separation from vehicle traffic on Power Inn Road; Enhanced crossings of Power Inn Road; New sidewalk
Connectivity / Directness	3	Direct access between employment center and residential
Conformance with Plans	3	Improvement plans for Power Inn station unknown; Improved access at Power Inn Road / RT driveway would be consistent with proposed access to CSUS Faculty Village; Consistent with Pedestrian and Bikeway Master Plans
Safety	4	New crossings and improved access; Routes separated from arterial roadways
Ease of Implementation	2	Varies depending on level of improvement; coordination with adjacent land owners and RT

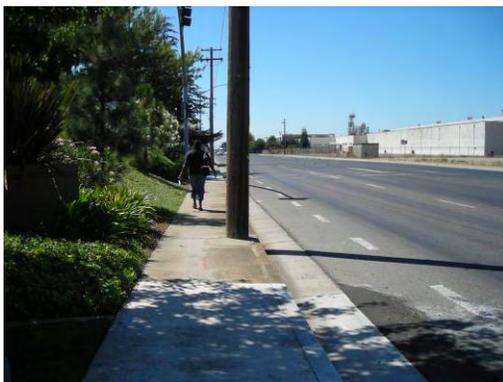
Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

## 15 – FRUITRIDGE ROAD

Fruitridge Road is an east-west arterial roadway through the center of the study area. The roadway cross section and frontage improvements (e.g., curb, gutter, landscaping, and sidewalk) vary along the entire stretch. Daily traffic volumes range from 14,000 to 20,000 vehicles per day. Fruitridge Road is designated on the Bikeway Master Plan as an existing on-street bikeway west of Florin Perkins Road and a proposed on-street bikeway east of Florin Perkins Road. The City's General Plan and SACOG's Metropolitan Transportation Plan designate Fruitridge as a four-lane arterial.

From 65<sup>th</sup> Street to Power Inn Road, Fruitridge Road has two lanes in each direction with either a center two-way left turn lane or landscaped median. Most of this portion of the corridor has attached sidewalk. Landscape-separated sidewalk was recently installed along portions of the south side as part of the Fruitridge Road Master Plan. Class II bicycle lanes are narrow and discontinuous on the north side and mostly absent on the south side of the road. East of Power Inn Road to Florin Perkins Road, Fruitridge is four lanes with a center two-way left turn lane, attached sidewalk and mostly continuous Class II bicycle lanes. East of Florin Perkins Road, the roadway narrows to two lanes and is narrowest at the Union Pacific Railroad (CalTraction) crossing.



Fruitridge Road near Depot Park.



Fruitridge Road east of 65<sup>th</sup> Street. The sidewalk along the north side is obstructed by utility poles.



Portions of Fruitridge Road were recently improved with landscaped median and detached sidewalk.



Fruitridge Road at 88th Street.

The following concepts are suggested for Fruitridge Road and should be evaluated further to determine applicability and feasibility:

- Review existing pavement width and roadway cross section (e.g., lane widths) to evaluate near-term potential to stripe (or restripe) Class II bicycle lanes. Upgrade bicycle lane width to the City’s six-foot standard. Identify and mitigate gaps where Class II striping is not possible without roadway widening or new construction.
- Modify signal timings to optimize operations for bicyclists, pedestrians, and vehicles (including extended green time). Review all signalized intersections for safety enhancements.
- Implement Fruitridge Road Master Plan recommendations.
- Improve CalTraction rail crossing to provide an unobstructed bicycle and pedestrian pathway outside of the travelway until the roadway is reconstructed.
- Collaborate with Sacramento County on near- and long-term access to the Morrison Creek Realignment Project trail utilizing Fruitridge Road. This may include construction of a temporary multi-use path within existing City / County right-of-way. An alignment along the north side between Florin Perkins Road and South Watt Avenue would offer a mile-long uninterrupted path due to existing landfill access control.
- Consider “complete street” concepts during corridor planning projects and planned roadway widening.
  - Install upgraded pedestrian improvements as suggested in the Pedestrian Master Plan.
  - Introduce median landscaping and planter strips.
  - Provide continuous sidewalks and street lighting.
  - Underground utilities or separate sidewalk to improve pedestrian walkways. SMUD has scheduled relocation for a portion of the corridor in 2009.
- Address vehicle speed management through design features, landscaping and enforcement.

**TABLE 15:  
FRUITRIDGE ROAD EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Class II bicycle lanes and continuous sidewalk
Demand	2	Existing land use is low density and generally industrial east of Power Inn Road
Comfort / Experience	2	Most likely improvements are adjacent to vehicle traffic including heavy trucks
Connectivity / Directness	3	Improvements parallel roadway; Accommodates short and long-haul trips
Conformance with Plans	4	Existing and proposed on-street bikeway; four lanes in General Plan and MTP
Safety	3	Provides some separation from traffic where it currently doesn’t exist
Ease of Implementation	2	Planning, design and roadway reconstruction; Multiple rail crossings; Major roadway crossings

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

## 16 – ELDER CREEK ROAD

Elder Creek Road is an east-west arterial roadway at the southern end of the study area. The roadway cross section and frontage improvements (e.g., curb, gutter, landscaping, and sidewalk) vary along the entire stretch. From 65<sup>th</sup> Street to Power Inn Road, Elder Creek Road has two lanes in each direction with a center two-way left turn lane. East of Power Inn Road, the road necks down to one lane in each direction and is narrowest at the Union Pacific Railroad crossings. Daily traffic volumes vary from 20,000 to 11,000 vehicles per day from west to east.

Sidewalks and street lights are discontinuous and missing on at least half the corridor, primarily east of Power Inn Road. Six pedestrian or bicycle related collisions on Elder Creek Road occurred within the last three years. Elder Creek Road is designated on the Bikeway Master Plan as a proposed on-street bikeway and in the City's General Plan and SACOG's Metropolitan Transportation Plan as a four-lane road. SHRA will begin a corridor study of Elder Creek Road in 2009, which will include pedestrian and bicycle improvements.



Elder Creek Road west of Florin Perkins Road. Within one mile, the roadway cross section varies from two lanes to five lanes.



Elder Creek Road west of Power Inn Road.

The following concepts are suggested for Elder Creek Road and should be evaluated further to determine applicability and feasibility:

- Review existing pavement width and roadway cross section (e.g., lane widths) to evaluate near-term potential to stripe (or restripe west of Power Inn Road) Class II bicycle lanes. Installation could occur in concert with proposed street maintenance resurfacing projects scheduled in 2009 and 2010.
- Collaborate with Sacramento County on near- and long-term access to the Morrison Creek Realignment Project trail utilizing Elder Creek Road. This may include construction of a temporary multi-use path within existing City / County right-of-way.
- Provide continuous sidewalks and street lighting.
- Evaluate all signalized and unsignalized intersections near parks and schools for pedestrian and bicycle safety. Cougar Drive and Logan Street were previously identified as hot spot locations.
- Improve both existing rail crossings to provide an unobstructed pathway outside of the travelway until the roadway is reconstructed.

- Consider “complete street” concepts during the Elder Creek Road corridor study, which may include a “road diet” (e.g., lane reduction) or lane width narrowing.
- Address vehicle speed management through design features, landscaping and enforcement.

**TABLE 16:  
ELDER CREEK ROAD EVALUATION MATRIX**

<b>Measurement</b>	<b>Rating</b>	<b>Notes</b>
Mode	Walk & Bike	Class II bicycle lanes and continuous sidewalk
Demand	2	Existing land use is low density and generally industrial east of Power Inn Road
Comfort / Experience	2	Most likely improvements are adjacent to vehicle traffic including heavy trucks
Connectivity / Directness	3	Improvements parallel roadway; Accommodates short and long-haul trips
Conformance with Plans	4	Proposed on-street bikeway; Four lanes in General Plan and MTP
Safety	3	Provides some separation from traffic where it currently doesn't exist
Ease of Implementation	2	Planning, design and roadway reconstruction; Multiple rail crossings; Major roadway crossings

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

## 17 – SCHOOL AND COMMUNITY CONNECTIONS ON LOCAL STREETS

Approximately 20,000 residents live west of Power Inn Road and east of 65th Street in residential neighborhoods Colonial Manor, Colonial Village, Avondale, Glen Elder, and Southeast Village. More than a dozen primary and secondary schools are within the immediate study area, including Hiram Johnson High School on 14th Avenue, Camellia Basic Elementary on Cougar Drive, and Elder Creek Elementary on Lemon Hill Avenue.

Based on the Walking and Biking Survey conducted as part of this study, routes separated from vehicle traffic were the most likely improvements cited to encourage more walking and biking trips. Participants in a walking tour conducted in May 2008 agreed that one logical route to promote would be Cougar Drive, Elder Creek Road, to Logan Street connecting Camellia Basic Elementary and Sim Community Center. The Sim Community Center is currently undergoing a major expansion. See Appendix B for a concept map of the Sim Center Expansion.



Logan Street south of Lemon Hill Avenue carries approximately 2,000 vehicles per day versus more than 20,000 on 65<sup>th</sup> Street or Power Inn Road.



Existing crosswalk on Elder Creek Road at Logan Street. An improved crossing would enhance pedestrian and bicycle safety.

The following concepts are suggested for an improved connection between Camellia Basic Elementary and Sim Community Center and should be evaluated further to determine applicability and feasibility:

- Install a series of way-finding signs and other signing and striping solutions would help clarify safe routes to schools and community resources. During a walking tour conducted in May 2008, the Sim Center lacked effective directional signage from Elder Creek Road and Lemon Hill Avenue.
- Investigate feasibility of striping Class II bicycle lanes on Elder Creek Road. See Candidate Improvement 16: Elder Creek Road. Elder Creek Road is scheduled for street maintenance resurfacing in 2009.
- Evaluate additional pedestrian and bicycle safety enhancements to the Cougar Drive (signal-controlled), and Logan Street (uncontrolled, marked crosswalk) crossings. See Candidate Improvement 19: Elder Creek Road / Logan Street Crossing.
- Install bike route signing and striping on Logan Street after Sim Center construction is complete. Evaluate roadway width and cross-section for possible Class II bike lanes.
- More aggressive and costly measures involve:
  - Relocating utility poles outside of sidewalks on the west side of Logan Street and the north side of Elder Creek Road.

- Constructing landscape-separated sidewalks.
- Upgrading facilities for ADA compliance.
- Installing additional street lights or pedestrian-scale lighting.

**TABLE 17:  
SCHOOL & COMMUNITY CONNECTIONS ON LOCAL STREETS EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Combination of Class II and Class III bicycle facilities and sidewalks on residential streets
Demand	4	Provides connection between residences, parks, and schools
Comfort / Experience	3	Benefit of separation of pedestrians from vehicle traffic on major arterials; Way-finding signs provide clear directions
Connectivity / Directness	4	Direct access to Sim Community Center and local schools; Utilizes shortest path between locations
Conformance with Plans	4	Sim Center Expansion underway; Logan Street and Elder Creek Road are proposed on-street bikeways
Safety	4	Benefit of separation from vehicle traffic on major arterials; Focus on school zone safety
Ease of Implementation	3	Assumption: Least aggressive measures – Signing and striping on City of Sacramento controlled streets  More aggressive measures introduce complexity including utility relocation, property acquisition, and new construction

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

## **18 – WAY-FINDING SIGNS: NEIGHBORHOOD SERVING**

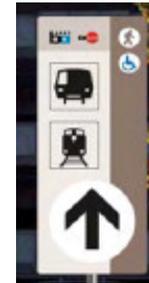
A series of way-finding signs throughout the study area could highlight key destinations such as parks, schools, and community centers. Two destinations where way-finding signage would be of great value include the Sim Community Center and Florin Road regional retail centers. Way-finding signs are also practical to identify suggested alternative routes to walking and biking on major arterials, especially when sidewalks and bicycle lanes on the arterials are discontinuous. Directional signage enhances sense of community, promotes walking and bicycling to destinations, and indicates which routes may be safer or more desirable to take.

The following corridors are identified as logical priority streets for consideration as part of a comprehensive way-finding sign program:

- 67<sup>th</sup> and 69<sup>th</sup> Street between 14<sup>th</sup> Avenue and 21<sup>st</sup> Avenue
  - Existing landscape separated sidewalks provide an alternative to 65<sup>th</sup> Street, which lacks sidewalk on the east side of the road.
  - Proximate to Hiram Johnson High School.
  - Direct connection to 65<sup>th</sup> Street Light Rail Transit Station via Redding Avenue.
- Sun River Drive
  - Direct access to both the Sim Center and Florin Reservoir Park.
  - Existing traffic signal at Elder Creek Road provides a protected crossing. Regional Transit Bus Route #8 stop location, which provides access between the Power Inn Light Rail Transit station and the Florin Mall Transit Center.
- Ring Drive, Rancho Adobe Drive, and 53<sup>rd</sup> Avenue
  - Alternative to 65<sup>th</sup> Street Expressway, which lacks sidewalk on both sides.
  - Existing traffic signal at Ring Road provides a protected crossing.
  - Note: Ring Road does not have sidewalk. Before identifying Ring Road as a priority route, sidewalks or other pedestrian provisions should be considered.
  - Local road connections to Florin Road retail centers accessible via 53<sup>rd</sup> Avenue.



67<sup>th</sup> Street between 14<sup>th</sup> Avenue and 21<sup>st</sup> Avenue is an attractive alternative to walking or biking on 65<sup>th</sup> Street Expressway.



Illustrations of pedestrian-scale way-finding signs indicating a preferred route to transit.



53<sup>rd</sup> Avenue east of 65<sup>th</sup> Street Expressway (within Sacramento County). Class II bicycle lanes end at the City limits.



Sun River Drive provides access between Sim Center and Florin Reservoir Park.

Figures 2E and 2F indicate possible key way-finding routes.

The following concepts are suggested for way-finding signage and should be evaluated further to determine applicability and feasibility:

- Develop a consistent pedestrian-scale way-finding sign template.
- Coordinate with Regional Transit on priority paths and way-finding signs for priority bus stops.
- Evaluate way-finding routes for physical barriers or impediments to bicycle and pedestrian travel. Mitigate problem areas with signing, striping, or localized construction projects. Before installing way-finding, all candidate streets should be reviewed for accessibility and safety.
- Coordinate with Sacramento County on directional signage and a cohesive route to Florin retail centers. 53<sup>rd</sup> Avenue has Class II bicycle lanes between 65<sup>th</sup> Street Expressway and Pontiac Court (the City limits) where the bicycle lanes end abruptly.

- *Note: Sun River Drive south of Elder Creek Road and portions of 53<sup>rd</sup> Avenue are scheduled for street maintenance resurfacing in 2009. Striping could be installed as part of the project.*

**TABLE 18:  
WAY-FINDING SIGNAGE – NEIGHBORHOOD SERVING EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Directional signage to promote walking and bicycling to retail, employment, educational, transit, and recreational destinations
Demand	4	Provides connections between several land uses and destinations; Local and regional use
Comfort / Experience	3	Combination of local and arterial roadways and crossings; Alternative to major arterials
Connectivity / Directness	3	Way-finding signs provide clear direction for suitable routes; May not offer the most direct route
Conformance with Plans	3	Enhances objectives in existing Bicycle Master Plan and Pedestrian Master Plan
Safety	3	Provides indication to motorists, pedestrian, and bicyclists of routes highlighted for preferred bicycle and pedestrian access
Ease of Implementation	4	Signing, striping, and limited construction within City right-of-way; Assumes minimal construction (if Ring Road sidewalks are included, ease of implementation drops decreases)

Source: Fehr & Peers, 2008  
Note: Scale = 1 through 4, 1 = Low, 4 = High

## 19 – ELDER CREEK ROAD / LOGAN STREET CROSSING

Elder Creek Road is an east-west arterial roadway at the southern end of the study area. Between 65<sup>th</sup> Street Expressway and Power Inn, Elder Creek Road has two lanes in each direction with a center two-way left turn lane and serves nearly 20,000 vehicles per day. Logan Street is a relatively short local roadway connecting Elder Creek Road to Lemon Hill Road. The Sim Community Center is located on Logan Street and is currently undergoing a major expansion project. Camellia Basic Elementary on Cougar Drive and Elder Creek Elementary on Lemon Hill Avenue are the closest schools served by the Elder Creek / Logan Street intersection.

During a walking tour conducted in May 2008, the pedestrian crossing of Elder Creek Road at Logan Street was noted as an area for improvement. The use of yellow paint and the proximity to area schools indicates that this is a school crossing.



Elder Creek Road crosswalk at Logan Street.



Logan Street at Elder Creek Road.

The following concepts are suggested for the Elder Creek Road / Logan Street pedestrian crossing and should be evaluated further to determine applicability and feasibility:

- Conduct an engineering study to determine the most suitable near-term and long-term pedestrian crossing enhancement.
  - According to roadway cross section, volume and vehicle speed parameters, the City of Sacramento Pedestrian Safety Guidelines recommend Level 4 crossing treatments, which are the most comprehensive measures (e.g., pedestrian signal).
  - Elder Creek Road is scheduled for street maintenance resurfacing in 2009.
  - Uncontrolled pedestrian crossings typically use the City standard “triple-four” crosswalk.

**TABLE 19:  
 ELDER CREEK ROAD / LOGAN STREET CROSSING EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Mid-block marked crosswalk location suitable for both pedestrians and cyclists
Demand	3	Provides connection between residence and schools
Comfort / Experience	2	Crossing five lanes of traffic; Depends on level of improvement (e.g., island, pedestrian signal, bulbout, or signing in combination with striping )
Connectivity / Directness	4	Direct access to Sim Community Center and local schools; Utilizes shortest path between locations
Conformance with Plans	4	Sim Center Expansion underway; Elder Creek Road and Logan Street are proposed on-street bikeways
Safety	2	Crosses five lanes of traffic; Depends on level of improvement (e.g., island, pedestrian signal, bulbout, or signing in combination with striping)
Ease of Implementation	3	City of Sacramento controlled streets; Cost varies by improvement selected

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

## 20 – LEMON HILL AVENUE

Lemon Hill Avenue is an east-west collector roadway between Franklin Boulevard and Power Inn Road. Three schools are adjacent to Lemon Hill Avenue, including Elder Creek Elementary School within the immediate study area. The Sim Community Center is located on Logan Street, accessible via Lemon Hill Avenue. Within the study area, the roadway has continuous attached sidewalk, on-street parking, and Class II bicycle lanes. During the day, observed parking utilization is low and probably not necessary along portions of the corridor. Lemon Hill Avenue serves about 10,000 vehicles per day compared to Elder Creek Road and Fruitridge Road, which both carry approximately 20,000 vehicles per day.

During a walking tour conducted in May 2008, the pedestrian crossing of Lemon Hill Avenue at Wilkinson Street was noted as an area for improvement. Tour participants also suggested a “road diet” by narrowing the pavement width and introducing landscaping in place of on-street parking. Lemon Hill Avenue will remain a two-lane roadway according to the City’s Draft 2030 General Plan.



Lemon Hill Avenue west of Power Inn Road and adjacent to Elder Creek Elementary School.



Lemon Hill Avenue mid-day on-street parking utilization is low along portions of the corridor.



Lemon Hill Avenue carries about half the traffic volume of Fruitridge Road and Elder Creek Road – 10,000 versus 20,000 vehicles per day.



Lemon Hill Avenue congestion east of 65<sup>th</sup> Street Expressway associated with Will C. Wood Middle School pick-up.

Figure 2F illustrates key concepts for Lemon Hill Avenue as described below. The following concepts should be evaluated further to determine applicability and feasibility:

- Review existing pavement width and roadway cross section (e.g., lane widths) to identify near- and long-term potential to add streetscape features. Existing on-street parking is under-utilized in portions of the corridor. Existing excess pavement could be reconstructed to add landscape-separated sidewalks or a center median. However, a center median may not be practical with the frequency of fronting residential driveways.
- Install a series of way-finding signs and other signing and striping solutions to help clarify safe routes to schools and community resources. During a walking tour conducted in May 2008, the Sim Center lacked effective directional signage from Lemon Hill Avenue. Before installing way-finding, review the corridor for physical barriers to pedestrian and bicycle travel. Mitigate problem areas with localized construction projects.
- Coordinate with local schools to develop effective and efficient site circulation for all modes.
- Evaluate additional pedestrian and bicycle safety enhancements to the 65<sup>th</sup> Street Expressway (signal-controlled), Power Inn Road (signal-controlled), and Wilkinson Street (uncontrolled, marked crosswalk) crossings.
- Consider adding at least one enhanced crossing between 65<sup>th</sup> Street Expressway and Wilkinson Street. Existing marked crosswalks are approximately ¾ mile apart.
- More aggressive and costly measures involve:
  - Relocating utility poles outside of sidewalks on the south side of Lemon Hill Avenue.
  - Installing additional street lights or pedestrian-scale lighting.
- Address vehicle speed management through design features, landscaping and enforcement.

**TABLE 20:  
LEMON HILL AVENUE EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Near-term and long-term bicycle and pedestrian improvements
Demand	4	Current pedestrian and bicycling demand to local schools including Will C. Wood Middle School and Elder Creek Elementary
Comfort / Experience	4	Provision of enhanced sidewalks on Class II bicycle lanes on a lower volume collector roadway
Connectivity / Directness	4	Local connections are created with complete walking and cycling facilities adjacent to one of a few east-west roadways
Conformance with Plans	3	Consistent with City's Bicycle Master Plan and General Plan; Not mentioned in Pedestrian Master Plan
Safety	4	Vertical and horizontal separation from traffic; Enhances roadway crossings
Ease of Implementation	2	Coordination with adjacent land owners; New construction

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

## 21 – 65<sup>TH</sup> STREET

65<sup>th</sup> Street is a four-lane limited access roadway between 14<sup>th</sup> Avenue and the City limits. The City's General Plan maintains 65<sup>th</sup> Street as a four-lane facility. In the last five years, a handful of improvement projects have constructed sidewalks, curb, gutter, planter strips, street lights, and storm drain modifications along portions of the corridor. The most recent section improved was the west side of 65<sup>th</sup> Street from 14<sup>th</sup> Avenue to 21<sup>st</sup> Avenue. South of the 21<sup>st</sup> Avenue Regional Transit bus stop, the edge of the travel way transitions to unimproved dirt shoulder. More than half the corridor still lacks basic sidewalk, including the east side of 65<sup>th</sup> Street south of 14<sup>th</sup> Avenue and Hiram Johnson High School and both sides of the street between 21<sup>st</sup> Avenue and Fruitridge Road. Class II bicycle lanes are present south of 14<sup>th</sup> Avenue and past the City limit into Sacramento County; however, for more than half the corridor they are parallel to an open drainage ditch. The posted speed limit is 50 mph. Existing vehicle speeds in combination with the open ditch make biking on 65<sup>th</sup> Street uncomfortable.

The City of Sacramento's Pedestrian Master Plan has designated 65<sup>th</sup> Street as a pedestrian street corridor targeted for upgraded pedestrian facilities. North of 14<sup>th</sup> Avenue, a number of planning projects are underway to improve bicycle and pedestrian access through the U.S. 50 interchange, to California State University – Sacramento, and to the 65<sup>th</sup> Street light rail station. These improvements, including continuous Class II bicycle lanes, are necessary to link key land uses and transit.



New curbs, gutters, and sidewalks on the west side of 65<sup>th</sup> Street south of 14<sup>th</sup> Avenue.



65<sup>th</sup> Street Class II bicycle lanes parallel an open drainage ditch for approximately half the length of the study section.



67<sup>th</sup> Street with detached sidewalks and traffic calming is a parallel alternative to 65<sup>th</sup> Street for a short segment.



South of 21<sup>st</sup> Avenue, 67<sup>th</sup> Street terminates at St. Mary's Cemetery. Right to pass through is permitted by the land owner.

The following concepts are suggested for 65<sup>th</sup> Street and should be evaluated further to determine applicability and feasibility:

- Review existing pavement width and roadway cross section (e.g., lane widths) to evaluate near-term potential to widen existing Class II bicycle lanes. Upgrade bicycle lane width to the City's six-foot standard. Consideration may be given to adding a physical horizontal separation between the outside travel lane and Class II bike lane with additional striping or a physical barrier.
- Provide continuous sidewalks along both sides of 65<sup>th</sup> Street. Sidewalks are complete and mostly landscape-separated where present. However, more than half the corridor lacks basic sidewalk. Identify and prioritize critical sidewalk gaps such as between 21<sup>st</sup> Avenue and Fruitridge Road where sidewalk lacks on both sides of the street.
- Construct sidewalks, curbs, gutters, planter strips, and street lights of similar design to the recent improvement projects to maintain a consistent and beautified street section, or consider a variation of the design to provide a mixed-use Class I path parallel to the roadway on the remaining segments. Only two residential streets and signalized crossings at Fruitridge Road, Lemon Hill Avenue, and Elder Creek Road would conflict with a continuous Class I path between 21<sup>st</sup> Avenue and the City limit along the west side (approximately two miles).
- Install bicycle detection where needed at signalized intersections.
- Implement U.S. 50 Interchange Study pedestrian and bicycle recommendations.
- Implement 65th Street Station Area project improvements. The project is currently in environmental review. More information is available on the City's Web site: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.
- Modify signal timings to optimize operations for bicyclists, pedestrians, and vehicles (including extended green time). At a minimum, review pedestrian walk and clearance intervals at existing crossings.
- Address vehicle speed management through design features, landscaping and enforcement.
- Until sidewalks or multi-use facilities are constructed, install pedestrian-scale way-finding signs to direct pedestrians to parallel "walking corridors" on residential streets such as 67<sup>th</sup> Street between 14<sup>th</sup> Avenue and 21<sup>st</sup> Avenue and 64<sup>th</sup> Street between 21<sup>st</sup> Avenue and Fruitridge Road. Although not intended as a through walking route, St. Mary's Cemetery internal road network is informally used as an alternative connection between 21<sup>st</sup> Avenue and Fruitridge Road.

**TABLE 21:  
 65<sup>TH</sup> STREET EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Near-term and long-term bicycle and pedestrian improvements
Demand	4	Current pedestrian and bicycling demand to local schools including Hiram Johnson High School, CSUS, and regional retail
Comfort / Experience	3	Provision of sidewalks, enhanced Class II bicycle lanes, and possible parallel Class I multi-use path; Facilities still adjacent to arterial
Connectivity / Directness	4	Regional and local connections are created with complete walking and cycling facilities adjacent to a major north-south roadway
Conformance with Plans	4	Consistent with City's Bicycle Master Plan and Pedestrian Master Plan
Safety	3	Adds sidewalks where not present; Vertical and horizontal separation from traffic
Ease of Implementation	2	Coordination with adjacent land owners; New construction

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

## 22 – POWER INN ROAD

Power Inn Road is a six-lane arterial between Folsom Boulevard and 14<sup>th</sup> Avenue. South of 14<sup>th</sup> Avenue, Power Inn Road is a four-lane arterial; however, SACOG's Metropolitan Transportation Plan calls for Power Inn Road to be widened to six lanes between 14<sup>th</sup> Avenue and Fruitridge Road. Power Inn Road is designated as a six-lane road south to the City limits on the City's General Plan. Class II bicycle lanes and sidewalks exist along most of the Power Inn Road corridor within the study area. Power Inn Road is identified as an existing on-street bikeway in the City's Bikeway Master Plan.

The City of Sacramento's Pedestrian Master Plan has designated Power Inn Road as a pedestrian street corridor targeted for upgraded pedestrian facilities. Upgraded pedestrian facilities are defined in the document as having additional pedestrian enhancements beyond basic sidewalks, which reduce crossing distances, include crossing treatments, add streetscape interests, and improve street facilities.



Sidewalks on Power Inn Road near Elder Creek School are narrowed by utility poles. Class II bicycle lanes are narrow and cluttered with debris.



Power Inn Road between Folsom Boulevard and 14<sup>th</sup> Avenue is a six-lane arterial with bike lanes and separated sidewalks. However, crossing distances along this stretch average over 100 feet without median refuge.

The following concepts are suggested for Power Inn Road and should be evaluated further to determine applicability and feasibility:

- Review existing pavement width and roadway cross section (e.g., lane widths) to evaluate near-term potential to refresh and widen existing Class II bicycle lanes. Upgrade bicycle lane width to the City's six-foot standard.
- Identify and mitigate gaps where Class II striping is not possible without roadway widening or new construction.
- Provide continuous sidewalks along both sides of Power Inn Road. Sidewalks are complete and mostly landscape-separated north of 14<sup>th</sup> Avenue. South of 14<sup>th</sup> Avenue, sidewalks narrow and are adjacent to travel lanes and are often obstructed by utility poles.
  - Identify and prioritize critical sidewalk gaps such as south of Alpine Avenue on the east side of the street. This location is within one mile of the Power Inn LRT station.
  - Underground utilities or separate sidewalk to improve pedestrian walkways.

- Investigate widening the roadway shoulder or bike lane near the UPRR tracks to allow bicyclists to cross the tracks at a right angle without veering into traffic.
  - Median narrowing may be practical at this location.
  - Consider signing and striping enhancements to provide advanced warning and channelizing.
  - Coordinate with Union Pacific on near and long-term solutions.
- Promote alternative parallel Class I bikeways for biking and walking.
- Modify signal timings to optimize operations for bicyclists, pedestrians, and vehicles (including extended green time).
  - At a minimum, review pedestrian walk and clearance intervals at existing crossings. During the walking tour in May 2008, the clearance interval at 14<sup>th</sup> Avenue appeared short. Consider adding a crosswalk to the north side of the 14th Avenue intersection.
  - Install bicycle detection where needed at signalized intersections.
- Focus enhancements on access to transit, especially near the Power Inn light rail station (see Candidate Improvement 14: Power Inn LRT Station Access). The following concepts were identified:
  - Install crosswalks across Power Inn Road at the intersection of the LRT station parking lot driveway between Folsom Boulevard and Cucamonga Avenue.
  - Install a “colored bike box” in the southbound direction of Power Inn Road at the intersection of the parking lot driveway to allow left-turn cycling maneuvers in front of the five vehicle lanes at this location.
- Consider “complete street” concepts during corridor planning projects and planned roadway widening.
  - Install upgraded pedestrian improvements as suggested in the Pedestrian Master Plan.
  - Introduce median landscaping and planter strips.
- Address vehicle speed management through design features, landscaping and enforcement.

**TABLE 22:  
POWER INN ROAD EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Near-term and long-term bicycle and pedestrian improvements along Power Inn Road
Demand	4	Current pedestrian and bicycling access to Granite Regional Park, Power Inn light rail station, and businesses needed; With the addition of the CSUS Faculty Village west of Power Inn, demand will increase
Comfort / Experience	3	Provision of sidewalks, marked crosswalks, Class I and II bike facilities increase user comfort; Facilities still adjacent to high-volume arterial
Connectivity / Directness	4	Regional and local connections are created with complete walking and cycling facilities adjacent to a major north-south roadway
Conformance with Plans	4	Consistent with City's Bicycle Master Plan and Pedestrian Master Plan
Safety	3	Provision of marked crosswalks to access transit station and park increase safety and convenience; Class I, improved Class II facilities and bike boxes improve safety
Ease of Implementation	2	Coordination with UPRR and adjacent land owners; New roadway construction; First bike box application locally

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

## 23 – FOLSOM / LRT RAIL TRAIL

Sacramento Regional Transit operates light rail transit (LRT) through the northern portion of the study area. The LRT Gold Line double-track alignment is roughly parallel to Folsom Boulevard and has grade-separated crossings with U.S. 50, Union Pacific Railroad (UPRR), Power Inn Road and Watt Avenue. UPRR and LRT are immediately adjacent to one another between Redding Avenue and Watt Avenue.

Constructing a Class I bike trail along the LRT alignment would provide a regional link between downtown Sacramento, California State University – Sacramento, Granite Regional Park, and a proposed multi-use path adjacent to UPRR (formerly Southern Pacific). Both the Bikeway Master Plan and Pedestrian Master Plan identify this alignment as a proposed multi-use path. The Sacramento Area Council of Governments (SACOG) Regional Bicycle, Pedestrian, and Trails Master Plan includes the same alignment, from mid-town Sacramento to downtown Folsom, as a medium priority rail with trail project<sup>1</sup>.



UPRR and LRT tracks west of Florin Perkins Road.



LRT and U.S. 50 grade-separated crossings west of Power Inn Road.



UPRR and LRT looking east towards Power Inn Road.



UPRR at the Power Inn Light Rail Station.

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<sup>1</sup> SACOG Regional Bicycle, Pedestrian and Trails Master Plan, p. 42.

Figures 2A and 2C illustrate the general alignment and key connections to other proposed bikeways and pedestrian corridors.

The following concepts are suggested for a potential Folsom / LRT Rail Trail and should be evaluated further to determine applicability and feasibility:

- Explore an alignment for a parallel and continuous multi-use path adjacent to the LRT Gold Line.
  - Between Jackson Road (S.R. 16) and Watt Avenue, LRT, UPRR and Folsom Boulevard are all adjacent to one another (i.e., within a total cross section of approximately 200 feet). The only public road crossing along this 1.5-mile section is Florin Perkins Road. Near the corner of Jackson Road and Folsom Boulevard, a private business, Tred-Mill Tire Mart, is located between Folsom Boulevard and the tracks.
    - The limited access and lack of cross conflicts (i.e., driveways, private property) make this segment of trail attractive and potentially the least complicated to implement.
    - The Folsom Boulevard Streetscape Master Plan (SMP) does not include a Class I multi-use path along this alignment but does recommend detached sidewalk between Jackson Road and Florin Perkins Road. Future phases of the Folsom Boulevard SMP should consider this alignment.
  - Between Ramona Avenue and Jackson Road, LRT and UPRR continue on roughly the same alignment. This approximately 1-mile section has no public road at-grade crossings. Formal pedestrian crossings of both UPRR and LRT are provided at the Power Inn LRT station. A pedestrian overcrossing of Power Inn Road provides immediate access to the station; however, it may not be practical as a crossing if the path is constructed on the south side of the tracks.
    - The trail alignment would be adjacent to Granite Regional Park and provide possible direct access to a conceptual Granite Park / North – South Spur Trail (Candidate Improvement 4).
    - The 65<sup>th</sup> Street Station Area project identifies this alignment in project alternatives under consideration. Incorporating the path into the Brighton Avenue right of way should be reviewed.
  - Develop trail crossing alternatives and major trail access points at Redding Avenue, U.S. 50, Power Inn Road, Jackson Road, and Florin Perkins Road. The 65<sup>th</sup> Street Station Area project will evaluate grade-separated crossings of the railroad and U.S. 50.
- Provide direct connections to the following conceptual improvement projects identified in this study:
  - Candidate Improvement 9: Southern Pacific Rail Trail
  - Candidate Improvement 4: Granite Park / North – South Spur Trail
  - Candidate Improvement 1: Utility Corridor Trail

**TABLE 23:  
FOLSOM / LRT RAIL TRAIL EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Bike & Walk	Class I “Rail with Trail” along LRT corridor; Suitable for long-haul recreational trips
Demand	3	Alignment provides a direct connection away from vehicle traffic; Suitable for long-haul recreational trips as well as shorter trips if frequent access points are constructed; SACOG medium priority corridor
Comfort / Experience	3	Provides bicyclists an exclusive corridor separated from vehicle traffic; Perceived personal safety may be an issue riding adjacent to LRT and active heavy rail
Connectivity / Directness	4	Provides key connection to other regional Class I; New facility through the center of the study area linking major origins and destinations
Conformance with Plans	4	Identified in SACOG’s Bicycle, Pedestrian and Trails Master Plan and the City’s Pedestrian and Bikeway Master Plans
Safety	3	New Class I away from vehicle traffic; Improved street crossings; May be perceived personal security concerns with trail alignment adjacent to LRT and active heavy rail
Ease of Implementation	1	Coordination with UPRR, LRT; Easement required; Multiple major roadway crossings; New construction of approximately 3+ miles of trail

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

## 24 – DEPOT PARK PATH

The Sacramento Army Depot closed in 1994. The majority of the former base is now Depot Park, the only fully secured industrial complex in Northern California. Depot Park businesses employ approximately 4,000 people within the 300-acre gated complex. Three main access points serve Depot Park: two signalized intersections with Fruitridge Road and one signalized intersection with Florin Perkins Road. Both Fruitridge Road and Florin Perkins Road are four lane arterials with center two-way left turn lanes. Fruitridge Road has attached sidewalks on both sides of the street and Class II bicycle lanes. Florin Perkins Road has Class II bicycle lanes but lacks sidewalk along the Depot Park frontage. A local stakeholder suggested implementing a parallel “off-road” path along the Depot Park frontage to provide physical separation from vehicle traffic. Both streets carry over 20,000 vehicles per day with substantial truck traffic.



Potential path alignment west of Food Link Street.



Potential path alignment between Food Link Street and Business Park Way. Width is constrained by property fence and mature landscaping.



Potential path alignment east of Business Park Way



Worn path on potential alignment along Florin Perkins Road.

Figure 2D illustrates key features of the proposed path described below.

The following concepts should be evaluated further to determine applicability and feasibility:

- Construct a new Class I multi-use path along Fruitridge Road from the western edge of Depot Park to Florin Perkins Road.

- Coordinate with Depot Park regarding the current landscape project between west edge of the property and Food Link Street. Approximately 18 feet exist between the back of the sidewalk and the property fence. Depot Park is planning to landscape this portion of their frontage shortly.
- The segment between Food Link Street to 84th Street / Business Park Way is already landscaped. An existing grass-covered clear space approximately eight feet wide exists between the property fence and a row of mature oleanders. Transitions through the parking lot and fully landscaped areas would be required.
- Mature landscaping exists between Business Park Way and the vacant parcel at the corner of Florin Perkins Road. No clear space exists between the landscape and fence.
- Coordinate with the development project scheduled for the southwest corner of Fruitridge Road and Florin Perkins Road on best path alignment across the parcel.
- Construct a new Class I multi-use path along Florin Perkins from Fruitridge Road south to the signalized Depot Park entrance at Siena Avenue.
  - Approximately 20 feet of space is available between the fence and the edge of the travel way. However, no curb, gutter, and sidewalk exist along Florin Perkins Road.
  - To avoid impacting existing monumentation near the Depot Park entrance, the path would likely need to transition back to sidewalk.
- Connect path to the conceptual Morrison Creek Trail alignment south of the Depot Park entrance. See Candidate Improvement 27: Morrison Creek Trail.
- Explore possibility of continuing trail along the west side of Depot Park (outside Depot Park property) adjacent to Union Pacific Railroad.
- Connect path to two conceptual alignments along Morrison Creek and UPRR. See Candidate Improvements 9: Southern Pacific Rail Trail, and 27: Morrison Creek Trail.
- Implementing two-way paths introduces a conflict at intersections and driveways. A common conflict occurs between turning motorists and bicycle traffic traveling the opposite direction of the curb side vehicle traffic lane. Intersection consolidation and design features will require detailed evaluation to determine concept feasibility and safety.

**TABLE 24:  
 DEPOT PARK PATH EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Multi-use path for pedestrians and cyclists
Demand	3	Both fronting arterials are Class II bikeways; No sidewalk along Florin Perkins; Worn dirt path around perimeter is used now
Comfort / Experience	3	Path separated from traffic but still adjacent to high-volume arterials
Connectivity / Directness	3	Regional and local connections adjacent to major roadways
Conformance with Plans	3	Path not identified in other planning documents; Path along Florin Perkins would be consistent with the objectives of the Pedestrian Master Plan
Safety	2	Path separated from vehicle traffic; Path width may need to be narrower than desired given right of way constraints; Provides walkway on Florin Perkins; Conflicts associated with side paths at intersections and driveways.
Ease of Implementation	2	Coordination with Depot Park; New construction

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

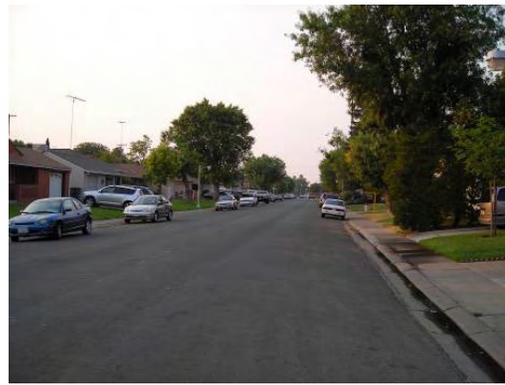
## 25 – BRADFORD DRIVE AND WILKINSON STREET

Bradford Drive and Wilkinson Street are both two-lane local roadways with residential frontage. Wilkinson Street is approximately ¾ mile and runs north to south between Fruitridge Road and Lemon Hill Avenue. Bradford Drive and its continuation as 77<sup>th</sup> Street north of 21<sup>st</sup> Avenue, runs north to south between 18<sup>th</sup> Avenue and Fruitridge Road. Together, these roadways offer the longest, continuous local roadway alternatives to adjacent major arterials, 65<sup>th</sup> Street Expressway and Power Inn Road.

Based on the Walking and Biking Survey conducted as part of this study, routes separated from vehicle traffic were the most likely improvements cited to encourage more walking and biking trips. Participants in a walking tour conducted in May 2008 confirmed that Bradford Drive and Wilkinson Street present a logical, existing route for targeted improvements. This route would connect Sim Center south of Lemon Hill, Max Baer Park on Wilkinson Street, and the 21<sup>st</sup> Avenue Parkway. A traffic signal was recently installed at Fruitridge Road, providing a controlled crossing for both bicyclists and pedestrians.



Wilkinson Street south of Fruitridge Road. A biking and walking system of local streets offers an alternative to high vehicle volume arterials.



Bradford Drive north of Fruitridge Road. This roadway carries approximately 2,000 vehicles per day versus more than 20,000 on 65<sup>th</sup> Street or Power Inn Road.

Figures 2F and 2G illustrate key features of the proposed concepts described below.

The following concepts are suggested for Bradford Drive and Wilkinson Street and should be evaluated further to determine applicability and feasibility:

- Amend the Bikeway Master Plan to include these streets as proposed on-street bikeways.
- Review roadway widths and constraints (e.g., speed humps) for suitability as a bike boulevard connecting significant community resources and Class II bike lanes on 21<sup>st</sup> Avenue and Lemon Hill Avenue.
- Install a series of way-finding signs and other signing and striping solutions to help clarify safe walking routes to schools and community resources such as the Sim Community Center and Max Baer Park.
- Enhance Lemon Hill Avenue pedestrian crossing. The existing crossing lacks advanced warning signs and pavement markings. Consult the City's Pedestrian Safety Guidelines for appropriate crossing enhancements.
- More aggressive and costly measures involve:

- Relocating utility poles outside of sidewalks on the west side of Wilkinson Street.
- Constructing landscape-separated sidewalks.
- Upgrading facilities for ADA-compliance.
- Installing additional street lights or pedestrian-scale lighting.
- Acquiring vacant parcel south of Lemon Hill and constructing a Morrison Creek crossing to connect directly to Sim Community Center or the conceptual Morrison Creek Trail alignment.

**TABLE 25:  
BRADFORD DRIVE & WILKINSON STREET EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Combination of Class II and Class III bicycle facilities and sidewalks on residential streets
Demand	3	Provides connection between residence, parks, and schools
Comfort / Experience	3	Benefit of separation from vehicle traffic on major arterials; way-finding signs provide clear directions
Connectivity / Directness	3	Direct access to Sim Community Center and local schools; utilizes shortest path between locations
Conformance with Plans	2	Sim Center Expansion underway; neither street is on the Bikeway Master Plan
Safety	4	Benefit of separation from vehicle traffic on major arterials; focus on school zone safety
Ease of Implementation	4	Assumption: Least aggressive measures – Signing and striping on City of Sacramento controlled streets More aggressive measures introduce complexity including utility relocation and property acquisition

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

## 26 – 83<sup>RD</sup> STREET AND 84<sup>TH</sup> STREET ENHANCEMENTS

83<sup>rd</sup> and 84<sup>th</sup> Streets are both local roadways serving industrial land uses. 83<sup>rd</sup> Street is approximately midway between Power Inn Road and Florin Perkins Road and is the longer of the two streets, at less than a half mile. 84<sup>th</sup> Street intersects Fruitridge Road at a signalized intersection opposite a Depot Park entrance. Depot Park is a regional employment center.

The study area lacks north to south roadway connectivity and consistent biking and walking facilities. As part of this study, 83<sup>rd</sup> and 84<sup>th</sup> Streets were identified as potential streets to enhance as biking and walking corridors. They present a logical continuation of the following candidate improvements suggested in this study:

- Candidate Improvement 4: Granite Park / North – South Spur Trail
- Candidate Improvement 5: Cucamonga Connection
- Candidate Improvement 6: 21<sup>st</sup> Avenue Bike Boulevard



84<sup>th</sup> Street looking northbound. 84<sup>th</sup> Street is signalized at Fruitridge Road.



83<sup>rd</sup> Street is a low-volume industrial street through the center of the study area.

Figure 2C illustrates key features of the proposed concepts described below.

The following concepts are suggested to improve 83<sup>rd</sup> and 84<sup>th</sup> Streets and should be evaluated further to determine applicability and feasibility:

- Improve street section on 83<sup>rd</sup> Street, 84<sup>th</sup> Street, and portions of 24<sup>th</sup> Avenue to accommodate walking and biking trips. Enhancements are practical only if at least some of the other related candidate improvement projects are constructed.
- All street segments lack sidewalks. Semi-tractor trailers sporadically park along both sides of the street. One option is to designate the existing pavement width (approximately 50 feet) into a shared walking – biking path, travel lanes with parking along on side. Measures that are more extensive include constructed vertical curb and attached sidewalk. Implementing two-way paths introduces a conflict at intersections and driveways. A common conflict occurs between turning motorists and bicycle traffic traveling the opposite direction of the curb side vehicle traffic lane. Intersection consolidation and design features will require detailed evaluation to determine concept feasibility and safety.

- Enhance signalized intersection at Fruitridge Road / 84<sup>th</sup> Street. Location is near Sacramento Regional Transit bus route 61 with connections to both the College Greens and Fruitridge light rail stations.
- Provide seamless connections to the 21<sup>st</sup> Avenue Bike Boulevard and North-South Spur Trail.
- Install way-finding signs to identify preferred routes and distances to key destinations.

**TABLE 26:  
83<sup>RD</sup> STREET AND 84<sup>TH</sup> STREET ENHANCEMENTS EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Improved low-volume streets; Fairly isolated location would primarily serve cyclists
Demand	2	Key connection for north-south mobility through study area contingent upon constructing other candidate improvements
Comfort / Experience	3	Alternative to major arterials; Local industrial streets
Connectivity / Directness	4	Direct access to major employment centers and key link to new north-south routes
Conformance with Plans	2	Not identified on the Bikeway Master Plan or other planning documents; Consistent with overall goals of the study and connectivity through the region
Safety	3	Benefit of separation from vehicle traffic on major arterials; Perceived safety may be an issue on fairly isolated streets
Ease of Implementation	4	Assumption: Signing and striping on City of Sacramento controlled streets, minor signal modifications; Sidewalk construction would be a significant additional cost and may require right-of-way acquisition

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

## 27 – MORRISON CREEK TRAIL

Morrison Creek generally traverses east to west through the southern portion of the study area. Regional creeks and their tributaries were extensively channelized and relocated to foster urban land development. The first major relocation of Morrison Creek occurred in 1945 to circumvent the former Sacramento Army Depot site. The US Army Corps of Engineers oversees Morrison Creek and maintains all waterway infrastructure.

Public roadway crossings of Morrison Creek are limited to major arterials: Logan Street, 88<sup>th</sup> Street, Okinawa Street, and an access road between Caroline Drive and Elder Creek Road. Union Pacific Railroad crosses over Morrison Creek twice. Service roads line one or both sides of Morrison Creek.

A multi-use path along Morrison Creek could serve recreational, discretionary and work trips in addition to providing an east-west alternative for walking and cycling separated from vehicle traffic. Ideally, the trail would be part of a larger regional trail network along Morrison Creek within both the City and County of Sacramento. The County envisions an area-wide trail network involving urban stream corridors. Existing mining permits east of Hedge Avenue require the development of a trail network. The Florin Road Streetscape Master plan also identifies the Morrison Creek alignment as a conceptual multi-use path west of the study area. Similar facilities exist along Folsom South Canal in Sacramento County and Laguna Creek in the City of Elk Grove.



Morrison Creek at Logan Street.



Morrison Creek at Power Inn Road.



Morrison Creek at 88<sup>th</sup> Street

Figures 2B, 2D, and 2F illustrate key features of the proposed concepts described below.

The following concepts are suggested for a potential new trail, Morrison Creek Trail, and should be evaluated further to determine applicability and feasibility:

- Amend the Bikeway Master Plan to include the Morrison Creek Trail as a proposed off-street bikeway.
- Conduct a detailed study to install a Class I multi-use path on one or both sides of Morrison Creek.
  - Review existing roadway and rail crossings for possible trail grade separation.
  - Identify logical access points for trail connections.
  - Collaborate with Sacramento County on near- and long-term access to the Morrison Creek Realignment Project trail east of the study area near Hedge Avenue and the continuation of the trail west towards regional retail destinations and light rail transit (LRT) on Florin Road.

**TABLE 27:  
MORRISON CREEK TRAIL EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Class I facility for pedestrians and cyclists
Demand	4	Provides connection between residential and industrial land uses; Potential regional facility; Alternative to arterial roadways
Comfort / Experience	3	Benefit from separation from vehicle traffic; Perceived personal security may be an issue
Connectivity / Directness	3	Direct access to Sim Community Center; Limited access ideally for longer trips
Conformance with Plans	1	Not identified in current planning documents
Safety	3	Benefit from separation from vehicle traffic; Perceived personal security may be an issue
Ease of Implementation	1	Complex given adjacent land uses, state and federal regulation; Requires multi-jurisdictional coordination; Major roadway crossings; Construction within federal watercourse

Source: Fehr & Peers, 2008

Note: Scale = 1 through 4, 1 = Low, 4 = High

## 28 – CALTRACTION SURFACE STREETS

88<sup>th</sup> Street, Unsworth Avenue, and Younger Creek are all local streets serving industrial land uses. The central portion of the study area lacks roadway connectivity and consistent biking and walking facilities primarily due to the alignment of the Central California Traction (CalTraction) railroad track. CalTraction extends from the Port of Stockton to [Lodi, California](#). The railroad at one time extended from Lodi to Sacramento, but that portion of the line, south of Elder Creek Road, has been out of service since 1998.

In 2000, the Central Valley Rails to Trails Foundation (CVRTF) was established as a coalition dedicated to using the CalTraction alignment south of Elder Creek Road for non-motorized alternative transportation and recreational purposes. Since the track north of Elder Creek Road is still active, a continuation of the trail along the rail alignment has not been seriously considered. Refer to Candidate Improvement 7: CalTraction Corridor: Rail With Trail for additional information. See Appendix B for a map of the proposed CVRTF Rail Trail.

Continuing the Rail Trail north past Florin Perkins Road is ideal. If a direct Rail Trail is determined infeasible, alternative connections to CalTraction are suggested via local surface streets.



88<sup>th</sup> Street south of 43<sup>rd</sup> Avenue terminates in a cul-de-sac.



88<sup>th</sup> Street at Morrison Creek. 88<sup>th</sup> Street is a low-volume surface street with attached sidewalk.



Younger Creek Drive has partially shaded attached sidewalk.



Looking eastbound on Younger Creek Drive towards a potential access to CalTraction trail through a private parking lot

Figure 2B illustrates key features of the proposed concepts described below.

The following concepts are suggested to improve local surface street connections to CalTraction and should be evaluated further to determine applicability and feasibility:

- Improve one or more of the following streets to accommodate regional walking and biking trips: Unsworth Avenue, Younger Creek Drive or 88<sup>th</sup> Street. Enhancements are practical only if the CVRTF Rail Trail is constructed south of Elder Creek Road.
  - To connect to CalTraction, all routes would need relatively short multi-use paths through private property requiring easement or acquisition.
  - None of the streets are signalized at the arterial intersections and would require some enhanced crossing treatment to be effective.
  - Evaluate all routes for physical barriers or impediments to bicycle and pedestrian travel. Mitigate problem areas with signing, striping or localized construction projects. Before installing way-finding, all candidate streets should be reviewed for accessibility and safety.
  - Install way-finding signs to identify preferred routes and distances to key destinations.

**TABLE 28:  
CALTRACTION SURFACE STREETS EVALUATION MATRIX**

Measurement	Rating	Notes
Mode	Walk & Bike	Improved low-volume streets; Fairly isolated location would primarily serve cyclists
Demand	2	Key connection for access to the CVRTF Rail Trail when constructed; Access to regional trail
Comfort / Experience	3	Alternative to major arterials; Local industrial streets
Connectivity / Directness	2	Routes are somewhat indirect; Provides key connection to regional trail
Conformance with Plans	2	Not identified on the Bikeway Master Plan or other planning documents; Consistent with overall goals of the study and connectivity through the region
Safety	3	Benefit of separation from vehicle traffic on major arterials; Perceived safety may be an issue on fairly isolated streets
Ease of Implementation	2	Signing and striping on City of Sacramento controlled streets; Arterial crossings require design and construction; New Class I bikeways on private property
Source: Fehr & Peers, 2008		
Note: Scale = 1 through 4, 1 = Low, 4 = High		

## 29 – 21<sup>ST</sup> AVENUE PARKWAY

21<sup>st</sup> Avenue is an east-west low-volume collector roadway with on-street parking, Class II bicycle lanes, and attached sidewalk. Between Stockton Boulevard and its eastern terminus, 21<sup>st</sup> Avenue contains a center-landscaped median, approximately 50 to 100 feet wide, that limits north-south vehicle access to a handful of crossings. 21<sup>st</sup> Avenue directly serves three area schools, including Joseph Bonnheim Elementary School adjacent to 21<sup>st</sup> Avenue east of 73<sup>rd</sup> Street. Other than two signalized intersections with Stockton Boulevard and 65<sup>th</sup> Street and all-way stop-control at a few locations, 21<sup>st</sup> Avenue is generally uninterrupted. Local stakeholders have suggested constructing a continuous walking path through the center of the median. The center median path is not recommended for bicycle use.

21<sup>st</sup> Avenue terminates west of the Union Pacific Railroad (UPRR) at 79<sup>th</sup> Street. This study identifies 21<sup>st</sup> Avenue as a logical east-west priority cycling and walking route. Candidate Improvements 6: 21<sup>st</sup> Avenue Bike Boulevard, and 8: 21<sup>st</sup> Avenue Crossing of UPRR, propose a direct connection between the existing 21<sup>st</sup> Avenue Parkway and new multi-use paths serving the center of the study area.

21<sup>st</sup> Avenue is identified in the Bikeway Master Plan as an existing on-street bikeway and in the Pedestrian Master Plan as a “Pedestrian Street Corridor” with direct connection to a “Pedestrian Node” along Stockton Boulevard. These designations suggest upgraded and premium pedestrian improvements are appropriate along 21<sup>st</sup> Avenue.



21<sup>st</sup> Avenue at 71<sup>st</sup> Street.



21<sup>st</sup> Avenue median near 71<sup>st</sup> Street



Eastbound 21<sup>st</sup> Avenue near Quonset Street



21<sup>st</sup> Avenue Parkway at Bradford Drive.

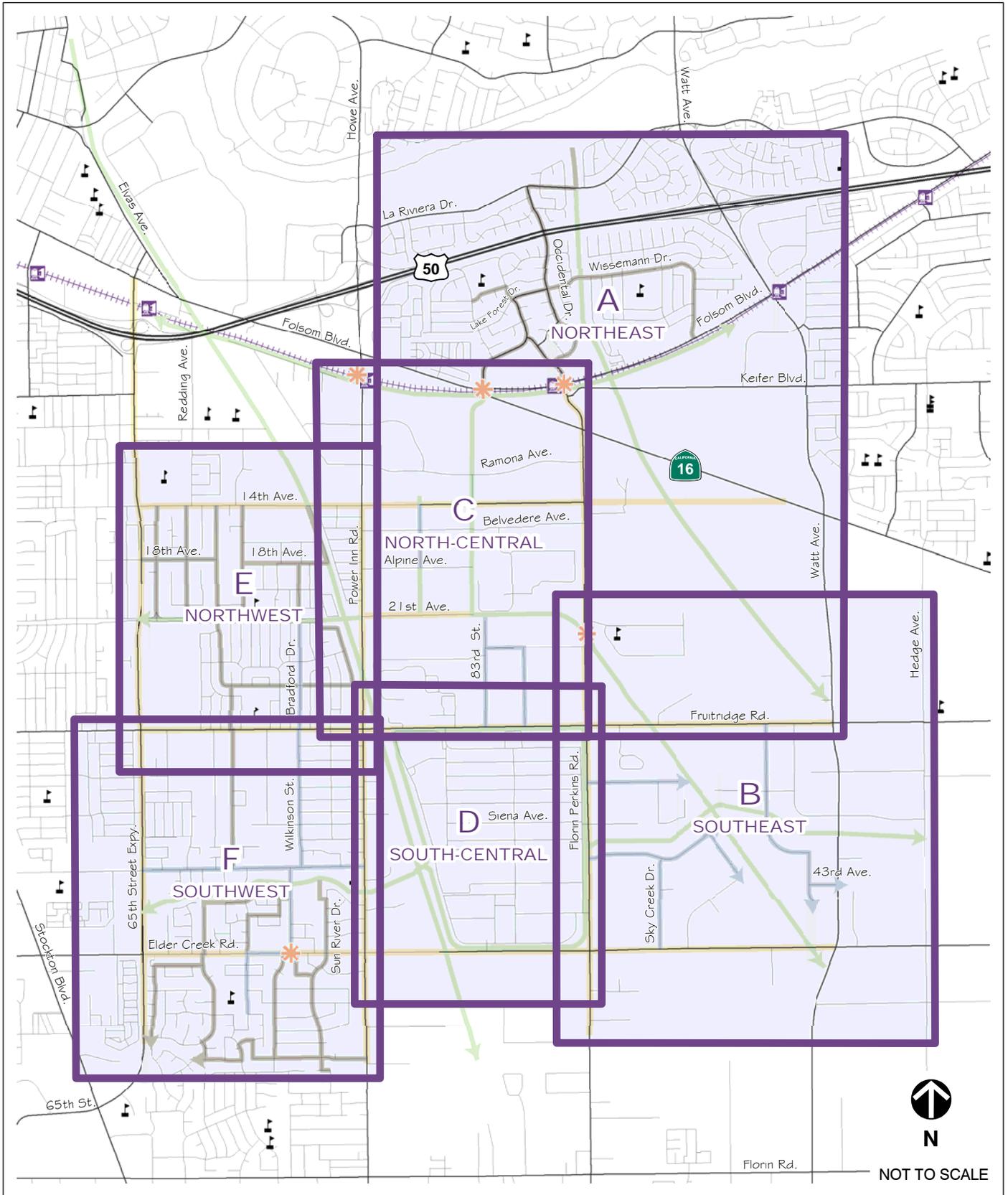
Figure 2E illustrates key features of the proposed concepts described below.

The following concepts are suggested to enhance 21<sup>st</sup> Avenue as a priority walking and cycling route and should be evaluated further to determine applicability and feasibility:

- Evaluate 21<sup>st</sup> Avenue sidewalks, bicycle lanes and intersections for physical barriers or impediments to bicycle and pedestrian travel. Mitigate problem areas with signing, striping, or localized construction projects.
  - Uncontrolled pedestrian crossings typically use the City standard “triple-four” crosswalk. Multiple existing intersection locations have standard crosswalk markings (two parallel white lines).
  - Portions of 21<sup>st</sup> Avenue are scheduled for street maintenance resurfacing in 2009.
- Coordinate with other City Departments (Parks & Recreation and Street Services) to evaluate constructing a new path through the center of the existing median.
  - Identify consistent roadway crossing treatment.
  - Select alignment that minimizes impacts to mature landscaping and shade trees.
- Support continuation of 21<sup>st</sup> Avenue pedestrian and bicycle improvements to the east across UPRR and past Power Inn Road.
- Install way-finding signs to identify preferred routes and distances to key destinations.

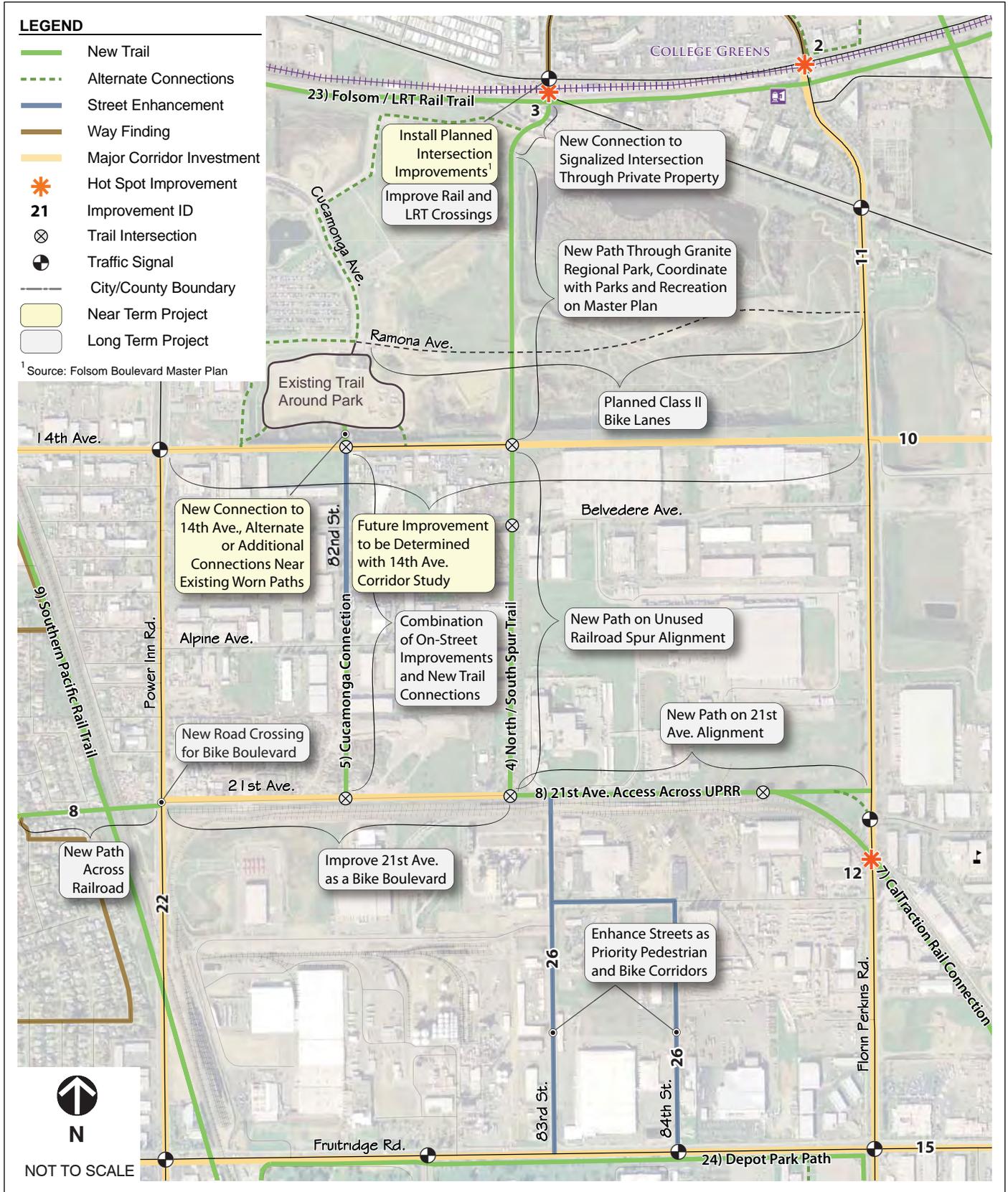
**TABLE 29:  
21<sup>ST</sup> AVENUE PARKWAY EVALUATION MATRIX**

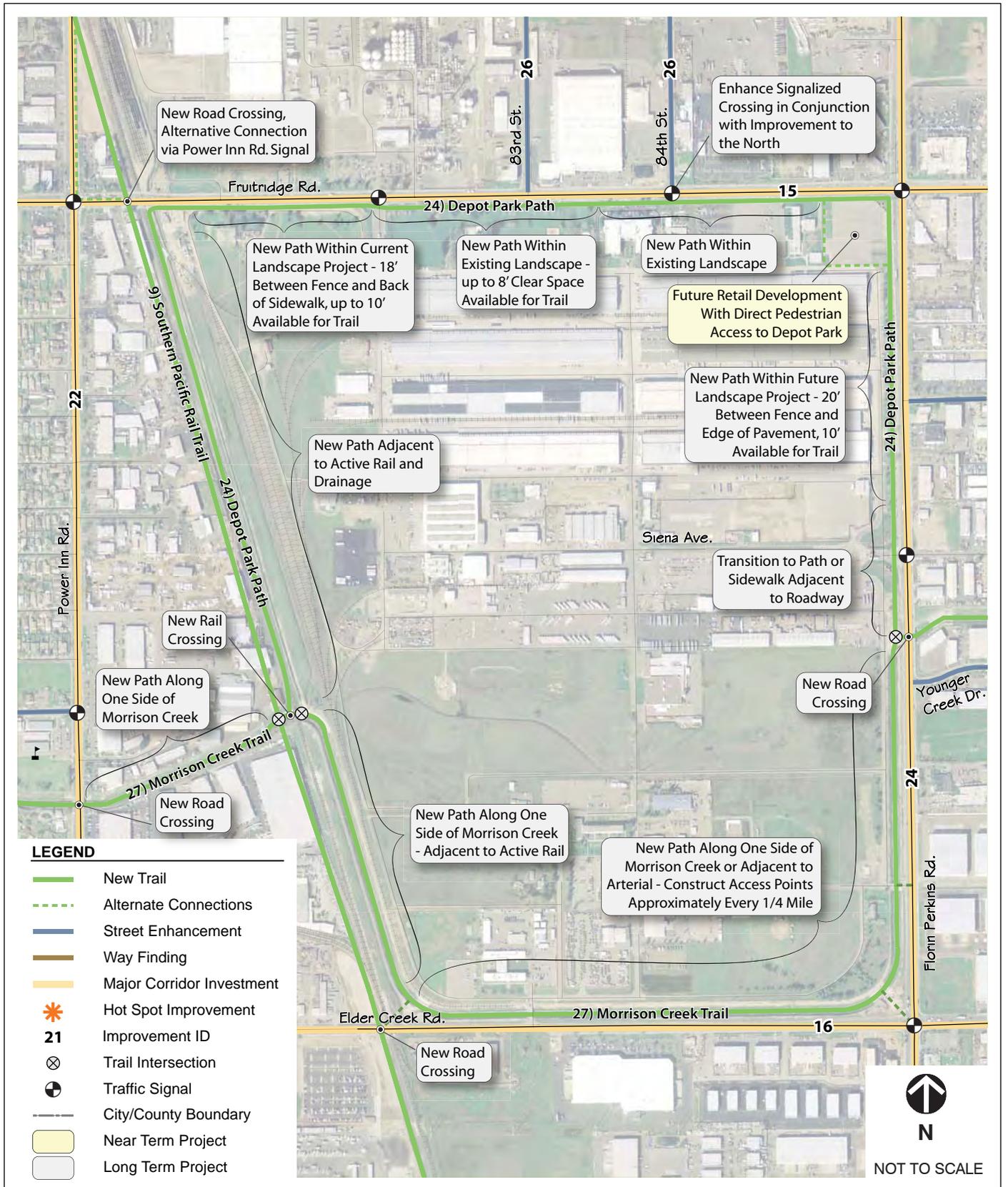
Measurement	Rating	Notes
Mode	Walk	Improved low-volume streets; New median path would serve pedestrians
Demand	3	Key east-west route through residential area and near schools
Comfort / Experience	4	Alternative to major arterials; Local, low-volume street (approximately 3,000 vehicles a day in each direction)
Connectivity / Directness	3	Most direct route aside from parallel arterials; Without direct connection to Power Inn Road, 21 <sup>st</sup> Avenue Parkway has little applicability to serve trips to industrial and employment centers east of Power Inn Road.
Conformance with Plans	3	21 <sup>st</sup> Avenue identified as an existing on-street bikeway; New path through median not identified in other planning documents and may contradict landscape and open space policies.
Safety	3	Benefit of separation from vehicle traffic on major arterials; Enhanced crossings and designation as a priority corridor; New path would introduce new road crossings and conflict points
Ease of Implementation	2	Signing and striping on City of Sacramento controlled streets; Arterial crossings require design and construction; New path through developed parkway
Source: Fehr & Peers, 2008		
Note: Scale = 1 through 4, 1 = Low, 4 = High		

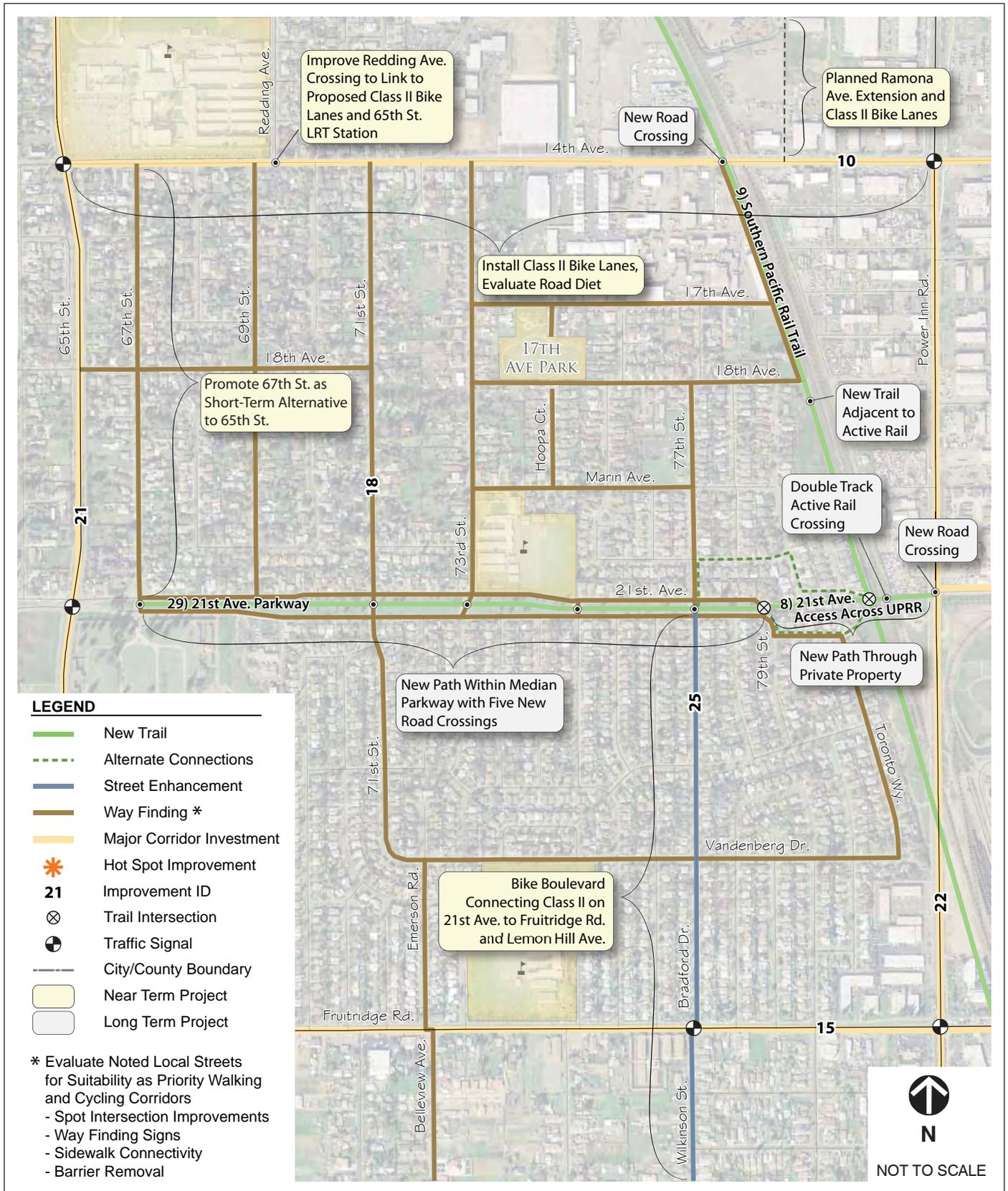


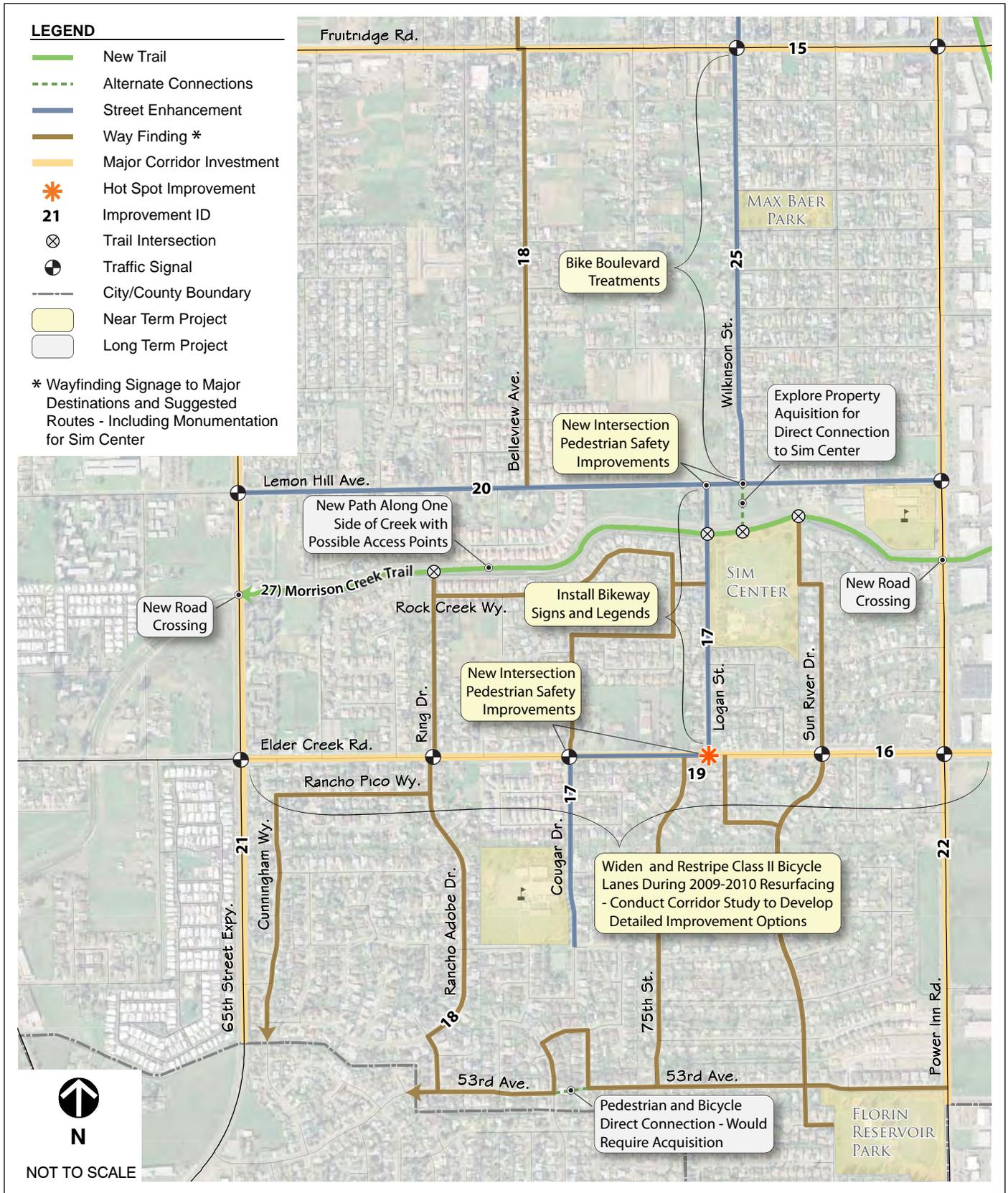


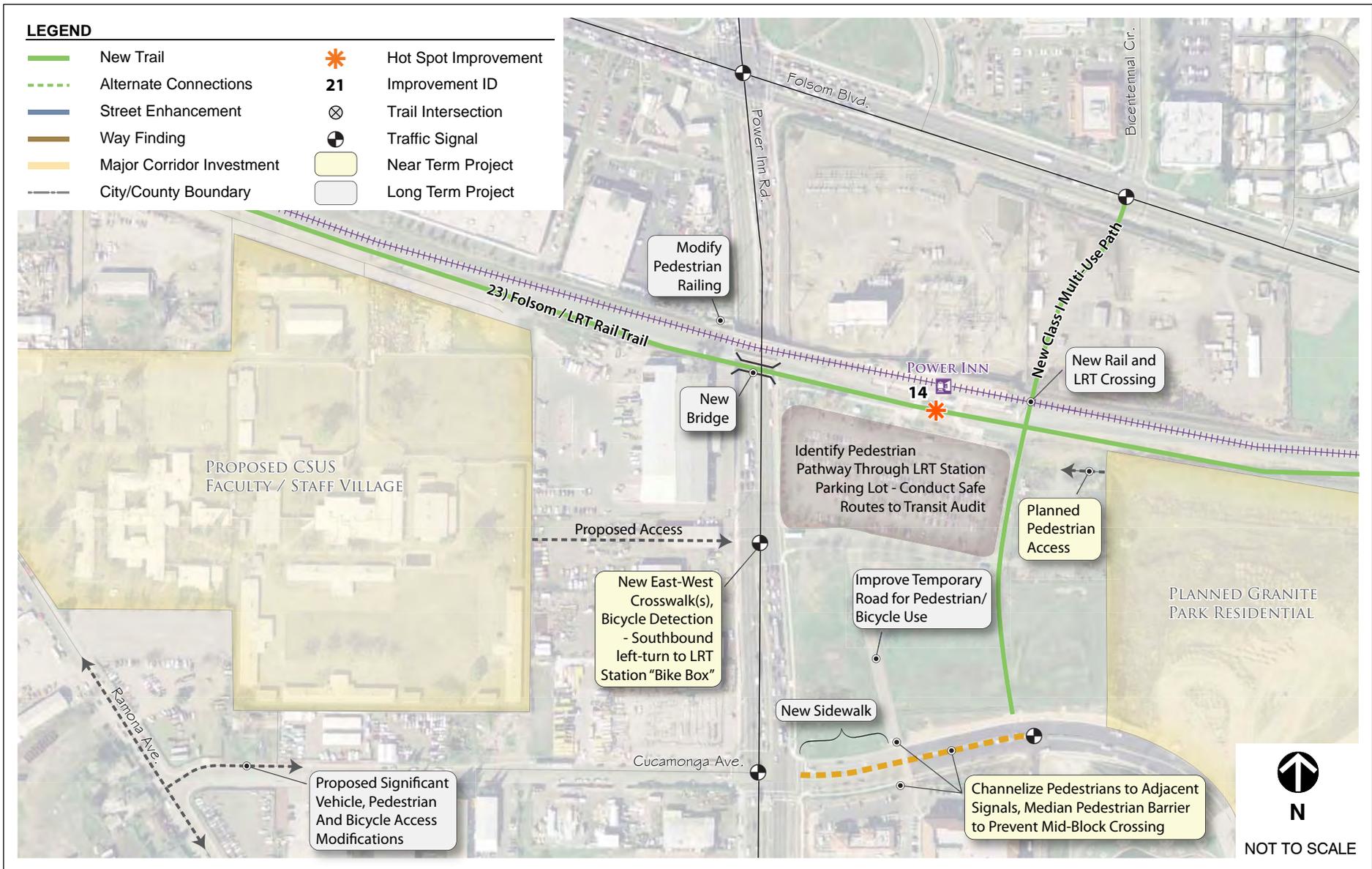


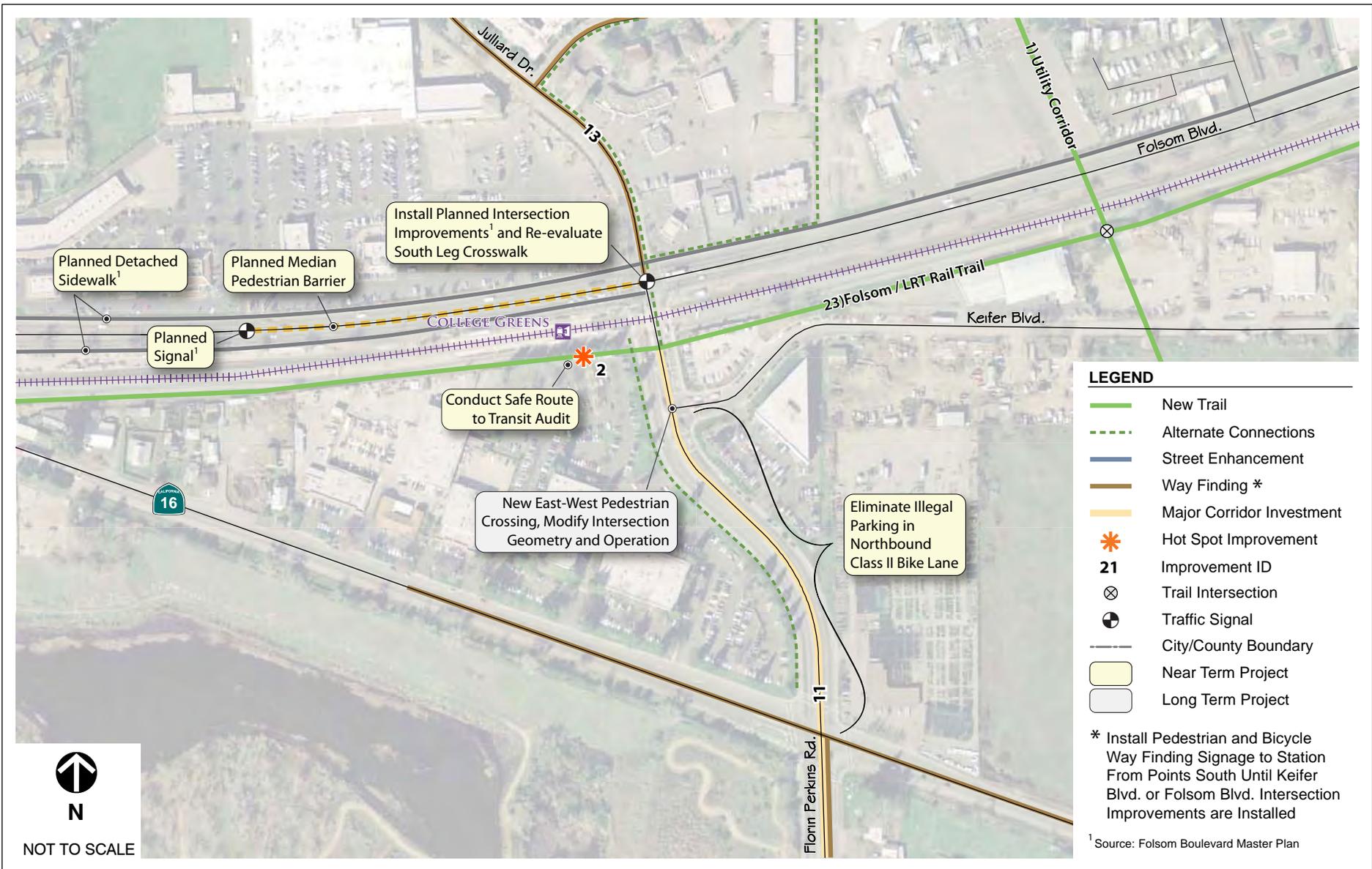












**TABLE 30: CANDIDATE IMPROVEMENT EVALUATION MATRIX (SORTED BY ID NUMBER)**

ID	Name	Demand	Comfort / Experience	Connectivity / Directness	Conformance with Plans	Safety	Ease of Implementation	Total Score	Within Redev. Area	Acquisition Required	Category
1	Utility Corridor	3	4	4	2	3	1	17	No	Maybe	N
2	College Greens LRT Station Access	4	3	3	3	3	2	18	No	Maybe	H
3	Folsom Boulevard/Jackson Road Intersection	4	3	4	3	4	2	20	No	Maybe	H
4	North South Spur Trail	4	4	4	3	3	1	19	Partial	Yes	N
5	Cucamonga Connection	4	3	4	3	3	2	19	Partial	Maybe	N
6	21 <sup>st</sup> Avenue Bike Boulevard	4	3	4	4	3	2	20	Yes	No	N
7	CalTraction Rail Trail Connection	4	3	4	3	3	2	19	No	Maybe	N
8	21 <sup>st</sup> Avenue Access Across UPRR	4	3	4	1	2	1	15	Yes	Yes	N
9	Southern Pacific Rail Trail	4	3	4	4	3	1	19	Partial	Yes	N
10	14 <sup>th</sup> Avenue	4	3	4	3	3	2	19	Partial	Maybe	M
11	Florin-Perkins Road	4	3	4	4	3	1	19	Partial	Maybe	M
12	CalTraction / Florin-Perkins Road Crossing	4	3	3	4	4	1	19	Yes	Maybe	H
13	Wayfinding - American River & LRT Stations	4	3	3	4	3	4	21	No	No	W
14	Power Inn LRT Station Access	4	3	3	3	4	2	19	No	Maybe	H
15	Fruitridge Road	2	2	3	4	3	2	16	Partial	Maybe	M
16	Elder Creek Rd	2	2	3	4	3	2	16	Yes	Maybe	M
17	School & Community Connections	4	3	4	4	4	3	22	Yes	No*	S
18	Wayfinding - Neighborhood Serving	4	3	3	3	3	4	20	Partial	No	W
19	Elder Creek Road / Logan Street Crossing	3	2	4	4	2	3	18	Yes	No	H
20	Lemon Hill Avenue	4	4	4	3	4	2	21	Yes	N	S
21	65 <sup>th</sup> Street	4	3	4	4	3	2	20	Partial	Maybe	M
22	Power Inn	4	3	4	4	3	2	20	Yes	Maybe	M
23	Folsom / LRT Rail Trail	3	3	4	4	3	1	18	No	Yes	N
24	Depot Park Path	3	3	3	3	2	2	16	Yes	Yes	N
25	Bradford Drive/ Wilkinson Street	3	3	3	2	4	4	19	Yes	No*	S
26	83 <sup>rd</sup> / 84 <sup>th</sup> Streets Enhancements	2	3	4	2	3	4	18	Yes	No*	S
27	Morrison Creek Trail	4	3	3	1	3	1	15	Partial	Maybe	N
28	CalTraction Surface Streets	2	3	2	2	3	2	14	Partial	Yes	S
29	21st Avenue Parkway	3	4	3	3	3	2	18	Yes	N	N

Source: Fehr & Peers, 2008

M = Major Corridor Investment; N = New Trail; H = Hot Spot Improvement; W = Wayfinding; S = Street Enhancement

Scale = 1 through 4, 1 = Low, 4 = High

\* = Assumption - Check Candidate Improvement Fact Sheet

**TABLE 31: CANDIDATE IMPROVEMENT EVALUATION MATRIX (SORTED BY TOTAL SCORE, THEN BY EASE OF IMPLEMENTATION)**

ID	Name	Demand	Comfort / Experience	Connectivity / Directness	Conformance with Plans	Safety	Ease of Implementation	Total Score	Within Redev. Area	Acquisition Required	Category
17	School & Community Connections	4	3	4	4	4	3	22	Yes	No*	S
13	Wayfinding - American River & LRT Stations	4	3	3	4	3	4	21	No	No	W
20	Lemon Hill Avenue	4	4	4	3	4	2	21	Yes	N	S
18	Wayfinding - Neighborhood Serving	4	3	3	3	3	4	20	Partial	No	W
6	21 <sup>st</sup> Avenue Bike Boulevard	4	3	4	4	3	2	20	Yes	No	N
22	Power Inn	4	3	4	4	3	2	20	Yes	Maybe	M
21	65 <sup>th</sup> Street	4	3	4	4	3	2	20	Partial	Maybe	M
3	Folsom Boulevard/Jackson Road Intersection	4	3	4	3	4	2	20	No	Maybe	H
25	Bradford Drive/ Wilkinson Street	3	3	3	2	4	4	19	Yes	No*	S
5	Cucamonga Connection	4	3	4	3	3	2	19	Partial	Maybe	N
14	Power Inn LRT Station Access	4	3	3	3	4	2	19	No	Maybe	H
7	CalTraction Rail Trail Connection	4	3	4	3	3	2	19	No	Maybe	N
12	CalTraction / Florin-Perkins Road Crossing	4	3	3	4	4	1	19	Yes	Maybe	H
4	North South Spur Trail	4	4	4	3	3	1	19	Partial	Yes	N
9	Southern Pacific Rail Trail	4	3	4	4	3	1	19	Partial	Yes	N
10	14 <sup>th</sup> Avenue	4	3	4	4	3	1	19	Partial	Maybe	M
11	Florin-Perkins Road	4	3	4	4	3	1	19	Partial	Maybe	M
26	83 <sup>rd</sup> / 84 <sup>th</sup> Streets Enhancements	2	3	4	2	3	4	18	Yes	No*	S
19	Elder Creek Road / Logan Street Crossing	3	2	4	4	2	3	18	Yes	No	H
29	21st Avenue Parkway	3	4	3	3	3	2	18	Yes	N	N
2	College Greens LRT Station Access	4	3	3	3	3	2	18	No	Maybe	H
23	Folsom / LRT Rail Trail	3	3	4	4	3	1	18	No	Yes	N
1	Utility Corridor	3	4	4	2	3	1	17	No	Maybe	N
24	Depot Park Path	3	3	3	3	2	2	16	Yes	Yes	N
16	Elder Creek Rd	2	2	3	4	3	2	16	Yes	Maybe	M
15	Fruitridge Road	2	2	3	4	3	2	16	Partial	Maybe	M
8	21 <sup>st</sup> Avenue Access Across UPRR	4	3	4	1	2	1	15	Yes	Yes	N
27	Morrison Creek Trail	4	3	3	1	3	1	15	Partial	Maybe	N
28	CalTraction Surface Streets	2	3	2	2	3	2	14	Partial	Yes	S

Source: Fehr & Peers, 2008

M = Major Corridor Investment; N = New Trail; H = Hot Spot Improvement; W = Wayfinding; S = Street Enhancement

Scale = 1 through 4, 1 = Low, 4 = High

\* = Assumption - Check Candidate Improvement Fact Sheet

**TABLE 32: CANDIDATE IMPROVEMENT EVALUATION MATRIX (SORTED BY REDEVELOPMENT AREA, THEN BY TOTAL SCORE)**

ID	Name	Demand	Comfort / Experience	Connectivity / Directness	Conformance with Plans	Safety	Ease of Implementation	Total Score	Within Redev. Area	Acquisition Required	Category
17	School & Community Connections	4	3	4	4	4	3	22	Yes	No*	S
20	Lemon Hill Avenue	4	4	4	3	4	2	21	Yes	N	S
6	21 <sup>st</sup> Avenue Bike Boulevard	4	3	4	4	3	2	20	Yes	No	N
22	Power Inn	4	3	4	4	3	2	20	Yes	Maybe	M
12	CalTraction / Florin-Perkins Road Crossing	4	3	3	4	4	1	19	Yes	Maybe	H
25	Bradford Drive/ Wilkinson Street	3	3	3	2	4	4	19	Yes	No*	S
19	Elder Creek Road / Logan Street Crossing	3	2	4	4	2	3	18	Yes	No	H
26	83 <sup>rd</sup> / 84 <sup>th</sup> Streets Enhancements	2	3	4	2	3	4	18	Yes	No*	S
29	21st Avenue Parkway	3	4	3	3	3	2	18	Yes	N	N
24	Depot Park Path	3	3	3	3	2	2	16	Yes	Yes	N
16	Elder Creek Rd	2	2	3	4	3	2	16	Yes	Maybe	M
8	21 <sup>st</sup> Avenue Access Across UPRR	4	3	4	1	2	1	15	Yes	Yes	N
18	Wayfinding - Neighborhood Serving	4	3	3	3	3	4	20	Partial	No	W
21	65 <sup>th</sup> Street	4	3	4	4	3	2	20	Partial	Maybe	M
4	North South Spur Trail	4	4	4	3	3	1	19	Partial	Yes	N
5	Cucamonga Connection	4	3	4	3	3	2	19	Partial	Maybe	N
9	Southern Pacific Rail Trail	4	3	4	4	3	1	19	Partial	Yes	N
10	14 <sup>th</sup> Avenue	4	3	4	4	3	1	19	Partial	Maybe	M
11	Florin-Perkins Road	4	3	4	4	3	1	19	Partial	Maybe	M
15	Fruitridge Road	2	2	3	4	3	2	16	Partial	Maybe	M
27	Morrison Creek Trail	4	3	3	1	3	1	15	Partial	Maybe	N
28	CalTraction Surface Streets	2	3	2	2	3	2	14	Partial	Yes	S
13	Wayfinding - American River & LRT Stations	4	3	3	4	3	4	21	No	No	W
3	Folsom Boulevard/Jackson Road Intersection	4	3	4	3	4	2	20	No	Maybe	H
14	Power Inn LRT Station Access	4	3	3	3	4	2	19	No	Maybe	H
7	CalTraction Rail Trail Connection	4	3	4	3	3	2	19	No	Maybe	N
23	Folsom / LRT Rail Trail	3	3	4	4	3	1	18	No	Yes	N
2	College Greens LRT Station Access	4	3	3	3	3	2	18	No	Maybe	H
1	Utility Corridor	3	4	4	2	3	1	17	No	Maybe	N

Source: Fehr & Peers, 2008

M = Major Corridor Investment; N = New Trail; H = Hot Spot Improvement; W = Wayfinding; S = Street Enhancement

Scale = 1 through 4, 1 = Low, 4 = High

\* = Assumption - Check Candidate Improvement Fact Sheet

## **APPENDIX A: BIKING AND WALKING AUDIT MATERIALS**

Southeast Sacramento Bicycle & Pedestrian Access Study  
Study Area Audits: May 30, 2008

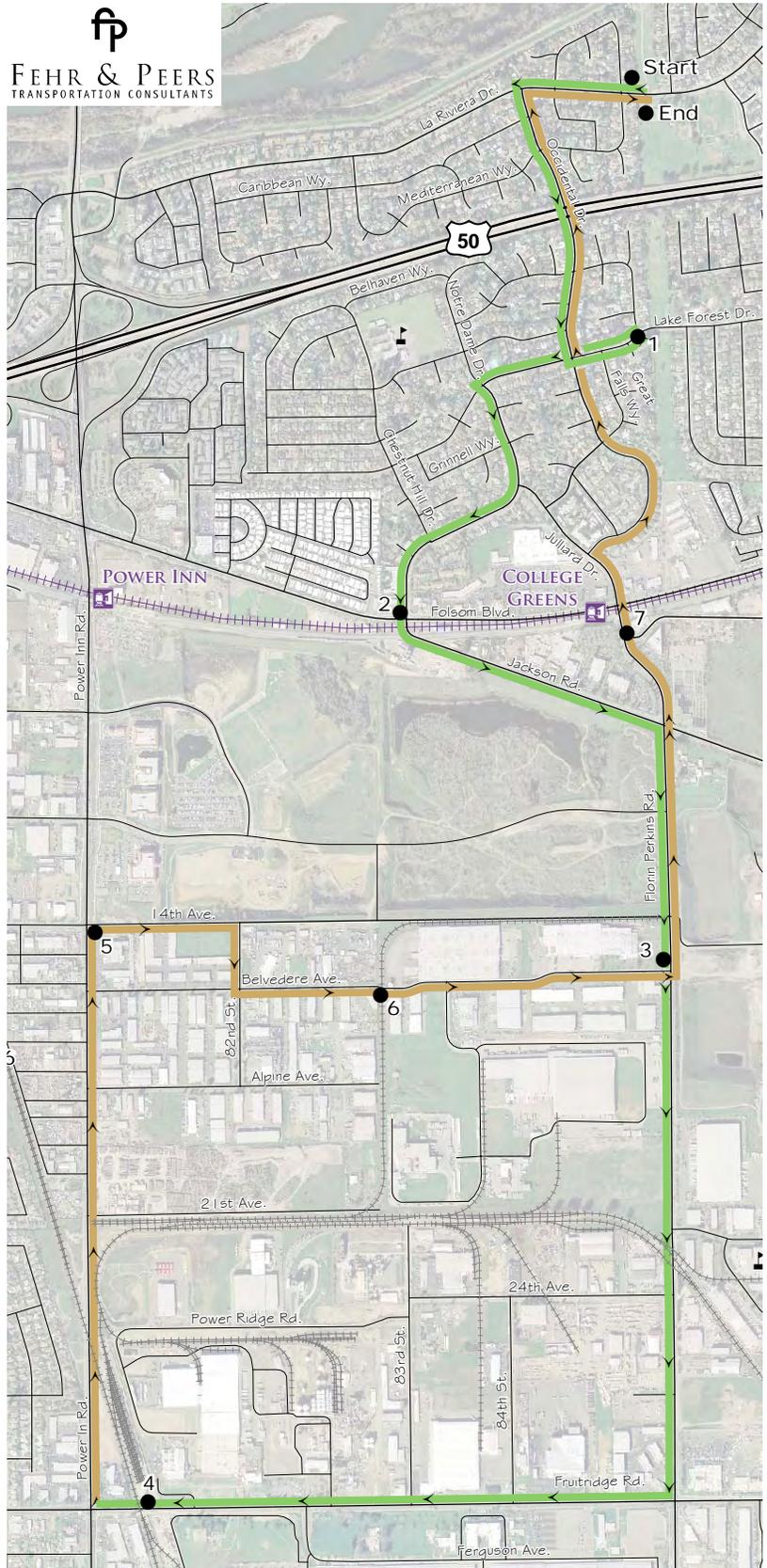
Route 1: Biking Experience Questions

- What type of facility did you have to ride (shoulder, bike lane, residential street, etc.)?
- Was the width adequate?
- Were there obstacles (railroad tracks, utilities, etc.) you were forced to veer around or slow to avoid?
- How was the condition of roadway surface (pavement, debris, etc.)?
- How was the condition of the bike facility (markings, signage, etc?)
- Was there too much traffic?
- Were drivers aggressive or too fast?
- How were the crossings/intersections you passed through?
  - Did you have to wait too long?
  - Were you detected by the traffic signal?
  - Was the signal timing adequate length to allow you to cross?
  - Was sight distance obstructed?
  - Were you uncomfortable crossing or turning and if so, why?
- Was the ride pleasant or stressful?
- Was there adequate bicycle parking?
- Any items to note regarding walkability (presence of sidewalk, buffer, adequate crossings, etc.)?
- Other comments on issues or deficiencies?
- Ideas for solutions?

Southeast Sacramento Bicycle & Pedestrian Access Study  
Study Area Audits: May 30, 2008

Route 2: Walking Experience Questions

- What type of facility did you have to walk on (sidewalk, dirt path, shoulder, travel lane, residential street, etc.)?
  
- Was the width adequate?
  
- Were there obstacles (railroad tracks, utilities, etc.) you were forced to veer around or slow to avoid or maneuver?
  
- How was the condition of walking surface (pavement, debris, etc.)?
  
- Was there too much traffic?
  
- Were drivers aggressive or too fast?
  
- How were the crossings/intersections you passed through?
  - Did you have to wait too long?
  - Were you detected by the traffic signal?
  - Was the signal timing adequate length to allow you to cross?
  - Was sight distance obstructed?
  - Were you uncomfortable crossing or turning and if so, why?
  
- Was the walk pleasant or stressful?
  
- Any special items to note regarding bicycle facilities (presence and quality of bike lanes, adequate crossings, etc.)?
  
- Other comments on issues or deficiencies?
  
- Ideas for solutions?



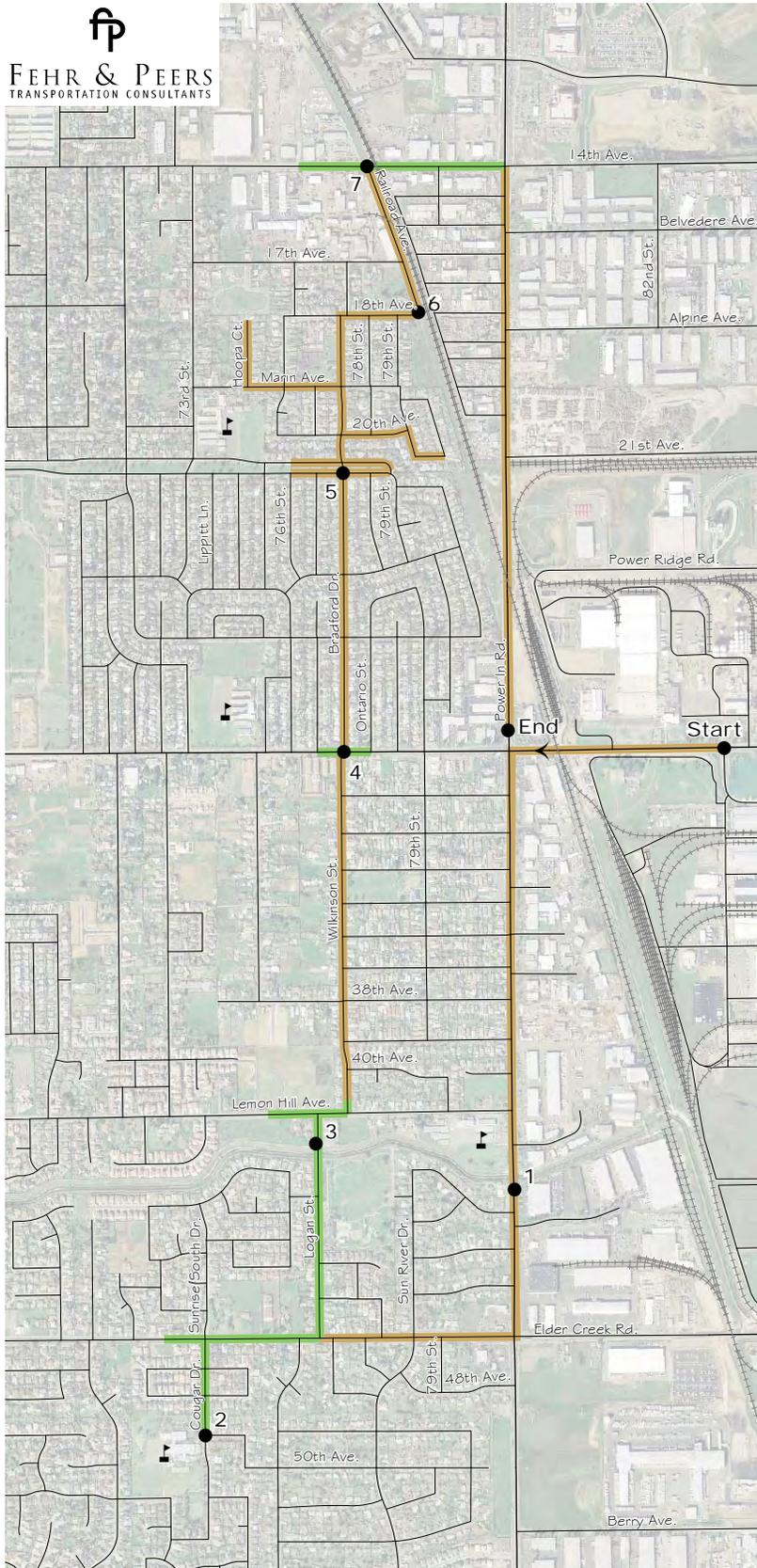
**LEGEND**

- 8.5 Mile Loop Direction ● Stop
- Northbound
- Southbound



NOT TO SCALE

**SOUTHEAST SACRAMENTO BIKE AND PEDESTRIAN ACCESS STUDY  
STUDY AREA AUDITS - ROUTE 1**



**LEGEND**

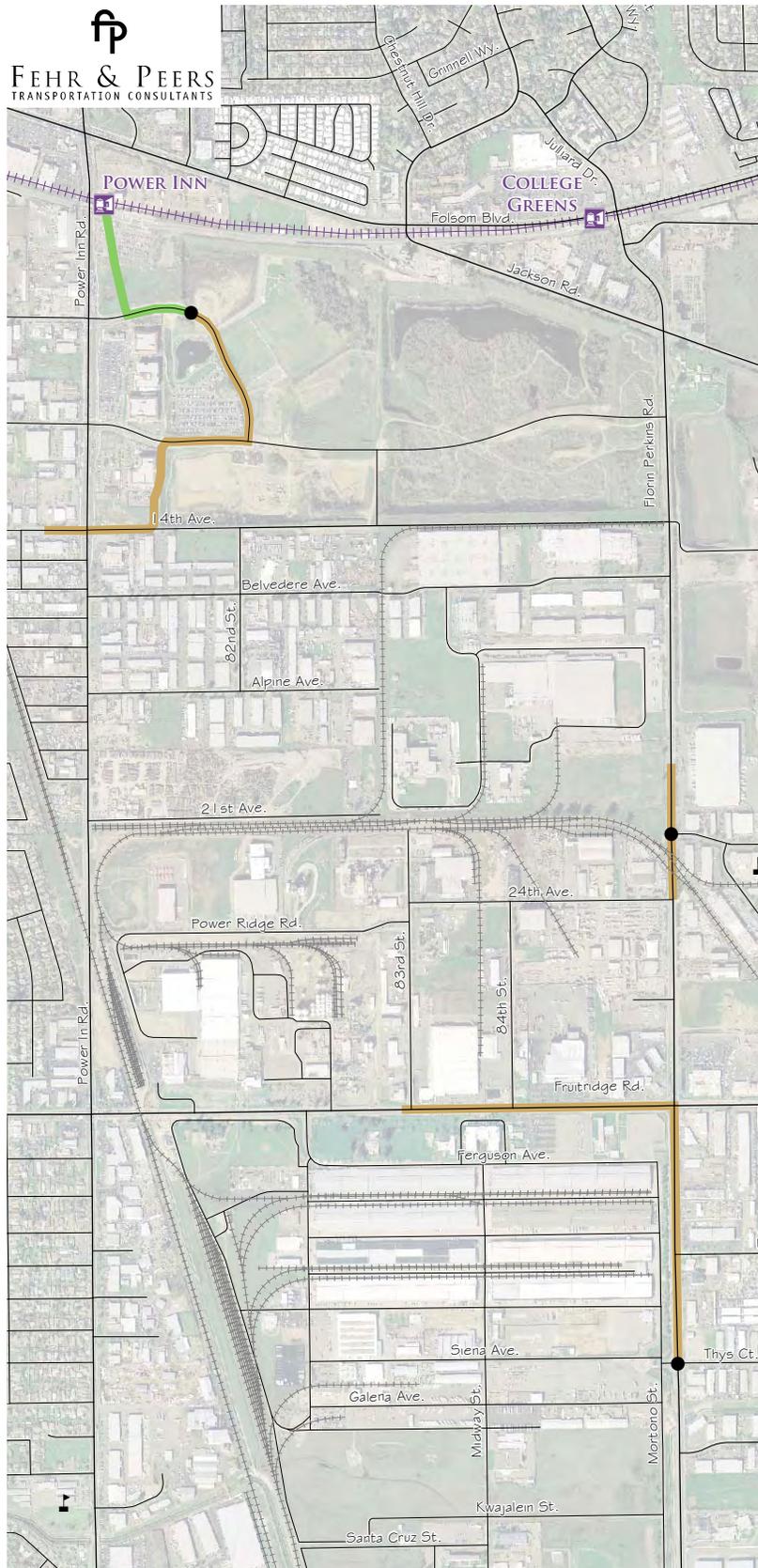
- Route 2 Audit
- Stop
- Drive
- Walk



N

NOT TO SCALE

**SOUTHEAST SACRAMENTO BIKE  
AND PEDESTRIAN ACCESS STUDY  
STUDY AREA AUDITS - ROUTE 2**



**LEGEND**

- Route 2 Audit (Additional) ● Stop
- Drive
- Walk



NOT TO SCALE

**SOUTHEAST SACRAMENTO BIKE  
 AND PEDESTRIAN ACCESS STUDY  
 STUDY AREA AUDITS - ROUTE 2  
 (ADDITIONAL ROUTES)**

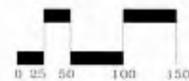
**APPENDIX B: REFERENCED IMPROVEMENT CONCEPTS (PREPARED BY OTHERS)**



## LEGEND

- |   |  |  |  |
|---|--|--|--|
| <ul style="list-style-type: none"> <li>A PARK SIGN AT ENTRANCE</li> <li>B EXISTING UTILITY TOWER (3)</li> <li>C FUTURE CONNECTION</li> <li>D DRY CREEKBED WITH COBBLE + BOULDERS</li> <li>E NATIVE GRASSES AND PLANT AREA</li> <li>F BOCCIE BALL COURTS (2 COURTS AND 2 BENCHES)</li> </ul> | <ul style="list-style-type: none"> <li>G NON-IRRIGATED NATIVE GRASS</li> <li>H PICNIC AREA (INCLUDES PICNIC TABLES, BIKE RACK AND A DRINKING FOUNTAIN)</li> <li>I DECOMPOSED GRANITE PATH</li> <li>J HORSE SHOE COURTS (4 COURTS AND 2 BENCHES)</li> <li>K 10' ASPHALT WALKING PATH</li> </ul> | <ul style="list-style-type: none"> <li>L EXISTING PROPERTY LINE</li> <li>M BUTTERFLY GARDEN (INCLUDES SALVIAS, SHRUBS AND NATIVE WILDFLOWERS)</li> <li>N DOG PARK (1.7 ACRES) (INCLUDES BENCHES, TRASH + RECYCLE RECEPTACLES, DOG WASTE BAGS, 14' MAINTENANCE GATE, DOG FOUNTAIN, PICNIC TABLES, DG PAVING, AND GRASS MOUNDS)</li> </ul> | <ul style="list-style-type: none"> <li> SHADE TREES</li> <li> ACCENT TREES</li> <li> EXISTING TREES</li> </ul> |
|---|--|--|--|

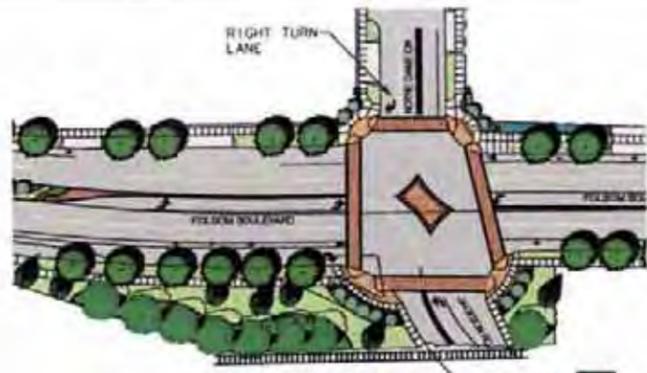
MASTER PLAN FOR:  
**OKKI PARK OPEN SPACE** (6.3 ac)  
 CITY OF SACRAMENTO, CALIFORNIA



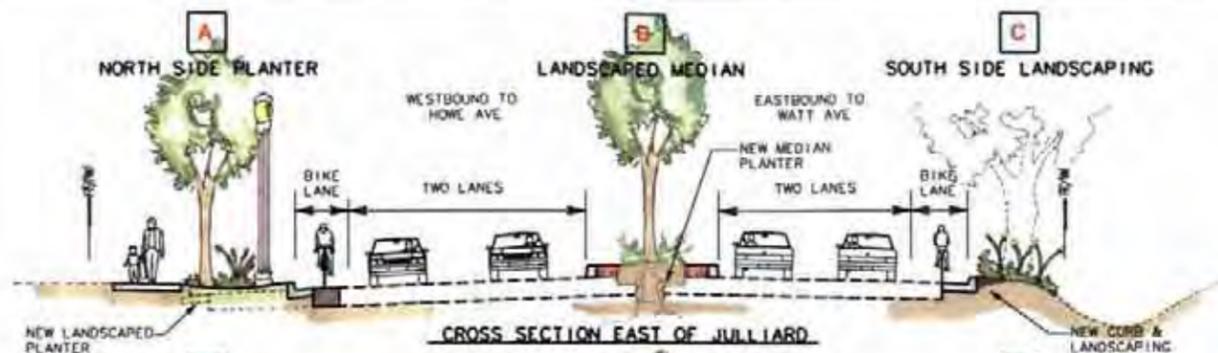
SCALE 1"=50'-0"



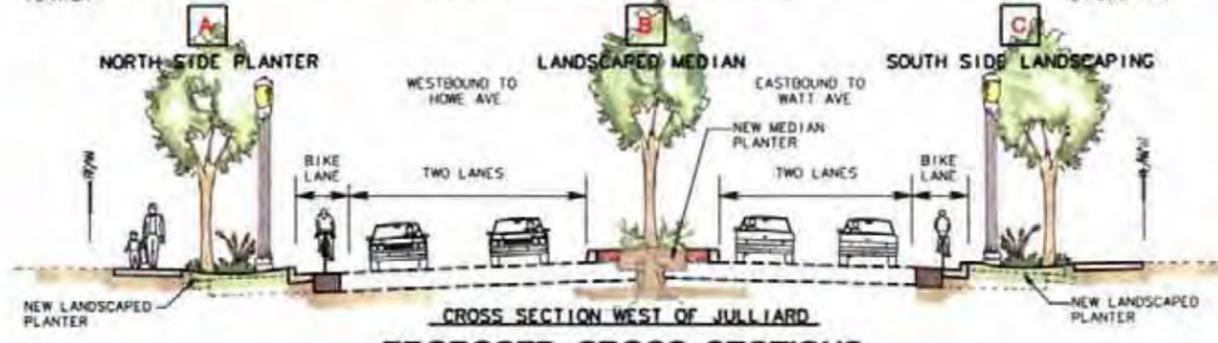
LANDSCAPE ARCHITECT:  
 D. DAY  
 DRAWN BY:  
 KEVIN EVINGER  
 DATE:  
 NOVEMBER 2007



NOTRE DAME INTERSECTION F



CROSS SECTION EAST OF JULLIARD



CROSS SECTION WEST OF JULLIARD

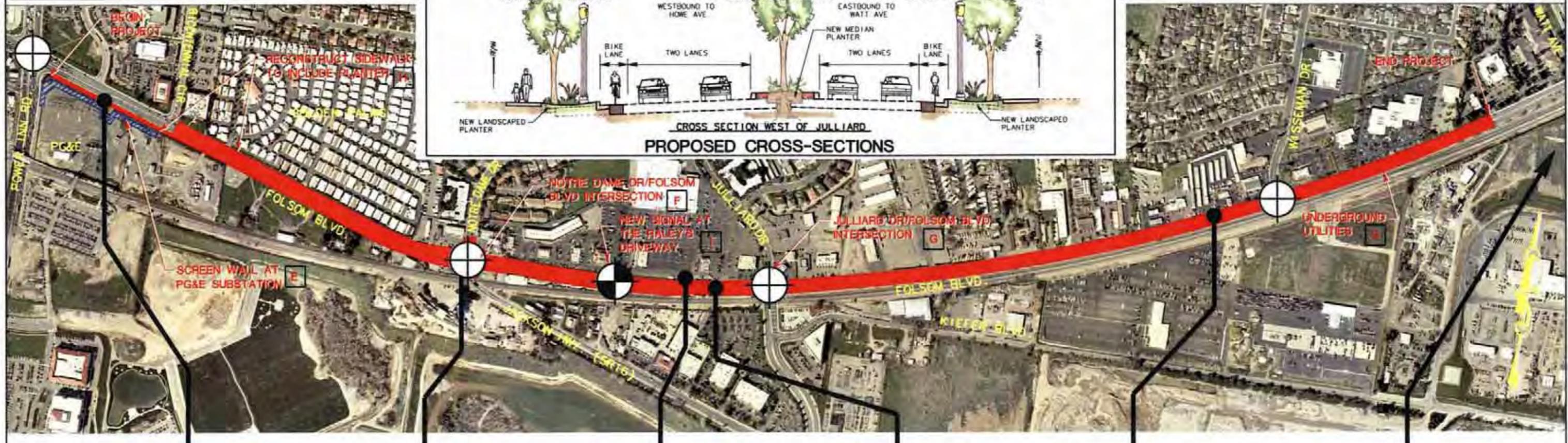
PROPOSED CROSS-SECTIONS

**PROJECT SUMMARY**

THE PROPOSED PROJECT WILL PROVIDE IMPROVED CONNECTIONS TO AND FROM LIGHT RAIL STATIONS, IMPROVE SAFETY FOR PEDESTRIANS AND BICYCLISTS, AND BEAUTIFY THE CORRIDOR WITH LANDSCAPING.

IN GENERAL THE IMPROVEMENTS INCLUDE THE FOLLOWING:

- REMOVE ON-STREET PARKING AND CONSTRUCT SIDEWALK PLANTERS
- CONSTRUCT A LANDSCAPED MEDIAN
- INSTALL A NEW SIGNAL AT THE RALEY'S SHOPPING CENTER ENTRANCE
- IMPROVE SAFETY AND BEAUTIFY THE NOTRE DAME AND JULLIARD INTERSECTIONS
- CONSTRUCT A SCREEN WALL AT THE PG&E SUBSTATION
- RELOCATE LOW-LEVEL OVERHEAD UTILITIES UNDERGROUND
- PROVIDE CONTINUOUS BICYCLE LANES THROUGHOUT THE PROJECT



PG&E SUBSTATION



NOTRE DAME INTERSECTION



NORTH SIDE WIDENING



MEDIAN FENCE (TO REDUCE JAYWALKING)



MEDIAN LANDSCAPING



PROPOSED LRT GRADE SEPARATION AT WATT (BY OTHERS)

**PHOTO-REALISTIC RENDERINGS OF PROPOSED IMPROVEMENTS**

**FOLSOM BOULEVARD STREETScape MASTER PLAN**

Legend	
Symbol	Feature
A	Hardcore Pile
B	Wetland
C	Group Picnic Area
D	Full Soccer Field
E	Park Building
F	Cross Country Running Trail Start/Finish Area
G	Joint User Parking
H	Artificial Turf Sports Field
I	Phase II Parking
J	Disc Park
K	Swim Pool
L	Natural Pond
M	Proposed Picnic Area



June 24, 2007



 The HLA Group, Limited Architect & Planner, Inc.  
 2001 F Street, Suite 100, Sacramento, CA 95811  
 Phone: (916) 441-1111 Fax: (916) 441-1112

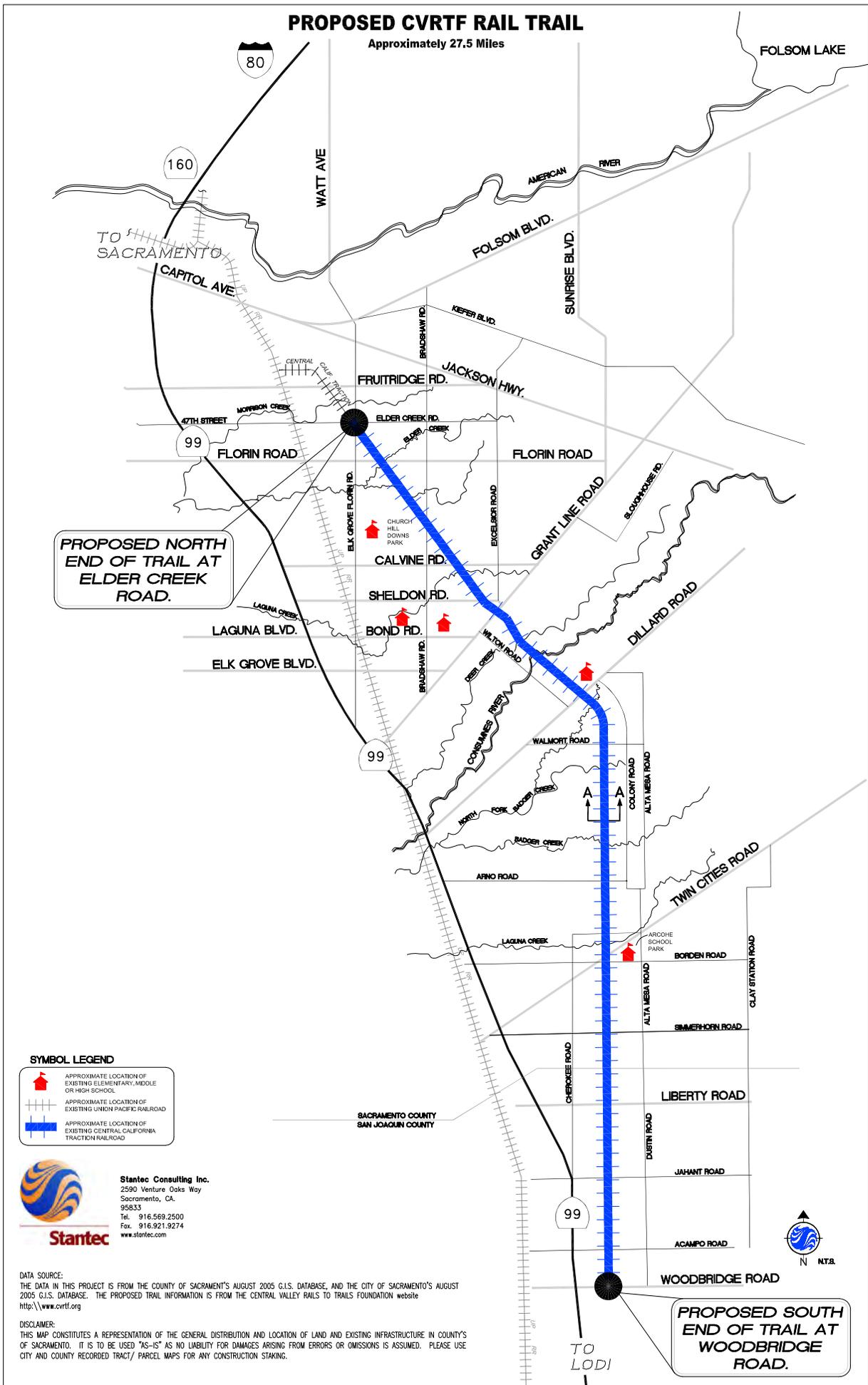
## Granite Regional Park

Developed Area Master Plan  
 Sacramento, California



# PROPOSED CVRTF RAIL TRAIL

Approximately 27.5 Miles



**PROPOSED NORTH  
END OF TRAIL AT  
ELDER CREEK  
ROAD.**

**PROPOSED SOUTH  
END OF TRAIL AT  
WOODBRIE  
ROAD.**

**SYMBOL LEGEND**

-  APPROXIMATE LOCATION OF EXISTING ELEMENTARY, MIDDLE OR HIGH SCHOOL
-  APPROXIMATE LOCATION OF EXISTING UNION PACIFIC RAILROAD
-  APPROXIMATE LOCATION OF EXISTING CENTRAL CALIFORNIA TRACTION RAILROAD



**Stantec Consulting Inc.**  
2590 Venture Oaks Way  
Sacramento, CA  
95833  
Tel: 916.569.2500  
Fax: 916.921.9274  
www.stantec.com

DATA SOURCE:  
THE DATA IN THIS PROJECT IS FROM THE COUNTY OF SACRAMENTO'S AUGUST 2005 G.I.S. DATABASE, AND THE CITY OF SACRAMENTO'S AUGUST 2005 G.I.S. DATABASE. THE PROPOSED TRAIL INFORMATION IS FROM THE CENTRAL VALLEY RAILS TO TRAILS FOUNDATION website  
<http://www.cvrtf.org>

DISCLAIMER:  
THIS MAP CONSTITUTES A REPRESENTATION OF THE GENERAL DISTRIBUTION AND LOCATION OF LAND AND EXISTING INFRASTRUCTURE IN COUNTY'S OF SACRAMENTO. IT IS TO BE USED "AS-IS" AS NO LIABILITY FOR DAMAGES ARISING FROM ERRORS OR OMISSIONS IS ASSUMED. PLEASE USE CITY AND COUNTY RECORDED TRACT/ PARCEL MAPS FOR ANY CONSTRUCTION STAKING.

Site Plan



## **APPENDIX C: COMMENT LETTERS RECEIVED ON DRAFT REPORT**



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**Letter Date** 2008-05-30

**Recipient** Matthew Johns, City of Sacramento

**Subject** Southeast Sacramento bicycle and pedestrian access study

Matthew Johns  
 Assistant Civil Engineer  
 Funding & Project Development  
 915 I St., Room 2000  
 Sacramento, Ca. 95814

Re: Southeast Sacramento bicycle and pedestrian access study

Dear Mr. Johns:

We appreciate the city's and SHRA's interest in improving conditions for bicyclists and pedestrians in the southeast portion of the city.

We would like to provide some general and specific recommendations on improving bicycle and pedestrian safety and access and increasing the number of trips made by bike.

The industrial portions of this part of the city are characterized by wide arterials, little shade and large lots. Because of the wide streets, lack of trees, large block sizes and the relatively small number of driveways traffic speeds tend to be very high.

A number of barriers to direct bicycle and pedestrian travel also exist. These barriers include heavy rail tracks, light rail tracks and Hwy 50.

Overall these conditions discourage bicycle use by making bicycling less desirable, increasing trip length and increasing actual and perceived danger.

We suggest the following:

Improve signage leading to and from American River Parkway There is no signage on the parkway designating the access to La Riviera Drive at Glenbrook Park. The signage on La Riviera mentions river access but not the American River Parkway bike path.

Rationale: Without information and wayfinding, fewer people will know that cycling is an option.

Improve RR crossing on Florin Perkins

Rationale: The bike lane does not continue across the tracks, the track crossing is at an angle and the pavement quality is poor. Given the high speed traffic and volume of truck traffic, the track crossing is a intimidating pinch point and significant deterrent to bike use.

Close bike lanes gaps on Power Inn and Florin Perkins.

Rationale: Gaps put cyclists in high speed, high volume traffic with large numbers of heavy trucks.

Improve bicycle and pedestrian access to the College Greens and Power Inn light rail stations.

Rationale: Transit use can be maximized with good access.

Investigate use of power line easements for bike paths. One specific location is between Oki Park and the back of the commercial center on Folsom Blvd.

Rationale: Easements may provide unique continuous rights of way and shortcut opportunities.

Plant trees on edges of city rights of way to shade pedestrians and bicyclists. Landscaping improvements such as tree planting should be focused on street edges where bicyclists and pedestrians travel and not on medians.

Rationale. Shade does a great deal to mitigate Sacramento's summertime heat. Street trees also

help to slow traffic and extend pavement life. Median planting does offer aesthetic benefits and may also slow traffic, but is less important than the road edges where pedestrians and cyclists are.

Consider other uses for two-way left turn lanes. Alternative uses include landscaped medians and using the space for bike lanes, sidewalks and planning strips.

Rationale: Many of the two-way left turn lanes do not provide a large number of left turn opportunities as the adjacent properties have no driveways. The two-way turn lanes encourage speeding.

Take steps to slow traffic speeds. Traffic speeds are enormously high in the area, especially on Power Inn and Florin Perkins. There are a variety of techniques that can be used to slow speeds including narrowing lanes, adding medians, planting trees, reducing the number of lanes. (See Complete Streets: We Can Get There from Here, John LaPlante and Barbara McCann; in the Journal of the Institute of Transportation Engineers (May 2008). Retrofitting Urban Arterials into Complete Streets, John LaPlante's research at TRB's 3rd Urban Street Symposium (2007))

Rationale. The higher the speed differential between bicyclists and motorists, the greater the actual and perceived danger to bicyclists. High speed traffic deters people from bicycling, especially when large trucks make up a high percentage of the traffic.

Improve street sweeping frequency and effectiveness.

Rationale. Debris in bike lanes and near road edges causes flat tires for bicyclists or can force them to move left into the path of motor vehicle traffics. Repairing flats is time-consuming and discouraging. Being forced into traffic by debris is dangerous.

Maintain smooth pavements free of potholes, lips and other irregularities. Smooth pavement is needed all places where cycling occurs including bike lanes, shoulders and road edges.

Rationale: Ensuring that overlays continue all the way across the bike lane and shoulders improves bicycling convenience and safety.

Check signal detection and timing

Rationale: For their safety and convenience, bicyclists need to be detected by traffic signals and have enough time to enter and clear intersections.

Add bike parking, showers and clothing lockers at worksites

Rationale. Lack of end of trip facilities discourages or prevents bicycling.

Add bike lane signs and pavement markings on northbound Florin Perkins between Jackson Road and Folsom Blvd to prevent illegal parking.

Rationale: Parking blocks the lanes.

Add new bikeways

It appears there are possibilities for bike trails in the following areas:

Along the Union Pacific mainline

In the California Central Traction Company right of way

Along the spur from the UP mainline that is east of Power Inn Road

Through Granite Regional Park, both in north/south and east west directions.

Along Morrison Creek

In the right of way for 21st Street west of Florin Perkins Road

Of particular interest, would be a north south trail connection between Folsom Blvd and Fruitridge Road and perhaps all the way through Depot. Park This trail would be roughly midway between Power Inn and Watt Avenue and could go through Granite Park, along the rail spur and then perhaps switch to on-street on 83rd Street and either be on-street or off-street through the depot property. Creating this trail would give bicyclists the option of avoiding Power inn Road and Florin-Perkins Road and provide the most direct connection to the American River Parkway.

There appears to be the possibility of making short bike trail connections between:

18th Avenue and a UP mainline trail

Somewhere in the vicinity of the east end of 21st Avenue and Power Inn Road

Lemon Hill Blvd at Power Inn and Morrison Creek or UP mainline trails

the east end of San Joaquin Street and Cucamonga Avenue

SABA is an award winning nonprofit organization with more than 1,400 members. We represent bicyclists. Our aim is more and safer trips by bike. We're working for a future in which bicycling for everyday transportation is common because it is safe, convenient and desirable. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient and least congesting form of transportation.

Yours truly,

Walt Seifert  
Executive Director

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**Letter Date** 2008-09-29  
**Recipient** Kate Binning, Fehr & Peers  
**Subject** Southeast Sacramento Bicycle and Pedestrian Access Study draft candidate improvements

---

via e-mail

The candidate projects all appear sound, though some would be quite costly.

It would be desirable to have the study add some discussion of speed reduction on the major roads in the study area, such as Folsom Blvd, Power Inn Rd, Florin-Perkins Rd., Fruitridge Rd, Watt Avenue and Elder Creek Rd. Such a discussion could address policy, enforcement, education and engineering approaches to speed reduction and the other specific approaches we mentioned in our comments this past May. Speed was mentioned as an issue by many of the survey respondents. While many of the proposed projects would encourage use of less busy streets, the major streets will always have destinations where cyclists and pedestrians will want to go.

The point scores don't assign a weight to any of the different criteria. By default that means all the criteria are weighted equally. Some criteria, such as demand, should at least be considered for additional weighting. If this were done, more precise information on employment and residential density should probably be used.

We recommend that the study address shade. While landscaping is mentioned several times, the specific benefits of shade for bicyclist and pedestrians, and the potential for some speed reduction from trees, is not highlighted. If more of the southeast area had the shade of midtown, it would make a difference in aesthetics and function.

Some discussion of end of trip facilities such as bike parking, showers and clothing lockers would be helpful. Without such facilities, long commutes become very difficult. Shorter shopping trips by bike are discouraged if there is no bike parking.

The number of railroad tracks in the area and how much they block and complicate access is notable. Also, notable, though not addressed in the study, is how expensive it is to provide grade separated crossings of tracks. Whether at-grade or grade-separated crossings should be built is a policy issue that might be mentioned, though it is probably beyond the scope of the study to be fully addressed. Safe and inexpensive bike/ped at-grade crossings can be constructed. I believe it is reasonable to provide at-grade bicycle and pedestrian crossing of tracks and that the state Public Utility Commission's policy on such crossings should be changed.

It appears an opportunity has been missed with the construction of the light rail overcrossing of Watt Avenue. This overcrossing could have provided, or could have provided provisions for, a grade separated bike/ped crossing of Watt and a connection to the Watt Avenue light rail station, which is just outside the study area.

There needs to be a comprehensive region wide evaluation of bicycle wayfinding and warning signage. Consideration of unique trail names should be part of this effort.

Building set backs. Recognizing that this is largely an industrial area, there appears to be an opportunity to try to reduce building setbacks and activate the streets. Buildings closer to the street would provide more opportunities from employees to walk or bike to commercial areas and active streets would provide more eyes on the streets and more security.

Some specific comments:

Page 14. Suggest using the word barrier instead of boundary to describe the tracks.

Page 22. I believe the mainline track mentioned in the third paragraph functions as a spur.

Page 23. Suggest mentioning the possibility of a pedestrian and bicycle actuated signal for the Power Inn Road crossing.

Page 26. The last two bullets should be indented.

Page 28. Not clear what a "super line" is.

Page 62. Add Watt Ave. to list of grade separated crossings.

Page 65 and 66. Recommend adding that there are safety issues with sidepaths at intersections and driveways. This point should be made in the introduction and in Table 24.

Page 67. Should these enhancements be called a bicycle boulevard?

Page 69. It isn't clear what is meant by designating existing pavement width into a walking-biking path. Would this be a two-way facility for bikes and peds on one side of the street?

Page 72. Suggest adding some background material on the Morrison Creek Realignment Project trail in the introductory remarks and maybe a map of the project in the Appendix. Also suggest mentioning the possibility and benefits of an extension of the proposed Morrison Creek trail to the west in the introductory remarks.

Page 75. It should be made clear that bicycle use on a median pathway should not be considered per Chapter 1000 of the Highway Design Manual.

Figure 2A. Near and short term should be defined.

Walt Seifert  
Executive Director

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**Letter Date** 2008-10-02

**Recipient** Kate Bining, Fehr & Peers

**Subject** Southeast Sacramento Bike and Pedestrian Access Study

---

via fax

The identified list of projects was impressive. However, the failure to include speed management in the recommendations so far formulated means the area will not be able to reach its full potential for bike/ped access and use. Bike/ped access can't be fully successful in an environment that threatens walkers and bicyclists. It can't just be pasted on, it has to be part of the context.

Here are my top projects from the list:

**Speed management.** Speed management is essential to set the context for the area and make it more comfortable for bicyclists and pedestrians to use the existing infrastructure. It is speed differential that is most off-putting to bicyclists and pedestrians. People intuitively understand that high-speed collisions with cars are extremely dangerous. An off-street system can never serve all the destinations that existing streets do. Streets have built-in security. Street improvements generally require minimal capital expenditures.

4. North / South Spur Trail (LRT to 21st Ave. through Granite Regional Park) This project offers connections to Granite Regional Park and from Depot Park to light rail and the American River Parkway. It's a low traffic alternative to Power Inn and Florin-Perkins.

3. Folsom Blvd. / Jackson Rd. Intersection. This crossing of Folsom Boulevard is needed to fully realize the benefits of project number 4. It connects the neighborhoods to the north of Folsom Blvd and the American River Parkway to the core of the study area and to Granite Regional Park.

6. and 8. 21st Ave. (Power Inn Rd. to Florin-Perkins Rd.) and 21st Ave. Access Across UPRR. 21st Avenue is very good for bicycling, but it doesn't connect at its eastern end. While it would be expensive and probably controversial to cross the UP tracks and Power Inn Road, it would open up a convenient, desirable connection to the existing residential area and the rest of the city, west of the study of area. The improvements on 21st Avenue east of Power Inn would be relatively inexpensive and provide a connection to project number 4, the north south trail, to Florin-Perkins Road and to a possible Central California Traction Company trail.

23. Folsom / LRT Rail Trail. Light rail trail connection maximizes benefits of projects number 3 and 4.

9. Southern Pacific Rail Trail. Provides CSUS access and future connection to Central California Traction Company trail

Walt Seifert  
Executive Director

---

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SENT VIA EMAIL ONLY

November 12, 2008

**Subject: Southeast Sacramento Bicycle and Pedestrian Access Study, Draft Candidate Improvements (September 22, 2008)**

**Control Number: RS08-2556 (joint effort between The City of Sacramento, and the Sacramento Housing and Redevelopment Agency)**

**AQMD Number: SAC200801298**

Ms. Kate Binning:

Thank you for the opportunity to comment on the Southeast Sacramento Bicycle and Pedestrian Access Study (Study), Draft Candidate Improvements (September 22, 2008). The southeast Sacramento area is often overlooked as an important bicycling and pedestrian area, and stands to benefit greatly from the suggestions made within the Study. The Sacramento Metropolitan Air Quality Management District (District) offers the following comments to further enhance the Study's recommendations.

SMAQMD echoes those comments made by the Sacramento Area Bicycle Advocates (letters dated 9/29/2008 and 10/2/2008), especially the need for vehicle speed reduction measures along the major roads in the Study area. Vehicle speeds can be reduced through traffic calming measures, which improve the roadway for all users, not just cyclists and pedestrians. In addition, reduced speeds lead to fewer automobile emissions.

More consideration should be made toward "end of trip facilities" for bicyclists and pedestrians within the Study area; in particular, bicycle parking, showers, and clothing lockers at workplaces. Employees of larger workplaces stand to benefit greatly from such measures, and the walk/bike mode split will likely increase, which in turn leads to fewer automobile emissions.

The study should address the need for shaded roadways. Shaded roadways provide a more pleasant environment for bicyclists and pedestrians; act as a traffic calming measure; and reduce the heat island effect, which contributes to ground level ozone formation.

Again, thank you for the opportunity to comment, and please do not hesitate to contact me if you have any questions.

Sincerely,



Rachel DuBose  
Air Quality Planner/Analyst

C: Larry Robinson Sacramento Metropolitan Air Quality Management District



December 2, 2008

Kate Binning  
Fehr & Peers  
2990 Lava Ridge Court, Suite 200  
Roseville, CA 95661

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*Dain Domich  
Senator Darrell Steinberg  
Trong Nguyen*

**Executive Director**

*Jerry Vorpahl*

Dear Kate:

The Power Inn Alliance thanks you for conducting the Southeast Bike/Pedestrian Access Study. To truly “promote walking and bicycling in the Army Depot area” there needs to be a focus on getting riders from the American River Parkway connected to businesses and communities in the southeast area.

The following are suggested improvements from Power Inn Alliance:

- Improvements to Folsom Blvd, including path widening (#23)
- Lemon Hill street enhancements and traffic signal for pedestrian crossing lanes at Logan Street (#20)
- Opening of E. Railroad Ave. for through traffic (section of #6)

Long-Term Projects:

- Dedicated bike/ped lane for Florin-Perkins Rd (#11) – see note below
- 14<sup>th</sup> Ave improvements (#10)
- Elder Creek sidewalk/bike lane improvements (#16)
- Connecting trail from Light rail to Depot Park (#4)

In addition to improvements made to Redding and 14<sup>th</sup> Avenues, the best connection for American River/CSUS to Power Inn is to open 14<sup>th</sup> Ave. to E. Railroad Ave. This would also require SMUD to release a fenced off section of E. Railroad and Jerry Vorpahl is in discussion with SMUD to open that parcel.

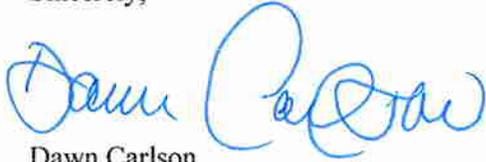
This will allow bike/pedestrian traffic to navigate along improved Redding Avenue, to wider bike paths on 14<sup>th</sup> Avenue, alongside the railroad tracks on E. Railroad Ave., and onto reconstructed paths at the “Bow Tie” railroad crossing, with only a short distance to Fruitridge Road.

For east-side mobility, we recommend two projects that will decrease costs, time and disruption of traffic on Florin Perkins Road.

Granite Park Partners (Separavich/Domich) offered to open a stretch of unused property at Granite Park for a bike/pedestrian path. This path will need lighting, which is much less expensive and intrusive than major road reconstruction and would reduce needed road improvements on Florin Perkins Rd. to the span between 14<sup>th</sup> Ave. and Fruitridge Rd.

The Alliance feels that there are excellent opportunities to begin transforming Power Inn into a bikeable/walkable community, while saving costs on a complete reconstruction of major thoroughfares. With tough economic times, we should take advantage of lower cost programs while they are available.

Sincerely,



Dawn Carlson

Power Inn Alliance