

COUNTY OF Placer

PLACER COUNTY REGIONAL BIKEWAY PLAN

2018 UPDATE

FINAL JUNE 2018

KITTELSON & ASSOCIATES

Placer County

Regional Bikeway Plan
2018 Update

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EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

The Placer County Regional Bikeway Plan ("Plan") has been updated to guide county and regional staff in developing a bikeway network in unincorporated Placer County. The Plan identifies a vision and goals for bicycling, a network of bikeways to connect the county, and supportive programs and practices to encourage bicycling.

PLAN PURPOSE

The Plan updates the prior Regional Bikeway Plan adopted in 2002 and establishes a publicly-supported vision for improving bikeways throughout the county. Improving connections for bicyclists provides additional choices to people traveling, provides new links to key destinations and communities, and can help support active lifestyles through increased recreation. The Plan develops a regional system of bikeways that connects the six incorporated cities and numerous unincorporated community areas. The Plan only proposes bikeways in the unincorporated county or bikeways requiring multijurisdictional coordination. As shared use paths are expanded across the County, they will continue to provide scenic recreational routes as well as key longer-distance regional connections. The Plan is supported by local jurisdiction bikeway plans as well as the on-going Placer County Parks and Trails Master Plan, which will identify recommended off-road shared-use paths and unpaved trails. As such, the Plan focuses on on-road bikeway facilities and key regional shared-use paths. Combined with recommended supportive programs and practices, the Plan provides a path forward for Placer County to develop an integrated bikeway network to supports the bicycling needs within the county.

VISION AND GOALS

The Plan establishes a vision and goals for improving bicycling in Placer County. The vision statement for the Plan is:

To promote safe, convenient, and enjoyable bicycling by establishing a comprehensive system of bikeways that link the communities of Placer County.

This vision is consistent with Placer County's General Plan Policy 3.D.1: "To provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation."

This overall goal is framed by three objectives in line with Caltrans' *Toward an Active California: State Bicycle and Pedestrian Plan*:

- **Safety**: Reduce the number, rate, and severity of bicycle-involved collisions.
- **Mobility**: Increase the connectivity and usability of the Placer County bikeway network to increase bicycling.
- **Preservation**: Maintain a high-quality bikeway system.

The vision and goals are supported by a number of strategies for Placer County and the Placer County Transportation Planning Agency (PCTPA) to help achieve the vision.

PLANNED NETWORK

The planned network includes locations and facility types for new bikeway facilities. These improvements have been identified to promote bicycling activity and use across the Placer County region. The planned network was developed based on a review of existing conditions as well as needs and demands for bikeways across the varying contexts of the region. A virtual workshop was also held in June 2017 to receive public feedback on existing bicycling conditions and gather input on where improved bikeway facilities might be implemented from the community's perspectives. Given this outreach and existing conditions, the planned network was developed to be:

- Cohesive
- Direct and Accessible
- Comfortable and Low-Stress
- Integrated

A typology and concept were developed to identify the key connections and focus areas before developing more specific planned improvements. The typology consists of four types of bikeway approaches that capture the area types and bicycle uses across Placer County. These four bikeway network types are:

- **Community Focus Areas** – bikeways within unincorporated communities connecting destinations within the community and to connections to other communities
- **Community Connections** – bikeways connecting between unincorporated communities
- **Regional Connectors** – bikeway connections to adjacent counties
- **Recreational Routes** – scenic rural roads used by recreational cyclists.

Based on this typology and the community input, a combination of bikeway facilities types was developed to connect and serve these needs. The resulting planned network is made up of the following facility types and mileages show in Table 1.

Table 1: Planned Bikeway Facilities by Type and Mileage

Bikeway Facility	Miles
Shared-Use Path	44.0
Separated Bike Lane	15.0
Buffered Bike Lane	66.4
Bike Lane	90.1
Bike Route with Climbing Lane	24.7
Bike Route	201.7
Total	**441.8**

Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Some planned improvements will require coordination with other jurisdictions such as Caltrans and/or incorporated cities within Placer County. As these projects rise up the priority list and funding becomes available, coordination with partner agencies will need to be initiated in advance of any project development. Advance coordination will help to

ensure that all agencies involved understand the potential project and that the project moves forward in accordance with all agencies' requirements. The planned network is shown in Figure 1 - Figure 3.

IMPLEMENTATION

In order to implement the planned network, the Plan identifies planning level cost estimates, project priorities, and supportive programs and practices.

Cost Estimates

Cost estimates for the planned projects help guide the level of effort to implement a project and more accurately plan for future improvements. The cost estimates are "planning level" values based on typical costs for implementing bikeways in California and include design, construction, environmental, and contingency costs. As projects are moved forward through the project development process, more refined cost estimates will be developed as the unique characteristics of each project are analyzed more concretely.

Prioritization

The prioritization framework was developed to assist in identifying regionally-significant projects and the most competitive locations for future grant funding opportunities. The prioritization criteria consist of a criterion to score a project based on its regional significance as well as separate criteria that indicate a project (or portion of a project) that may be supported by current grant funding sources such as the Active Transportation Program (ATP) or Highway Safety Improvement Program (HSIP). Combined, these criteria will help Placer County and regional staff identify project implementation opportunities that are most likely to be funded while supporting the vision of the Plan. Figure 4 and Table 2 present the highest priority projects for near-term implementation in the unincorporated county.

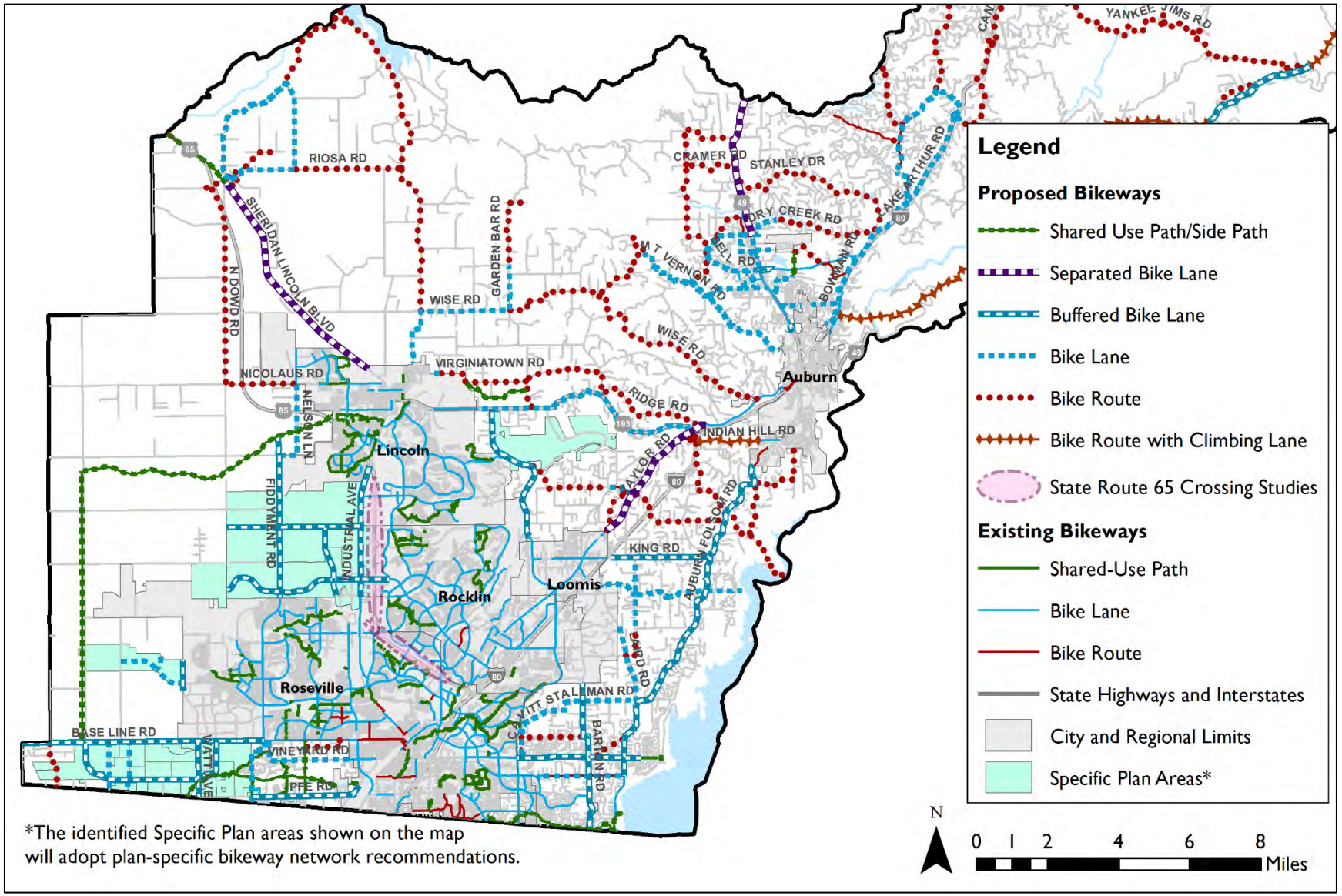
Implementation

Supportive programs and practices have also been identified to support bicycling in Placer County and integrate bikeway planning into the county's planning and engineering processes. These programs and practices are an important part of creating a safe and comfortable bicycling environment. These programs and practices encompass the "Five E's" model from the Bicycle Friendly Community program by the League of American Bicyclists. The "Five E's" are:

- Education;
- Encouragement;
- Enforcement;
- Engineering; and,
- Evaluation.

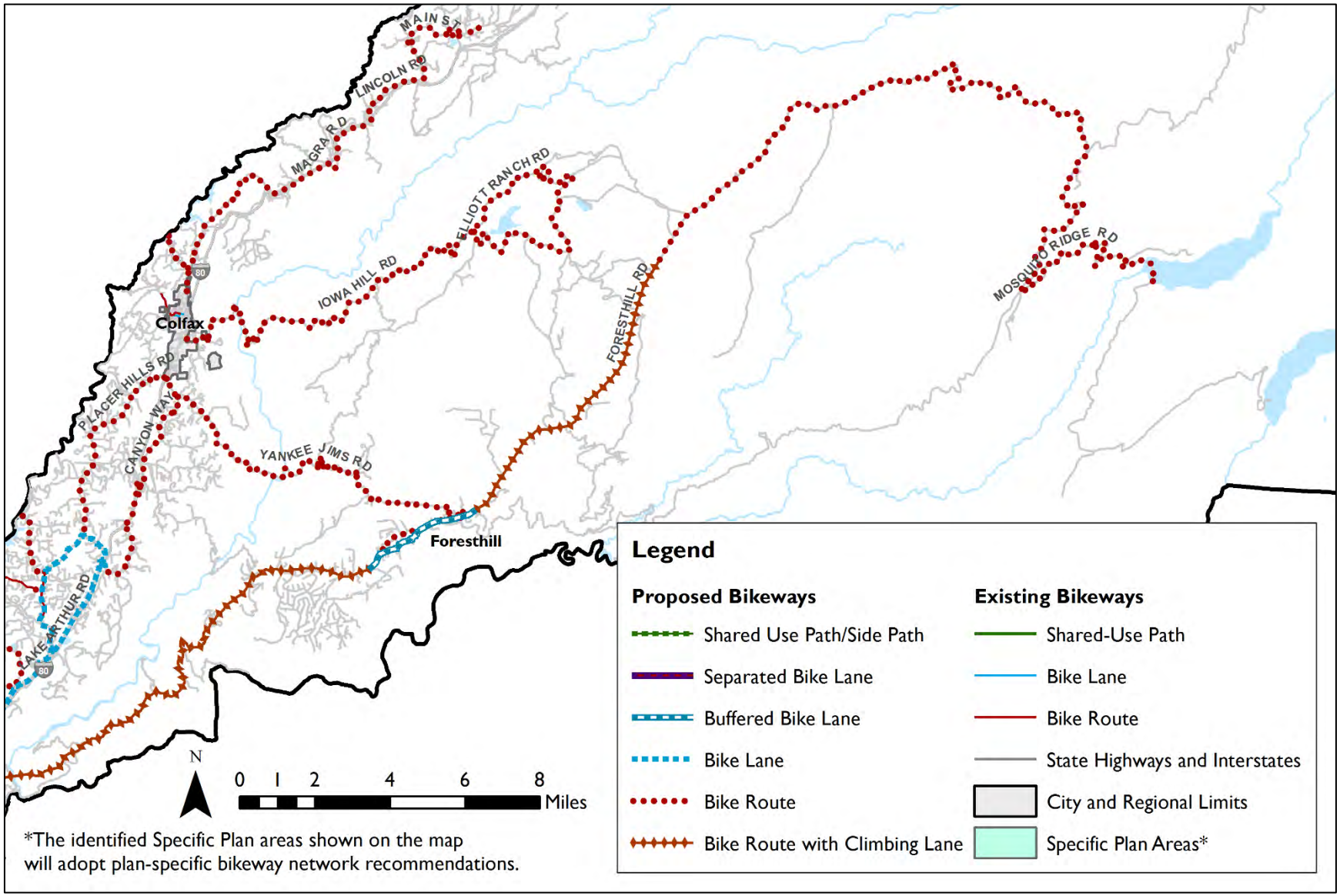
The Plan identifies a number of programs and practices that could be implemented in combination with the bikeway projects for each of these areas. By establishing a comprehensive and methodical approach to implementation, Placer County, supported by PCTPA, can support, monitor, and evaluate progress toward the Plan's vision and objectives.

Figure 1: Planned Bikeway Facilities – West Placer County



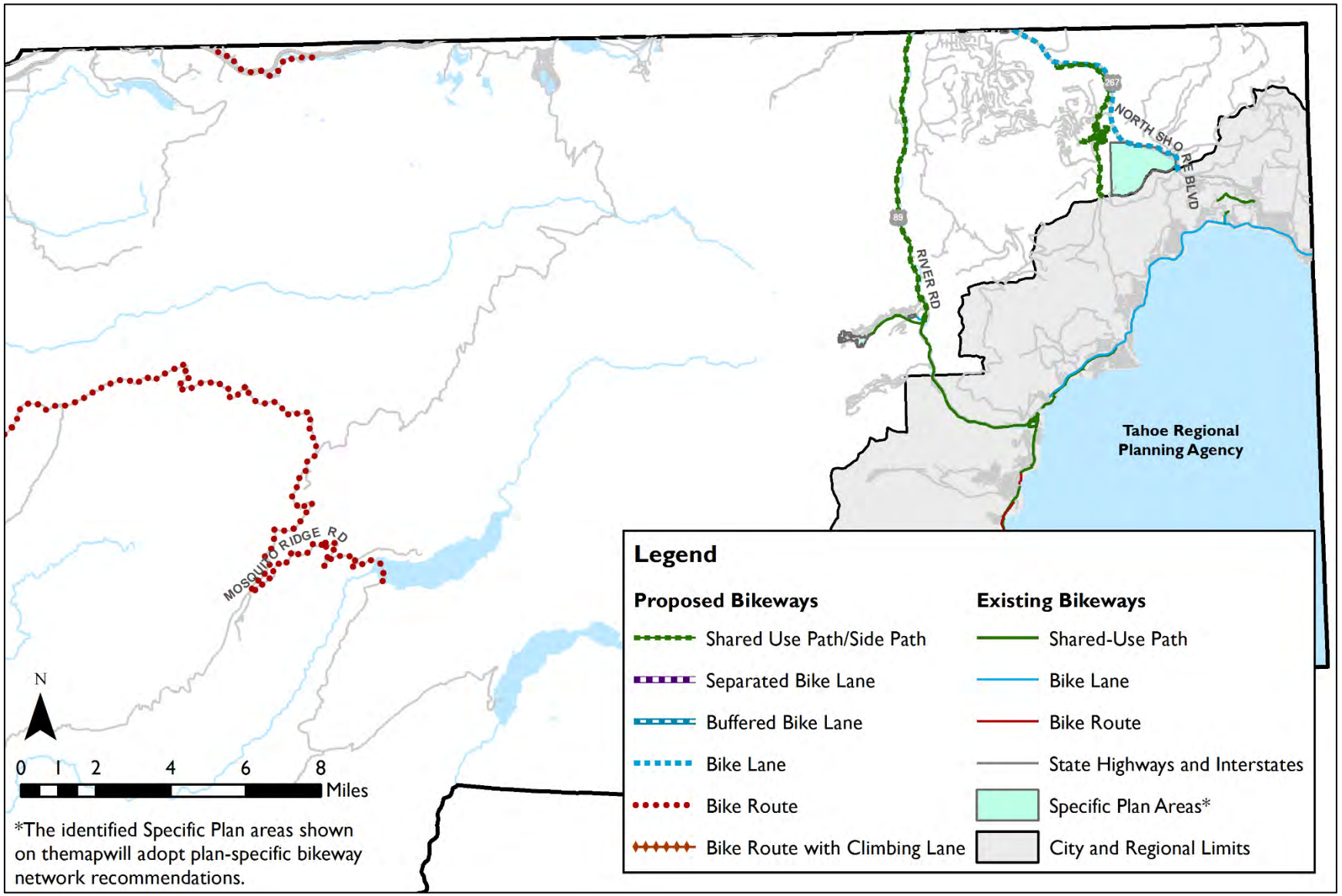
Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Figure 2: Planned Bikeway Facilities – Central Placer County



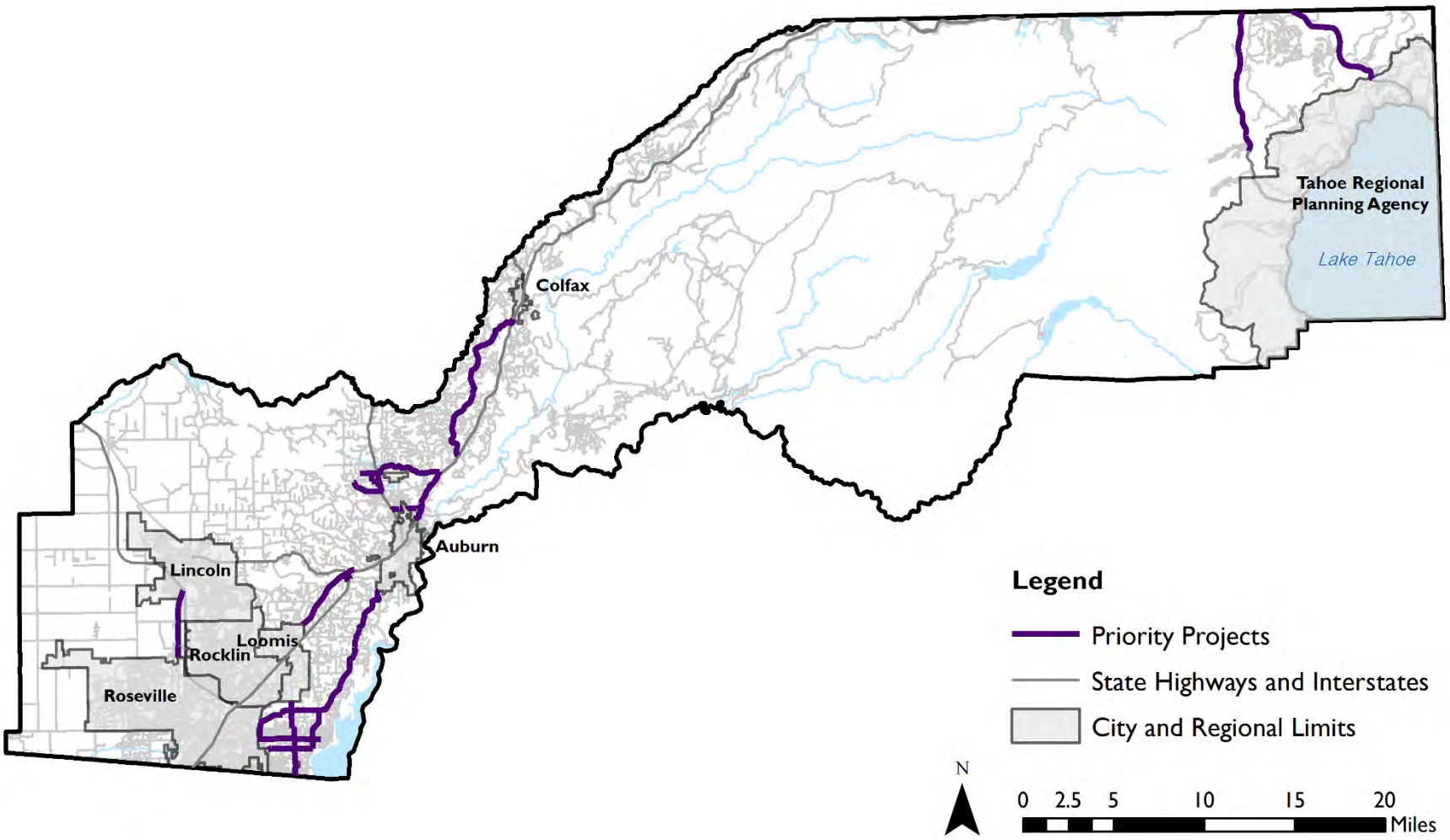
Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Figure 3: Planned Bikeway Facilities – East Placer County



Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Figure 4: Priority Project Locations



Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Table 2. Priority Bikeway Projects

Road Name	From Street	To Street	Project Description	Length (Miles)	Cost Estimate (2018 Dollars)
BOWNMAN RD / AUBURN RAVINE RD	DRY CREEK RD	MULBERRY LN	BIKE LANE	3.4	$800,000
BELL RD	STATE ROUTE 49	JOEGER RD	BIKE LANE	1.7	$410,000
STATE ROUTE 89	SQUAW VALLEY RD	COUNTY BOUNDARY	SHARED USE PATH	8.0	$14,890,000
PLACER HILLS RD	CROTHER RD	LAKE ARTHUR RD	BIKE LANE	3.8	$890,000
PARK DR	STATE ROUTE 49	DRY CREEK RD	BIKE LANE	1.1	$250,000
NEWCASTLE BIKE ROUTE NETWORK	*N.A.*	*N.A.*	BIKE ROUTE	1.3	$190,000
AUBURN FOLSOM RD	LEES LN	EUREKA RD	BUFFERED BIKE LANE	10.3	$2,710,000
BARTON RD	COUNTY BOUNDARY	INDIAN SPRINGS RD	BUFFERED BIKE LANE	4.3	$1,120,000
EUREKA RD	AUBURN FOLSOM RD	WELLINGTON WY	BIKE LANE	2.5	$580,000
INDUSTRIAL AVE	VETERANS DR	STATE ROUTE 65	BUFFERED BIKE LANE	3.7	$970,000
PLACER HILLS RD / AUBURN ST	CROTHER RD	I-80	BIKE ROUTE	6.2	$870,000
DRY CREEK RD	CHRISTIAN VALLEY RD	BLUE GRASS DR	BIKE ROUTE	2.9	$420,000
LUTHER RD	BOWMAN RD	STATE ROUTE 49	BIKE LANE	1.3	$320,000
DRY CREEK RD	BLUE GRASS DR	JOEGER RD	BIKE LANE	1.9	$460,000
STATE ROUTE 49	BELL RD	DRY CREEK RD	BIKE LANE	1.0	$240,000
TAYLOR RD	OPHIR RD	RIPPEY RD (NORTH)	SEPARATED BIKE LANE	4.3	$1,620,000
CAVITT STALLMAN RD	AUBURN FOLSOM RD	DOUGLAS BLVD	BIKE LANE	4.5	$1,060,000
DOUGLAS BLVD	OAK KNOLL DR	SIERRA COLLEGE BLVD	BUFFERED BIKE LANE	3.5	$910,000
STATE ROUTE 267	MT WATSON RD	COUNTY BOUNDARY	BIKE LANE	6.8	$1,580,000
TOTAL				**72.6**	**$30,290,000**

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CHAPTER 1

INTRODUCTION



CHAPTER 1. INTRODUCTION

The Placer County Regional Bikeway Plan ("Plan") presents a vision for implementing infrastructure, programs, and practices to support biking throughout the unincorporated county. This bikeway plan updates the prior Regional Bikeway Plan adopted in 2002 and establishes public support for improving bikeways throughout the county. Improving connections for bicyclists provides additional choices to people traveling throughout the county, provides new links to key destinations and communities, and can help support active lifestyles through increased recreation.

The Plan presents a vision, goals, policies, and projects for Placer County with support from the Placer County Transportation Planning Agency (PCTPA). The Plan is intended to develop a regional system of bikeways that connect the six incorporated cities and numerous unincorporated community areas. The Plan only proposes bikeways in the unincorporated county or bikeways requiring multijurisdictional coordination. The Placer County Parks and Trails Master Plan supports the Plan by identifying recommended off-road shared-use paths and unpaved trails and will be completed in 2019. As such, the Plan focuses on on-road bikeway facilities and key regional shared-use paths from the Parks and Trails Master Plan. Combined with recommended supportive programs and practices, the Plan provides a path forward for Placer County to develop an integrated bikeway network that supports the diverse bicycling needs within the county.

The Plan is organized into the following chapters:

- **Chapter 2: Existing Conditions** discusses the state of bicycling in Placer County.
- **Chapter 3: Public Outreach** highlights the Plan's approach to public outreach and engagement.
- **Chapter 4: Policy Framework** outlines the laws, regulations, and policies influencing the development of the plan
- **Chapter 5: Goals and Policies** establishes the goals and policies of the plan, and strategies to reach these goals.
- **Chapter 6: Planned Network** establishes the future vision for the bikeway network.
- **Chapter 7: Prioritization** helps identify which projects are the highest priority for the region.
- **Chapter 8: Implementation** provides additional supportive recommendations and information to develop bicycling in Placer County.



CHAPTER 2

EXISTING CONDITIONS



CHAPTER 2. EXISTING CONDITIONS

In order to analyze bikeway needs, it is necessary to first survey existing conditions. Existing conditions were gathered through a review of the most recent bicycle and active transportation plans for regional and local agencies in Placer County. Additional data on existing facilities and bicycle-supportive facilities (such as transit stops or schools) were also mapped to understand the current setting for implementing a bikeway network. These existing conditions are briefly summarized below.

REGIONAL SETTING

Placer County stretches from the Central Valley in the west to Lake Tahoe at the eastern edge. The terrain ranges from the relatively flat valley floor to foothills, and into the Sierra Nevada mountain range, including the area around Lake Tahoe east of Donner Summit. The Lake Tahoe area is very popular for year-round recreation. Figure 1 shows a map of Placer County.

The climate in Placer County varies from primarily Mediterranean in the valley and lower foothills to four seasons in the mountains, with warm-to-hot summers and cold, sometimes severe, winters. Most of the population resides in the cities at the western end of Placer County, and many area residents commute to Sacramento and the job centers in the Interstate 80 and State Route 65 corridors in the cities of Roseville, Rocklin, and Lincoln.

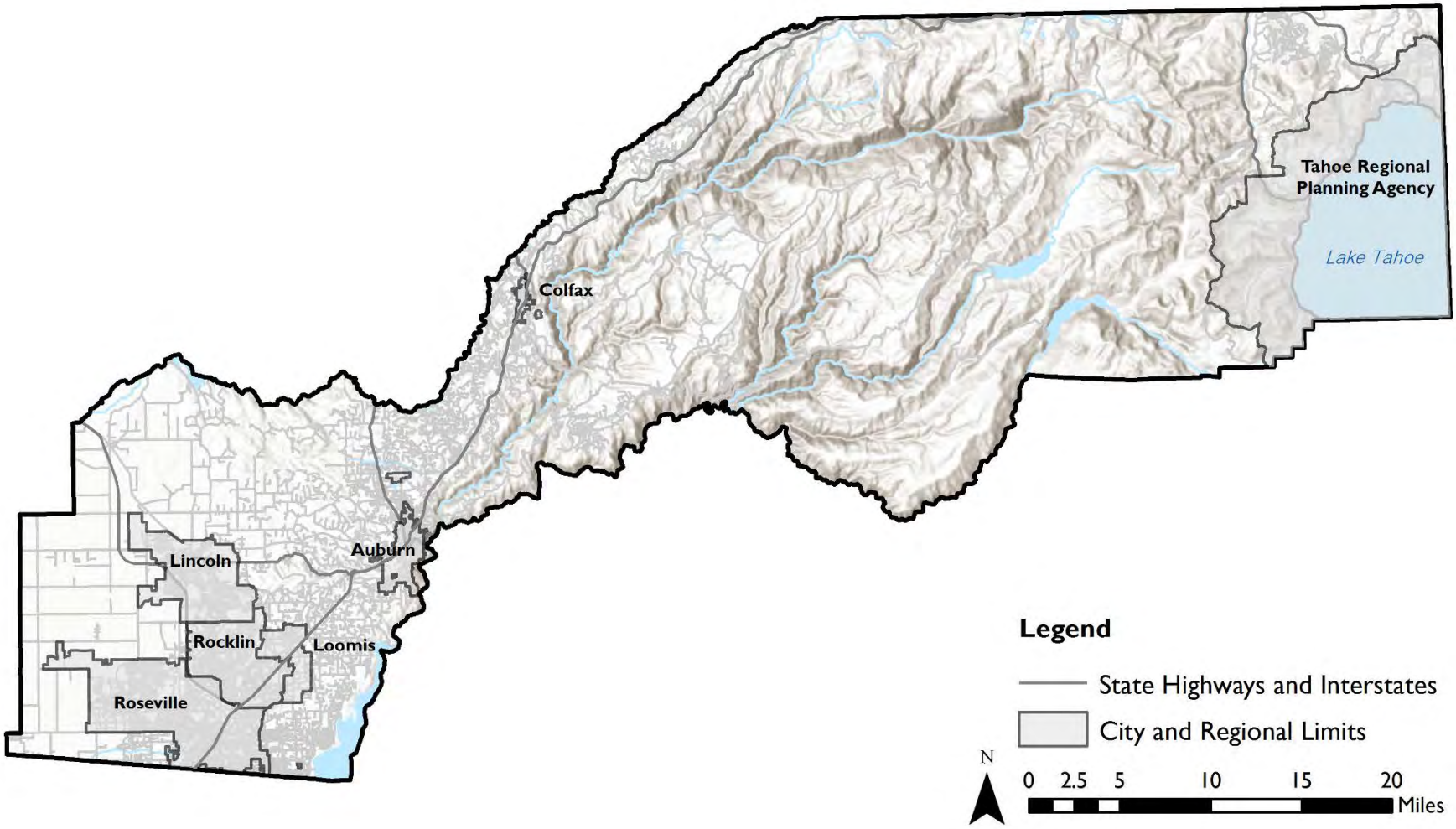
Within Placer County, there are six incorporated cities. From west to east they are: Roseville, Lincoln, Rocklin, Loomis, Auburn, and Colfax. Roseville, Rocklin, Lincoln, and the unincorporated area of Granite Bay are part of the Sacramento urbanized area while the remainder of Placer County is less densely populated. The area between Colfax and Lake Tahoe is sparsely populated and consists of mountainous terrain.

The County seat is Auburn, which is located about 35 miles east of Sacramento. Numerous unincorporated communities are scattered across the county, including: Granite Bay, Penryn, Newcastle, Ophir, Foresthill, Bowman, Weimar, Meadow Vista, Dutch Flat, Alta, and Baxter. Interstate 80, the only all-weather crossing of the Sierra Nevada mountain range for 1,100 miles, serves as an important trucking and transportation route, runs the length of Placer County from east to west.

BIKING IN PLACER COUNTY

Biking represents one of many modes that Placer County residents and visitors use to travel to work, reach desired destinations, and travel for recreation. Currently, data is not collected that captures the percentage of people within the County that bike for daily activities. The closest approximation available for bicycle use in the County is the transportation to work data collected as part of the U.S. Census' American Community Survey. This survey is collected on a rolling 5-year basis to estimate statistics for communities across the country. The means of transportation to work statistic provides information on

Figure 5: Placer County Context



Source: Placer County, 2018.

the commute mode that people in each area use to travel to work. Table 3 shows the commute percentages for each travel mode. Most people (79.1%) in the county drive alone to work, while carpooling (8.4%) and working from home (8.0%) also represent portions of regional commute choices. Bicycling makes up less than one percent (0.6%) of all commute travel, in line with the national percentage of bicycling to work but below the regional and state percentage. However, recreational cycling and other non-commute bicycling trips across Placer County indicate that many people bike to access other destinations across the county or ride for exercise or recreation.

Table 3: Placer County Commute Mode Split

Commute Mode	Commute Mode Split			
	Placer County	Sacramento Region	California	United States
Drove Alone	79.1%	75.3%	73.5%	76.4%
Carpool	8.4%	11.4%	10.6%	9.3%
Take Transit	1.2%	2.6%	5.2%	5.1%
Bike	0.6%	1.8%	1.1%	0.6%
Walk	1.5%	2.1%	2.7%	2.8%
Work from Home	8.0%	5.7%	5.4%	4.6%
Other	1.2%	1.1%	1.4%	1.2%
Total	**100%**	**100%**	**100%**	**100%**

Source: American Community Survey 2012-2016, SACOG 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy.

BIKEWAY TYPES

There are four types of bikeways as defined by Chapter 1000 of the Caltrans Highway Design Manual (2017):

- Class I Bikeway - Bike Path
- Class II Bikeway - Bike Lane
- Class III Bikeway - Bike Route
- Class IV Bikeway - Separated Bikeway

These four bikeway types are described below. Of these types, the first three have been implemented in Placer County while separated bikeways have not yet been implemented by any jurisdiction in the county. Examples of each bikeway type are shown in Figure 2 through Figure 5.

Bike Path / Shared-Use Path (Class I)

Bike paths, or shared-use paths, provide a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal vehicle crossflows. Generally, bike paths serve corridors not served by streets or are parallel to roadways where right of way is available. Bike paths provide both recreational and commute routes for bicyclists with minimal conflicts with other road users.

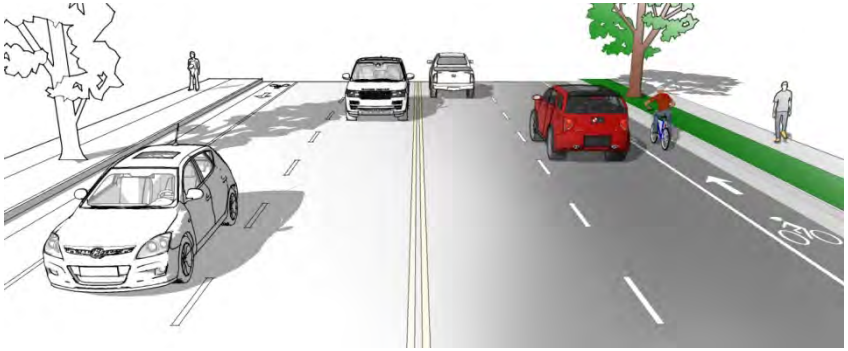
Figure 6: Bike Path (Class I)



Bike Lane (Class II)

Bike lanes are on-street bikeways that provide a designated right of way for the exclusive or semi-exclusive use of bicycles. Through travel by motor vehicles or pedestrians is prohibited, but vehicle parking and crossflows by pedestrians and motorists are permitted.

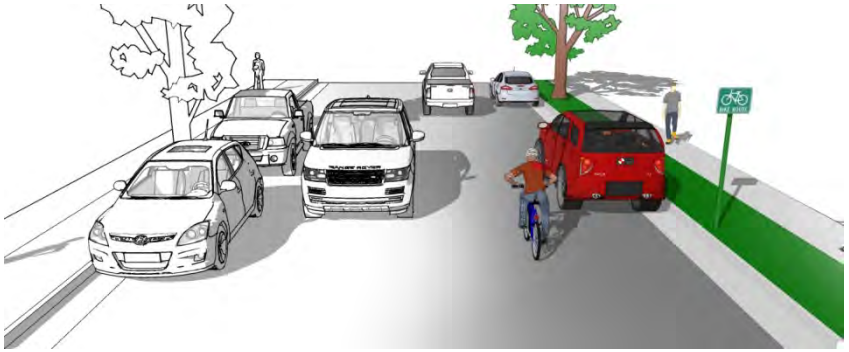
Figure 7: Bike Lane (Class II)



Bike Route (Class III)

Bike routes provide a right-of-way designated by signs or permanent markings and are shared with pedestrians and motorists. Roadways designated as Class III bike routes should have sufficient width to accommodate motorists, bicyclists, and pedestrians. Shared-lane markings ("sharrows") can be used on roadways with a posted speed limit of 35 mph or less to provide an additional alert to drivers of the shared roadway environments with bicyclists.

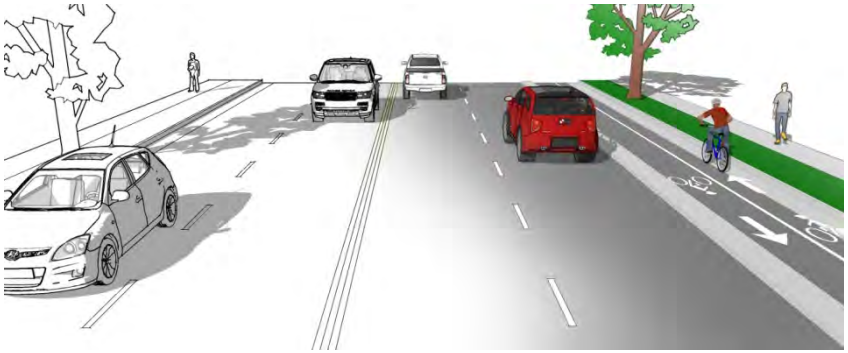
Figure 8: Bike Route (Class III)



Separated Bikeway (Class IV)

Separated bikeways provide a physical separation from vehicular traffic. This separation may include grade separation, flexible posts, planters or other inflexible physical barriers, or on-street parking. These bikeways provide some bicyclists a greater sense of comfort and security, especially in the context of high speed roadways. Separated facilities can provide one-way or two-way travel and may be located on either side of a one-way roadway. This class of bikeway has not yet been implemented in Placer County.

Figure 9: Separated Bikeway (Class IV)



Existing Bikeway Network

Placer County's regional bikeway system consists of a network of bike paths, bike lanes, and bike routes. The existing bikeway network is shown in Figure 6 - Figure 8 varies across the county and the incorporated cities. Most bikeways are in the western half of the county, in and around the incorporated cities. There are just over 406 miles of bikeway in the County. Bike lanes make up over half of these facilities (63.8%), followed by shared-use paths (22.8%), and bike routes (13.5%). Table 4 shows the mileage by jurisdiction.

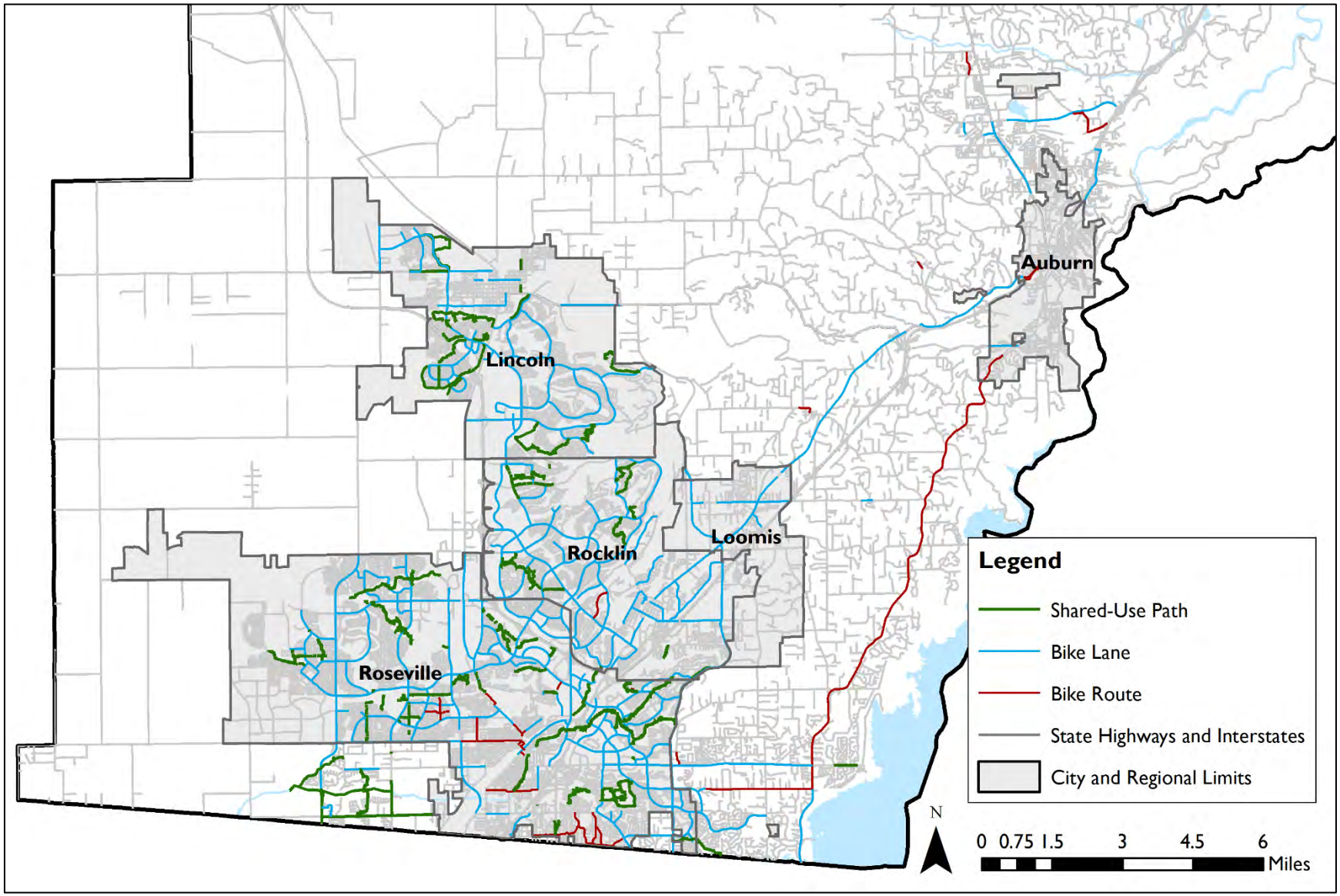
Table 4: Bikeway Facilities Mileage by Class

Bikeway Facility	Auburn	Colfax	Lincoln	Loomis	Rocklin	Roseville	Placer County (Non-Tahoe)	Tahoe Basin	Total Placer County
Shared-Use Path (Class I)	0.0	0.0	17.9	0.0	10.8	34.9	13.9	15.0	92.5
Bike Lane (Class II)	0.9	0.3	36.5	6.2	47.5	89.7	67.5	10.6	259.2
Bike Route (Class III)	1.6	0.5	0.0	0.0	0.7	9.5	34.6	7.8	54.7
Total	**2.5**	**0.8**	**54.4**	**6.2**	**59.0**	**134.2**	**116.0**	**33.4**	**406.4**

Source: Placer County, SACOG, and PCTPA, 2018.

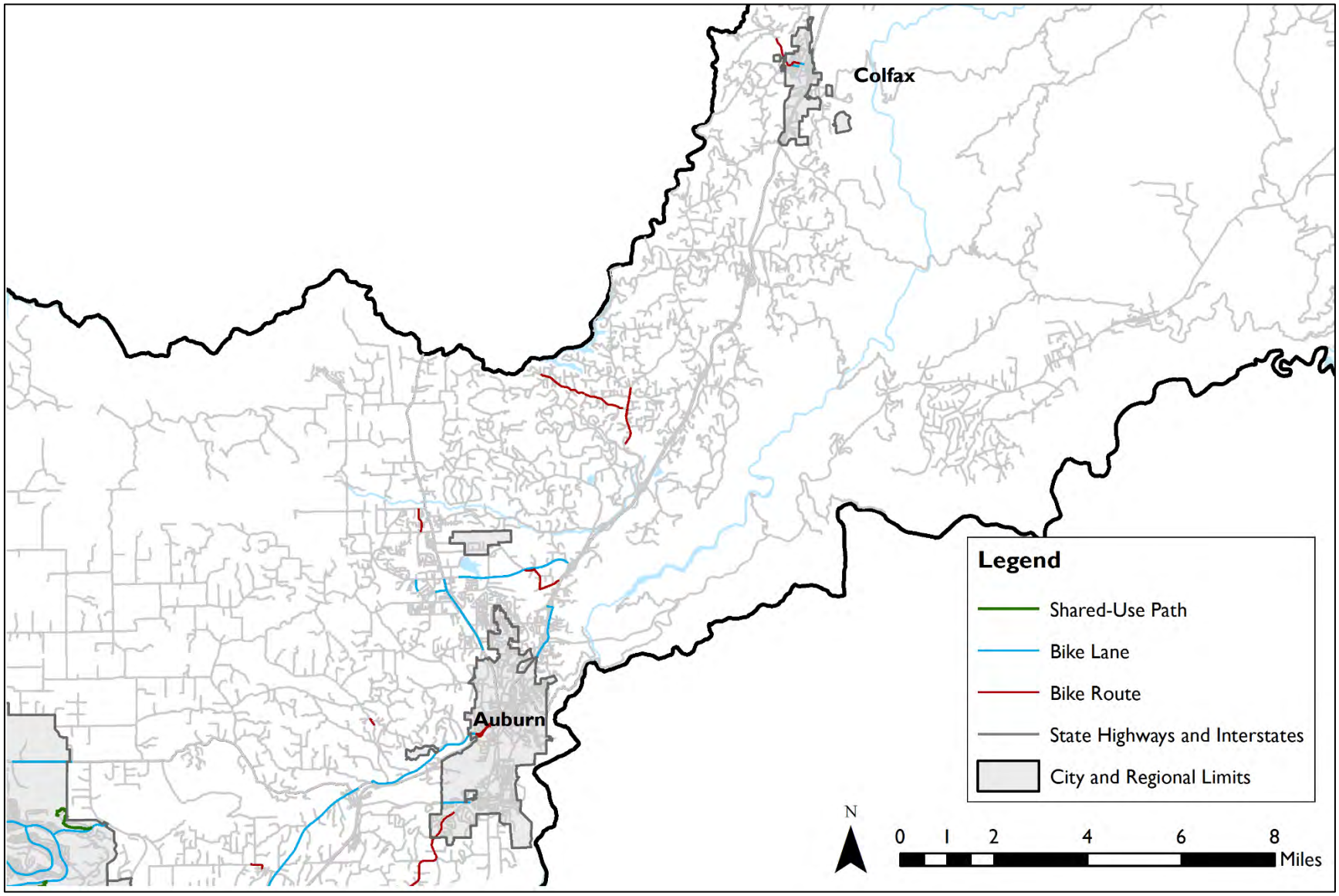


Figure 10: Existing Bikeway Facilities – West Placer County



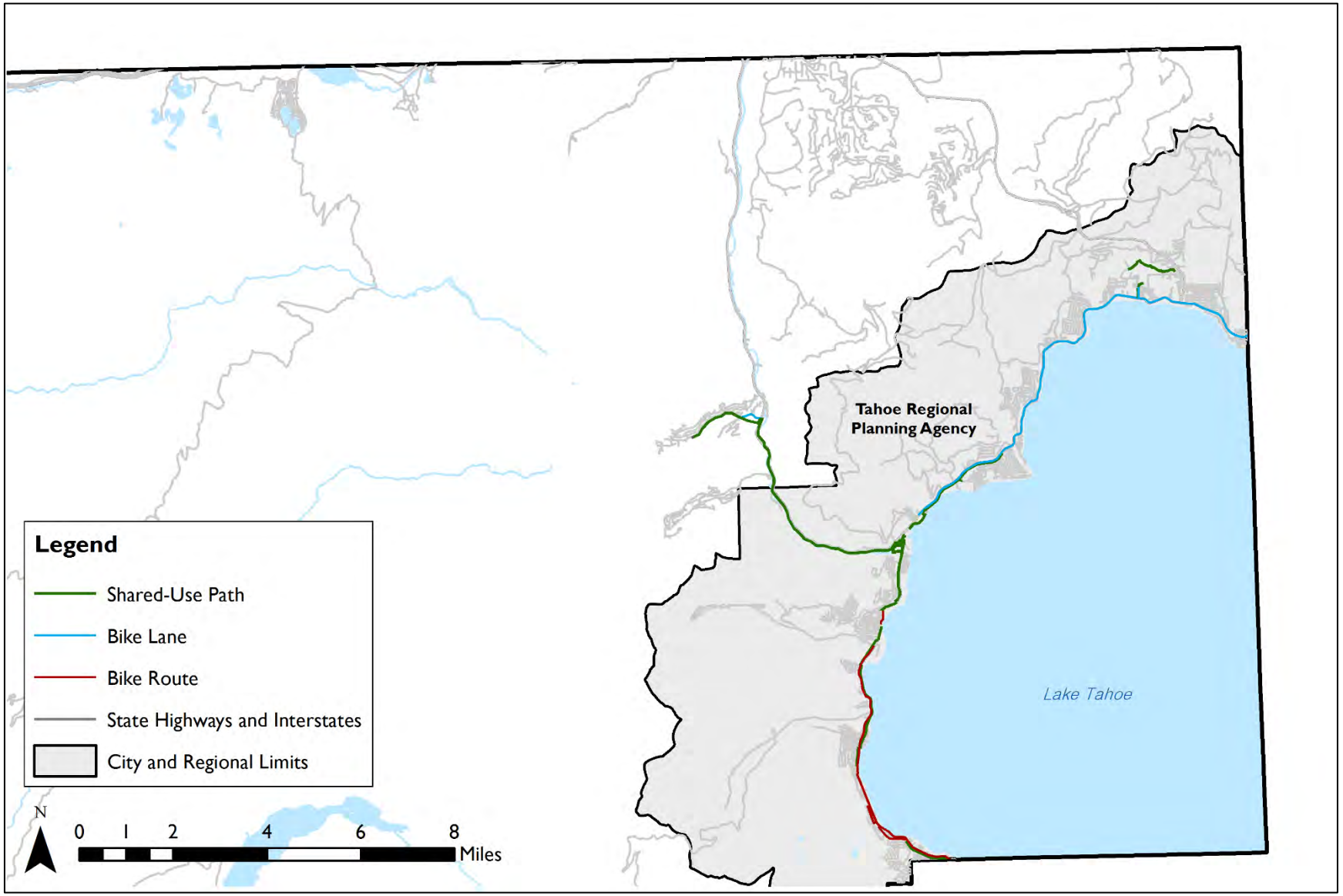
Source: Placer County, 2018.

Figure 11: Existing Bikeway Facilities – Central Placer County



Source: Placer County, 2018.

Figure 12: Existing Bikeway Facilities – East Placer County



Source: Placer County, 2018.Needs and Demands

NEEDS AND DEMAND

This section outlines needs and demand for bicycling within Placer County based on existing conditions. This analysis will support the development of recommended bikeway network improvements for unincorporated Placer County and considers several criteria to identify those areas most likely to benefit from bikeway facilities and improved connectivity. These criteria include:

- Bicycle Commute Mode Share by Census Tract
- Transportation Disadvantaged Populations
- Rural Community Areas
- School Access
- Parks, Open Space, and Trail Connections
- Transit Access
- Recreational Routes
- Bicycle Crashes

These criteria represent factors that will help prioritize locations where people are currently bicycling for daily activities and recreation, as well as those areas that are most likely to attract more bicyclists with the implementation of new bikeway facilities. By identifying these areas, Placer County can coordinate with PCTPA and other jurisdictions to develop and prioritize bikeway network improvements that serve these needs and demands across unincorporated Placer County.

Each of the criteria is discussed below. The analysis maps are provided for each criterion to show needs and opportunities. Due to topography, right-of-way, environmental, and/or other constraints, the bikeway improvements for addressing these needs will vary across the county. However, these opportunities and demand will serve to focus attention on those areas most likely to benefit from new or improved bikeway facilities.

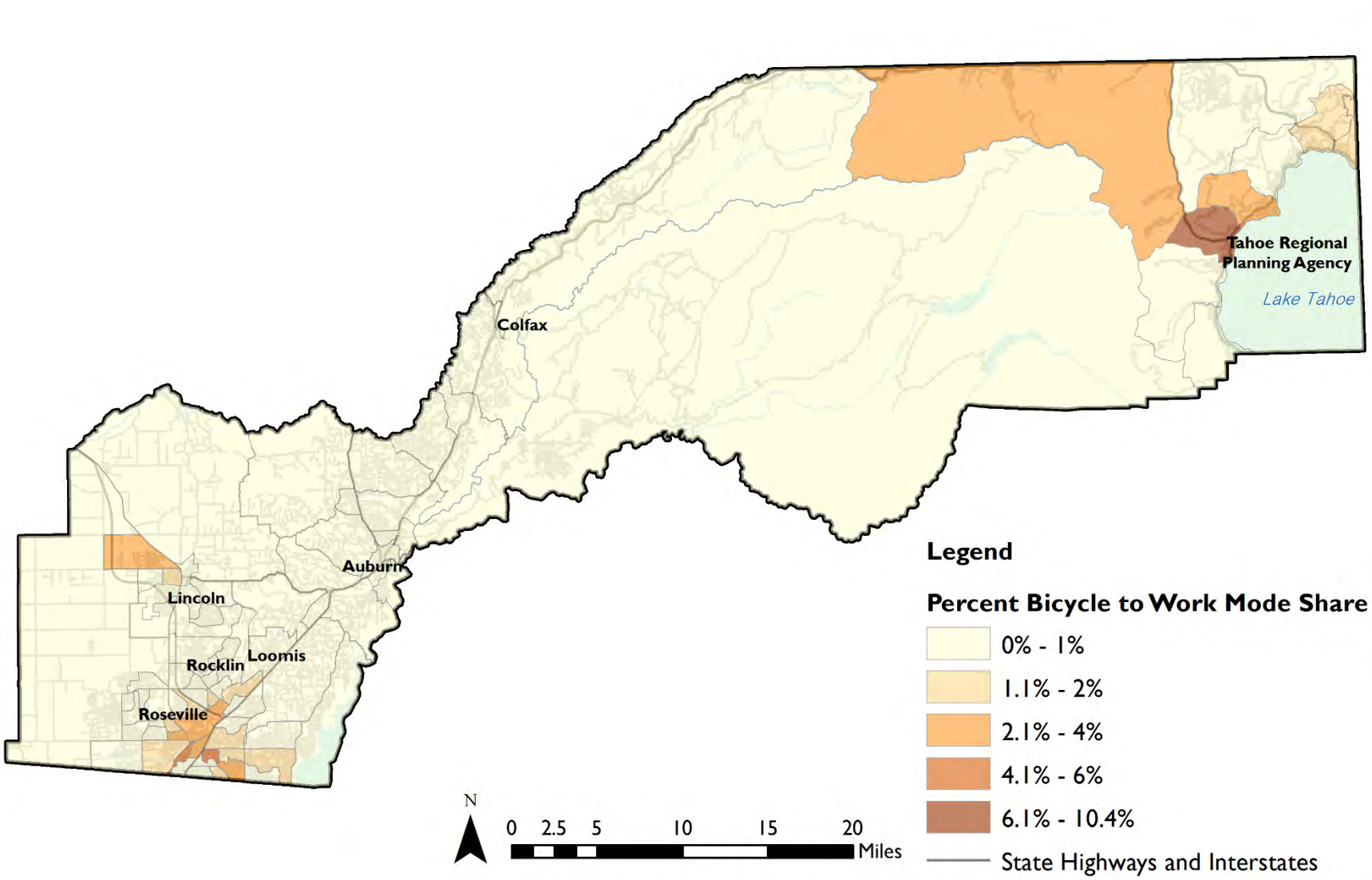
Bicycle Commute Mode Share

Bicycle commute mode share represents the percentage of workers who live in Placer County that are bicycling to work. Improving bikeways in areas with higher percentages of workers currently bicycling will not only serve to provide better facilities for those residents already biking in the region, these facilities are also more likely to attract new trips by creating a more inviting bicycling environment. Figure 9 shows the commute mode share by census block group.

The exhibit illustrates three general concentrations of bicycling activity across the region:

1. The area around the north shore of Lake Tahoe, with the highest bicycling commute mode share in the census tract around Tahoe City;
2. In and around central Roseville and extending to southern Granite Bay; and
3. Northeastern Lincoln.

Figure 13: Bicycle Commute Mode Share by Census Block



Source: American Community Survey 5-Year Estimates, 2012-2016

CalEnviroScreen 3.0

CalEnviroScreen is a health screening tool established by the Office of Environmental Health Hazard Assessment on behalf of the California Environmental Protection Agency. The tool helps to identify communities that are disproportionately burdened by pollution. This tool is a key criterion in the Caltrans' Active Transportation Program (ATP) and other state grant programs to guide investment in disadvantaged communities across the state. The tool ranks each of the state's census tracts based on 20 indicators of pollution, environmental quality, as well as socioeconomic and public health conditions. Using the scores from these 20 indicators, a percentile value is assigned to each census tract of its relative burden. Exhibit 2 shows the percentile scores for Placer County census tracts.

According to the ATP grant program, the highest 25% of scores are identified as the most disadvantaged communities. This threshold is used to prioritize improvements for investing in disadvantaged communities. As can be seen in Figure 10, most of Placer County has generally low percentile scores – indicating fewer disadvantaged communities. While most of Placer County is in the bottom quartile (less than 25%), three areas exhibit higher percentile (51-75%) scores: northwestern Placer County, central Auburn and the unincorporated community of North Auburn, and southern Roseville. A portion of southern Roseville is the only location currently in the County that qualifies in the highest percentile tier (76 – 100%).

The ATP grant program considers other metrics for determining disadvantaged communities including median household income, the percentage of school students qualifying for free or reduced-price meals, and regional definitions. These factors should be considered when applying for grants.

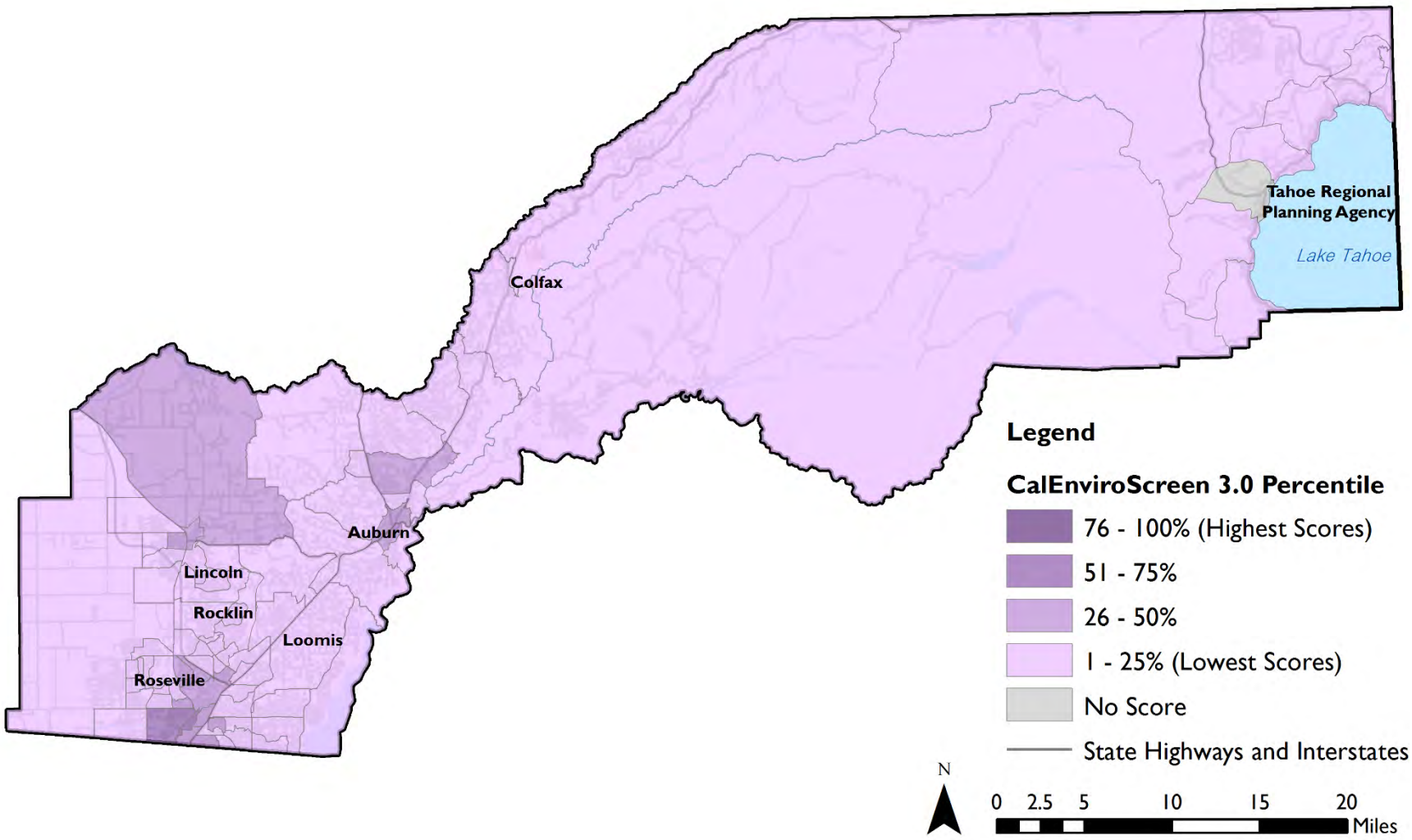
Rural Communities

The rural communities throughout Placer County represent the locations most likely to benefit from bikeway improvements within the unincorporated county. These areas provide the short-distance trips most likely to be taken by bicyclists as well as the concentration of homes and community destinations (government services, schools, restaurants, stores, transit access, etc.) that can help encourage bicycling when the appropriate bicycling facilities are in place. Rural communities within Placer County were identified using the U.S. Census Bureau's census-designated places (CDPs). These CDPs represent concentrations of population that are officially designated but not incorporated within the County.

Figure 11 shows the rural communities within Placer County. These communities range in their character from the more urbanized areas of Granite Bay and North Auburn, to the small towns of Sheridan, Newcastle, and Foresthill. These communities also include more dispersed but defined communities like Meadow Vista and Dutch Flat.

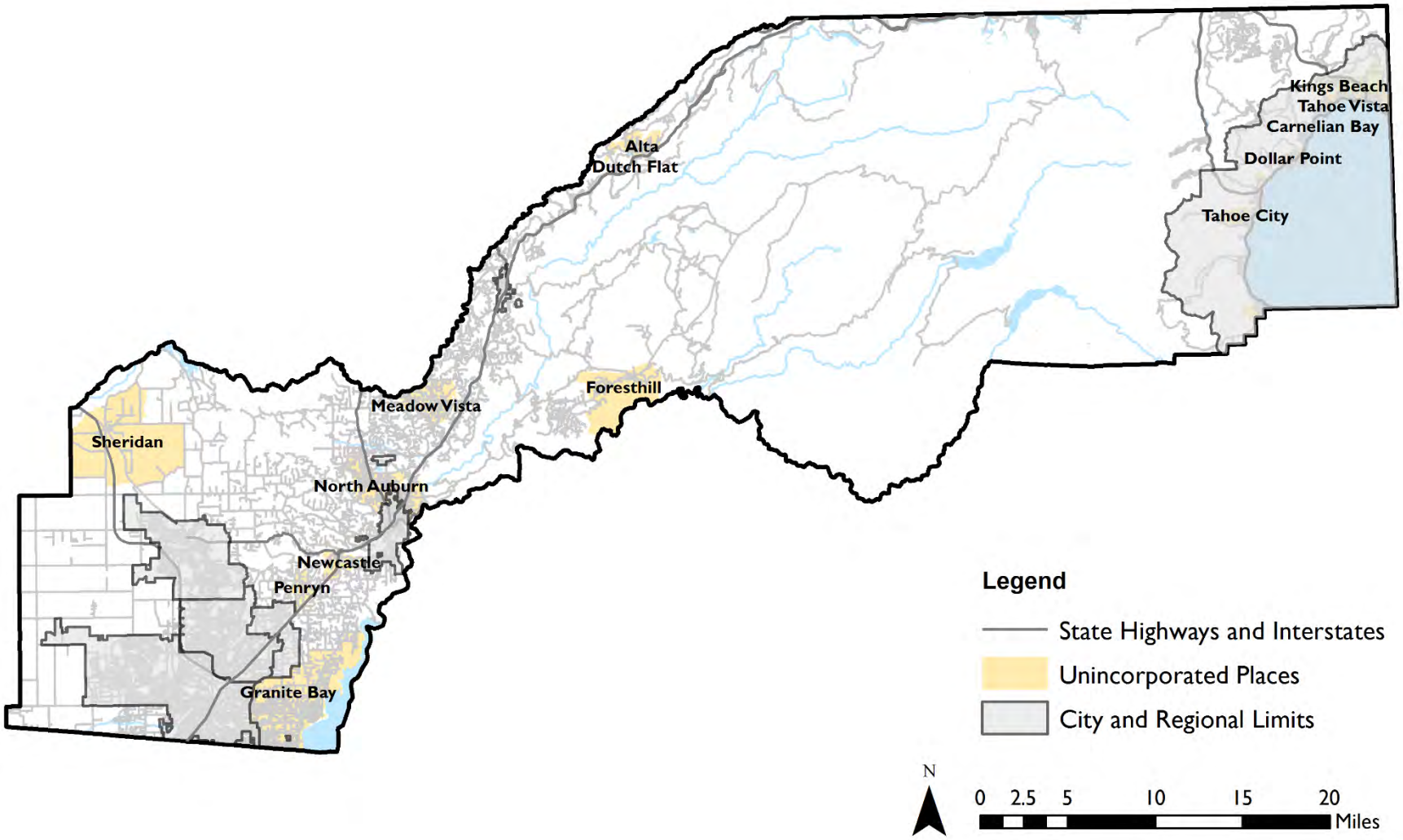


Figure 14: CalEnviroScreen 3.0 Percentile



Source: California Office of Environmental Health Hazard Assessment, 2018.

Figure 15: Placer County Rural Communities



Source: U.S. Census Bureau, 2018.

School Access

Providing safe and comfortable routes for children to bicycle to school is another criterion for developing a functional bike network. To account for potential student bike trips, a bike trip distance of one-and-a-half miles was used. Potential bike routes within these areas will be given additional consideration to ensure that recommended facilities provide a low-stress environment appropriate for children.

Figure 12 shows public schools within Placer County and their bicycling access areas. Schools are most concentrated in the western half of the county, with schools located in the rural communities following the Interstate 80 corridor.

Shared-Use Path and Trail Access

Providing regional connections via shared-use paths (Class I bikeways) and connecting bicyclists to recreational activities are key outcomes for the Plan. Consistent with the prior criterion, one-and-a-half miles is considered the typical distance a bicyclist will ride to access their destination. Potential bikeway routes within these areas will be given additional consideration to provide connections to shared-use paths and trails.

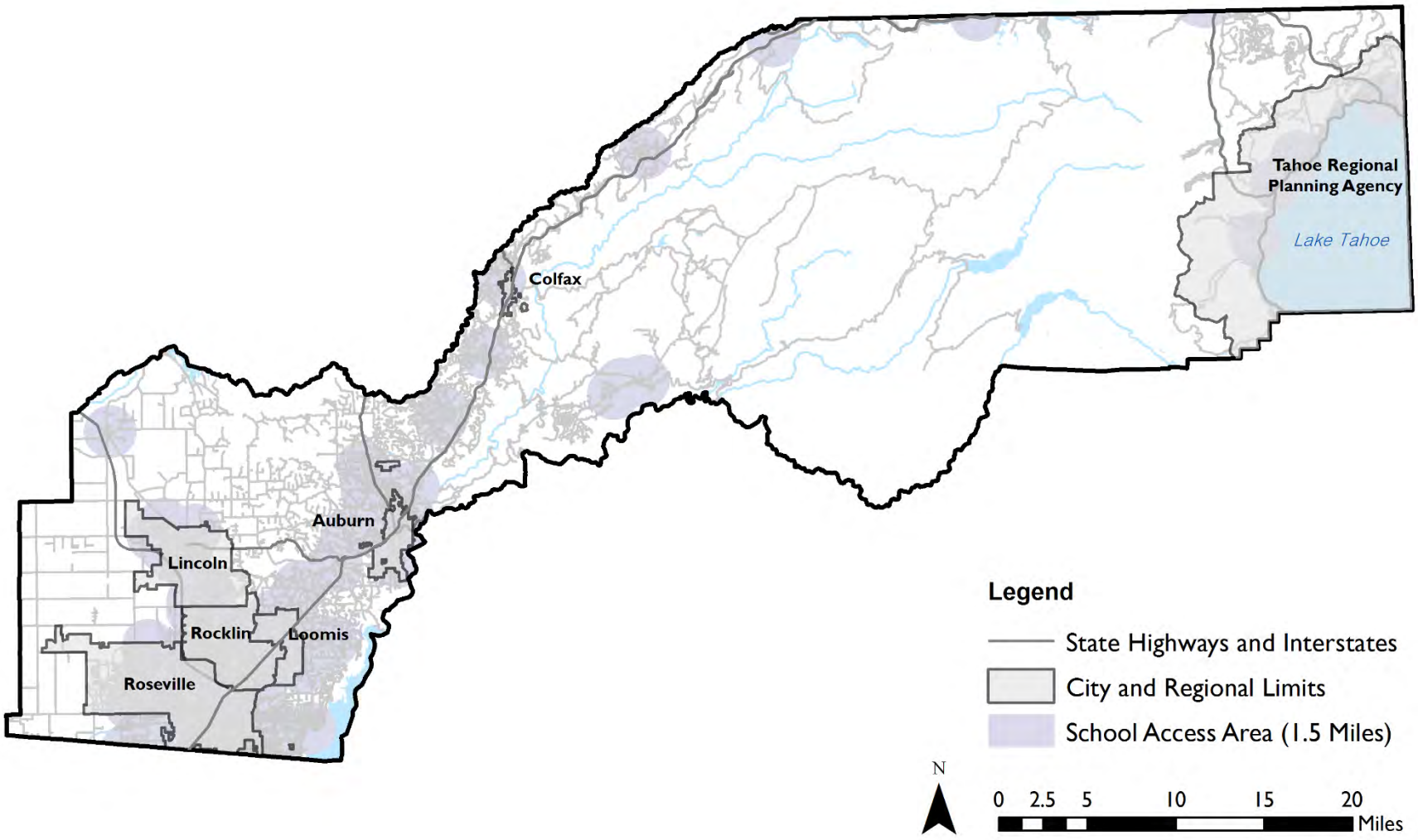
Figure 13 shows areas within the county that are within an access area of a shared-use path or trail identified in the bikeway network. As can be seen, the currently identified shared-use paths and trails within the county are concentrated around the incorporated cities in the western valley of the county, as well as around Lake Tahoe.

Transit Access

Like shared-use path and trail access, providing connections to transit stops and stations helps to create regional and interregional multimodal connections that allow bicyclists and those without access to a vehicle to travel to their desired destinations. Providing bicycle access to transit helps provide “last-mile” connections from a transit stop to the riders’ destination. A buffer of one and a half miles was used to identify areas that are within bicyclists’ expected trip distance. This shorter distance was used for transit connections given that any bicycle trip would require a transfer to transit and is only a part of a longer overall trip.

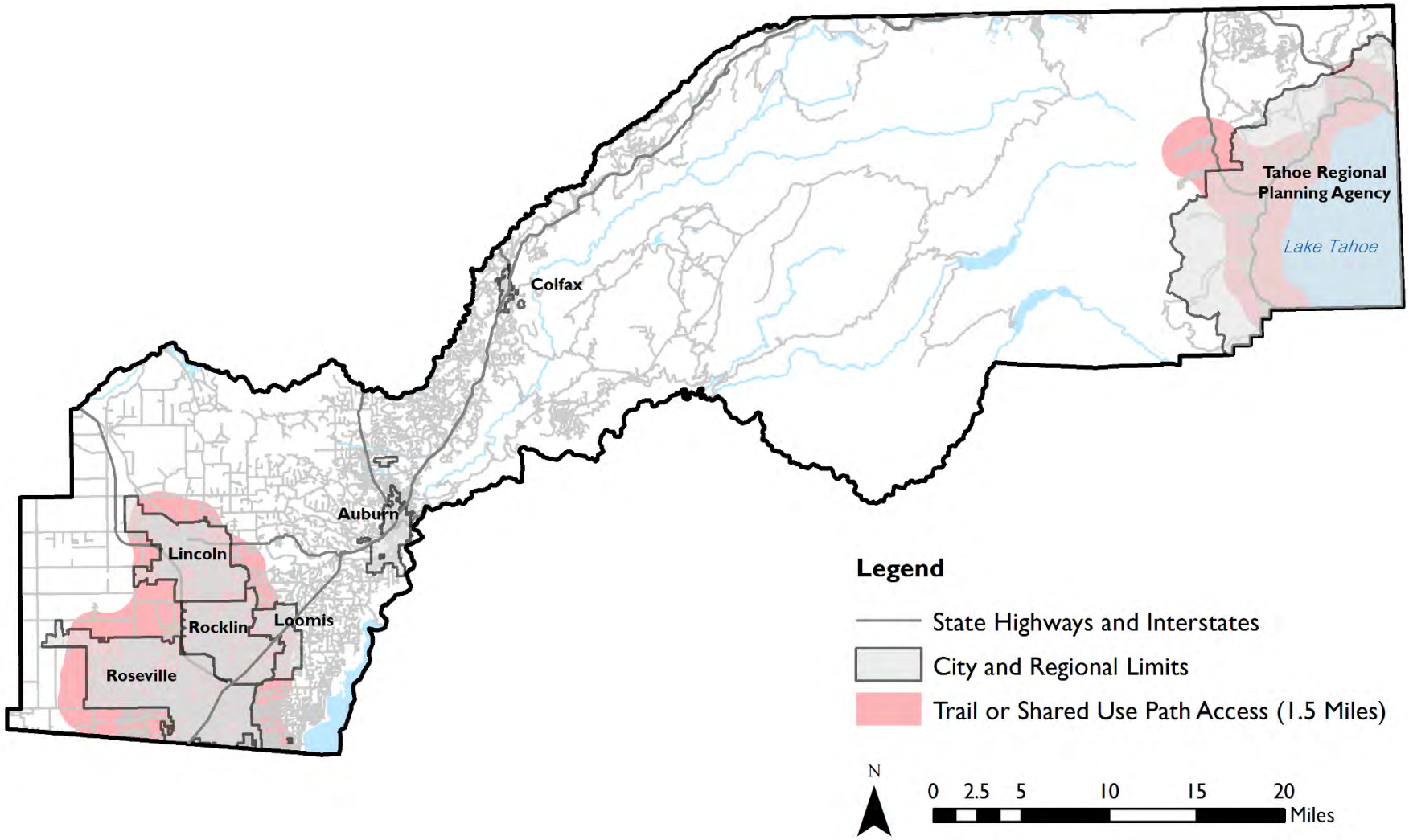
Figure 14 shows areas within the county that are within the designated transit access distance. Transit service is focused within and around the urbanized areas of the county with additional access areas extending along the Interstate 80 corridor and in the Lake Tahoe Basin. Investments in bikeways that provide access to transit should be supplemented with appropriate support facilities for bicyclists at the transit stop or station. This includes convenient and visible bike parking near a stop and longer-term secure bike parking (such as bike lockers) at stations where longer trips may be expected.

Figure 16: School Access Areas (1.5 miles)



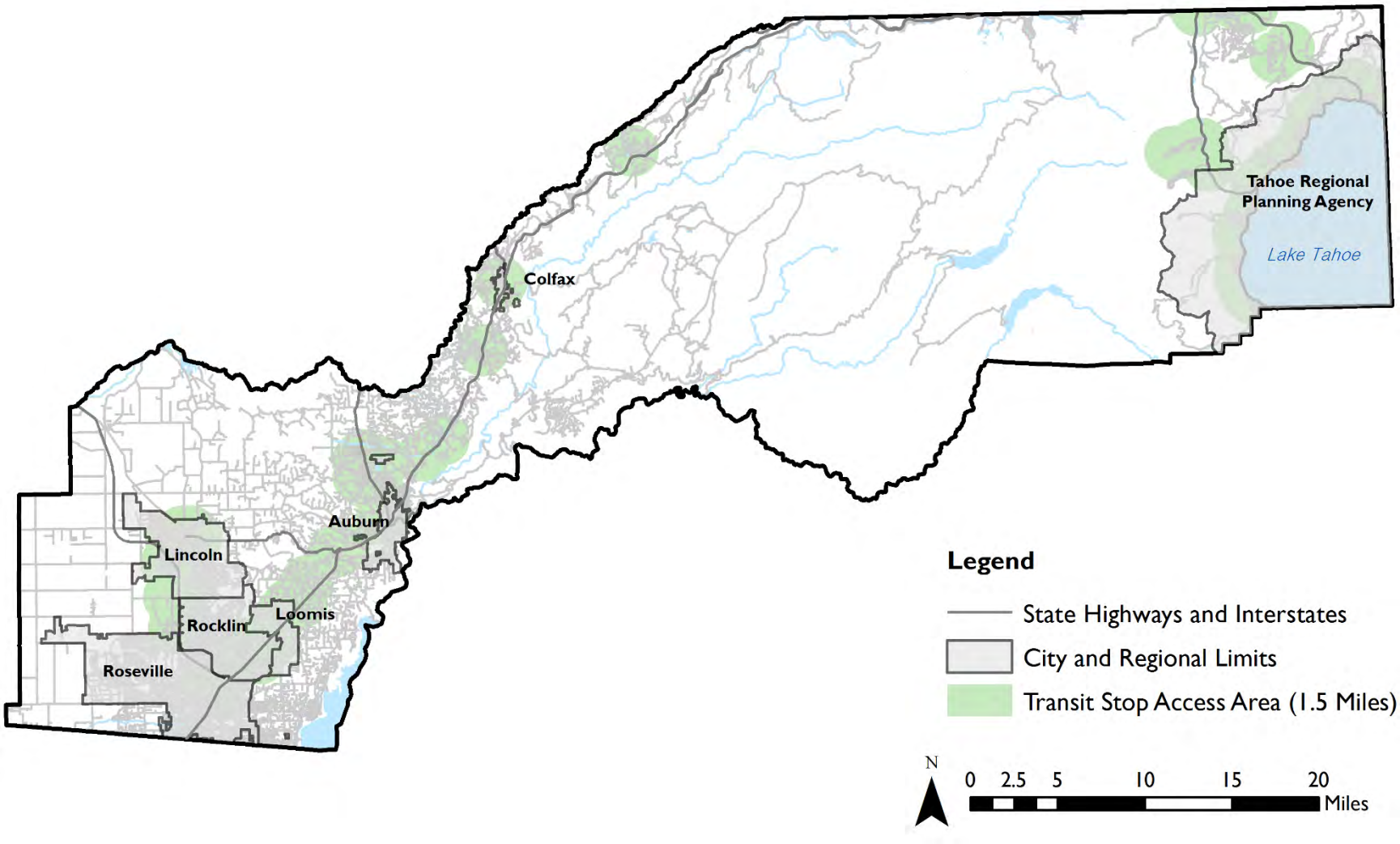
Source: Placer County, 2018

Figure 17: Shared-Use Path and Trail Access Areas (1.5 miles)



Source: Placer County, 2018.

Figure 18: Transit Access Areas (1.5 miles)



Source: PCTPA, 2018.

Recreational Routes

Recreational routes are roadways, paths, and trails that are popular with bicyclists riding for pleasure or exercise. In contrast to typical commute- or access-based bike trips which seek the fastest and best route to a destination, recreational routes often use more physically-challenging roadways or prioritize scenic views.

To identify routes that are popular with recreational cyclists, the Strava Global Heatmap and data from SACOG's CycleSac app were reviewed to help identify routes that are frequently used by recreational cyclists. Strava is a mobile app used by athletes to track their activity to enhance the experience and connect athletes with others around the world. SACOG's CycleSac app was developed to help SACOG understand travel patterns for bicyclists in the Sacramento region. The application allows users to track and submit their ride as well as supporting information like the trip type, if desired.

Figure 15 shows the high use recreational routes identified from these sources across the county. In addition to activity in the urban areas around urbanized areas, popular recreational routes can be seen extending up into the Auburn State Recreational Area, Hidden Falls Regional Park, the Tahoe Basin and surrounding areas, as well as extending east of Auburn toward Foresthill and the National Forests to the east.

Bicycle Crashes

Bicyclists are considered vulnerable road users based on their relative lack of protection in traffic compared to motor vehicles. As a result, understanding the variation in bicyclist safety across the roadway network is an important aspect of bikeway planning. Bicycle crashes over the most recent four years of complete crash data from Placer County (2012 – 2015) were mapped for this analysis. This was supplemented with available crash data from 2016 to represent the most recent bicycle crashes available in the County. Figure 16 shows the bicycle crashes across unincorporated Placer County.

As can be seen in the exhibit, bicycle crashes are concentrated in and around the Granite Bay community, north of Auburn, and within the Tahoe Basin. Roadway corridors with multiple fatal or severe injury bicyclist-involved crashes include:

- Douglas Boulevard
- Foresthill Road
- State Route 49; and,
- Lake Boulevard/State Route 28 (in the Tahoe Basin).

These concentration areas and roadway corridors represent focus safety sites when considering bikeway improvements. Providing greater separation from vehicle traffic, more consistent facilities, and/or additional signing and striping to indicate a shared roadway environment, may help reduce bicyclist-involved crashes. Developing appropriate education, enforcement, and encouragement campaigns to help promote safe driving and bicycling are also critical to reducing

crashes and helping develop safer roadway use (whether driving or biking).

Table 5 presents bicycle crashes by severity and crash type in Placer County from 2012 to 2016. The top two crash types, excluding "Other" crashes, were Broadside and Sideswipe crashes, indicating conflicts at intersections and access points for bicyclists and motorists. All other crash types resulted in less than 10 crashes over the five years analyzed. There were 3 fatal and 14 severe injury crashes, accounting for 23.0% of bicycle crashes over the five year time period.

Table 5: Bicycle Crashes by Severity and Crash Type, 2012-2016

Crash Type	Crash Severity				
	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain Injury	Property Damage Only
Broadside	--	5	11	8	2
Other	3	3	8	--	5
Sideswipe	--	2	7	4	2
Rear-End	-	1	3	2	--
Head-On	--	1	2	--	--
Overturned	--	1	2	--	--
Vehicle-Pedestrian	--	1	--	--	--
Not Stated	--	--	--	1	--
Total	**3**	**14**	**33**	**15**	**9**

Source: Placer County Crossroads, 2016.

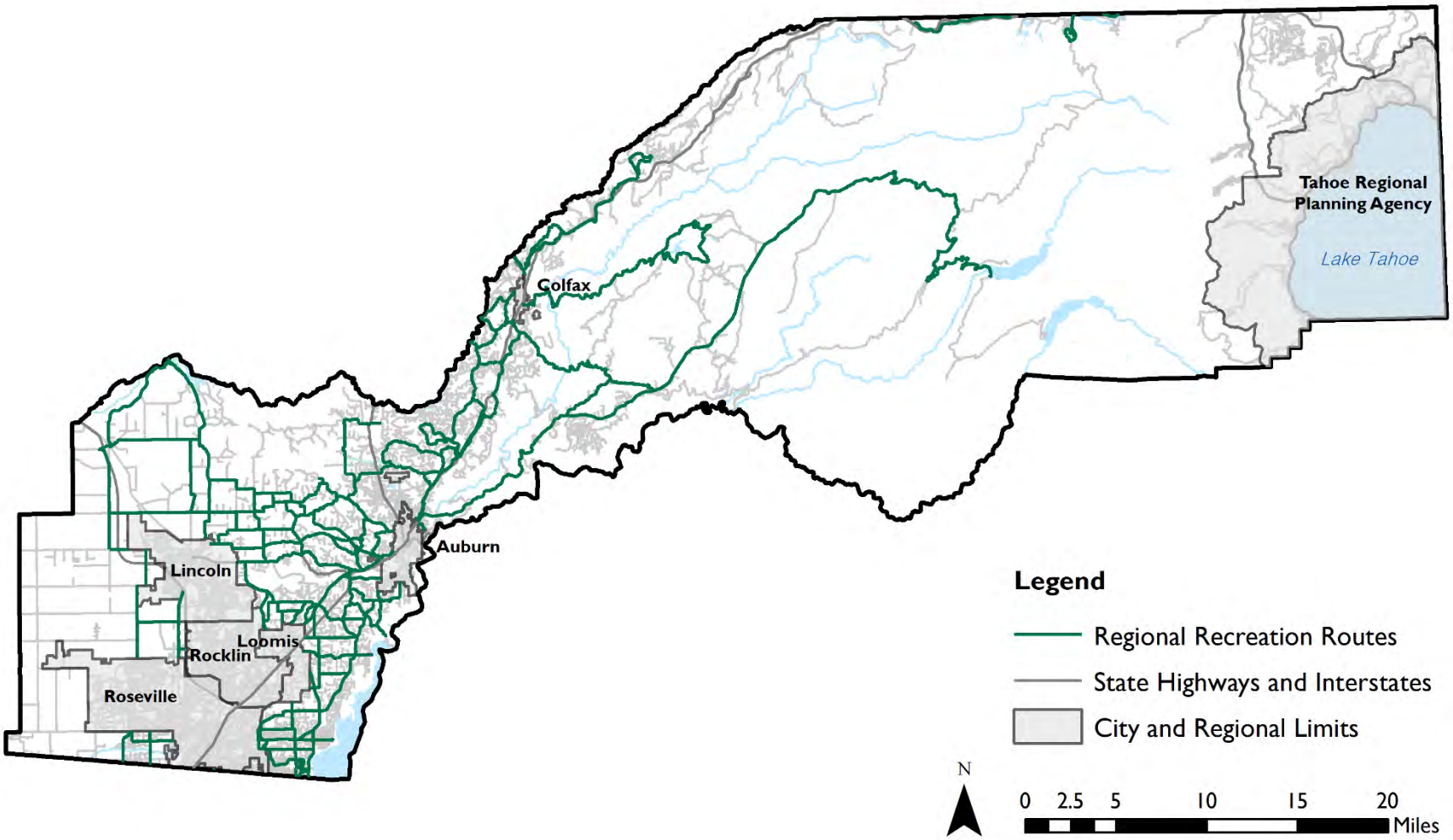
DEVELOPING THE NETWORK

The opportunities and bicycling demand documented in this section were used to develop the planned bikeway network for the unincorporated county. Based on the needs and demands throughout the County, the areas surrounding the incorporated and rural communities of unincorporated Placer County consistently exhibit characteristics most supportive of bikeway investments.

The corridors between the western incorporated communities (Roseville, Rocklin, Lincoln, and Loomis), Granite Bay, and the Auburn/North Auburn communities represents a prime opportunity to develop an integrated bikeway network. Developing a connected and comfortable bikeway network through these areas would provide a strong backbone to support travel between and through the unincorporated Placer County communities to the incorporated cities. Additionally, building out from this core area to connect with the rural communities of Sheridan, Meadow Vista, and Foresthill will also be key connections for the bikeway system as well as providing a connection between the Tahoe Basin and Truckee to the north.

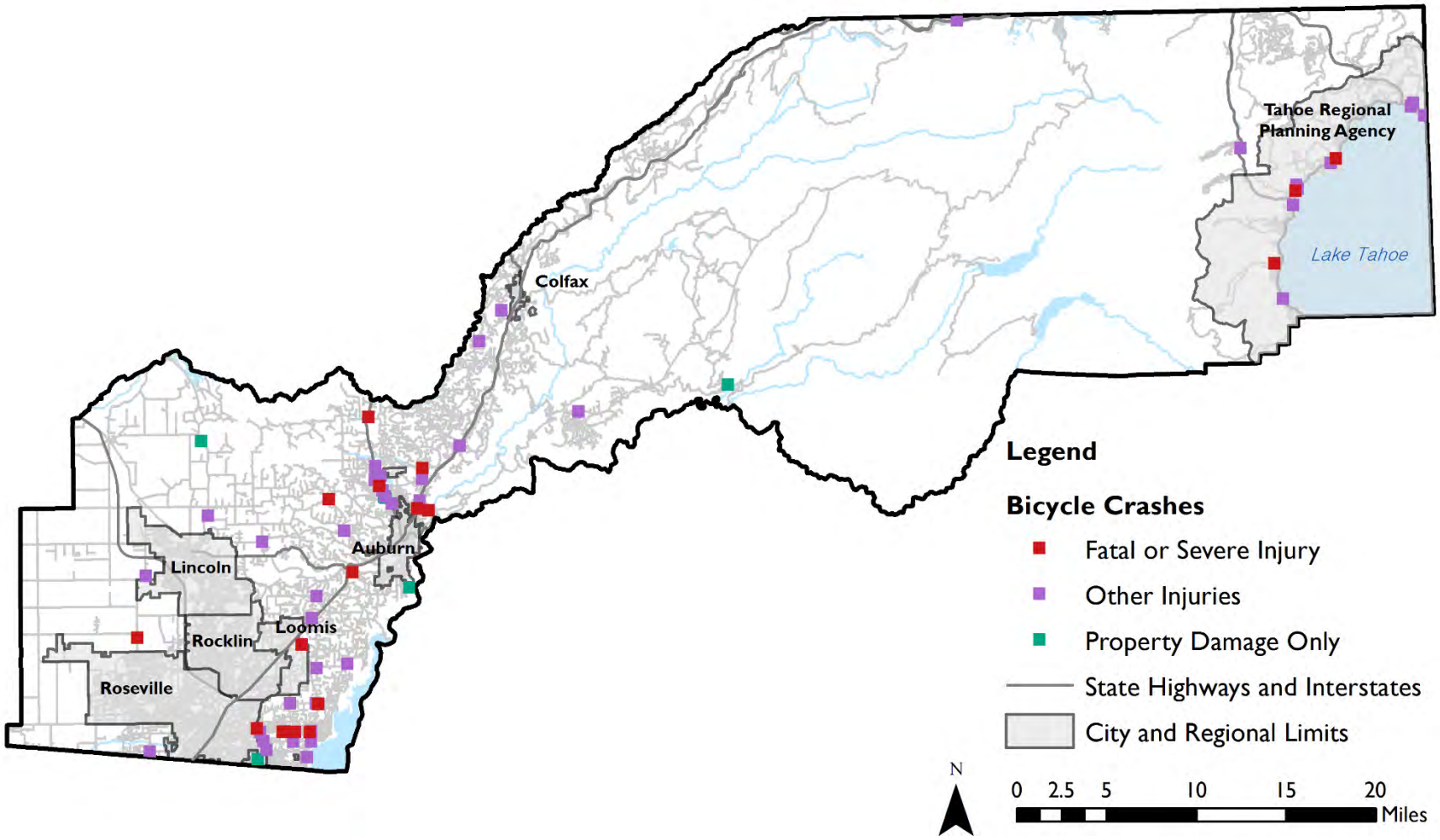
These needs and demands were combined with the public outreach discussed in the next chapter to help inform the development of the planned bikeway network.

Figure 19: High-Use Recreational Routes



Source: Kittelson & Associates, Inc., 2018

Figure 20: Placer County Bicycle Crashes, 2012 - 2016



Source: Placer County Crossroads, 2018.

CHAPTER 3

PUBLIC OUTREACH



CHAPTER 3. PUBLIC OUTREACH

This chapter summarizes the phases of public outreach conducted during the development of the Plan. The public outreach activities focused on engaging key stakeholders and community members in Placer County in a dialogue to create a community-driven vision for bicycling. The following were the specific goals of the outreach efforts:

- Inform the public about the Plan update including its goals and objectives.
- Engage a diverse group of key stakeholder groups and community members throughout the county to obtain informed input.
- Provide convenient and accessible public outreach opportunities
- Obtain feedback on existing bikeways and potential bicycle improvements to enhance safety, connectivity, and encourage increased bicycling throughout the County.

Stakeholder and community input played a key role in helping PCTPA and Placer County identify, recommend, and prioritize improvements to the region's bikeways. It was critical to provide residents with opportunities for meaningful involvement in the Plan process. The unincorporated parts of Placer County span more than 1,000 square miles; this presented a geographical challenge to engaging key stakeholders and community members through standard traditional outreach methods such as community meetings. The public outreach approach used a number of strategies to address this challenge and achieve the goals referenced earlier. These strategies are as follows:

PRESENTATIONS TO COMMUNITY ORGANIZATIONS

PCTPA and Placer County informed the community at large by presenting information about the Plan update at community meetings throughout the unincorporated parts of Placer County. These meetings included presentations to the PCTPA Board of Directors (March 2018), as well as presentations to Placer County's Municipal Advisory Councils (February – June 2018). These meetings focused on sharing the vision for the Plan and receiving feedback on the concept and recommendations for the Plan's network. The presentations provided an opportunity for community members to ask questions about the plan and provide their feedback directly with PCTPA and Placer County staff.

BICYCLE ADVISORY COMMITTEE

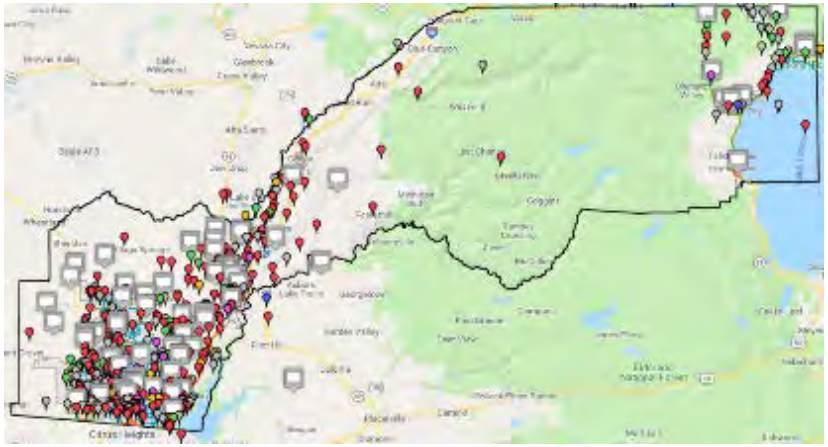
A bicycle advisory committee (BAC) was also formed as part of the project to engage key stakeholders from the bicycling community in Placer County in assisting with the Plan's development. The BAC consisted of local bicycling clubs and stakeholders with familiarity of the various geographic contexts throughout the county. Draft materials were shared with the BAC to provide input on the Plan's development.

VIRTUAL COMMUNITY WORKSHOP

An online virtual community workshop was hosted for three weeks (from June 8 to June 22, 2017) to provide the public with an opportunity to learn about the Plan and share their input. The virtual

community workshop enabled community members throughout the county to participate at their convenience, regardless of location or schedule. Figure 17 shows a map of all of the comments left on the virtual workshop's web map.

Figure 21: Virtual Workshop Web Map Comments



Source: Kittelson & Associates, Inc., 2018.

The virtual community workshop used a short survey and map-based questions to gather input on topics including:

- Existing bikeway facilities
- Gaps in the bicycle network
- Barriers to bicycling
- Types of bicycle facilities used most frequently
- Types of bicycle facilities preferred

Appendix A summarizes the responses received through the virtual community workshop.

PUBLIC INFORMATION AND NOTIFICATION STRATEGIES

The project team also employed the information and notification strategies listed below to target key stakeholders, community groups, and local media outlets.

Project Webpage

An official project webpage was hosted on the PCTPA website to inform the public about the Plan, its goals and objectives, and upcoming community outreach opportunities. The project webpage included links to the 2002 Placer County Regional Bikeway Plan, outreach materials, and additional informational materials deemed appropriate during the life of the project. The project webpage also included information on how community members could sign up for email project updates.

Social Media

The project team used PCTPA's existing social media channels including Facebook, Twitter, and Instagram. In coordination with PCTPA staff, the project team developed social media posts to notify the community-at-large about key project information and details about upcoming public outreach opportunities.

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CHAPTER 4

POLICY FRAMEWORK



CHAPTER 4. POLICY FRAMEWORK

This chapter lays out the policy environment in which the Plan is situated. Based on this existing environment, goals and policies have been developed to ensure that the Plan continues to promote bicycling and a comprehensive bikeway network in Placer County in a way that is consistent with Federal, State, regional, and local goals and policies. Federal and State policies provide the context and requirements for implementation, including design requirements and potential funding opportunities. At the local level, plans and policies provide opportunities to build on prior efforts and leverage common goals to achieve consistency and efficiency in the bikeway network. The Plan focuses on the development of regionally- and community-significant bikeways to connect and serve the various communities of unincorporated Placer County while connecting between the incorporated communities.

From a fiscal standpoint, the Plan aims to create a list of prioritized projects that can be implemented and funded from local, regional, State, and Federal funds and grants.

FEDERAL POLICY AND GUIDANCE

Fixing America's Surface Transportation (FAST) Act

The FAST Act provides Federal funding through 2020 and builds on prior Federal legislation providing long-term funding for surface transportation investments. The FAST Act authorizes funding for a variety of transportation-related investments from rail to goods movement to bicycle and pedestrian projects. The FAST Act maintains a focus on safety and seeks to streamline project delivery through both competitive grants and funds directly passed through to state departments of transportation and regional agencies.

Federal Highway Administration (FHWA) Bicycle and Pedestrian Design Flexibility

The Federal Highway Administration (FHWA) supports taking a flexible approach to bicycle and pedestrian facility design. This flexible approach supports new and/or innovative bicycle treatments that have not been commonly used or adopted by state or local agencies in the past like separated bike lanes or protected intersections. FHWA recommends the use of the following planning and design guides as a means of further advancing active transportation networks in urban areas. FHWA has developed several guidebooks to assist in the planning and design of bicycle networks and facilities, including:

- Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts (2016)
- Small Town and Rural Multimodal Networks (2016)
- Strategic Agenda for Pedestrian and Bicycle Transportation (2016)
- Incorporating On-Road Bicycle Networks into Resurfacing Projects (2015)
- Guidebook for Developing Pedestrian and Bicycle Performance Measures (2016)
- Delivering Safe, Comfortable, and Connected Pedestrian and Bicycle Networks (2015)

- Separated Bike Lane Planning and Design Guide (2015)

In addition to these design guides, FHWA also supports the use of the following national guides:

- The American Association of State Highway and Transportation Officials' (AASHTO) Guide for Planning, Design, and Operation of Pedestrian Facilities and Guide for the Development of Bicycle Facilities (2012)
- Urban Bikeway Design Guide (2014) by NACTO (The National Association of City Transportation Officials)
- Designing Urban Walkable Thoroughfares: A Context Sensitive Approach (2010) guide by the Institute of Transportation Engineers (ITE)

STATE POLICY AND GUIDANCE

Toward an Active California: State Bicycle and Pedestrian Plan

Caltrans adopted the Toward an Active California plan in 2017. This plan lays out policies and actions to achieve Caltrans' goal to double walking and triple bicycling trips by 2020. The plan identifies four objectives to achieve Caltrans' vision for active transportation– safety, mobility, preservation, and social equity. These objectives are further refined into 15 policies to help implement the objectives and measure progress.

Active Transportation Program

Governor Brown signed the Caltrans Active Transportation Program (ATP) in 2013. The ATP provides one of the primary sources of grant funding for bicycle- and pedestrian-related improvements and consolidates the Bicycle Transportation Account, the Transportation Alternatives Program, and the State Safe Routes to School into a single program. The ATP aims to:

- increase use of modes of active transportation by increasing levels of safety and mobility for non-motorized users;
- encourage regional agencies to advance their active transportation efforts to achieve greenhouse gas reduction goals; and,
- enhance public health and ensure disadvantaged communities share the benefits of the ATP.

Deputy Directive 64-R2/Complete Streets Implementation Plan 2.0

Caltrans' Deputy Directive 64-R2 (2014) and Complete Streets Implementation Plan 2.0 (2014) establish the complete streets policy framework for the state and provide an overview of the work Caltrans is doing to achieve these policy goals. The implementation plan update identifies ways to implement Complete Streets into all Caltrans processes and projects through monitoring and reporting.

Caltrans Highway Design Manual

The Highway Design Manual (2017) establishes Caltrans' policies and procedures for highway design functions in the state. The manual provides statewide standards on the implementation of bicycle facilities including minimum signage, striping, and widths.

Caltrans Design Flexibility in Multimodal Design Memorandum (2014)

This Caltrans memorandum emphasizes the design flexibility for multimodal projects in Caltrans standards while also highlighting additional design resources including the following guidebooks:

- NACTO Urban Street Design Guide;
- NACTO Urban Bikeway Design Guide; and,
- ITE Designing Urban Walkable Thoroughfares.

REGIONAL PLANS

PCTPA 2036 Regional Transportation Plan

The 2036 Regional Transportation Plan (RTP) documents the policy, action, and funding recommendations to meet the short-term and long-term transportation needs for Placer County as a region. The RTP contains a financially-constrained list of projects that PCTPA anticipates can be funded over the twenty-year horizon of the plan. In particular, the RTP contains a policy element that outlines the objective and performance measures for measuring transportation system success for Placer County. The RTP also identifies key improvements for bicycling that are anticipated to be funded in the next twenty years using State or Federal funds.

SACOG Regional Bicycle, Pedestrian, and Trails Master Plan

The Regional Bicycle, Pedestrian, and Trails Master Plan (Master Plan) envisions a complete bicycle and pedestrian network to support active transportation and livable communities for the six-county SACOG region (El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba). The Master Plan seeks to develop a walking and biking network that makes these modes viable and popular choices across the Sacramento region. Due to the large scale of the region, the plan emphasizes performance measures to gauge progress, coordination of the various local agencies and stakeholders across the region, and supporting infrastructure and programs to improve walking and biking in the SACOG region.

TRPA Linking Tahoe: Active Transportation Plan

The TRPA Active Transportation Plan (ATP) provides the Tahoe Basin region in eastern Placer and El Dorado County and Nevada with a toolbox for planning, designing, constructing, and maintaining a safe and comfortable walking and biking network. The ATP lays out a walking and biking network for the Tahoe Basin that aims to improve connectivity, safety, and awareness while supporting successful and consistent project implementation.

PLACER COUNTY GENERAL, COMMUNITY, AND SPECIFIC PLANS

The County General Plan includes policies to support bikeways. The County Board has also adopted community plans for specific areas of unincorporated areas of Placer County (e.g., Newcastle, Penryn, etc.). These community plans implement General Plan policies in further specificity for each such area. Each community plan addresses non-motorized transportation elements and some plans list potential bikeways. In addition to the community plans, the Board has also approved certain Specific Plans in Placer County which further refine General and Community Plan policies and recommendations, including bikeway facilities.

In this update of the Plan, the county has focused on implementation of General/Community/Specific Plan ("plans") policies of development for a comprehensive and safe system of recreational and community bicycle facilities that is coordinated with city and Caltrans plans and balanced with current and future infrastructure roadway needs. A goal has been established to integrate the goals and proposed routes of the Plan broadly into Placer County's plans when they are updated.

OTHER LOCAL JURISDICTION PLANS

Many local jurisdictions in Placer County have developed bikeway and active transportation plans to support the development of walking and biking facilities within their boundaries. In order to align the Placer County Regional Bikeway Plan with local jurisdictions and policies, the key aspects of these plans are summarized below.

The Auburn and Colfax Bikeway Plans were written in 2002 and 2003, respectively, and maintain goals and policies that are reflective of those expressed in the prior PCTPA Regional Bikeway Plan. The City of Lincoln's Bicycle Transportation Plan emphasizes the importance of community involvement in the bikeway network and facility planning process and is being updated in 2018. The plan identified their network through a process evaluating safety, coverage, connectivity, use, bikeway standards, and environmental considerations. The City of Rocklin developed a parks and trail plan identifying on-street bikeways in 2017 and Placer County is developing a Parks and Trails Master Plan in 2018.

The City of Roseville's Bicycle Master Plan (most recently updated in 2008) places importance on the environmental, health, and community-wide benefits associated with an efficient bikeway network. The city established the Bicycle Master Plan Steering Committee to guide the planning process and ensure community involvement in the project. The Dry Creek Greenway Vision Plan establishes a corridor plan to provide a system of trails and bikeways in coordination with preserved habitats that link the City of Sacramento to the Folsom Lake State Recreation Area. The City of Roseville is currently working collaboratively with Placer County on the Dry Creek Greenway West Planning and Feasibility Study to evaluate potential alignments to close the existing gap between Riverside Avenue and Cook Riolo Road in the Dry Creek area of Placer County.

OTHER STUDIES

In addition to the plans and policies described earlier, several special studies have sought to improve biking through Placer County. The most relevant of these plans are summarized below.

California Cross State Bicycle Route Study

Caltrans undertook the Cross State Bicycle Route Study to coordinate and facilitate communication between local and regional planning agencies in the development of the "Golden Pedal Route" to link the San Francisco Bay Area to Lake Tahoe. The study mapped bikeways to connect the various local and regional jurisdictions between these two destinations and was created to help develop a comprehensive understanding of possible bikeways that would aid in the development of future bicycle facilities along the Golden Pedal Route.

The Bay to Tahoe Basin Recreation and Tourism Travel Impact Study

The Bay to Tahoe Basin Recreation and Tourism Travel Impact Study was funded by Caltrans to examine the connection between Northern California urban areas and "rural" tourist destination areas in El Dorado, Placer County, Amador, and Nevada counties as well as the Lake Tahoe Basin. The study specifically focuses on the traffic impact induced by the tourism industry in the Lake Tahoe Basin. As a result, the study highlights the importance of funding transportation infrastructure because of its role in making the Tahoe Basin a connected community that is accessible to tourism. Because the health of the region's economy is dependent upon the connectivity of the community, the Study included traffic data collection, public input and a research study and tourism market study, recommended improvements in response to tourist impacts and the development of guidelines for establishing a multi-sector, "cross-regional" approach to implementation.



CHAPTER 5

GOALS & POLICIES



CHAPTER 5. GOALS & POLICIES

The policies, plans, and guidance described above provide the policy framework for the Plan. In line with this guidance, the following overall goal and objectives were developed to guide bicycling investments in Placer County. These goal and objectives are supported by policies and strategies to identify opportunities for collaboration, growth, and investment in Placer County bicycling.

VISION

To promote safe, convenient, and enjoyable cycling by establishing a comprehensive system of bikeways that link the communities of Placer County.

This vision is consistent with Placer County's General Plan Policy 3.D.1: "To provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation.

This overall goal is framed by three objectives in line with Caltrans' Toward and Active California: State Bicycle and Pedestrian Plan:

- **Safety**: Reduce the number, rate, and severity of bicycle-involved collisions.
- **Mobility**: Increase the connectivity and usability of the Placer County bikeway network to increase bicycling.
- **Preservation**: Maintain a high-quality bikeway system.

SUPPORTING POLICIES AND STRATEGIES

Safety

S.1. Ensure safe conditions on Placer County roadways and crossings for cyclists through signage, traffic controls, engineering, education, and law enforcement efforts.

Strategy: Address the safety of bicyclists in roadway design and operations activities.

S.2. Support education programs about the rights and responsibilities of all road users

Strategy: Support bicycle safety education for bicyclists and motorists.

Strategy: Seek funding to implement bicycle safety education and awareness campaigns.

S.3. Identify and support bicyclist safety-related enforcement and encourage campaigns

Strategy: Encourage law enforcement agencies to develop uniform enforcement policies.

Strategy: Identify opportunities to support activities encouraging safe biking.

Mobility

M.1. Create a safe and efficient network of bikeways that enhances bicycle use as a viable alternative mode of transportation for commuter and recreational use for people biking of all ages and abilities.

Strategy: Implement the bikeway network by working closely with Placer County jurisdictions and bicycle advisory committees.

Strategy: Implement a bikeway network that creates regional connections between local jurisdiction bikeways and key destinations.

Strategy: Develop a prioritized list of bikeway projects for implementation on a countywide basis.

M.2. Encourage agencies responsible for public street, road, and highway improvements to consider the needs of cyclists when designing new or reconstructing existing facilities.

Strategy: Work with the County, cities, and school districts to incorporate state-of-the-art bicycle design guidelines, such as those recommended by NACTO and FHWA, into their overall policies for facilities and roadway and interchange design.

M.3. Coordinate with Placer County departments, cities, and other government entities to create continuity and consistency with existing and planned bikeway systems.

Strategy: Implement directional signage along bikeways to indicate connections to key destinations.

Strategy: Encourage Placer County jurisdictions to work with developers and bicycle groups to dedicate easements for bikeways that connect to the existing bikeway system

Strategy: Encourage businesses, schools, and public agencies to incorporate adequate bicycle parking into their facilities.

M.4. Create a bikeway system that takes advantage of the scenic qualities in Placer County for both resident and visitor to enjoy.

Strategy: Identify key scenic bikeway routes serving recreational riders and connecting between scenic and recreational areas of Placer County.

M.5. Integrate bicycle planning with other community planning, including land use and transportation planning.

Strategy: Encourage all Placer County jurisdictions to consider bikeways in their project reviews and recommendations.

Strategy: Encourage all transit operators to include bicycle racks in specifications for new vehicles and encourage operators without bicycle racks on existing buses to apply for funds to add them.

Strategy: Ensure consistency between the regional bikeway planned network and General/Community/Specific Plan bikeways through revisions to the bikeway policies and facilities in these Plans when the same are updated.

M.6. Double the number of trips by bicycle by promoting awareness and use of the bikeway system through employers and distribution of a map of all bicycle facilities.

Strategy: Identify a funding source to allow regular updates of the bicycle map, and work with local bicycle groups and employers to achieve wide distribution to everyone including low-income and minority communities.

M.7. Pursue all possible sources of funding for timely implementation of the bicycle master plan.

Strategy: Encourage jurisdictions to apply for all possible sources of funding, such as: Active Transportation, Congestion Mitigation and Air Quality, Transportation Development Act, Highway Safety Improvement Program, and Federal Lands Access Program.

Preservation

P.1. Provide for an ongoing bikeway planning process.

Strategy: Obtain regular progress reports from jurisdictions and update the prioritized project list accordingly.

P.2. Maintain bikeways and related facilities in a condition favorable to safe and efficient use by cyclists.

Strategy: Identify opportunities to integrate bikeway development and maintenance into routine maintenance operations.

Strategy: Develop an ongoing funding source for maintenance of bikeways.



CHAPTER 6

PLANNED NETWORK



CHAPTER 6. PLANNED NETWORK

This chapter presents the planned network for improving biking within unincorporated Placer County to promote bicycling activity and use across the Placer County region. The planned network is based on current best practices and the varying contexts across the region – from urban centers and small town main streets to narrow rural roadways. A network concept was developed to identify a "fuzzy" network of potential key connections and focus areas before developing the more specific planned improvements.

The corridor concepts in this chapter are aimed at identifying key corridors and focus areas for physical changes to the bicycle network. The corridors and focus areas have been developed using a typology. These location types identify the goals and objectives for facilities in the varying contexts across the region.

BIKEWAY DEFINITIONS

The bikeway types referred to throughout this chapter are briefly redefined below for reference. Examples and more detailed definitions are provided in Chapter 1.

- **Bike Paths/Shared Use Paths** (Class 1) provide a completely separated paved facility designed for the exclusive use of people walking and biking with minimal crossflows by motorists.
- **Bike Lanes** (Class 2) provide a restricted right-of-way designed for the exclusive or semi-exclusive use of bicyclists with through travel by motor vehicles or pedestrians prohibited but vehicle parking and crossflows by pedestrians and motorists permitted.
- **Bike Routes** (Class 3) provide a right-of-way designated by signs and/or pavements markings. These routes are shared roadways with motor vehicles and pedestrians.
- **Separated Bikeways** (Class 4) provide a restricted right-of-way designed for the exclusive use of bicyclists with a physical separation between adjacent motor vehicle traffic and the bicycle right-of-way. This separation may take the form of planters, raised curb, flexible posts, or vehicle parking.
- **Multiple Use Trails** are unpaved facilities that are designed to support pedestrian, bicyclist, and equestrian traffic. Motor vehicles are not allowed on multiple use trails.

While many people are familiar with shared-use paths, bike lanes, and bike routes, the Plan includes new bikeway sub-types that are new to Placer County. These facilities are briefly described below:

- **Buffered Bike Lanes** are improved bike lanes that provide an additional striped buffer between the bike lane and motor vehicle traffic. This buffer is a minimum of two feet wide and serves to provide a greater degree of separation between motorists and bicyclists. On roads with on-street parking, the buffer can also be provided between the parking lane and the bike lane to help reduce "door zone" conflicts where motorists opening their car door can cause a conflict with bicyclists.
- **Bike Routes with Climbing Lanes** provide a wider shoulder in the uphill direction of travel on a designated bike route. These climbing lanes help account for the greater side to side

movement of a bicyclists when climbing a steep hill. By providing additional shoulder width in the uphill direction, bicyclists can more comfortably ascend steep hills. Additional climbing width can also be provided on bike lane facilities to serve the same purpose. Often the shoulder in the downhill direction does not need to be widened given that bicyclists traveling down steep grades can travel at or near the same speed as motor vehicles.

BICYCLE NETWORK DEVELOPMENT CONCEPTS

Bicycle network improvement concepts based on current best practices were used to develop the corridor and focus area typologies. These concepts are briefly discussed in the following subsections. By integrating these concepts with the existing bikeway network across the region, Placer County can work towards improving bicycling. For more detailed information and detail regarding these concepts, see FHWA's Small Town and Rural Multimodal Networks (2017) and Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts (2016).

NETWORK CONCEPTS

- **Cohesive**
- **Direct and Accessible**
- **Comfortable and Low-Stress**
- **Integrated**

Cohesive

When planning a bikeway system for the Placer Region, it is critical to ensure that the various networks of local jurisdictions are working towards a common vision and building toward a common network. Given the multiple jurisdictions within the County and the varying contexts, building toward an interconnected regional network requires that the bikeway systems of Placer County:

- **connect** with each other;
- provide a **consistent user experience** on the biking trips; and
- link people to the destinations and routes they wish to use.

Connecting between jurisdictions allows people to travel outside of their community and ensures that people biking are not "stranded" at the edge of one jurisdiction by discontinuous facilities. Connecting neighborhoods to schools and shopping centers will help facilitate commute and utilitarian bicycle trips, while also allowing for increased recreational riding. A consistent user experience is critical to creating an environment that is comfortable and predictable for bicyclists, vehicles, and other road users. This consistency creates an environment where all road users have a greater awareness of each other and can anticipate each other's actions.

Rural bikeway facilities may necessitate exceptions to standard designs in order to overcome constrained rights-of-way or other topographical/environmental constraints. However, a consistent approach can be established by providing 1) consistent transitions when these changes are required, and 2) adequate warning and

signage to both vehicles and bicyclists when a transition into a shared road environment is necessary.

Direct and Accessible

A bikeway network should not only provide consistency and cohesion across jurisdictions and communities, it should also:

- provide routes that are **direct and convenient** to key destinations and neighborhoods; and,
- ensure **safe** and **comfortable** bicycle facilities are **available** and **accessible** to users of all ages and abilities.

Direct routes need not follow the roadway that would provide the absolute shortest route between destinations, neighborhoods, or other attractors. However, routes should be as direct as possible while still providing a comfortable and consistent biking route. Where routes deviate too far from the bicyclists' expected path of travel, bicyclists may choose to use other, more direct routes without any bikeway improvements or avoid making the trip altogether.

Beyond ensuring that people biking are able to access destinations with relative ease, it is also essential to ensure that the bikeway network is as accessible to as broad a population as possible. In particular, when planning bikeways, locations near schools or parks should be designed to ensure that children have a safe route to their school or park from their home. Similarly, bikeways connecting between neighborhoods and job centers should provide facilities that are comfortable for the working population, from age 16 to 65. Finally, some bikeways are designed for recreational or "touring" bicyclists who often have higher tolerances for bicycling in a shared roadway environment. However, every effort should still be made to separate vehicles and cyclists where possible to allow these bikeways to be used by the broadest possible range of recreational cyclists.

Comfortable and Low-Stress

Another key aspect to developing a bikeway network is providing facilities that are:

- **comfortable** and **"low-stress"** for the majority of cyclists.

Low-stress bikeways allow people of all ages and abilities to bicycle within their communities and to broader regional destinations. Low-stress facilities emphasize providing sufficient separation from high-speed motor vehicle traffic to create a bicycling environment that is acceptable to as broad a cross section of the community as possible. For high-speed roadways, this can take the form of separated bikeways where the bikeway facility constructed alongside vehicle traffic has a physical barrier or buffer separating bicyclists from vehicle traffic. This physical separation could include on-street parking, flex posts, or planter strips. These facilities are particularly appropriate on roadways with higher vehicular volumes or speeds.

Integrated

Placer County's existing bicycle network is comprised of a number of bikeway types, from signed bicycle routes to regional shared use paths like the developing Dry Creek Greenway. While shared use paths are

not the primary focus of this plan, the recommended bikeway network should ensure that:

- regional and local shared use paths are **integrated into the overall network structure**.

As shared use paths are expanded across the County, they will continue to provide scenic recreational routes as well as key longer-distance regional connections. A shared use path and trail network is being developed separately by the Placer County Parks and Recreation Department. As a result, the bikeway recommendations in this plan aim to integrate on-street bikeways with planned shared-use paths and multi-use trails. Shared use paths like the Dry Creek Greenway will serve as "backbone" routes across the County, connecting Placer County's local jurisdictions with each other as well as connecting to the surrounding regions. In combination with Placer County's community plans and the on-going Parks and Trails Master Plan, the network developed as part of the Plan will develop a comprehensive active transportation plan for Placer County.

PLACER REGION NETWORK TYPOLOGY

The concepts outlined in the section above were used to develop a network typology to be used in the development of the recommended on-street bikeway network for the Placer Region. This typology consists of four types of bikeway approaches that capture the different area types and bicycle uses across Placer County. The four bikeway network types are discussed in the following subsections.

NETWORK TYPOLOGY

- **Community Focus Areas**
- **Community Connections**
- **Regional Connectors**
- **Recreational Routes**

Community Focus Areas

Community focus areas represent the key focal points for destinations and activity centers within unincorporated Placer County. These focus areas should prioritize creating a low-stress environment appropriate for all ages and abilities. On main streets within these communities, bicycle facilities should provide an appropriate level of separation based on the speed and volume of vehicle traffic.

These areas serve as focal points between community connections. It is critical that these areas are designed not only as destinations but provide appropriate linkages to the broader bikeway network to allow connections between the community areas and the broader Placer Region. Finally, these areas are also key locations for the

implementation of bicycle boulevards and/or greenways that connect the local residential neighborhoods to activity center and destinations as well as serving as feeder routes for the community connections.

Examples areas in Placer County include Sheridan, Foresthill, and Granite Bay.

Community Connections

Community connections represent the primary links between the local jurisdictions and unincorporated communities, as well as major routes within the larger unincorporated communities. These facilities are more likely to be on high-speed roadway environments and will likely serve a bicycle population with higher stress tolerances. As such, while an all ages and abilities level of separation is the desired facility type for these routes, right-of-way, topography, or other constraints may limit the level of separation available along these routes.

Example connections in Placer County include Taylor Road, Industrial Avenue, and Auburn-Folsom Road.

Regional Connectors

Regional connectors link Placer County to the surrounding regions. These represent opportunities to coordinate facilities with other jurisdictions outside the region to ensure that travel between communities across regional and county boundaries remains comfortable and consistent. Facility types for these connections will vary given the land use context and distance separating communities on either side of the region. For shorter distance connections, lower stress routes should be prioritized while longer connections may require facilities with less separation in the near-term. These longer distance connections may be considered for off-street shared use paths connections to provide comfortable, long-distance routes. Additionally, transit service connections and other interim solutions can serve to help connect the Placer Region with the surrounding areas where interregional bikeway facilities are currently absent.

Example regional connections include connecting out to Sacramento, Yuba, and Nevada counties.

Recreation Connections

Rural recreation connections represent roadways that serve as connections to regional recreation areas and/or roadways that are typically ridden by more experienced cyclists looking to explore scenic roadways or bike to more remote destinations. Right-of-way, topography, environmental, and other constraints are likely to be more common along these corridors as the routes tend to be on lower-volume, rural roadways. Given these constraints, these routes will necessarily have lower levels of separation. Where possible, bike lanes and/or adequate shoulders should be provided to allow some separation between bicyclists and vehicles.

Where further separation is possible, Placer County may consider a separated bikeway or side path to provide the most safe and comfortable facility possible. Where the roadway is constrained, signing and striping to alert drivers to the shared environment with bicyclists is critical, as well as treatments to ensure safe speeds where

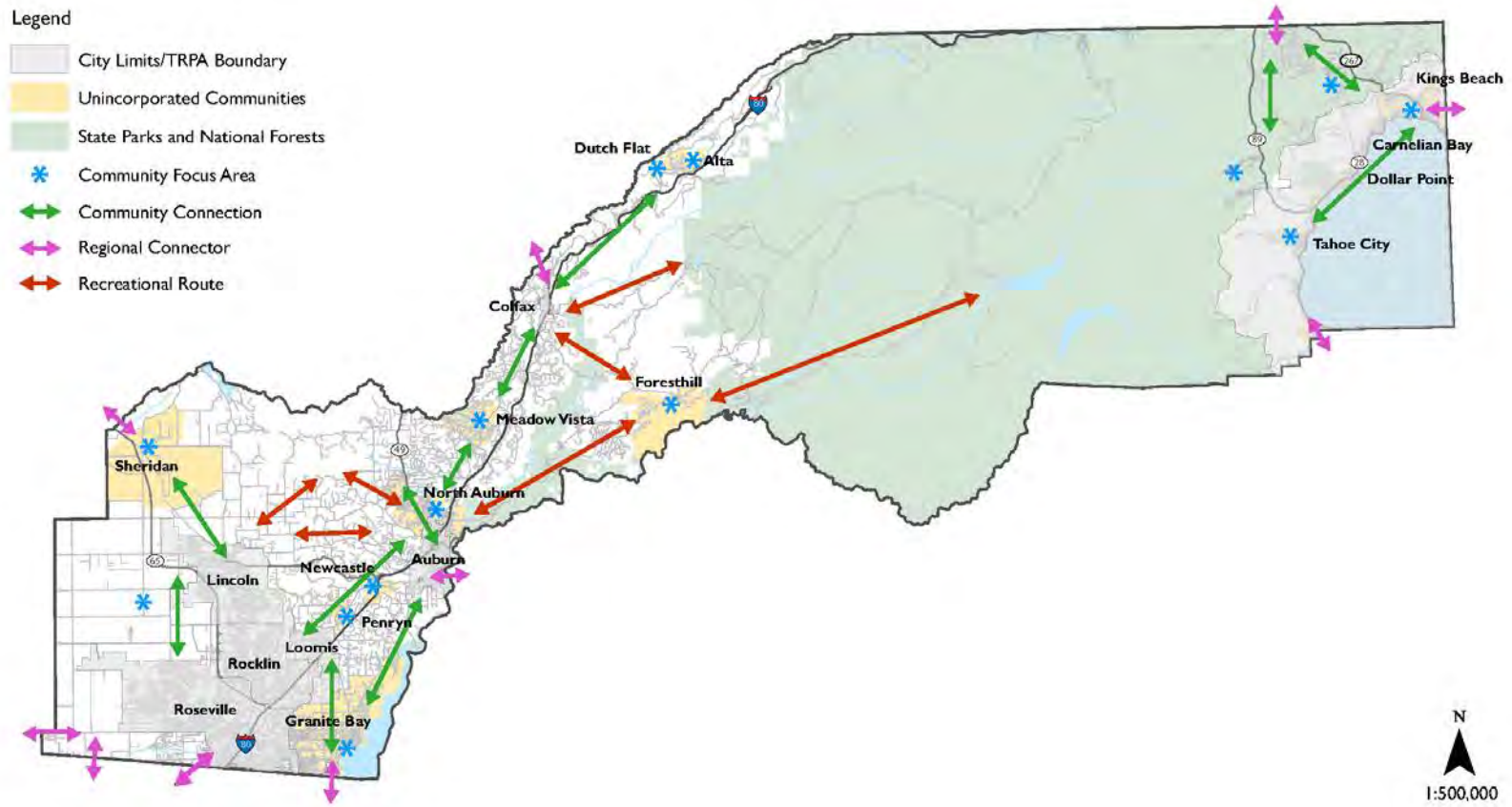
sight distances are limited. For roadways with significant grades, separation should be prioritized on the uphill side of the roadway to provide a “climbing lane” for bicyclists.

Example recreational routes include Indian Hill Road, Foresthill Road, and Ridge Road.

PLACER REGION NETWORK CONCEPT

A network concept was developed using the guiding principles discussed in this chapter as well as current bicycling conditions, needs, and demands across the county. Figure 18 shows the network concept for Placer County which was used to define the specific bikeway recommended based on available connecting routes.

Figure 22: Recommended Focus Areas and Corridors



Source: Placer County, PCTPA, and Kittelson & Associates, Inc., 2018.

PLANNED NETWORK

Using the network concepts, identified needs and demands, and public input, a planned network of bikeway facilities was identified. The planned bikeway network is shown in Figure 19 - Figure 21. Detailed maps of community areas across the county are shown in Figure 22 - Figure 27. The mileage of the planned network is shown in Table 6. The mileage includes bikeway upgrades such as improving an existing bike route into a bike lane.

Table 6: Existing and Planned Bikeway Facilities Mileage by Class

Bikeway Facility	Existing Bikeway Miles	Planned Bikeway Miles
Shared-Use Path	13.9	44.0
Separated Bike Lane	--	15.0
Buffered Bike Lane	--	66.4
Bike Lane	67.5	90.1
Bike Route with Climbing Lane	--	24.7
Bike Route	34.6	201.7
Total	**116.0**	**441.8**

Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

FUTURE CROSSING STUDIES

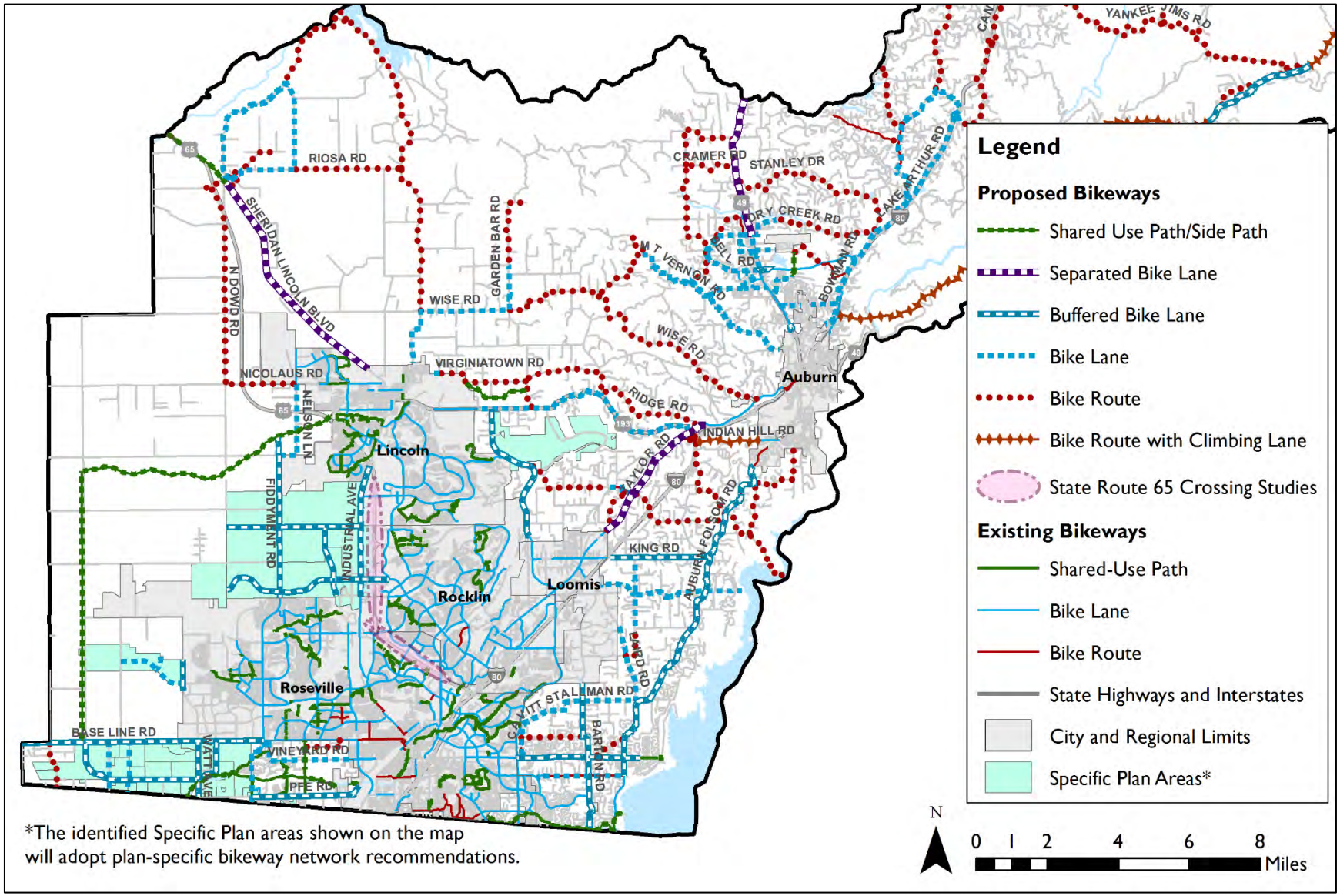
In addition to specific bikeway facilities, two areas along State Route 65 have been identified future feasibility studies to add new grade-separated crossings. State Route 65 currently acts as a barrier for east-west bicycling between on regional bicycling between western Placer County and Roseville to the east and Rocklin and Lincoln to the east. The two locations identified as areas for future crossings are along State Route 65 between:

- Blue Oaks Boulevard and Twelve Bridges Drive; and,
- Galleria Boulevard and Blue Oaks Boulevard.

Additional study will be required to determine the most appropriate location for a grade-separated bicycle crossing. These crossings should directly connect to bikeway facilities to avoid circuitous detours for bicyclists to access the crossing. These study areas have been identified on the planned network maps.

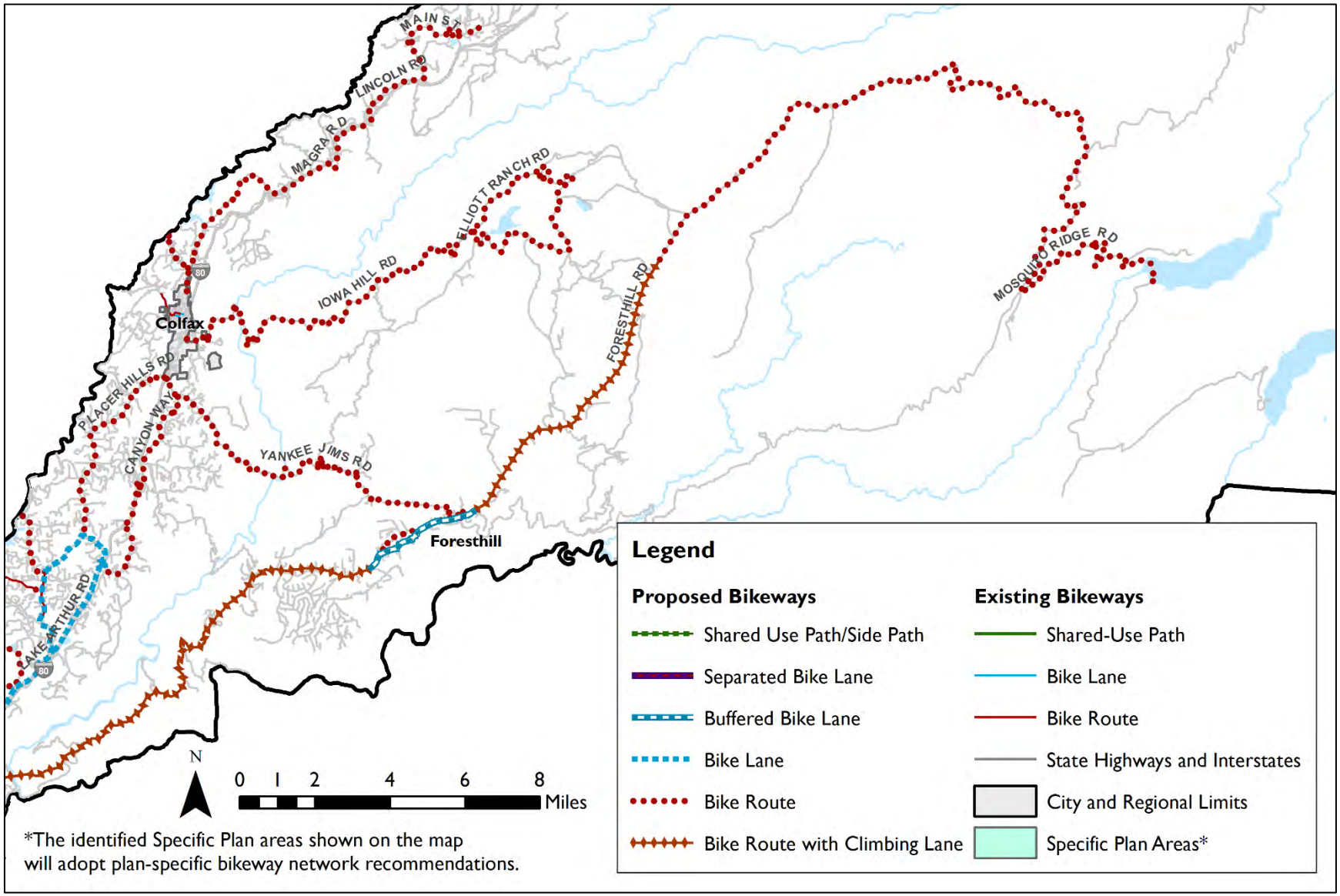


Figure 23: Planned Bikeway Facilities – West Placer County



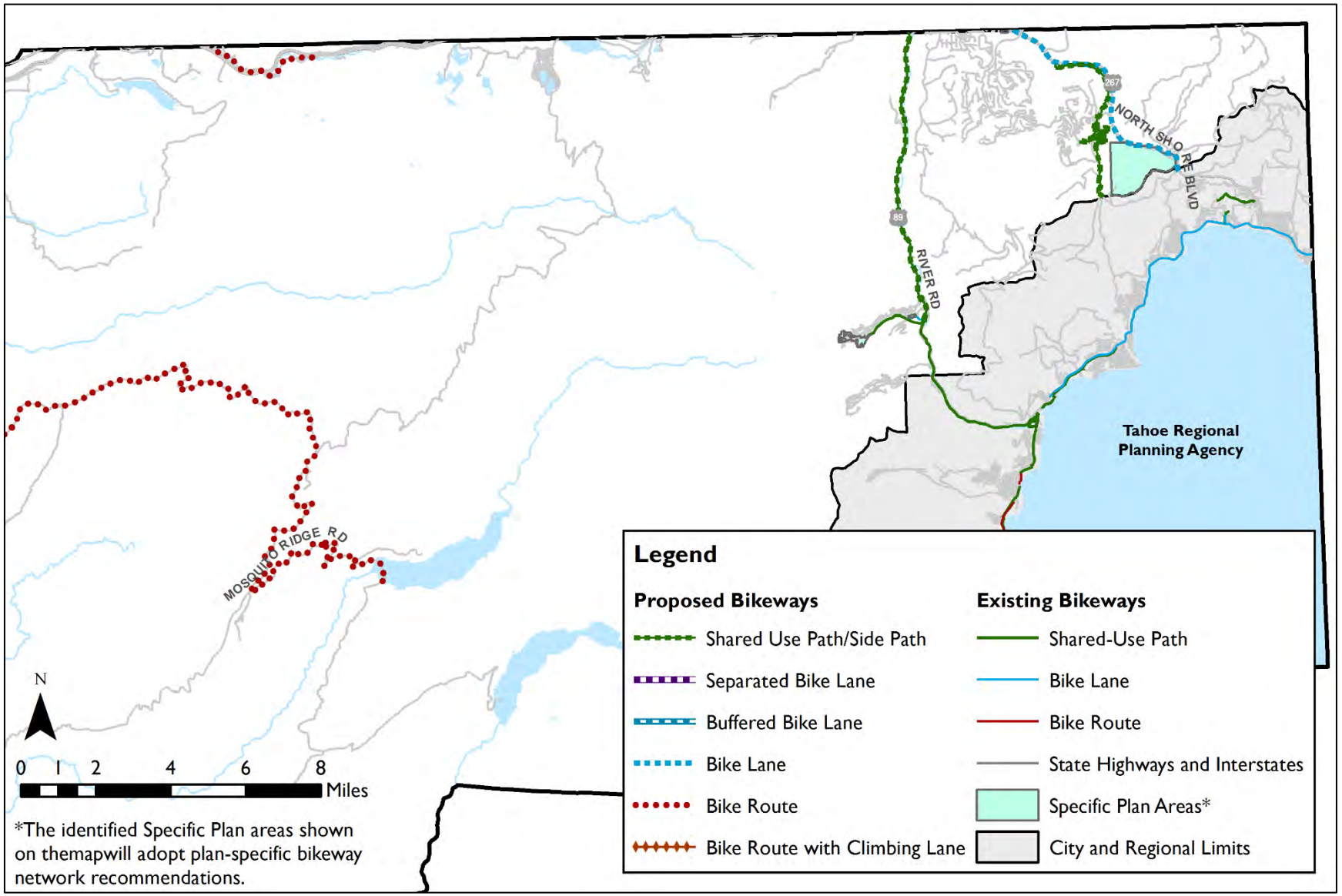
Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Figure 24: Planned Bikeway Facilities – Central Placer County



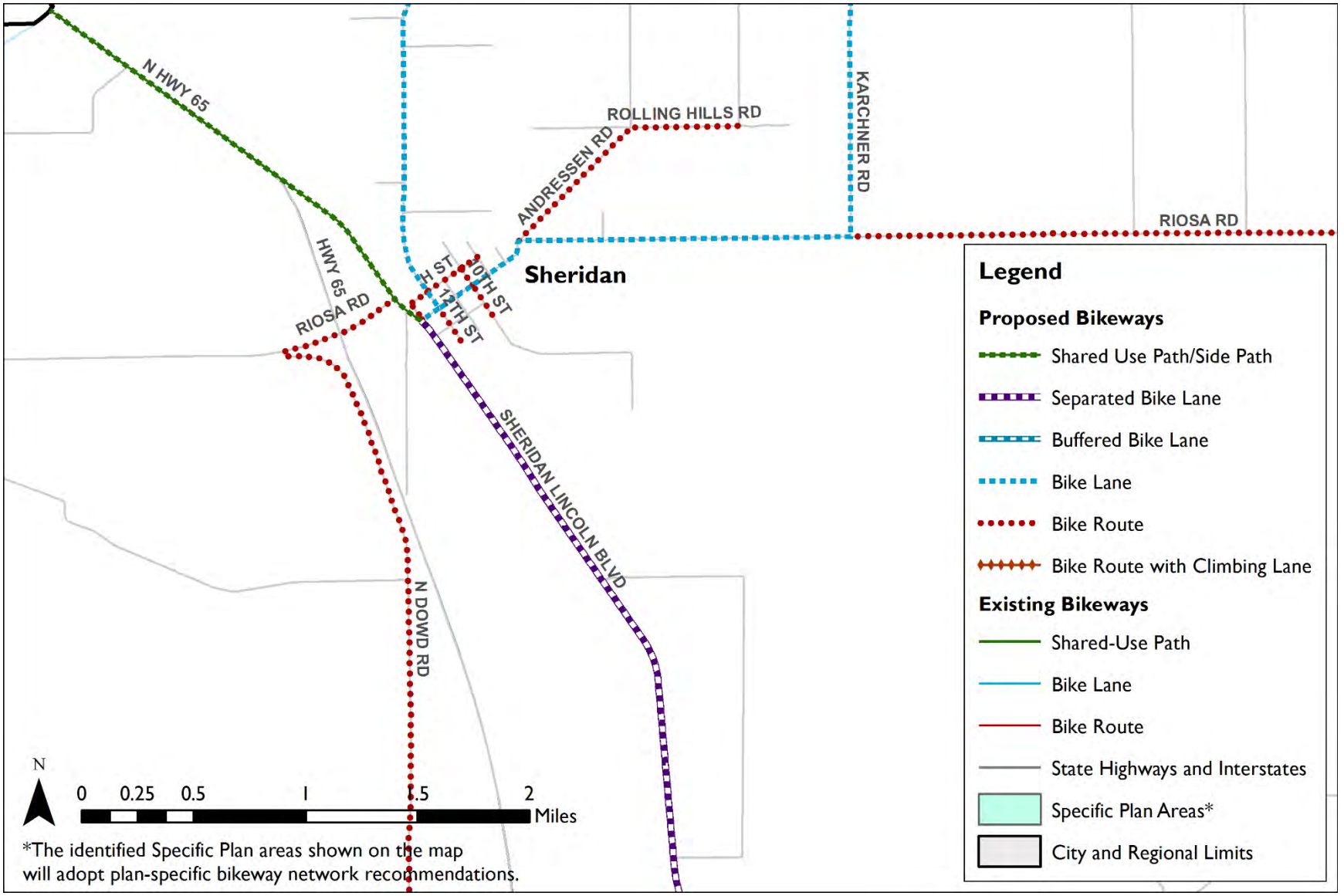
Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Figure 25: Planned Bikeway Facilities – East Placer County



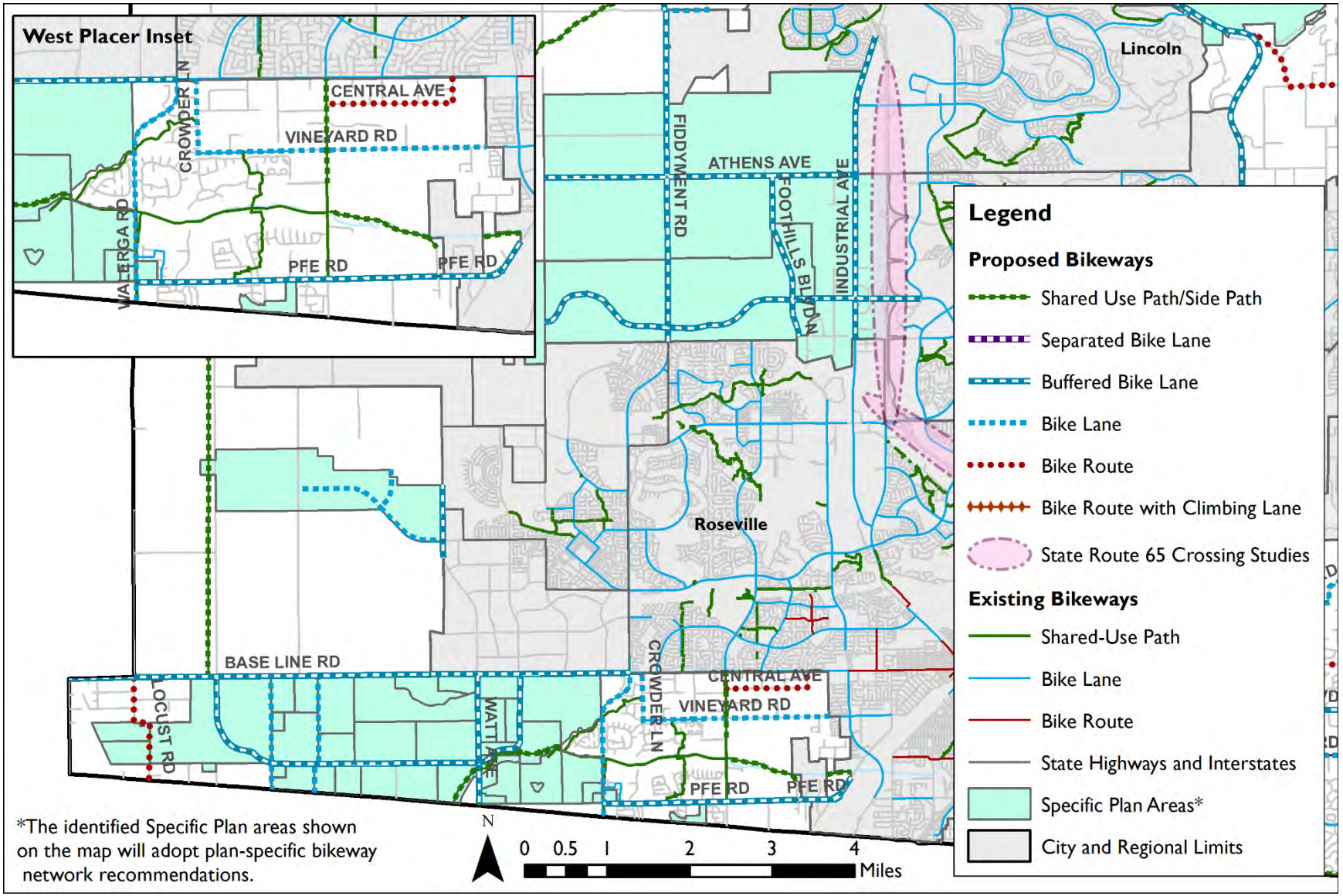
Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Figure 26: Planned Bikeway Facilities – Sheridan



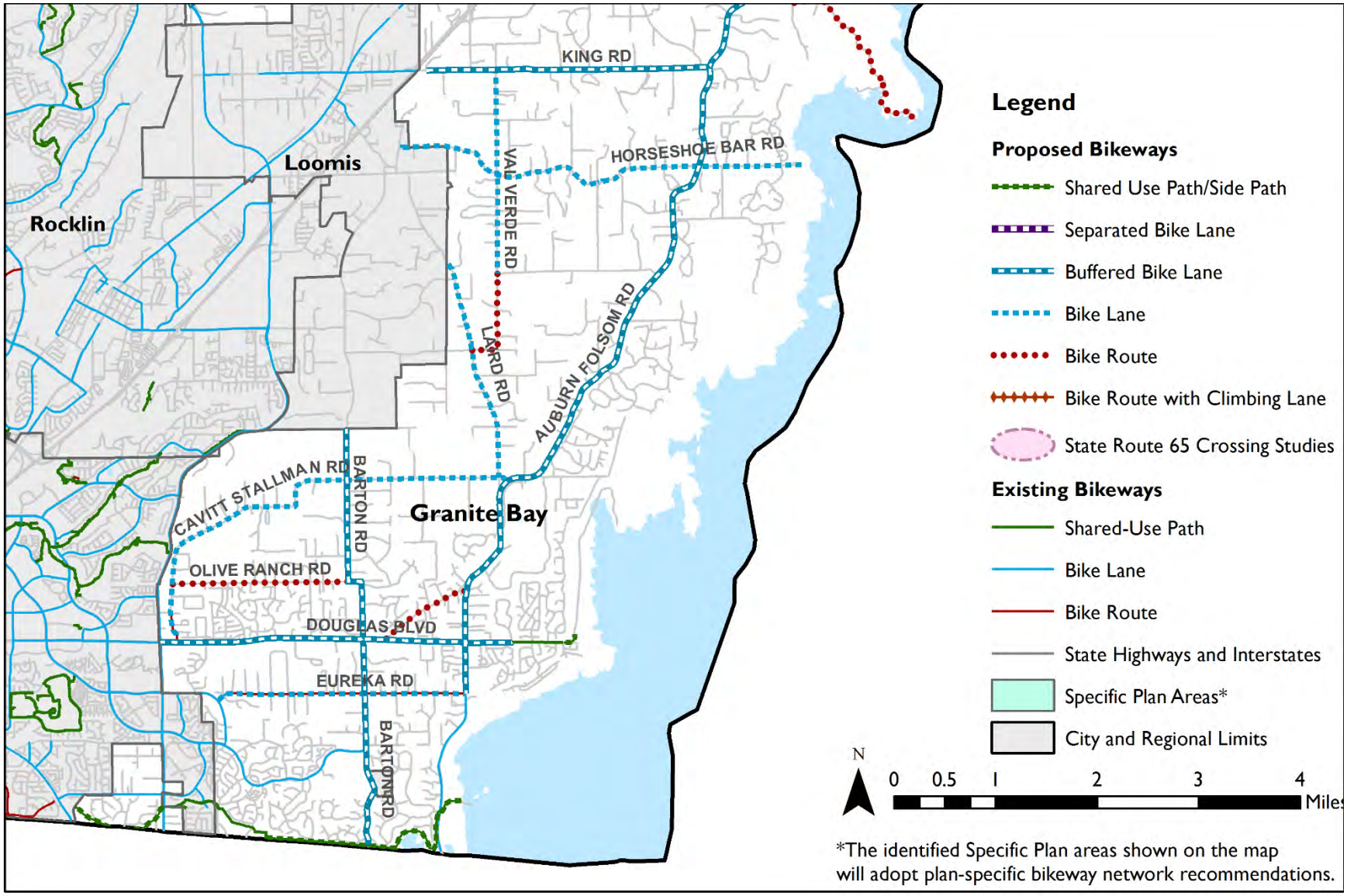
Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Figure 27: Planned Bikeway Facilities – Dry Creek / Sunset



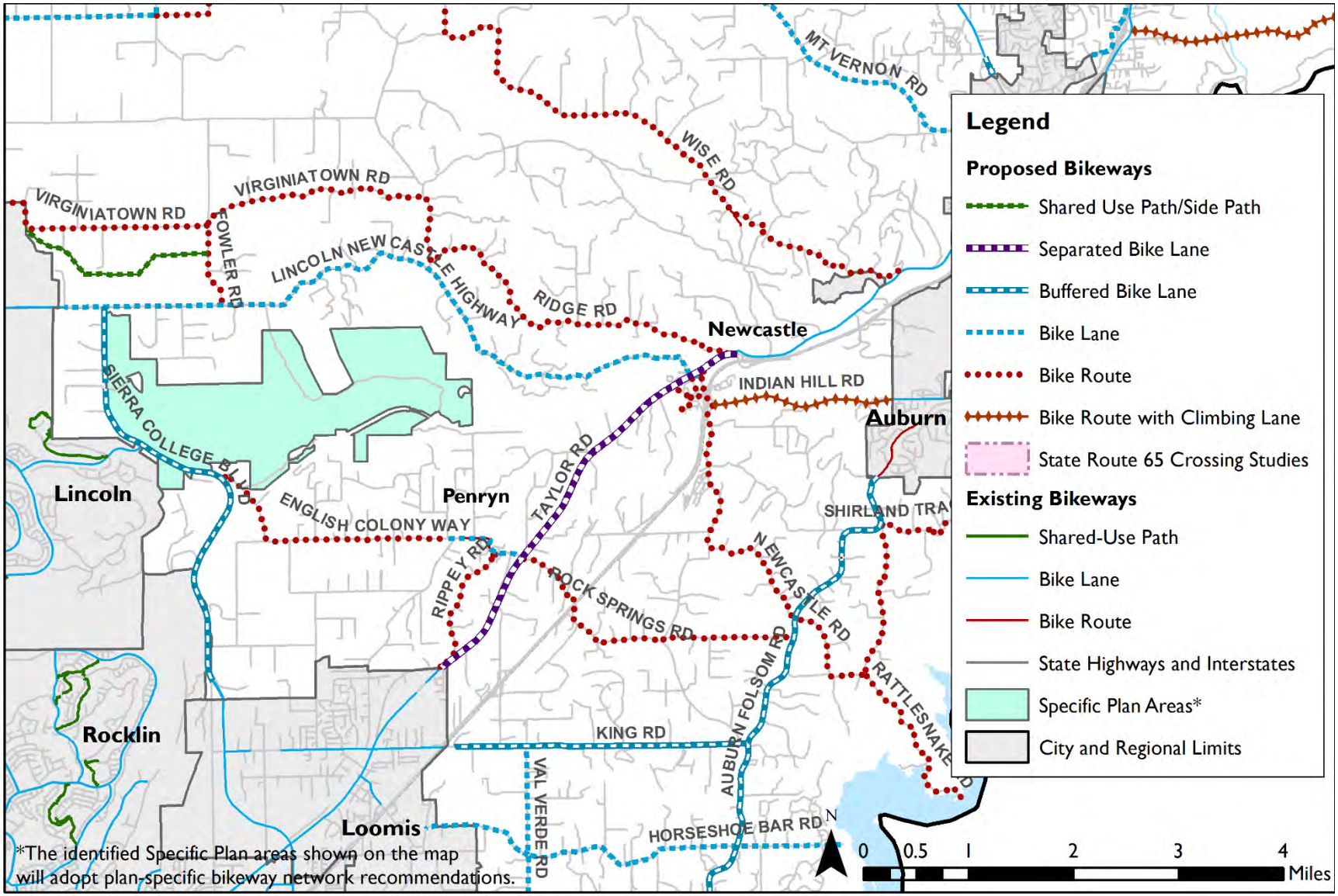
Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Figure 28: Planned Bikeway Facilities – Granite Bay



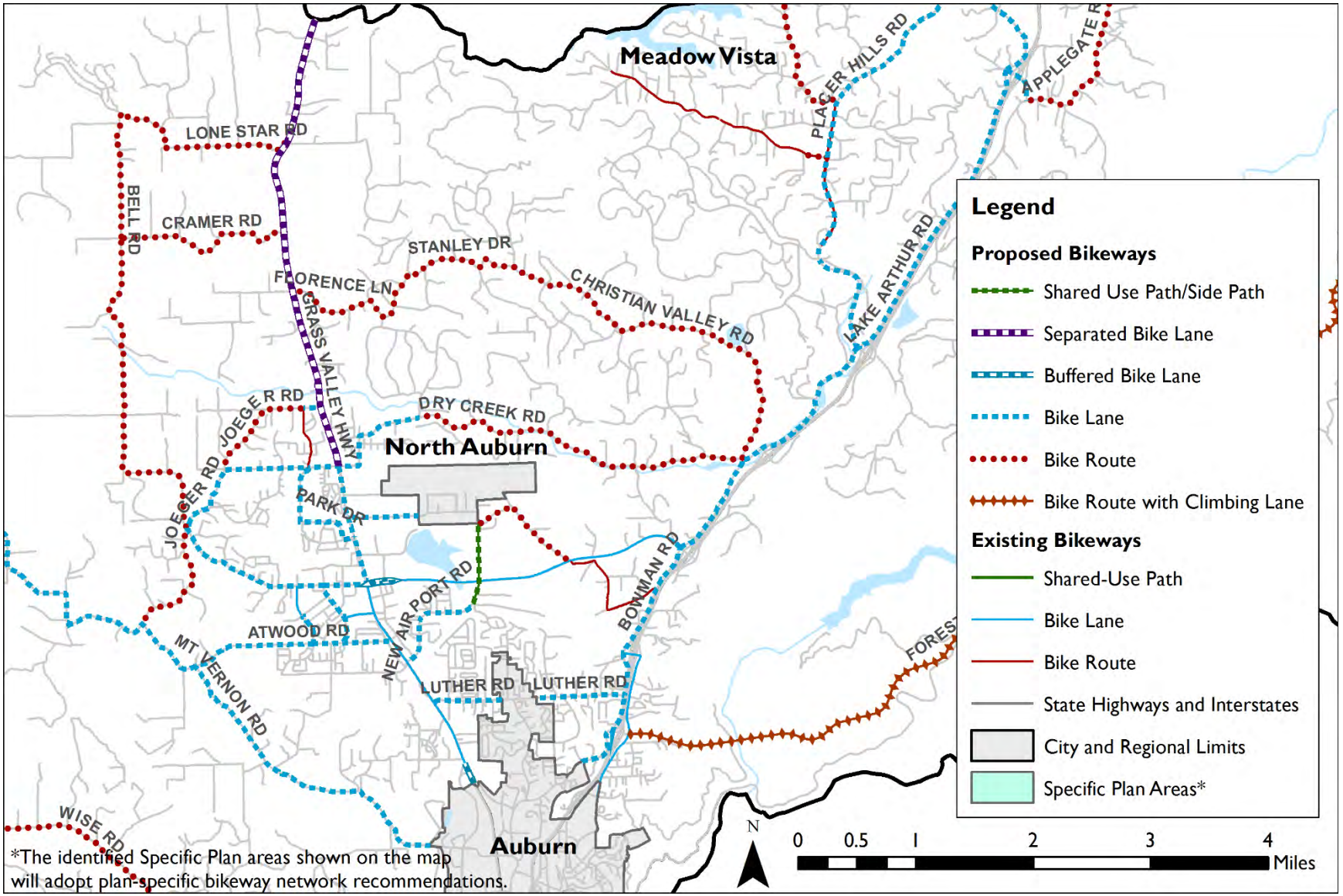
Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Figure 29: Planned Bikeway Facilities – Newcastle / Penryn



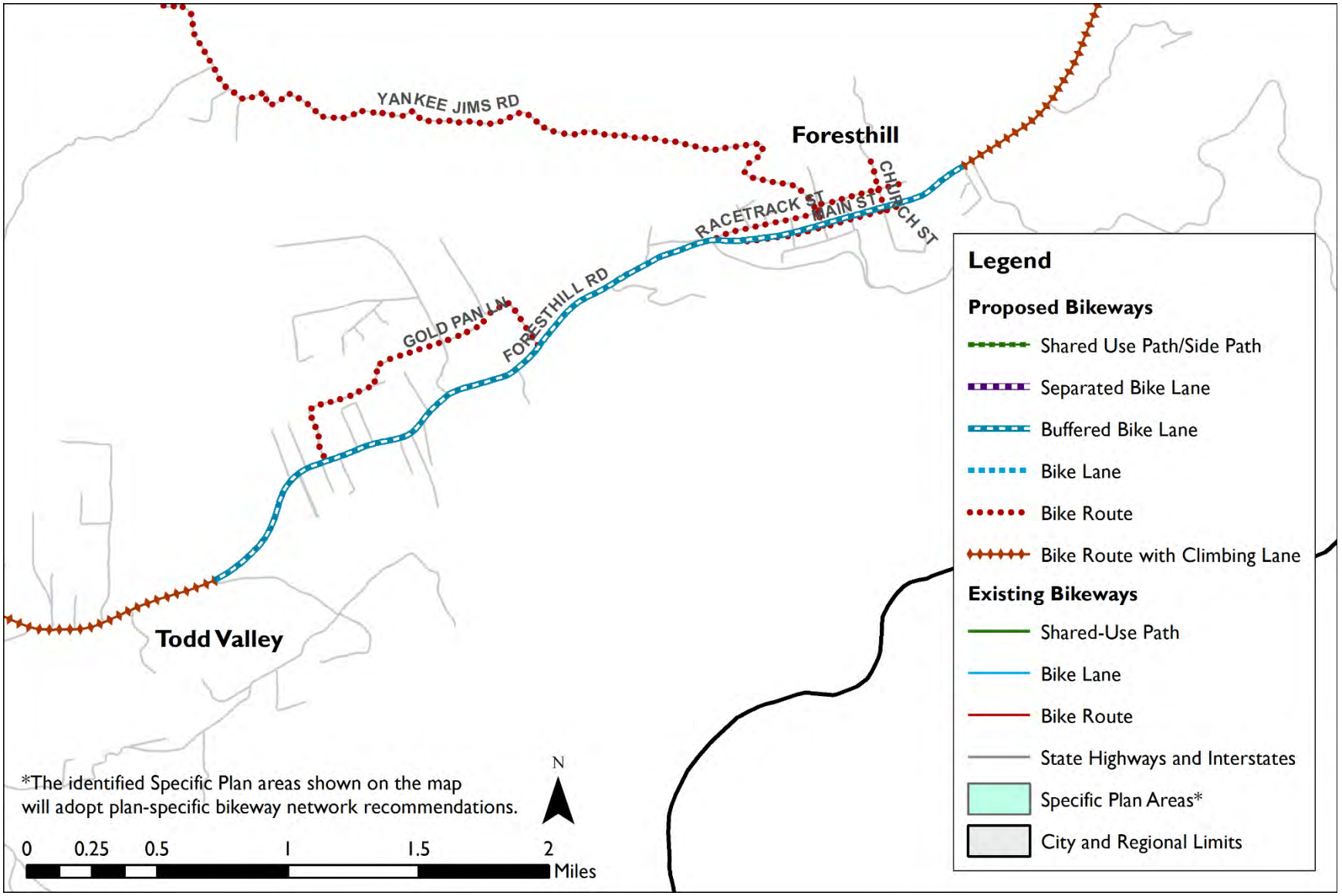
Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Figure 30: Planned Bikeway Facilities – North Auburn



Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Figure 31: Planned Bikeway Facilities – Foresthill



Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

CHAPTER 7

PRIORITIZATION



CHAPTER 7. PRIORITIZATION

This chapter identifies projects from the planned network, provides planning level cost estimates, and suggests priorities for implementation. The highest priority projects for near-term implementation are presented in this chapter and the full project list can be found in Appendix B.

Some planned improvements will require coordination with other jurisdictions (e.g., Caltrans, incorporated jurisdictions, etc.). As these projects rise up the priority list and funding becomes available, coordination with partner agencies should be initiated in advance of any project development to ensure all agencies involved understand the potential project and the project moves forward in accordance with all agencies' requirements.

COST ESTIMATES

Cost estimates for the planned projects help guide the level of effort to implement a project and more accurately plan for future improvements. The cost estimates are "planning level" values based on typical costs for implementing bikeways in Placer County and include design, construction, environmental, and contingency costs. Right of way costs are not included in the estimates. As projects are moved forward through the project development process, more refined cost estimates will be developed as the unique characteristics of each project are analyzed more concretely during the design and construction phases. As a result, the plan may over- or underestimate the cost of various projects, but these costs should provide a strong basis for understanding the magnitude of implementing a project. Table 7 presents estimated bicycle improvement costs on a per mile basis for each facility type in the Plan.

Table 7. Planning Level Cost Estimates by Bikeway Facility Type

Bikeway Facility Type	Planning Level Cost per Mile (2018 Dollars)
Shared Use Path	$ 1,870,000
Separated Bike Lane	$ 379,000
Buffered Bike Lane	$ 261,000
Bike Lane	$ 232,000
Bike Route	$ 140,000
Bike Route with Climbing Lane [1]	$ 1,059,000

Source: Kittelson & Associates, Inc., 2018.

[1] This cost includes widening the shoulder to accommodate the climbing lane.

PROJECT PRIORITIZATION

The prioritization framework was developed to assist in identifying regionally-significant projects as well as the most competitive locations for future grant funding opportunities. The scoring for each criterion is cumulative so that the locations meeting the most grant supportive criteria and the high-scoring regionally-significant criterion will be prioritized over lower-scoring projects. The prioritization criteria are briefly described below.

Regionally Significant Prioritization Criterion

The regionally significant prioritization criterion prioritizes locations based on the area type. The criterion emphasizes regional connections and developing a bikeway network that allows for safe and comfortable bicycling in communities and along key recreational routes consistent with the network concepts. Following the bikeway types outlined in the Planned Network chapter, facilities meeting the four network concept types were scored as follows:

- Community Connections: 3 points
- Community Areas: 2 points
- Recreational Routes: 1 point
- Interregional Connections: 1 point

Grant-Supportive Prioritization Criteria

In addition to the regionally significant prioritization criterion, several other criteria support decision-making for future grant opportunities.

The scoring from these criteria will be combined with the Regionally-Significant criterion scoring to develop a final priority score.

- **Disadvantaged Community (0 or 1 point)**: This criterion scores bikeways that meet one of the three disadvantaged community criteria defined by the Caltrans Active Transportation Program (ATP). The three criteria are defined below;
  - **#1 – Median Household Income**: The median household income on the most current Census Tract or Census Place (for unincorporated communities) level data is less than 80% of the statewide median income (less than $51,026 in 2018).
  - **#2 – CalEnviroScreen 3.0 Score**: The area is identified as among the most disadvantaged 25% in the state according to CalEPA based on the CalEnviroScreen 3.0 scoring.
  - **#3 – School Reduced-Price Meals Percentage**: At least 75% of the public school students in the project area are eligible to receive free to reduced-price meals under the National School Lunch Program.
- **Low Income/High Minority Area (0 or 1 point)**: To meet this criterion, a project must be fully or partially within SACOG's Low Income/High Minority areas used as part of the environmental justice aspect of SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy.
- **Severity-Weighted Crash Frequency (0 or 1 point)**: This criterion scores each project based on the severity-weighted crash frequency using weights consistent with the latest

Caltrans Highway Safety Improvement Program (HSIP) guidelines. Projects with a reported bicycle crash history will be given a point.

- **Public Outreach Support (0, 1 or 2 points)**: Each project receives a point if there is between one and three supportive public outreach comments for the project. A project receives two points if there are more than three supportive comments.
- **School Connectivity (1 point)**: A project providing improved bikeway connectivity to a school within one-and-a-half-mile radius of a school receives a point.
- **Transit Connectivity (1 point)**: A project providing improved bikeway connectivity to a transit stop within one-and-a-half-mile radius of a transit stop receives a point.
- **Gap Closure or Connectivity (1 point)**: A project extending or connecting between existing bikeway facilities receives a point.

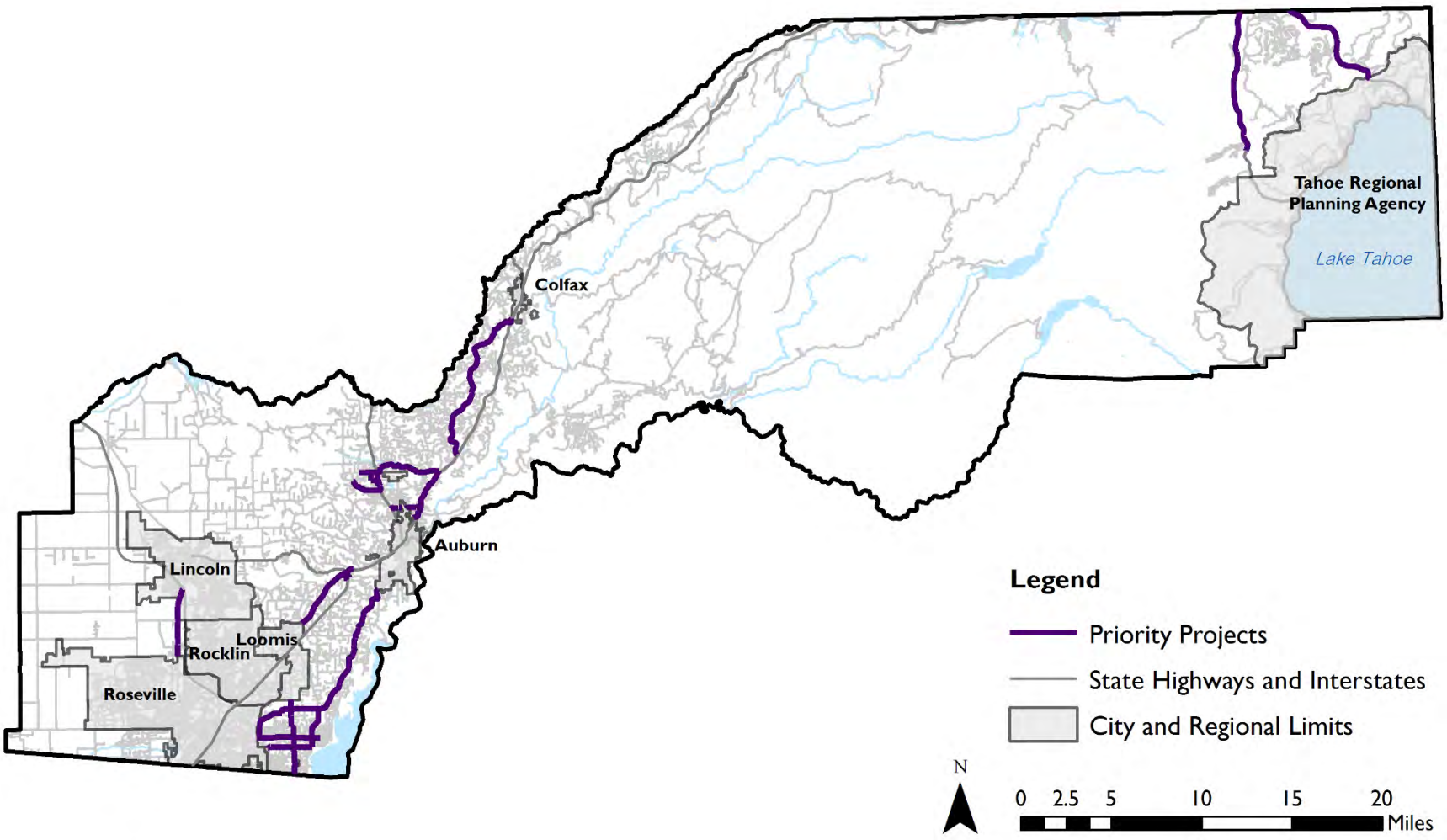
PRIORITY PROJECTS

Using the prioritization criteria, the planned bikeway network was scored to determine the highest priority bikeways. Table 8 lists the priority bikeway projects for near-term implementation in unincorporated Placer County and Table 9 presents the two future crossing studies for State Route 65. Given the limited dedicated funding available for bikeway development, the prioritization score provides a guide for achieving the Plan's goals. Implementation of each project will depend on funding, funding source requirements, public support for the project, and constraints on the implementation of the project. As such, this prioritization effort identifies sites that would benefit in the near-term from the addition of bikeway facilities but should not be interpreted as the actual order for implementing projects.

Placer County should work with PCTPA to identify potential funding streams for projects and flexibly implement projects as funding or opportunity arises. However, when developing a bikeway facility, the county should endeavor to create a cohesive network and avoid scattered, unconnected facilities to encourage more use and better biking connectivity.

Figure 32 shows the 19 highest priority projects for near-term consideration. The full list of projects with individual scoring criteria is included in Appendix B. Some of the projects listed in Table 8 and Appendix B will require support and coordination from other jurisdictions such as Caltrans or the county's local jurisdictions. When considering implementing these projects, coordination with partner agencies should occur early in the project development process to determine any hurdles to implementation.

Figure 32: Priority Project Locations



Source: PCTPA, Placer County, and Kittelson & Associates, Inc., 2018.

Table 8. Future Bikeway Projects by Fee District and Priority Score

Road Name	From	To	Bikeway Type	Length (Miles)	Planning Level Cost Estimate	Fee District	Priority Score
BOWMAN RD / AUBURN RAVINE RD	DRY CREEK RD	MULBERRY LN	BIKE LANE	3.4	$800,000	AB	8
BELL RD	STATE ROUTE 49	JOEGER RD	BIKE LANE	1.7	$410,000	AB	8
STATE ROUTE 89	SQUAW VALLEY RD	COUNTY BOUNDARY	SHARED USE PATH	8.0	$14,890,000	NA	8
PLACER HILLS RD	CROTHER RD	LAKE ARTHUR RD	BIKE LANE	3.8	$890,000	MV	7
PARK DR	STATE ROUTE 49	DRY CREEK RD	BIKE LANE	1.1	$250,000	AB	7
NEWCASTLE BIKE ROUTE NETWORK	*N.A.*	*N.A.*	BIKE ROUTE	1.3	$190,000	N/HB/P	7
AUBURN FOLSOM RD	LEES LN	EUREKA RD	BUFFERED BIKE LANE	10.3	$2,710,000	AB, N/HB/P, GB	7
BARTON RD	COUNTY BOUNDARY	INDIAN SPRINGS RD	BUFFERED BIKE LANE	4.3	$1,120,000	GB	7
EUREKA RD	AUBURN FOLSOM RD	WELLINGTON WY	BIKE LANE	2.5	$580,000	GB	7
INDUSTRIAL AVE	VETERANS DR	STATE ROUTE 65	BUFFERED BIKE LANE	3.7	$970,000	S	7
PLACER HILLS RD / AUBURN ST	CROTHER RD	I-80	BIKE ROUTE	6.2	$870,000	MV	6
DRY CREEK RD	CHRISTIAN VALLEY RD	BLUE GRASS DR	BIKE ROUTE	2.9	$420,000	AB	6
LUTHER RD	BOWMAN RD	STATE ROUTE 49	BIKE LANE	1.3	$320,000	AB	6
DRY CREEK RD	BLUE GRASS DR	JOEGER RD	BIKE LANE	1.9	$460,000	AB	6
STATE ROUTE 49	BELL RD	DRY CREEK RD	BIKE LANE	1.0	$240,000	AB	6
TAYLOR RD	OPHIR RD	RIPPEY RD (NORTH)	SEPARATED BIKE LANE	4.3	$1,620,000	N/HB/P	6
CAVITT STALLMAN RD	AUBURN FOLSOM RD	DOUGLAS BLVD	BIKE LANE	4.5	$1,060,000	GB	6

Road Name	From	To	Bikeway Type	Length (Miles)	Planning Level Cost Estimate	Fee District	Priority Score
DOUGLAS BLVD	OAK KNOLL DR	SIERRA COLLEGE BLVD	BUFFERED BIKE LANE	3.5	$910,000	GB	6
STATE ROUTE 267	MT WATSON RD	COUNTY BOUNDARY	BIKE LANE	6.8	$1,580,000	T	6
ROLLINS LAKE RD / MAGRA RD / GOLD RUN RD / LINCOLN RD / DUTCH FLAT-ALTA LOOP	BREHM RD	STATE ROUTE 174	BIKE ROUTE	15.0	$2,100,000	PE	5
FORESTHILL RD	TODD VALLEY RD	I-80	CLIMBING BIKE LANE	14.2	$15,090,000	FH	5
APPLEGATE RD / GEISENDORFER RD / PONDEROSA WY / CANYON WY	HANNAH LN	CROTHER RD	BIKE ROUTE	7.0	$990,000	PE	5
STATE ROUTE 49	DRY CREEK RD	COUNTY BOUNDARY	SEPARATED BIKE LANE	3.9	$1,500,000	AB	5
BELL RD	E OF QUARTZ RD	STATE ROUTE 49	BUFFERED BIKE LANE	0.5	$130,000	AB	5
STATE ROUTE 49	S OF NEVADA ST	NEVADA WAY	BUFFERED BIKE LANE	0.2	$50,000	AB	5
HORSESHOE BAR RD	OAK TREE LN	EASTERN END	BIKE LANE	4.2	$980,000	N/HB/P	5
FIDDYMENT RD	SUNSET BLVD	AUBURN RAVINE TRAIL	BUFFERED BIKE LANE	4.6	$1,190,000	S	5
SUNSET BLVD	UNIVERSITY AVE	SUNSET SPECIFIC PLAN BOUNDARY	BUFFERED BIKE LANE	5.2	$1,370,000	S	5
PFE RD	WALERGA RD	S OF DRY CREEK TRAIL	BUFFERED BIKE LANE	3.1	$820,000	DC	5
CROTHER RD / LAKE ARTHUR RD	PLACER HILLS RD	CHRISTIAN VALLEY RD	BIKE LANE	5.8	$1,350,000	PE	4
FLORENCE LN / HELEN LN / VIRGINIA DR / STANLEY DR / CHRISTIAN VALLEY ROAD	PLACER HILLS RD	STATE ROUTE 49	BIKE ROUTE	5.7	$800,000	AB	4
LOCKSLEY LN	AUBURN CITY LIMITS (AUBURN AIRPORT)	STATE ROUTE 49	BIKE LANE	0.6	$140,000	AB	4
NEW AIRPORT RD	BILL FRANCIS DR	STATE ROUTE 49	BIKE LANE	0.9	$220,000	AB	4

Road Name	From	To	Bikeway Type	Length (Miles)	Planning Level Cost Estimate	Fee District	Priority Score
JOEGER RD	RICHARDSON DR	DRY CREEK RD	BIKE ROUTE	1.0	$140,000	AB	4
ATWOOD RD	STATE ROUTE 49	MT VERNON RD	BIKE LANE	1.7	$400,000	AB	4
1ST ST	ATWOOD RD	BELL RD	BIKE LANE	0.6	$130,000	AB	4
INDIAN HILL RD	AUBURN CITY LIMITS	NEWCASTLE RD	CLIMBING BIKE LANE	1.8	$1,860,000	AB, N/HB/P	4
VIRGINIATOWN RD / GOLD HILL RD / RIDGE RD	TAYLOR RD	FOWLER RD	BIKE ROUTE	6.4	$900,000	PC	4
STATE ROUTE 193	MAIN ST (NEWCASTLE)	STAGECOACH LN	BIKE LANE	7.0	$1,630,000	PC	4
ENGLISH COLONY WAY	TAYLOR RD	BUTLER RD	BIKE LANE	0.8	$200,000	N/HB/P	4
SHERIDAN BIKE ROUTE NETWORK	*N.A.*	*N.A.*	BIKE ROUTE	2.1	$300,000	PW	4
FOOTHILLS BLVD	ATHENS AVE	NICHOLS DR	BUFFERED BIKE LANE	2.0	$530,000	S	4
WALERGA RD	PFE RD	BASE LINE RD	SHARED USE PATH	1.9	$3,520,000	NA	4
FORESTHILL RD	WALTERS WAY	TODD VALLEY RD	BUFFERED BIKE LANE	3.4	$900,000	FH	3
MEADOW VISTA RD	PLACER HILLS RD	PUMPKIN SEED RD	BIKE ROUTE	0.2	$30,000	MV	3
NEW AIRPORT RD	OLD AIRPORT RD	BILL FRANCIS DR	SHARED USE PATH	0.7	$1,280,000	NA	3
JOEGER RD	STATE ROUTE 49	RICHARDSON DR	BIKE LANE	0.1	$40,000	AB	3
JOEGER RD	DRY CREEK RD	BELL RD	BIKE LANE	0.6	$150,000	AB	3
RICHARDSON DR	MT VERNON RD	B AVE	BIKE LANE	0.3	$70,000	AB	3
MT VERNON RD	MERRY KNOLL RD	MEARS DR	BIKE LANE	5.4	$1,270,000	AB, PC	3
WISE RD	OPHIR RD	GARDEN BAR RD	BIKE ROUTE	9.7	$1,370,000	N/HB/P, PC	3

Road Name	From	To	Bikeway Type	Length (Miles)	Planning Level Cost Estimate	Fee District	Priority Score
NEWCASTLE RD	INDIAN HILL RD	RATTLESNAKE RD	BIKE ROUTE	3.8	$540,000	N/HB/P	3
VAL VERDE RD	DICK COOK RD	KING RD	BIKE LANE	2.0	$470,000	N/HB/P	3
JOE RODGERS RD	AUBURN FOLSOM RD	DOUGLAS BLVD	BIKE ROUTE	0.9	$140,000	GB	3
RIPPEY RD	ENGLISH COLONY WAY	RIPPEY RD	BIKE ROUTE	1.4	$200,000	N/HB/P	3
ENGLISH COLONY WAY	BUTLER RD	SIERRA COLLEGE BLVD	BIKE ROUTE	2.6	$370,000	N/HB/P, PC	3
SIERRA COLLEGE BLVD	DELMAR AVE	STATE ROUTE 193	BUFFERED BIKE LANE	4.3	$1,130,000	N/HB/P, PC	3
SHERIDAN LINCOLN BLVD	N OF GLADDING RD	RIOSA RD	SEPARATED BIKE LANE	6.8	$2,570,000	PC, PW	3
RIOSA RD	KARCHNER RD	13TH ST	BIKE LANE	2.0	$480,000	PC, PW	3
OLD AIRPORT RD	BELL RD	NEW AIRPORT RD	BIKE ROUTE	1.0	$150,000	AB	3
COOK RIOLO RD	CREEKVIEW RANCH RD	BASE LINE RD	SHARED USE PATH	0.8	$1,530,000	NA	3
VINEYARD RD / CROWDER LN	BRADY LN	BASE LINE RD	BIKE LANE	2.8	$660,000	DC	3
KINGS BEACH-TRUCKEE TRAIL	MT WATSON RD	STATE ROUTE 267	SHARED USE PATH	7.9	$14,790,000	NA	3
DOWNTOWN FORESTHILL BIKE ROUTE NETWORK	*N.A.*	*N.A.*	BIKE ROUTE	1.7	$240,000	FH	2
FORESTHILL BIKE ROUTE NETWORK	*N.A.*	*N.A.*	BIKE ROUTE	1.3	$190,000	FH	2
STATE ROUTE 174	KNORR SWISS RD	COUNTY BOUNDARY	BIKE ROUTE	1.9	$270,000	PE	2
COMBIE RD	PLACER HILLS RD	LAKE COMBIE	BIKE ROUTE	2.1	$300,000	MV	2
BELL RD	JOEGER RD	LONE STAR RD	BIKE ROUTE	4.1	$580,000	AB, PC	2
KING RD	AUBURN FOLSOM RD	HOLSCLAW RD	BUFFERED BIKE LANE	2.8	$740,000	N/HB/P	2

Road Name	From	To	Bikeway Type	Length (Miles)	Planning Level Cost Estimate	Fee District	Priority Score
FOWLER RD	STATE ROUTE 193	VIRGINIATOWN RD	BIKE ROUTE	0.8	$120,000	PC	2
MCCOURTNEY RD	WISE RD	COUNTY BOUNDARY	BIKE ROUTE	9.7	$1,360,000	PC	2
MCCOURTNEY RD	WISE RD	TODD LN	BIKE LANE	1.7	$390,000	PC	2
HWY 65	RIOSA RD	COUNTY BOUNDARY	SHARED USE PATH	2.6	$4,870,000	NA	2
NICOLAUS RD / DOWD RD / RIOSA RD	SHERIDAN LINCOLN BLVD	NELSON LN	BIKE ROUTE	8.3	$1,170,000	PW	2
VIRGINIATOWN RD	HUNGRY HOLLOW RD	FOWLER RD	BIKE ROUTE	3.7	$520,000	PC	2
ATHENS AVE	SUNSET SPECIFIC PLAN BOUNDARY	INDUSTRIAL AVE	BUFFERED BIKE LANE	3.8	$990,000	S	2
OLIVE RANCH RD	CAVITT STALLMAN RD	BARTON RD	BIKE ROUTE	1.7	$250,000	GB	2
ROBINSON FLAT RD	FRENCH MEADOWS RESEVOIR	N OF SUGAR PINE RD	BIKE ROUTE	30.2	$4,240,000	FH	1
FORESTHILL RD	N OF SUGAR PINE RD	WALTERS WAY	CLIMBING BIKE LANE	8.7	$9,250,000	FH	1
SUGAR PINE RESEVOIR LOOP	IOWA HILL RD	IOWA HILL RD	BIKE ROUTE	11.4	$1,600,000	FH	1
IOWA HILL RD	ELLIOT RANCH RD	I-80	BIKE ROUTE	14.1	$1,970,000	FH, PE	1
YANKEE JIMS RD	GOLD ST	CANYON WAY	BIKE ROUTE	12.3	$1,720,000	FH, PE	1
JOEGER RD	BELL RD	MT VERNON RD	BIKE ROUTE	3.9	$550,000	AB	1
SHIRLAND TRACT RD	CROCKETT RD	AUBURN FOLSOM RD	BIKE ROUTE	2.2	$310,000	AB	1
ROCK SPRINGS RD	AUBURN FOLSOM RD	TAYLOR RD	BIKE ROUTE	3.1	$440,000	N/HB/P	1
VAL VERDE RD	DICK COOK RD	LAIRD RD	BIKE ROUTE	1.0	$140,000	GB	1
LAIRD RD	CAVITT STALLMAN RD	LOOMIS HILLS RD	BIKE LANE	2.2	$520,000	GB, N/HB/P	1

Road Name	From	To	Bikeway Type	Length (Miles)	Planning Level Cost Estimate	Fee District	Priority Score
DOUGLAS BLVD	PARK VISTA DR	E OF PARK VISTA DR	SHARED USE PATH	0.2	$320,000	NA	1
GARDEN BAR RD	WISE RD	MT PLEASANT RD	BIKE LANE	1.3	$300,000	PC	1
GARDEN BAR RD	MT PLEASANT RD	E OF GARDEN BAR RD	BIKE ROUTE	2.3	$330,000	PC	1
WISE RD	MCCOURTNEY RD	GARDEN BAR RD	BIKE LANE	2.5	$590,000	PC	1
VIRGINIATOWN RD	LIBERTY LN	HUNGRY HOLLOW RD	BIKE LANE	0.3	$70,000	PC	1
CAMP FAR WEST RD	PORTER RD	RIOSA RD	BIKE LANE	3.9	$900,000	PC, PW	1
NELSON LN / MOORE RD	FIDDYMENT RD	NICOLAUS RD	BIKE LANE	5.4	$1,260,000	PW	1
DRY CREEK TRAIL	*N.A.*	*N.A.*	SHARED USE PATH	6.5	$12,080,000	NA	1
BASE LINE RD	WALERGA RD	PLEASANT GROVE RD	BUFFERED BIKE LANE	6.8	$1,780,000	DC	1
EAST DR / CENTRAL AVE	COOK RIOLA RD	BASE LINE RD	BIKE ROUTE	1.2	$170,000	DC	1
WATT AVE	PFE RD	BASE LINE RD	BUFFERED BIKE LANE	1.6	$420,000	DC	1
PALLADAY RD	BASE LINE RD	COUNTY BOUNDARY	BIKE LANE	1.4	$320,000	DC	1
16TH ST	BASE LINE RD	COUNTY BOUNDARY	BIKE LANE	1.4	$330,000	DC	1
LONE STAR RD	STATE ROUTE 49	BELL RD	BIKE ROUTE	1.7	$240,000	AB	0
CRAMER RD	STATE ROUTE 49	BELL RD	BIKE ROUTE	1.6	$230,000	AB	0
RATTLESNAKE RD	AUBURN FOLSOM RD	EASTERN END	BIKE ROUTE	3.3	$470,000	N/HB/P	0
RIOSA RD	MCCOURTNEY RD	KARCHNER RD	BIKE ROUTE	3.0	$430,000	PC	0
CAMP FAR WEST RD	MCCOURTNEY RD	PORTER RD	BIKE ROUTE	3.2	$450,000	PC	0

Road Name	From	To	Bikeway Type	Length (Miles)	Planning Level Cost Estimate	Fee District	Priority Score
REGIONAL UNIVERSITY BIKE LANES	*N.A.*	*N.A.*	BIKE LANE	2.5	$580,000	DC	0
HAMPSHIRE ROCKS RD	WESTERN END	DONNER PASS RD	BIKE ROUTE	3.1	$430,000	PE	0
AUBURN RAVINE TRAIL	*N.A.*	*N.A.*	SHARED USE PATH	9.7	$18,170,000	NA	0
BREWER RD	BASELINE RD	AUBURN RAVINE TRAIL	SHARED USE PATH	7.6	$14,280,000	NA	0
KARCHNER RD / PORTER RD	RIOSA RD	CAMP FAR WEST RD	BIKE LANE	2.5	$590,000	PC	0
LOCUST RD	COUNTY BOUNDARY	BASE LINE RD	BIKE ROUTE	1.5	$210,000	DC	0
SANTUCCI BLVD	ROSEVILLE CITY LIMITS	N OF PLEASANT GROVE BLVD	BUFFERED BIKE LANE	0.9	$240,000	DC	0
DYER LN	BASE LINE RD (EAST)	BASE LINE RD (WEST)	BUFFERED BIKE LANE	5.4	$1,410,000	DC	0
TOTAL	--	--	--	**441.8**	**$184,100,000**	--	--

Table 9. Future Crossing Studies

Road Name	From	To	Study Type	Estimated Cost
STATE ROUTE 65	BLUE OAKS BOULEVARD	GALLERIA BOULEVARD	Grade-Separated Crossing Feasibility	$ 150,000
STATE ROUTE 65	BLUE OAKS BOULEVARD	TWELVE BRIDGES DRIVE	Grade-Separated Crossing Feasibility	$ 150,000

CHAPTER 8

IMPLEMENTATION



CHAPTER 8. IMPLEMENTATION

This chapter highlights keys to implementing the planned network and supporting increased bicycling across Placer County. A key to implementing the recommended network is identifying and obtaining funding for bikeway improvements. In addition to funding programs and bikeway improvements, it is also important to support the development of the planned network with programs and practices that encourage bicycling and promote safe and comfortable bicycling across the county. Finally, monitoring and evaluating the success of the bikeway plan is equally important to ensure that the planned improvements and programs are implemented in a consistent manner to help identify the best future opportunities for implementation and understand how changes to the bikeway system have changed bicycling within the county.

FUNDING

There are a variety of funding sources available for bikeways and related facilities/programs. The major sources applicable to Placer County are described below. Given the size of the planned network and the limited and competitive nature of available funding, there will continue to be a need to pursue competitive grant funding opportunities to implement all of the desired bicycle projects and programs. This Plan sets priorities for funding and provides the basis for competing for additional funds.

Federal Funding Opportunities

There are a variety of federal funding sources that can be used to support the implementation of the Plan. FHWA offers a summary of these opportunities on its website at the following website:

- https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

Specific relevant federal funding opportunities for Placer County are described below.

Congestion Mitigation & Air Quality (CMAQ)

CMAQ funds a variety of projects that improve air quality or enhance transportation facilities such as bus replacements, pedestrian and bikeway projects, streetscape improvements, intelligent transportation systems improvements, or roundabouts. These funds are very competitive, but a portion have been awarded to bike projects in Placer County in the past. The FAST ACT provides $2.3 to $2.5 billion nationally for CMAQ through 2020. In Placer County, PCTPA sub-allocates approximately $4 million annually to Placer County jurisdictions.

Highway Safety Improvement Program (HSIP)

HSIP funds are administered by Caltrans with the purpose of reducing transportation fatalities and serious injuries on public roads. California's Local HSIP focuses on infrastructure projects that implement projects that use countermeasures with nationally-recognized crash reduction factors. HSIP projects must be identified

based on crash history or other data-supported means and demonstrate an expected safety benefit.

Information on California's HSIP can be found at the following website:

- http://dot.ca.gov/hq/LocalPrograms/hsip.html

Transportation Investment Generating Economic Recovery Grants

The Transportation Investment Generating Economic Recovery Grants (TIGER) program provides federal grant funding for capital projects that have a significant impact at the national, regional, or metropolitan level. TIGER grant projects should improve infrastructure to a state or good repair, implement safety improvements, connect communities and people to jobs and services, or anchor economic revitalization and job growth in communities. TIGER grants are competitive at the national level and typically fund large-scale projects.

State Funding Opportunities

Active Transportation Program

The California Active Transportation Program (ATP) consolidated multiple existing federal and state funding sources into a single program aimed at encouraging increased use of active transportation in the state. The program seeks to increase the proportion of active transportation trips, increase safety and mobility for non-motorized users, and provide a broad range of projects to benefit active transportation users. ATP call for project cycles are released biennially during even years, with funding adopted the following odd year. The Statewide ATP funding has varied between $200 million and $891. during the first four cycles. Placer County jurisdictions have competitively secured approximately $7.9 million during the first three cycles, or an average of $2.6 million per cycle.

Information on the Caltrans ATP can be found at the following website:

- http://www.dot.ca.gov/hq/LocalPrograms/atp/

Caltrans Sustainable Transportation Planning Grants

Caltrans provides funding for transportation planning studies that identify and address mobility deficiencies in the multimodal transportation system that result in programmed system improvements. These projects should encourage stakeholder collaboration and involve active public engagements. Additional funding opportunities are available for projects that partner with Caltrans to identify and address state facilities deficiencies.

Information on the Caltrans Sustainable Transportation Planning Grants can be found at the following website:

- http://www.dot.ca.gov/hq/tpp/grants.html

Affordable Housing and Sustainable Communities (AHSC) Program

The AHSC grant program is administered by the California Strategic Growth Council and seeks to fund land-use, housing, transportation, and land preservation projects that support infill and compact development while also reducing greenhouse gas emissions. Projects eligible for AHSC funding must increase accessibility to affordable

housing, employment centers, and key destinations through low-carbon transportation that reduce vehicle miles traveled. These projects may include transit-oriented development, integrated connectivity, or rural innovation projects.

Information on the AHSC Program can be found at the following website:

- http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml

California Office of Traffic Safety Grants

The State Office of Traffic and Safety (OTS) annually offers grants to support programs to increase safety awareness and skills among pedestrians and bicyclists. Proposals can be submitted any time prior to January 31 of each year. The amount of funding available varies and can be used for safety programs, education, enforcement, traffic safety and bicycle rodeos, bicycle helmet distribution, and court diversion programs for bicycle helmet violators.

Information on the OTS grants can be found at the following website:

- https://www.ots.ca.gov/Grants/

Regional Funding Opportunities

Transportation Development Act (TDA)

The Transportation Development Act provides for ¼ cent of the state sales tax that is generated in each county to be returned to the source county and spent on transit and related projects. State law allows 2% of TDA funds to be set aside for the exclusive use of bicycle and pedestrian projects. PCTPA allocates approximately $450,000 annually to the seven jurisdictions for bicycle and pedestrian projects.

Information on the TDA funding can be found at the following website:

- http://pctpa.net/transit/transportation-development-act/

Regional Active Transportation Program

Forty percent of the statewide ATP is distributed by metropolitan planning organizations (MPOs) in urban areas. If a project is not selected for funding through the statewide ATP, then it competes for MPO or small urban/rural ATP funds. The Regional ATP for the SACOG Region (including Placer County) is customized to better direct regional funding towards active transportation needs and goals for the region. SACOG's regional ATP funding has varied between $1.8 and $11.6 million during the first four cycles of ATP. Placer County jurisdictions have competitively secured approximately $2.5 million during the first three cycles, or an average of $821,000 per cycle.

Information on the SACOG Regional ATP can be found at the following website:

- https://www.sacog.org/active-transportation-program

SUPPORTIVE PROGRAMS AND PRACTICES

Supportive programs and practices are an important part of creating a safe and comfortable bicycling environment. These programs and practices encompass the "Five E's" model from the Bicycle Friendly Community program by the League of American Bicyclists. The "Five E's" are:

- Education;
- Encouragement;
- Enforcement;
- Engineering; and,
- Evaluation.

A number of programs and practices that could be implemented in combination with the bikeway projects for each of these areas are described below.

Education

Safe Routes to School

Safe Routes to School programs encourage students to use active transportation to get to school. These programs often included school events such as bike rodeos for students to learn safe bicycling practices on campus as well as safe route identification and infrastructure improvements along routes to schools.

The City of Roseville has a safe routes to school program that coordinates with the Roseville school districts for school walking and biking programs. Information on their program can be found at:

- https://www.roseville.ca.us/cms/one.aspx?pageId=8945732

Safe Biking Classes

Instructional classes for youth or adults offer an introduction for people bicycling in an on-street environment. These classes typically provide instruction on the rules of the road, safe practices to avoid crashes and navigate intersections, and other considerations such as how to appropriately lock a bike. These courses can be coordinated with local agencies or organizations. Information on the City of Sacramento's Urban Bicycling Class can be found at:

- https://www.cityofsacramento.org/Public-Works/Transportation/Programs-and-Services/Bicycling-Program/Urban-Bicycling-Class

Biking and Driving Awareness and Understanding

Recurring comments received from both drivers and bicyclists in Placer County expressed frustration with the opposite mode due to unsafe passing, disregard for motorists, or inappropriate behaviors. An education campaign structured around listening sessions and developing outreach materials that identify common complaints and opportunities to improve civility and awareness between bicyclists and motorists on the road could help to create a more positive interaction between the two groups and develop approaches to resolving conflicts. This effort could be paired with targeted enforcement that aims at identifying these issues and providing education opportunities to encourage more positive interactions and behaviors.

Regional Bike Map

A bike map that clearly identifies designated bike routes and recommend routes between key destinations across Placer County would help bring attention to the bikeway network and encourage bicycle trips. These maps can also include safety information, highlight bike shops and other amenities, or provide reminders about laws related to bicycling. PCTPA's current regional bike map can be found at:

- http://pctpa.net/bikeways/bikemap/placer-county-bike-map-3/

Encouragement

School Programs

Events, instructional classes, and activities can encourage kids to explore and be comfortable with bicycling and walking. This could include establishing "Bike to School" days that encourage students and their families to bike to and from school. "Bike School Buses" can be created with a designated adult "picking up" students along a route to help them safely bike to school.

Sacramento Region May is Bike Month

PCTPA and Placer County should continue to coordinate with and expand the activities in Placer County around May is Bike Month to encourage commuters to try biking to work. This could include hosting additional education events or providing support stations along key bike commute routes during the month.

Information on the Sacramento Region May is Bike Month can be found at the following website:

- https://mayisbikemonth.com/

Giveaways

Providing bikes and gear such as helmets, bike locks, and bike lights to people can also encourage more and safer bicycling. Giveaways are commonly used to incentivize or reward participation in another program activities.

Open Street Events

Temporarily closing streets to automobiles invites the community to experience biking and walking in a safe environment. It creates a fun and inviting atmosphere where people can engage in active transportation and other healthy activities. "Sunday Street" is Sacramento's Open Street Initiative and the first event in May 2017 closed down a portion of Broadway Street to automobile traffic to create a "people and community centered space".



Enforcement

Targeted Enforcement

Campaigns aimed at targeted enforcement of typical conflicts related to vehicle-bicyclists crashes can help to make these conflicts apparent and reduce conflicts at high-incident locations. Targeted enforcement can be combined with bicycle education classes to give first-time offenders the option of taking a class discussing bicycling and the law and common conflicts. For Placer County, targeted enforcement could be aimed at reducing unsafe passing or failure to yield the right-of-way to bicyclists at intersections (e.g., conflicts by motorists turning across a bicyclist right-of-way) which are actions associated with the Broadside and Sideswipe crash types that were most common in the county.

Unsafe Bicycling Enforcement

Bicyclists may also contribute to their being involved in a crash through their behavior. Bicyclist behaviors that may contribute to increase crash risk include:

- riding in the wrong direction;
- riding through stop signs or red lights;
- making unpredictable turns; or,
- riding at night without lights.

Many of these issues are best addressed through education to teach safe bicycling practices.

A tiered ticketing process can help address these issues. For first-time offenders, enforcement officials can provide education materials or offer education instead of a ticket. With repeat offenders, escalating tickets can be issued to discourage future infractions.

Speed Management for Bike Routes

Managing speeds on roadways with bikeways helps to reduce vehicle-bicyclist conflicts and encourages bicycling by creating a lower-stress bicycling experience. Speed enforcement efforts can take a variety of forms, from using rotating speed feedback trailers on bikeways to targeted enforcement where unsafe speeds are a common crash factor or have been reported by public comments.

Engineering Practices and Programs

Developing consistent practices to integrate and develop bikeway projects and networks into routine engineering practices provides an opportunity to cost-effectively implement bikeway improvements along corridors and at intersections.

Maintenance and Pavement Management Integration

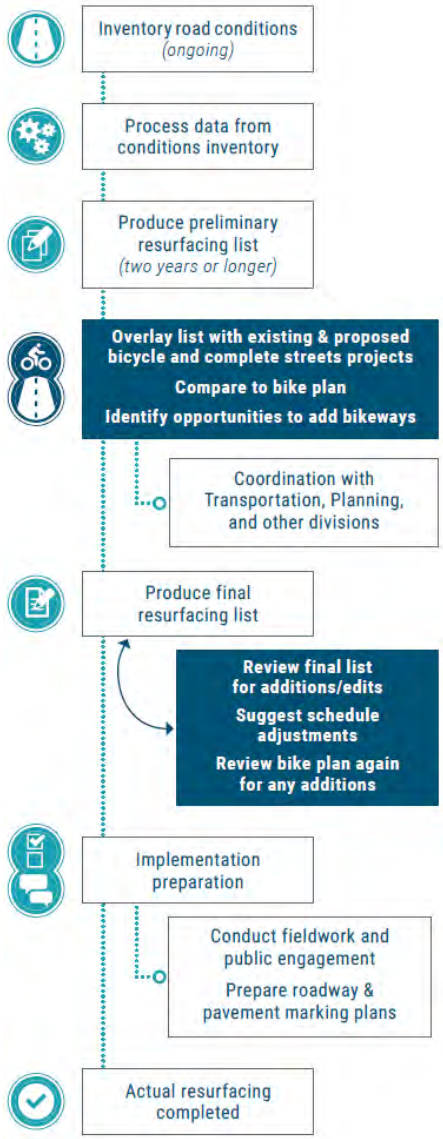
Including bikeway improvements as part of routine maintenance and resurfacing projects requires establishing a process to allow for bikeway design to develop the bikeway improvements. Roadway conditions often dictate resurfacing projects, but the ability to add a bikeway improvement may be used as a prioritization criterion to factor in as a "tie-breaker" where projects are similarly ranked.

Figure 28 shows the FHWA recommended process for integrating bikeway projects into an agency's resurfacing program. After the preliminary locations have been identified, they should be reviewed to determine if there is an identified need for a bikeway facility in the Plan or other county plans. After identifying a need, implementation preparation can to determine if integrating a bikeway improvement is feasible. If determined to be feasible, new roadway and pavement marking plans can be developed ahead of the resurfacing to integrate the new bikeway improvement and roadway reconfiguration.

More information can be found in the FHWA report:

- *Incorporating On-Road Bicycle Networks into Resurfacing Projects* (2016)

Figure 33: Recommended Resurfacing Bikeway Integration Process



Source: FHWA, *Incorporating On-Road Bicycle Networks into Resurfacing Projects,* 2016.

Bikeway Maintenance Considerations

In addition to integrating bikeway development into routine maintenance and resurfacing projects, the County should also develop guidance for best practices when maintenance and resurfacing projects occur on roadways with bikeways. In particular, attention should be paid to ensure that shoulder areas are also resurfaced to provide a safe and comfortable surface for shoulder-riding bicyclists as well as limiting the creation of vertical drop-offs between the roadway and shoulder which can create reduce the useable area for bicyclists. Additionally, the county should consider the maintenance of grates, pavement deterioration, and roadway sweeping from shoulder-riding bicyclists perspective when maintaining facilities to ensure that the maintenance activities cover the full extent of the roadway to provide a safer and more comfortable bicycling environment.

Wayfinding

Wayfinding provides an opportunity to help bicyclists successfully navigate between key destinations and choose an appropriate route to reach their destination. Establishing a consistent wayfinding approach throughout Placer County would not only provide clear direction to access key destinations across the city with distance estimates, it also creates a recognizable brand that bicyclists can look for and help make the bikeway network more apparent to current or potential cyclists. Wayfinding programs typically entail a map of the bike network and/or suggested bike routes, as well as signs and pavement markings providing clear direction for bicyclists. When a wayfinding program is established, the installation of new wayfinding signs and markings should be integrated into routine maintenance and resurfacing practices to take advantage of cost-savings from installing signs in combination with other projects. However, care should be taken with wayfinding signing or striping to ensure that the wayfinding provided integrates into the broader wayfinding network to ensure proper guidance and consistency.

Example of bicycle wayfinding programs can be found on the National Association of City Transportation Officials website at:

- https://nacto.org/treatment/bike-route-way-finding-signage-and-markings-system/

Bicycle Parking and Support Facilities

PCTPA and Placer County should work to identify opportunities to encourage the installation of new bike parking locations. This could include establishing a bike parking program which would allow for requests for bicycle parking by the businesses or property owners. These programs can help encourage increased bicycle ridership by providing a safe and convenient location for bicyclists to store their bike. Additionally, bike parking should also be included as a routine consideration during complete streets project development.

The City of Sacramento has established a bike parking program to help prioritize and encourage the installation of bike parking in the public right-of-way. More information on Sacramento's program can be found at the following website:

- https://www.cityofsacramento.org/Public-Works/Transportation/Programs-and-Services/Bicycling-Program/Racks

Evaluation

Measuring and evaluating the implementation of the bikeway network and the Plan's goals is a foundational aspect of understanding how progress is being made and ensuring the success of the plan. A key aspect of evaluating and measuring this progress hinges on collecting bicycle-related data, tracking progress, and developing external support to create accountability for the Plan's implementation.

Data Collection

A key part of evaluating the Plan will be continuously collecting and reviewing bicycle-related data. Initially this may take the form of monitoring annual changes in commute mode share from the American Community Survey 5-year estimates and other easily available data points on bicycle use in the county.

The county and PCTPA should also coordinate with Placer County's local jurisdictions and SACOG to participate in and further develop the regional bike count program that is currently being undertaken. By conducting bicycle counts on an annual or more frequent basis, PCTPA and/or Placer County can track changes in activity. Short duration counts could be coordinated with volunteers while a more formal long-term count program would require a more structure format similar to traffic volume data collection.

The Tahoe Regional Planning Agency's *Lake Tahoe Bicycle & Pedestrian Monitoring Protocol* provides a local example of an approach to a long-term count program using permanent or automated counters. The protocol can be found at the following website:

- http://tahoempo.org/ActiveTransportationPlan/docs/appendices/Appendix%20C_Monitoring%20Protocol.pdf

Report Card

Placer County will coordinate with PCTPA and the TMPO to develop an annual report card to track and measure the progress of the bike plan can help communicate the effect of bikeway network and program changes to the public. Developing a report card shared with the public can also help hold the implementing agency accountable by establishing metrics and measuring progress. Key metrics that could be tracked as a report card for the Plan include:

- New facility mileage
- Percent of bikeway network complete
- Bicycle crashes over time
- Activities and programs

The annual report card will be provided for public review thru the County's Public Information Office and Placer County website. Additional reporting efforts will be coordinated with PCTPA and the TMPO to relay report card information to local Bicycle Advocates.

Project Evaluation

In addition to communicating the progress of the plan's goals and network, evaluating the effect of these changes on bicycling activity is a key process to understand how effective projects and programs are at achieving the Plan's goals. Evaluations also inform the public on progress being made, demonstrate how funds are being used, and document successes to garner public support.

Regional Bicycle Advisory Committee

PCTPA and Placer County should consider establishing a Bicycle Advisory Committee (BAC) to act as an advisory committee to PCTPA and Placer County staff for implementing and prioritizing bicycle-related projects and programs in Placer County. The committee should be made up of representatives from the community involved in bicycling in Placer County and could also include local agency staff. The group could meet in on an ad hoc or quarterly basis to provide input and guidance for biking-related works items and programs.

The BAC can help guide PCTPA's and Placer County's bikeway investments, bring issues and opportunities to the agencies' attention, and help track and encourage progress towards the Plan's goals.

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APPENDIX A

PUBLIC OUTREACH

APPENDIX A. VIRTUAL COMMUNITY WORKSHOP SUMMARY

INTRODUCTION

The Placer County Transportation Planning Agency (PCTPA) partnered with Placer County to update the Placer County Regional Bikeway Plan. The plan:

- Identifies gaps in the current bikeway network
- Recommends improvements to unincorporated Placer County communities and roadways
- Addresses key regional connections between local cities and adjacent Counties
- Better positions Placer County to compete in competitive grant programs

Ultimately, the bikeway projects identified in the Plan update will:

- Improve the connections and comfort of regional bikeways.
- Provide safe, convenient, and effective access for bicyclists in Placer County.
- Leverage the region's scenic bikeways as a tourist destination and economic development opportunity.

OVERVIEW OF THE VIRTUAL COMMUNITY WORKSHOP

PCTPA and Placer County collaborated with a Bicycle Technical Advisory Committee (BTAC) and the community at large to develop the plan. As part of the collaborative process, the project team hosted a Virtual Community Workshop from June 8 to June 22. The workshop gathered input on current bicycle ridership and behavior, comfort levels on different types of bikeways, and preferred bikeway investments within the framework of a constrained budget.

NOTIFICATION

An email notification and reminder were sent to more than 720 community members. A link to the virtual community workshop was posted on the PCTPA website and social media pages. A media release was distributed to local and regional news outlets, and the information about the workshop was covered in both the Press Tribune Newspaper and Roseville & Rocklin Today.

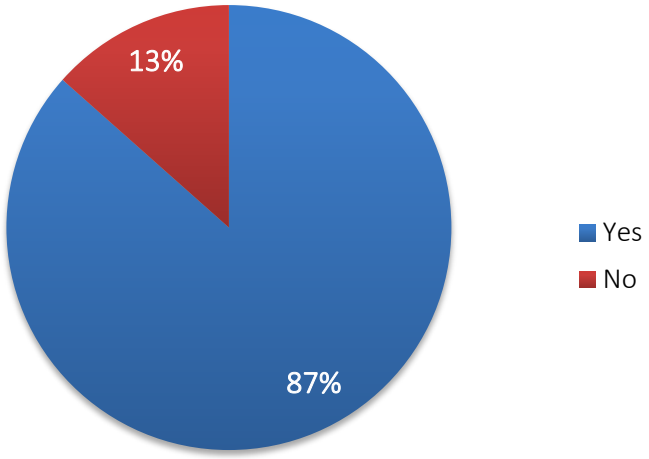
More than 30 jurisdictions, agencies, organizations, bicycle clubs and teams, and local businesses shared information through e-mail notifications, website updates, and social media posts. The following groups shared information:

- American Energy
- Auburn Community
- Biking Roseville
- Boundless Locomotion
- City of Lincoln
- City of Rocklin
- City of Roseville
- City of Roseville Alternate Transportation
- City of Roseville Parks
- City of Roseville Traffic
- Clipper Creek
- Cycle Folsom
- Folsom Auburn Trail Riders Action Coalition (FATRAC)
- City of Roseville Parks
- City of Roseville Traffic
- Clipper Creek
- Cycle Folsom
- Folsom Auburn Trail Riders Action Coalition (FATRAC)
- Foresthill Community Development Council
- Hewlett Packard Commuter Club
- Loomis Coalition of Neighborhood Associations
- May is Bike Month
- McClellan Park Transportation Management Association
- Mike's Bikes
- Nevada County Citizens for Trails
- Otow Orchard
- Pedal Pros
- Placer Collaboration Network
- Placer Community Foundation
- Placer County
- Placer County Association of Realtors
- Placer County Association of Realtors
- Placer County Public Health
- Placer Land Trust
- Roseville Cyclery
- Rotary Club of Granite Bay
- Sacramento Area Bicycling Advocates
- Sierra College
- Sierra College
- Sierra Foothills Cycling Club
- Tahoe Regional Planning Agency
- Town of Loomis
- Veronica Blake
- Victory Velo Bike Shop

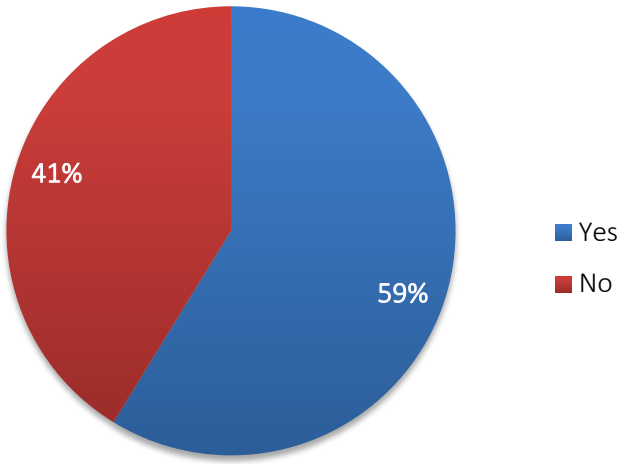
RESULTS

A total of **759 community members** participated in the Virtual Community Workshop. Below is a summary of all the input gathered for each question.

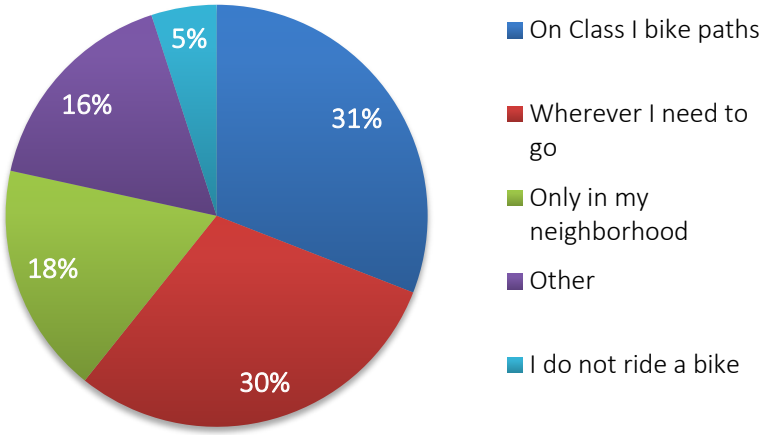
1. Do you live in Placer County?



2. Do you work in Placer County?



3. Where do you typically ride your bike?



"Other" Comments:

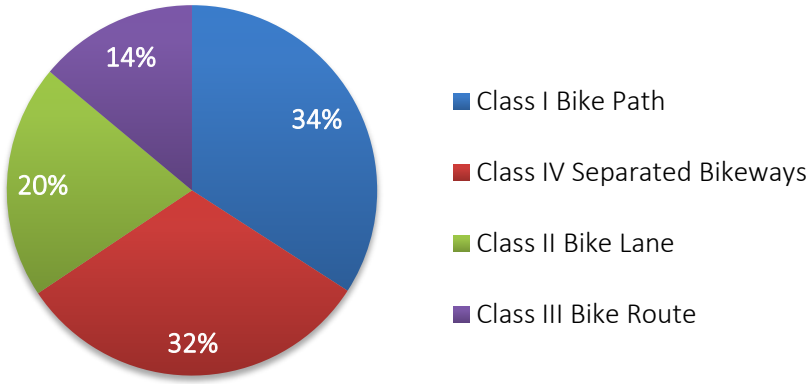
- Age related balance issues
- Disabled.
- Do not feel safe on a bike.
- I am 72 years old and prefer an automobile
- I am 80 years old and now walk with my dog.
- I am a walker and share the bike trail with bike riders

4. Which bikeways do you feel comfortable riding on? Select all that apply.

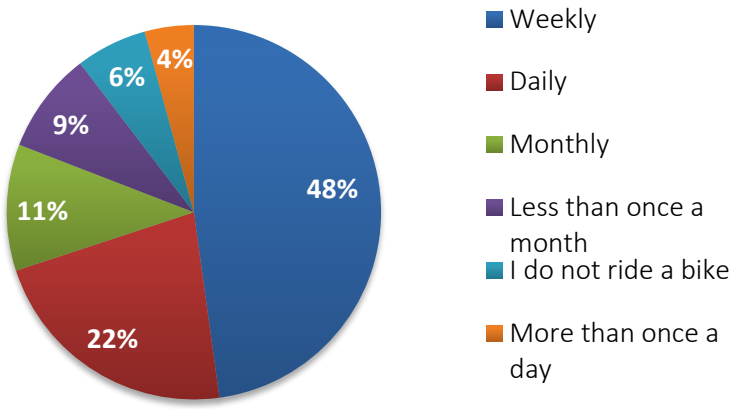
For this question, respondents were provided with photos and descriptions of four different bikeways:

- Class I Bike Path
- Description: A completely separated path for exclusive use of bicycles or shared use with pedestrians.
- Class II Bike Lane
- Description: A striped lane that provides for one-way bike travel on a street or highway.
- Class III Bike Route
- Description: A signed shared roadway that emphasizes the shared use with bicycles and vehicles.
- Class IV Separated Bikeways
- Description: An on-street bike lane that is physically separated from vehicle traffic through the use of posts, bollards, medians, or other physical objects.

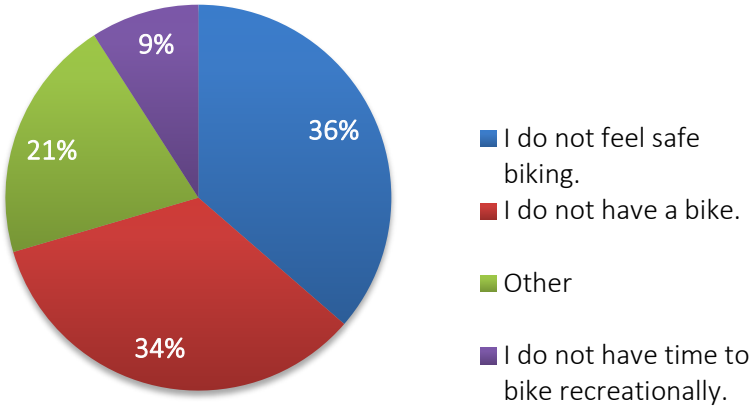
Below is a summary of the respondent's comfort level on bikeways:



5. How often do you ride your bike?



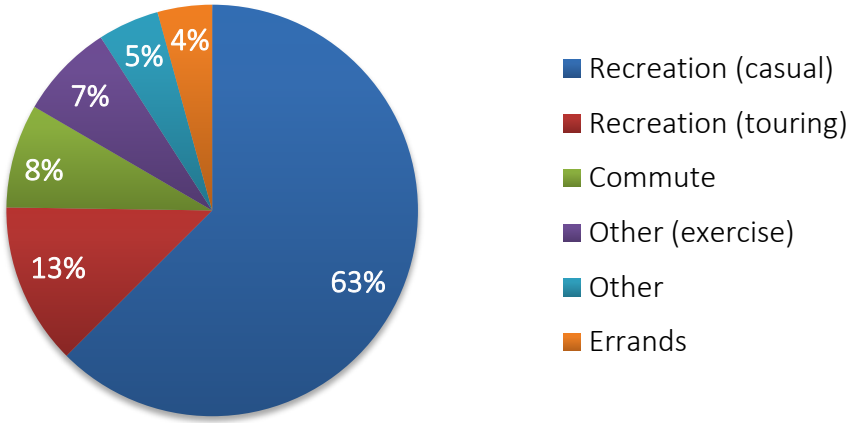
If a respondent answered “I do not ride a bike” in Question 5, they were prompted to answer the question “Why?” Below is a summary of their input.



"Other" Comments:

- Age related balance issues.
- I am 72 years old and prefer an automobile.
- Disabled.
- I am 80 years old and now walk with my dog.
- I am a walker and share the bike trail with bike riders.
- I ride my horse.
- It is not currently safe.
- No longer ride due to carpal tunnel syndrome.
- Please encourage bicyclists to take responsibility for their safety as well as others. Victims? So tired of this subject.

6. What is your primary reason for biking?



"Other" Comments:

- When I worked, I rode a bike to work.
- Used to be recreation and exercise.
- My college age child will need to commute by bike this Fall.
- Mobility.
- Making bicycling safe for all concerned citizens.
- I would like to ride a bike for all trips but the cars are too fast and the bike lanes too small, so I ride the recreation trails.
- If/when I ride again, it would be commute and recreation.
- Lack of bike paths I consider safe near me.
- I ride my horse on the trails.
- Health, Happiness & Economics.
- Health.
- Health.
- Health / fitness.
- To enjoy nature.
- I do not feel safe on a bike.
- Cardiovascular fitness. Many older adults choose biking as it is easier on the joints than other cardiovascular forms of exercise.
- Competition.
- Training for Amateur Masters Level road bicycle racing.
- Training for races.
- Any reason at all that allows me.
- Almost any transportation need.
- All except commuting, as I'm retired.
- All of the above.
- All of the above.
- All of the above.
- All of the categories above fit.
- All the above.
- All the above.
- Prep for senior Olympics.

7. Prioritization of Investments

For this question, respondents were provided with the following instructions:

PCTPA and Placer County have a limited amount of funding to improve bikeways. We would like your input to help determine how this funding should be allocated. This coin game will help us understand your priorities for bikeways in the region and will be used to assist in developing the Plan Update.

You have 10 coins to invest in bicycle improvements in the unincorporated parts of Placer County. These 10 coins are meant to represent the total funding that will be allocated for bikeway improvements within the County. There are six different bikeway investments you can prioritize.

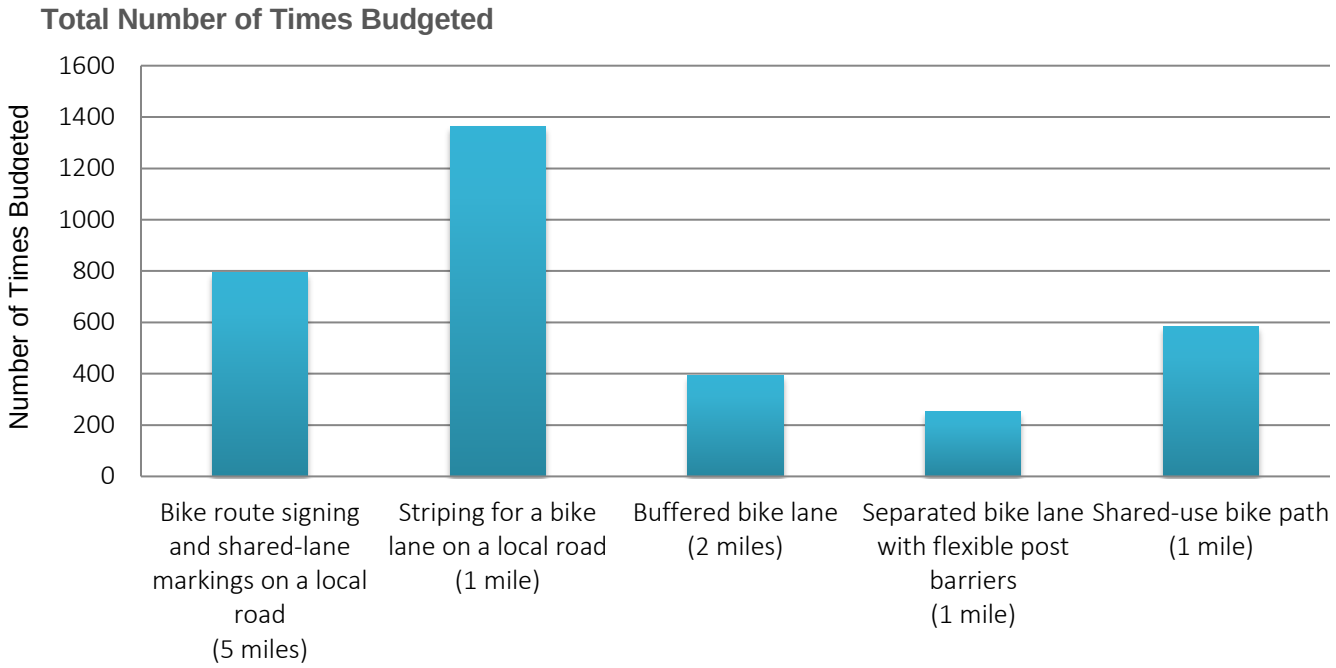
Please note that the coin allocations and mileage is representative of the cost difference between the bike facilities. Because bikeway projects are developed in larger segments and the County has a limited budget, certain combinations of facilities cannot be selected. Please help us in defining what combinations within the constrained budget would be preferable for you.

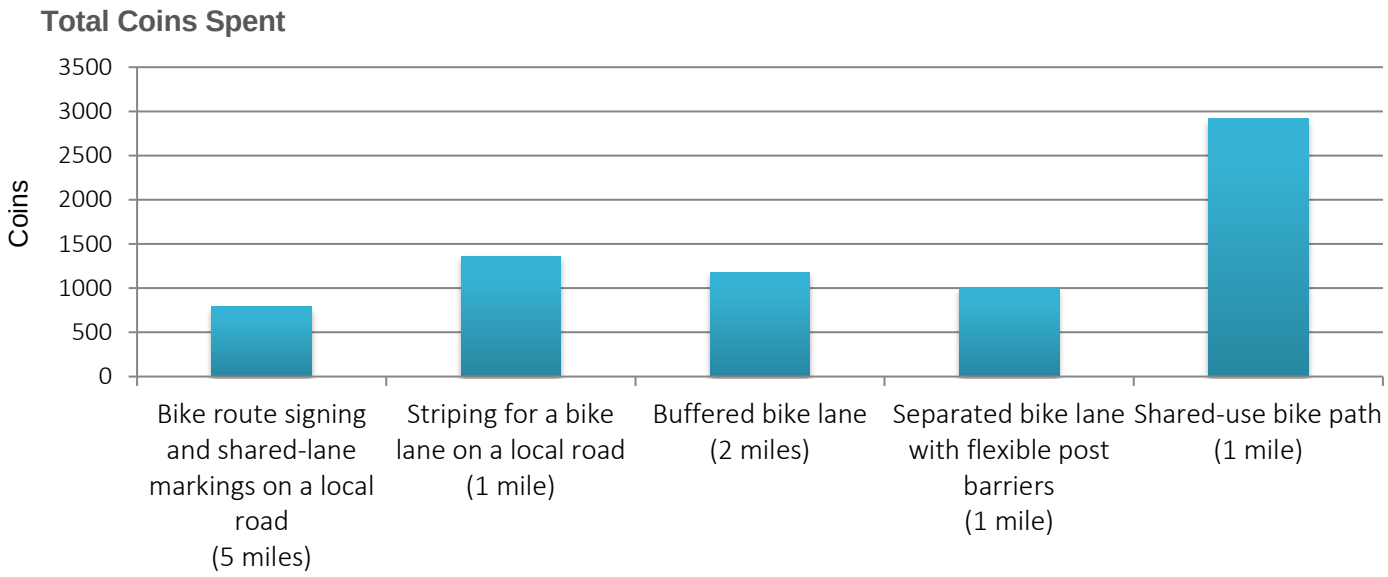
The feedback we receive will be used to develop the Plan's prioritization process which will guide PCTPA and Placer County planners when making decisions about future bikeway investments.

- 1 coin for 5 miles of bike route signing and shared-lane markings on a local road
- Description: Class III bike routes are signed shared roadways that emphasize the shared use with bicycle and vehicles.
- 1 coin for 1 mile of striping for a bike lane on a local road
- Description: Class II bike lanes stripe a one-way lane for bike travel on a street.
- 3 coins for 2 miles of a buffered bike lane
- Description: Class II bike lane with a striped "buffer" separating the bike lane from the adjacent vehicle lane.
- 4 coins for 1 mile of separated bike lane with flexible post barriers
- Description: Class IV separated bike lane with a physically separated buffer between the bike lane and the adjacent vehicle lane.
- 5 coins for 1 mile of a shared-use bike path

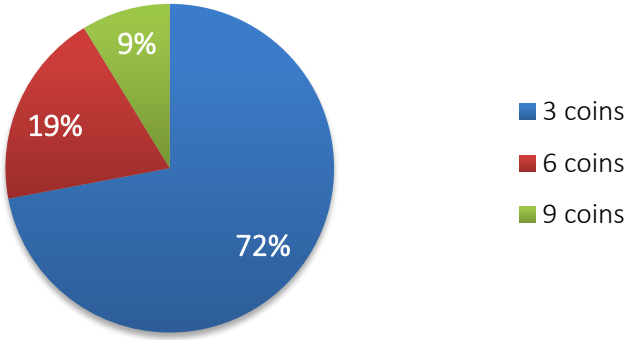
- Description: Class I bike or shared-use path that is completely separated and is for exclusive use by bicycles and pedestrians.

Below is a summary of the respondents' preferred investments.

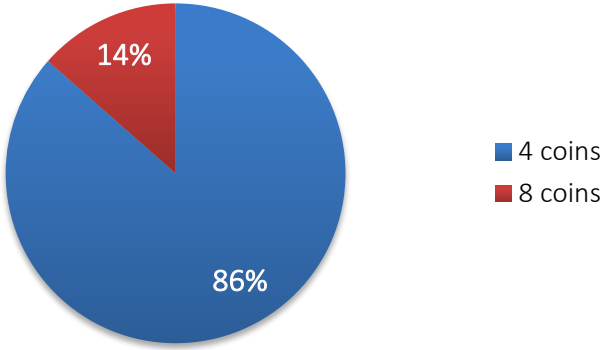



Total Coins Spent
Coins
3500
3000
2500
2000
1500
1000
500
0
Bike route signing and shared-lane markings on a local road (5 miles)
Striping for a bike lane on a local road (1 mile)
Buffered bike lane (2 miles)
Separated bike lane with flexible post barriers (1 mile)
Shared-use bike path (1 mile)

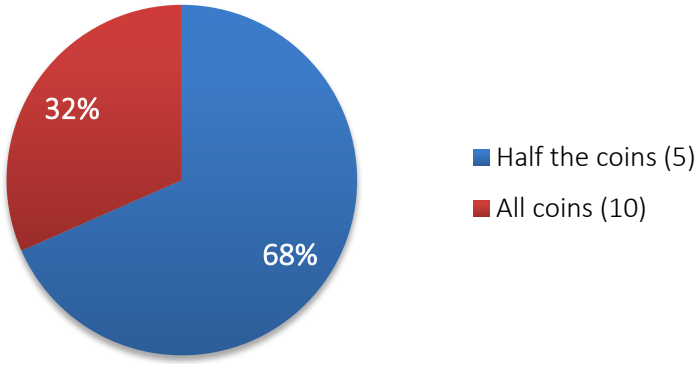
36% of the respondents chose to spend some of their coins on buffered bike lanes. The chart below shows how the percentage of these respondents allocated their coins for this investment:



28% of the respondents chose to spend some of their coins on separated bike lanes with flexible post barriers. The chart below shows how the percentage of these respondents allocated their coins for this investment:



56% of the respondents chose to spend some of their coins on shared-use bike paths. The chart below shows how the percentage of these respondents allocated their coins for this investment:



8. Additional Comments:

Safety Improvements

- It's time to upgrade Auburn Folsom Road to at least a class II bike lane. There have been too many close calls and fatalities on this stretch of road, and the bike use is increasing drastically, as is the speed and carelessness of vehicle traffic. The class I provisions were made in a different era, but now distracted driving is more prevalent. I understand funding is limited, but perhaps it can be a combination of signage and public awareness campaign combined with bike lane upgrades.
- Many 2 lane roads have no room for a bicycle, need at least 3 feet on each side of the road.
- It is high risk to travel between towns when the only route is a 2 lane road with a white stripe on the edge.
- We need to have more places to ride – further distances – that are safe.
- I feel that we need the bike route where the road is wide enough and with less winding, especially with the large turning radius. As of now, we have citizen is courteous to give enough space for biker in the narrow winding area; however, as the population grow, we will have more

vehicle, which tends to drive faster to get to the destination. Naturally, it will be unsafe to ride bike, unless the road is straighten, make a larger turning radius to improve the visibility, and widen road to facilitate bike riding.

- I will not ride on the street bike lane as I witness cars veering into the bike lane each time I ride and I fear for bike safety. Bike paths that make the bicyclist stop every block for oncoming cars are inefficient and inconsiderate of bicyclists. Example: Path north of Junction and Park Regency in west Roseville. There should be an over or underpass or limited road interference
- Drivers need to be educated – I can't tell you how many times I'm forced off the road or yelled at because the driver never signaled and is now angry that I am in their way!
- Emphasize roads with enough room for a bike lane!! Example: English colony way is listed by the county's map as a bike route - it has NO lane, blind areas with deep ditches on the edge on most of its route, and cars moving fast – VERY DANGEROUS! Also Horseshoe Bar road - no edge, fast cars, plants over side of lane. Please focus on these areas!!! Lives are at stake! I, and two of my friends have been hit by vehicles!
- Strictly enforce the three foot clearance law when passing cyclists. Some people don't realize just how close they come to us.
- By thought is specifically for the Blue Oaks / Industrial Avenue Area. I only live 5.5 miles from work, but I don't feel safe riding at the Blue Oaks/ Washington intersection or down Industrial Ave.
- Bike lane striping needs to include shoulder widening on many county roads.
- I don't see anything for making a road a bit wider to accommodate a bike lane. I know that is expensive but could help. Example: Fiddyment Road to Athens has a stretch of very narrow road.
- If the option was available, I would spend at least 10 coins for education and enforcement of traffic rules. I do not mean only for motorists. I have witnessed a lot of texting on a bike, riding 2+ bikes abreast, not stopping at stop signs or signaling and in general making it difficult for motorists to provide a safe distance. Sharing the road safely is a responsibility for all.
- What I would really like is a push button cross walk sign etc. for south bound Barton at Douglas from the south bound lane. There is a cross walk button etc. for pedestrians on the east side going south. Bikes are force to either wait for a car to trip the light or risk their lives by riding across the lane to the button. Cars are turning etc., very dangerous.
- There are many families/people who use those trails! The class IV lanes do not look safe for walkers.

- In Penryn, we get a lot of cyclists... many of whom are rude and block the roads to cars, and most of whom do not have bike lights or even bright clothing to help motorists see them when they ride.
- For me, living in Sun City, the biggest problem is getting across 65. I believe that there should be a bike/pedestrian crossing between Blue Oaks and Pleasant Grove over/under pass. Roads like Fiddyment Road between Blue Oaks and Athena need a shoulder.
- Roseville bike trail are not connected--must ride on streets to complete a trip. Travel on same roads with cars is absolute suicide!! Drivers don't pay attention to other cars let alone bikes or pedestrians. Add transportation taxes to all new developments not just for roads but for bikes or other than car transportation--bus only lanes etc**.**
- My feelings of safety on my bike in traffic totally change if I'm riding with other people, and even more so when I have my small children with me. Better bike paths, lanes, and routes are something I am happy to pay for and will use, though I recognize that it is costly. Overall we need better infrastructure, but we also need to wise up when we are riding our bikes and obey traffic laws and stop signs. Thanks for your efforts on this!
- If no bike lanes are designated on roads, then at least there needs to be a usable shoulder for cyclists to use to stay away from cars
- I do not like the bike lane striping going through merge lanes. I find it safer to ride in the gutter in these areas.
- Our county roads need to have shoulders to ride on, even if only 36-48 inches. In Spain they have a 2 meter rule.
- Most of Placer County has only a fog line not an actual bike land. The most traveled areas for cyclist should also be prioritized.
- Please paint bike lane overpasses green so vehicles merging on the freeway will be more alert regarding cyclists (e.g. over Highway 65 at Pleasant Grove in Roseville and over Highway 65 at Galleria in Roseville.)
- I would be fine with striping or sharrows if it's on roads where the speed limit is 30 mph or less, but so often here the cars are going 45-65 mph and there's a bike lane. That doesn't feel safe. I would ride my bike instead of Drive if the routes were safe for bicycles.
- I prefer what Folsom has with bike paths that mainly have nothing to do with being near cars. Even with the striped buffer, cars in Roseville will veer into the bike lane and hit someone.
- Traffic signals that cannot be tripped by bicycles are a real impediment to safe cycling. Many times here in Lincoln and elsewhere I've sat at intersections waiting for the light to change in my lane and it doesn't happen, so I must take a risk to continue my trip. Other cities have resolved this issue and it would greatly facilitate bicycle travel if Placer did likewise.

- Roseville bike trail are not connected--must ride on streets to complete a trip. Travel on same roads with cars is absolute suicide!! Drivers don't pay attention to other cars let alone bikes or pedestrians. Add transportation taxes to all new developments not just for roads but for bikes or other than car transportation--bus only lanes etc.
- Point on the American river trail should be the long term plan, in my view. In truth, my wife and I plan to leave Rocklin for Folsom in 2 or 3 years over exactly this issue. We're the sort of household our community should be looking to attract and retain (3 kids and a combined income in the top 1%).
- Vigorous enforcement of the 3 foot rule would likely be revenue positive and a big boon to safety on existing roadways. I'm intentionally near-hit by a car at least once a month an apparent means of intimidation. Tying together existing class one paths to be continuously paved without the need to battle autos would be the best use of funding in my view. Currently the trails we do have are too short for the regular rider. Ultimately, tying in from Lincoln all the way to Beals Point on the American river trail should be the long term plan, in my view. In truth, my wife and I plan to leave Rocklin for Folsom in 2 or 3 years over exactly this issue. We're the sort of household our community should be looking to attract and retain (3 kids and a combined income in the top 1%).
- No two lane streets like Christian Valley or Dry Creek Road in Auburn.
- I didn't vote for improvements on roadways because I don't trust drivers around bikes. However if they prove to be safer I would ride in the roadway and not drive to work.
- One idea that was not an option- the bikeways along the road are painted a color to clearly distinguish the bike way from the road. I've seen a bright green.
- Bike lane types must be matched to road types. For example, Class II bike lanes must not be installed on arterial or high-speed roads. And Class III “sharrowed" facilities are not interchangeable with bike lanes.
- There are several rural roads frequently used by cyclists that have no room for a bike lane. I would like these roads to be increased in size to accommodate a bike lane (e.g. Barton Road). There are also roads like Auburn-Folsom that are heavily used by cyclists and should be upgraded to allow for more room and greater separation from vehicles.
- Whatever we do, needs to make is safer for everyone. Most roads in Placer County are not made to have bikes on them and still have clear passage for cars. There are too many blind corners and not safe to riders or drivers. Riders refuse to follow traffic rules, therefore, we need to make them their own paths that don't interfere with traffic.

- The greatest difficulty and barrier to riding in Roseville is crossing major thoroughfares like Douglas Blvd and East Roseville Parkway. My children don't ride their bike to school because they have to cross Rocky Ridge. Extra lights or signage would be greatly appreciated.
- The type of bike path I feel comfortable riding on is heavily dependent on many factors; traffic, speed of traffic, how considerate drivers are in the community, road conditions (including how much garbage/debris there is in the shoulder/bike lane), and if I'm riding.
- The unincorporated areas of Loomis/Penryn see a lot of road bikers, but it's very dangerous because there is no shoulder.
- Safety of children and teens need to be considered first. Obesity is on the rise for many reasons. One in particular is parents' hesitation in allowing their children to ride freely to school & friends' houses due to risk of distracted drivers. Increasing of safe active transit opportunities would help! Also reduce congestion around schools.
- White stripes of paint do not make a busy road a bike path, or safe for riding a bicycle. In fact, it may provide a false sense of safety to cyclists. I would ride my bike much more if there were more bicycle paths in Placer County.
- The county really needs some standards that ensure all roads have adequate shoulders. Many roads I ride have absolutely no room for bicycles and many drivers really don't know how to navigate and coexist with cyclists. Don't waste money on just a few fancy bike paths. Ensure ALL roads have adequate shoulders and signage.
- I ride with my kids, safety is my concern. The roads aren't safe to ride on with children.
- Painted lanes on high bike commuter streets.
- Bicycles on the roadways are distracting and dangerous to those of us using the road to commute to work and for other purposes. Most bicyclists ride for recreation and do not consider that they are forcing cars to drive slowly behind them or swerve into other lanes or the wrong side of the road. It's startling and dangerous when they don't stop at Stop signs.
- I find drivers distracted and unfriendly at times. I prefer to be away from them.
- Many of the lights in Placer County are difficult to get to change on a bike. They require you to push the pedestrian crossing
- Since I ride Placer County trails with my children, I prefer trails that are separated from the road and very well marked. In the summer we ride daily on your trails.
- I am a hiker and don't like being run over by bikes that go too fast for conditions. I have safety concerns.
- Signage and pathways are great, but an education program for the public regarding bike lane safety would also be a great investment.
- The local County roads are heavily used by cyclists yet often do not have sufficient space or markings.

- We already have a number of roads with signage designating them as bike trails, but these roads have little or no paved shoulders, are curving and up and down, causing blind approaches and dangerous bike riding conditions; I don't want to see any more of these (e.g. Mount Vernon Road in Auburn area).
- Bike lane improvements are directly dependent on the characteristics and traffic patterns of each roadway. In some areas more striping or barriers would be necessary. It is too dangerous to combine bike and pedestrian use in high use areas due to the high speed of the bikes.
- I would commute to work on a bike more often if the roads/bike trails were a little safer.
- Please continue to focus on striping for bicycle lanes on school routes. We would really like our children to ride their bikes to school, but the signage is terrible and we don't feel it is safe enough for them.
- It's too dangerous in eastern Placer County to ride along roadways that are separated from vehicle traffic. Tourists don't pay attention to what they are doing when they are in Tahoe and Truckee. They drive dangerously.
- I live off of Baxter Grade which is heavily used by cars, pedestrians and bicyclists. The road is too crowded and totally unsafe for all of this traffic. I know that it would be expensive but the road needs to be widened to accommodate all of this traffic.
- Bikers are supposed to yield - but instead they yell to get out of their way.
- Most of my riding is on county roads. Many do not have room to the right of the white line to ride. I would like to increase awareness that bikes are allowed on these roads and cars need to watch for them. People sometime will do swerve at me or not move over at all. These are where bikers get hurt. All can be avoided by drivers watching and sharing lanes with bikes.
- If bike lanes aren't going to be made than you need to do something about space on the side of roads for bikers. There should also be stronger laws against drivers who harm bikers there are a lot of rude drivers that don't scoot over.
- Due to the drains on both sides of Hwy 89 between Tahoe City and Alpine Meadows, it is an extremely dangerous section to road ride. The Striped Bike Lane takes a rider directly over the drains, or to avoid a flat tire, one must swerve onto Highway 89. Very bad design, and I would hope someone can look into this. Thank you.
- The existing Class 1 shared-use paths need more signage to alert walkers to stay left. Thanks.
- Due to the rampant homeless and how they are camping on bike trails in downtown Roseville our family is no longer use the bike trails. As are many families in our neighborhood. So there does not seem a point in spending any funds towards a project that is not safe or will not be used.

- All roads should have a bike lane and adequate signage.
- Please increase the funding for all bicycle related road projects. I recommend that you have an experienced cyclist/ bicycle commuter on your committee. Also offering open public workshops and safety training is appreciated. Finally, please have an experienced cyclists inspect road-construction projects during and upon completion. Too often new or modified road construction projects created safety hazards for cyclists due to uneven surfaces that are significant to a bike rider, but may be insignificant for motor vehicles. For example, the recent upgrades to Auburn-Folsom Road has the adjacent asphalt higher than the concrete drain basins, forcing a cyclist going over 10 mph to swing out closer to the traffic lanes to avoid falling down when crossing the drains. Too often the traffic on this road travels at 10 mph over the speed limit, and wide-bodied vehicles and trailers in combination with the hazards created by the drain basins is a recipe for an accident between a vehicle and a cyclist. Thank you for providing this opportunity to give input on this important topic.
- Can I suggest that in some places that are near an intersection or cross roads, you can put those road bumps on the bike lanes paint. This way it helps to “Alert" drivers to that fact that they're interfering with a lane they shouldn't be in.
- Separating cyclists and pedestrians is usually the best idea, but most of my coins go toward bike route signing and shared roads because I ride my bike on road. There are many places where drains, pot holes, or other obstacles in the bike lane (with holes large enough for a tire to sink in) force road bikers into traffic, so I think filling these holes, turning grated drain tops 90 degrees so the holes are short and wide instead of long and rectangular, and marking hazards or alternate routes would be the best use of money for road cyclists and commuters who occasionally share the road. Thank you for asking! We were just talking about this.
- The primary way to increase safety for cyclists is to add shoulders to roads/streets that lack them or widen narrow shoulders to five feet.
- Repairing, cleaning, painting the road shoulders, and installing “SHARE THE ROAD" signage would be a great improvement.
- Most important is SAFETY! Most people want to get out of their cars and ride / walk, but roads are too dangerous from distracted, DUI and reckless drivers! It's best to weigh the necessity of a route before deciding how much to pay. That is, if there is a known dangerous section of road which is highly necessary for transportation between, say, a neighborhood and a large bike trail network, VS a road sparsely traveled by cars which does not have striping or signage then the Dangerous section of road should have the priority. Making a class 1 bike trail bypass would be ideal, class 4? Bike lane (separated from traffic) would be okay. I have an area in mind: Folsom-Auburn road from Douglass Blvd to Beale PT (Folsom Lake Park). There should be a safer route to connect the neighborhoods North of Douglas Boulevard to Beals Point! One suggestion would be to pave the dirt trail that goes along the lake between Beals Point and the park at the end of Douglass Boulevard.

- Street sweeping is a big issue. Frequently bikeways are strewn with sharp objects and road hazards.
- I feel safer with marked bike lanes on surface streets.
- on current bike trails many street crossings do not have transition curbs (bikes have to go off squared off curbs, lady with stroller, dog and toddlers have to lift stroller up/down curb when crossing street to continue on the trail, transition crossing is not marked as pedestrian crossing, etc.) making it unsafe to proceed on an existing trail that crosses a street. On my 6 mile neighborhood bike ride there are 6 such dangerous transitions. Also would like to see more independent trails connected for longer rides and a connection from Lincoln crossing trails to Sun City trails. Thank you.
- Bike trail/sidewalk in Lincoln on Nicolas near Joiner Park. Also, lights on the sidewalk between Foskett and the Power Market gas station on Nicolas Road in Lincoln are needed.
- In the north Lake Tahoe area of the county painted bike lanes are rarely visible. The snow/gravel washes away the painted lanes very quickly and they are the last to be repainted in the spring. So this type of bikeway is worthless in Tahoe. Please focus efforts on bikeways that have a physical separator like Class I or Class IV.
- I live in Sun City Roseville and frequently bicycle to Lincoln, Loomis, Auburn, etc. There is a genuine need for a safe bicycle passageway in north Roseville that crosses Highway 65. Secondly, there are a number of roads in or near Roseville that have bicycle lanes in one direction only (one side of the road only). Why? Thirdly, road/bridge construction in the Roseville area proceeds at a snail's pace and interrupts bicycle passage seemingly without any concern (note the finally-completed bridge project on north Industrial and the long-running Blue Oaks project).
- My main concern is the smoothness of the riding surface. Virginiatown Road that you did last year was the best. The patching you have done recently on McCourtney Road is really lousy. Gold Hill Road needs to be resurfaced. Fowler Road is good. Moore Road, west of Highway 65, over to Fiddyment Road and beyond needs resurfacing. I have talked to you before about most of these roads.
- I would ride my bike more if I felt safer riding. Motorists are not happy about sharing the road with bicyclists. Education for bikers (correct rules of the road) and motorists need to go hand in hand with bike lanes on roads.
- Need safer bicycle access for in-town travel.
- I never understand bike lanes on busy streets. I would much prefer to ride the bike lanes or even on streets that have low traffic. Bike lanes on busy 4 lane streets that disappear at intersections are the ones I avoid.
- Using Pleasant Grove is scary in heavy traffic as some drivers wonder into bike lanes while they drive.

- Personally I find Class 3 and Class 2 bike lanes useless and provide not benefit or protection for cyclists unless there is law enforcement that are going to actually enforce the 3 foot law. But without a serious penalty for this infraction it is not very effective.
- Before you work on more on street bike riding make the riders have insurance and make them aware of the rules of the road. My personal feelings are that if they get hit for not obeying the rules then I hope it is someone else, not me.
- I live in Colfax, so we will not get anything, but I used to work at DeWitt. We very much need a good, safe, bikeway from Auburn Greens to downtown. Kids at the Greens need to be able to bike to the library and other places SAFELY. I used to ride 49 on “ride to work day" from the library to DeWitt... scary on Highway 49.
- I'd ride more for errands and necessities if safe bike lanes adjacent to roadways were available. It's just not that safe out there (e.g. Hwy 49 corridor, distracted drivers, etc.)
- Because most everyone is texting and driving these days, it's tough to convince myself that riding on any road is in any way a safe thing to do.
- I want to clarify my bike route signing is for the Miners
- Regarding the Bike Route Signing, I want to put emphasis on the Miner's Ravine path. The American River Bike Trail pavement is well-marked with verbiage that helps bikers and walkers utilize the path properly. This format should be standard practice for all Placer County bike pavement trails. Miner's Ravine desperately needs this added...as there have been MANY times when walkers are on the wrong side of the path--with their backs to on-coming cyclist.
- Due to costs and low amount of miles attributed to Class IV or I lanes. I would want the most “bang for the buck" which would paint more stripes and have more signage to warn drivers and direct cyclists.
- As more people text and drive, it becomes less and less safe for families to ride on roads shared with cars (striped lanes, etc.).
- Shared-use means danger to pedestrians, dogs, women with strollers. Most bicyclists are self entitled idiots. They want to be off the road where they feel in danger, where a lot of the times they are the ones riding dangerously. Then, they in turn come onto the shared paths and endanger everyone else. As I said above. I am sick to death of this subject. Bicyclists’ attitudes have changed, dangerously. I for one cannot stand the creeps. I like to ride a bike, however I wouldn't even do that around this type of cyclist.
- Our family is biking more for errands and teenage summer job commuting, but would like safer options for navigating busy streets and intersections, or, better yet, better connections between existing separated (class 1) bike paths.

- There are several rural roads frequently used by cyclists that have no room for a bike lane. I would like these roads to be increased in size to accommodate a bike lane (e.g. Barton Road). There are also roads like Auburn-Folsom that are heavily used by cyclists and should be upgraded to allow for more room and greater separation from vehicles.
- Bike lane striping does not make me feel safe. I like shared -lane markings in low speed neighborhoods when signs say “bicycles may use full lane.”
- Please make the country roads safer by banning cycling no on roads with no bike lane. It is so dangerous and particularly on McCourtney Road in Lincoln there are ditches on either side. There are no passing lanes so cars must stay behind them or pass illegally. This could go on for 10 miles or more. This is not safe. I don't want to see anyone hurt or die because of inaction on the part of the county and state. Thank you
- Bicycle Accessible or triggered left turn lanes at signals would be a big help.
- I am a pedestrian and feel my safety is at risk on a shared-use path because cyclists travel at such speeds that pedestrians can't get out of the way fast enough of cyclists in front of or behind them when necessary. I believe pedestrians begin avoiding shared use paths for this reason and the walking users are ultimately left out of the County recreation plan.
- Cars drive faster in this area than any other area I've lived. As an enthusiastic but not very brave cyclist, I'd welcome an opportunity to use my bike for more commuting and recreation, but don't feel comfortable riding where there isn't some kind of physical barrier or separation (not just lines drawn on pavement) between myself and cars.
- If you want to incentivize bicycling as a transit option, it needs to feel safe. Paint does not make people feel safe.

Needed Connections

- Part of the joy of cycling is having beautiful cycling routes on old country roads, or to regional parks. Anything you can do to have bike rides on scenic roads would enrich my cycling experience and improve the community as a whole.
- Please bring the American River Bike trail to Roseville!
- Visit the trail in Lincoln by Coyote Pond, or the Pleasant Grove Creek Trail in Roseville to see it
- Another goal should be to interconnect bike trails with city of Roseville.

- Folsom has great bike trails because they interconnect. Need to connect bike trails in South Placer. Needs to be a connection between bike trail in Granite Bay and Beale's point/Baldwin Dam area to make it easier to connect to American River Bike trail from Roseville area.
- Would like to see no bike lanes on sidewalks. Would like to see bike lane on Industrial Blvd.
- I mostly travel around Rocklin and Lincoln for recreation but also use my bike for errands such as going to the gym or store.
- Bike paths that lead to Folsom lake, class 1.
- I would love for there to be a focus on connecting more of the class I, II, III, and IV bike trails to create a safer, more recognizable set of connections, especially within Roseville and between Roseville and Rocklin. Currently, there is a lot of “piece-mealing" that takes place in order for bicyclists to create longer safe routes for leisure or commute. Roseville and Rocklin have so many wonderful protected Open Space jewels
- For class I trails it would be good to legislate requirements for developers to furnish trails according to a general plan and then have the county provide ongoing maintenance.
- Point on the American river trail should be the long term plan, in my view. In truth, my wife and I plan to leave Rocklin for Folsom in 2 or 3 years over exactly this issue. We're the sort of household our community should be looking to attract and retain (3 kids and a combined income in the top 1%).
- Would like to be able to commute/travel more, with a buffered lane on major streets like Fiddyment Road.
- Would love to have something similar in Rocklin. We have beautiful quarries and would be great to have some of the bike trails connected in Whitney Oaks through quarry district.
- Logical linking of bike paths is needed. Don't waste any money stripping or signing public roads. The bike path shown in the picture is of the worst design ever but better than riding on the street. The Humbug/Willow Creek trails in Folsom show a design worthy of admiration.
- While buffered bike lanes are ideal, standard class II bike lanes offer the most bang for the buck. Placer County, and Rocklin/Roseville in particular, tend to disconnected and rather unusable Class I paths that don't connect over longer distances. Disconnected paths that stay within subdivisions are fine for kids and walking, but are useless to bike riders going any meaningful distance.
- I would like to see a separate bike path from Roseville to Beale Air Force Base. I know a lot of military personnel who would like to be able to ride a bike to work to get exercise.

- I think our community is way too driver oriented. If we could shift our focus to making walking and cycling easier and safer our community will be healthier and better for it!!!
- The longer the bike route the better so I would pick striping for bike lane option
- Connectivity/fragmentation between bike lanes is very important to consider. Bike lanes are fine enough, as long as there is proper (and prominent) signage/paint at intersections. Automobiles can be VERY aggressive even though cyclists may only “be in their way" for less than a minute out of a multi-minute drive.
- Auburn tends to be hilly and it would be nice to have easy bike pathways that most can use.
- Please, please finish the trail between Truckee and Northstar. The Corp of Engineers and the native tribes have held it up for too long!!
- My highest priority is for improved PAVEMENT quality and BUFFERED bicycle lanes on state highway 89 between Truckee and Alpine Meadows
- Love the trail from TC to LFG!
- Connect smaller cities and towns with trails such as Grass Valley to Auburn, Auburn to Placerville.
- I live off of Wise Road and while I see a lot of cyclists using this road for their recreation, I do not feel comfortable riding my own bike on this road. We recently bought a bike rack and take our 3 young boys to safer areas to ride. A county or city operated BMX track would be amazing. We vacationed in Morro Bay a few months ago and the boys really enjoyed using their free, city run/community developed, BMX park.
- On current bike trails many street crossings do not have transition curbs (bikes have to go off squared off curbs, lady with stroller, dog and toddlers have to lift stroller up/down curb when crossing street to continue on the trail, transition crossing is not marked as pedestrian crossing, etc.) making it unsafe to proceed on an existing trail that crosses a street. On my 6 mile neighborhood bike ride there are 6 such dangerous transitions. Also would like to see more independent trails connected for longer rides and a connection from Lincoln crossing trails to Sun City trails. Thank you.
- There are many trails in Roseville however they often do not connect. It would be g re at if they were connected. In addition it is difficult to get from the one side of highway 65 to the other
- Important to fill gaps between trail networks of the cities
- Roseville has many bad Ken paths that don't seem to connect. More bike paths would be good for our community.

- Is it possible to build more Mountain Bike trails?
- Why not convert your sidewalks to bikeways? They are already protected, and almost no one walks on the sidewalks of main arteries because the distances are too long.
- My type of biking is really different from what this survey was intended. Would like to see ways to connect various mountain bike trails though.
- I would ride my bike more often to more places if we were connected with a better network of protected lanes.
- I would like to see more connected bike paths to get from one side of the city to another and from city to city. I ride with a GoPro and have numerous close call videos where drivers have come in to or very close to the bike lane I'm in and almost hit me. That's not to mention turning in front of me and failing to yield when I signal a turn and or a lane change. The more cyclists can be kept separate from traffic the safer it will be.
- Trails for mountain biking please!
- Love to see class 1 bike paths connect more easily to each other for a longer stretch throughout Placer County for a more enjoyable ride.
- I would really love to see Auburn have better bike paths as this is such a great way to stay healthy have made our city attractive.
- The costs for Buffered Class II Bike Lanes and Class IV Separated Bikeways are relatively low depending on the treatment types. Priorities should be made to filling gaps in provide a connected network with a low level of traffic stress.
- I'd love to see more class one in Roseville area. Just like the American River Parkway
- More class I trails connecting neighborhoods please.
- Please connect existing fragmented bike paths in the Roseville and Rocklin areas. I am so disappointed in the lack of continuity having moved from the American river bike trail to this convoluted mess of fragmented trails.
- I tour long distance. I once commuted from Roseville to C Street downtown for three years. But I appreciate the Class one trails when I bike with my granddaughter. I seek out quieter routes but must use some busy roads to get to them from my home.

Shared Use

- Keep bikes on a shared path. Massive groups of bike riders on the local roads in a nuisance.
- Time to allocate more money for shared-use paths!!!

- My husband and I (and many friends) ride recreationally more than once a week. My husband is a long time cyclist and more comfortable riding on roads shared by cars, but avoids the bike lanes on Roseville Parkway, Eureka Blvd, Galleria Blvd and other similar streets because of the high volume, high speed, and distracted drivers in those areas. That's where other riding options become necessary. Striping needs to be available on less traffic volume roadways so cyclists can avoid those areas and still get from point A to point B in the county. We crisscross all over Placer County trying to avoid the busy streets and appreciate good and safe roads and especially where there is at least shoulder room to ride or paths that will avoid the congestion.
- I would commute daily on my bike if there were separated or designated bike ways
- In Rocklin there are many wide medians with trees and shrubbery. I wish we could run protected bike paths through them.
- When the County makes wide greenbelts alongside roads, why can't put a bike lane/and sidewalk or extra wide asphalt separated from street grade. Major streets are striped for bikes but hardly used due to volume of traffic.
- Unfortunately, Placer County does not have any class IV bike lanes (that I know of) and the only shared use bike paths are within cities like Roseville & Lincoln & ARP in Sacramento area.
- Bike lanes help only bicyclists... however, shared use bike paths help more than just bicyclists!!!!!
- These shared use paths are used by families, who often walk/ride with their children, AND by seniors who often walk on these shared use paths and cannot make the drive to Hidden Falls.
- I ride at dusk. Maybe shared use paths would get some of these cyclists off the roads.
- Bikes should only be used away from where vehicles are driven. We should not invest in anything besides a shared use path**.**
- No way have I felt comfortable riding on a shared area with cars! I wish there were a way to easily get all around the city on dedicated or separated bike paths.
- I would like places with primary use by bicyclists to have space on the road and marked for bicyclists. But MORE importantly is to restrict bicyclists from roads that do not have enough frontage space to accommodate bicycles and that make it dangerous for them. For example, dry creek road is highly used but the frontage is narrow and cars must go across the double yellow line to get by the cyclist. Better to spend the money widening the road and then striping it with a single white line.
- Bikeway preferences would be to have a safe separate trail for shared use to be able to enjoy exercising and riding bikes with friends or commuting from one area to another without the fear of being hit by a vehicle

- I would love some arterial bike ways that are separated with barriers. Standard bike lanes are fine on collectors, but you are normally forced onto arterials at some point and it gets dicey getting past them (blue oaks and pleasant grove crossing 65 for instance.)
- Shared bike paths are so much safer that lanes on the road. What about connecting the existing bike paths in the area. Some of them are not clearly marked so you can go from one to another. That would be helpful too. There is nothing in Roseville like the American River Bike trail, but there could be. Be smart with this project!
- I'd like to see more shared (bike and pedestrian) use bike paths and separated bike lanes for the safety advantages they offer.
- I don't mind sharing the road if there is a designated space (lane) of some sort for the bicycle. I think share the road marking are fairly worthless. Separated bike lanes with flexible post barriers are nifty, but hard to justify taking up that much roadway and expense.
- I realize that the cost of a shared bike path is huge compared to shared lane stencils but getting people on bikes is the first step and will make the transition to the roadway a little easier. Of course having the bike path connect legitimate destinations shopping, dining, and entertainment would be the ultimate goal... in a perfect world.
- More and wider single stripe bike lanes. Buffered bike lanes where high speed car traffic and bikes share the same road – I.E. Foresthill bridge.
- Shared with autos is most cost effective and should be the first option.
- There are very few striped lanes in unincorporated Placer County, but plenty of space to put them. The central problem we face is a lack of respect and awareness by Placer County drivers. Bike lanes would go a long ways towards recognizing our presence, normalizing our presence, and ensuring awareness we exist.
- I love to bike but do not like to ride on main streets like Sunset or Blue Oaks. Drivers are crazy and I do not feel safe even with markings and lines. I want to ride more with my family but don't because we have to cross main streets going from one shared path to another. I wish some of the shared paths were connected better so we didn't have to go near public streets.
- I would love to see more Class I bike or shared-use paths in the Placer County Area!
- Among all of the bikeways, personally I would prefer buffered bike lanes, 2nd would be the separated bike lanes, then the bike lane striping, then last would be the Bike route signing. As a not so seasoned biker, the bike route signing and shared-lane (sharrows) does not really help as much, because most of the vehicle drivers' attitudes do not prefer to share the road with bikers, and would sometimes zoom past them.

- Signs and striping on public roadways are good, but cyclists are still at the mercy of the motorists. The only time I feel at all comfortable riding on these roadways is with a large group which increases visibility**.**
- Reduce speed on Canyon Way to 35 mph for automotive driving. Also include more Share-the-Road signs for Canyon & Placer Hills Roads.
- I am sure the casual bike rider will opt for shared use or separated bike lanes since they do not feel comfortable on the road. But I feel that first we need to stripe the bike lanes on the roads and then expand off them.
- Would very much like to see Class II bike lane striping along Donner Pass Road from Cisco Grove to Donner Lake. I would like to see this improvement, not only as a cyclist who would appreciate the improvement, but also as a motorist who uses this road frequently, and tries my best to share the road with cyclists. Note that this improvement would also require road widening and/or shoulder improvements.
- Class 3 is my least liked, too many people are in conflict over this way, and motorists and bicyclists do not follow rules or don't know them. A buffer is the best, even though I know it's more expensive, but truly, at what cost?
- Really I would want to spend all my coins on bike lane stripping, but the separated bike lane with flexible post barriers is highly visible to autos and sends a public message that the road is shared with bicycles. I think 1 mile of this is worth a start towards becoming a bike community.
- Class 2 bikeways.
- I feel cars are the most dangerous part of biking on any shared roads. I almost never use my road bike on shared roads because of the huge danger of getting hit and seriously injured by a vehicle. I prefer to mountain bike, but would not mind riding my road bike to do more errands if there were a safer way to do so. Bike lanes on the side of roads with heavy traffic do nearly nothing to assure me that it is safer to ride on.
- In Rocklin provide through ways in medians between bike paths in between Lonetree Blvd and Stanford Ranch.
- With all the texting in cars on the increase, a buffered bike lane gives more safety cushion than sharing a car lane with no divider or buffer. If money were no object, than separate walk/bike trails would be the ultimate.
- As more people text and drive, it becomes less and less safe for families to ride on roads shared with cars (striped lanes, etc.).
- We would love for Auburn-Folsom road to have separated multi-use bike paths that connect to those along Folsom-Auburn road in Sacramento County. The current “bike lane" is like riding your bike on a freeway. It is dangerous and definitely NOT family friendly.
- Well stripped bikes lanes with a larger shoulder are preferable.
- An important goal in the updated plan should be to increase bicycle trips that replace motor vehicle trips for work, school, errands, entertainment, and recreation for all skill levels and for a larger segment of the population. Class 3 with shared lane markings won't be

enough to move the needle. Class 1 paths are great but generally don't get people to work, errands, etc. unless near high traffic corridors. Class 2 and 4 on road facilities on intercity/community routes will be most cost effective to get cyclists to destinations.

- For this and other bike path project construction is one thing. What is lacking in most areas I ride is cleaning and maintenance. I have stopped riding UEDA because of the homeless encampments and their dogs and trash. Plus, many if not most marked bike lanes in the Sacramento area are not swept weekly and are filled with glass, and other debris. (The new Village Parkway in West Sacramento, many streets in Folsom, Elkhorn in North Natomas/Rio Linda for example) It is a shame to not maintain the bicycle improvements already in place before we build more that will not be kept clean either.
- I live in Tahoe City and I mostly mountain bike; I've never been a fan of road biking. However, providing buffered bike lanes for commuters is most important to me followed by providing completely separate bike/hike/run trails for casual bikers to get to and from locations.
- Shared bike paths are not that safe when cyclists that want to go > 10 mph are using the same path as dogs, groups of pedestrians, etc.
- Buffered lane would be nice, but additional miles of markings and striping would be the biggest "bang for the buck." Ideal world would be a totally separated bike lane!
- Intensely dislike the shared use as bicyclist far too dangerous and impolite to walkers of all sorts.
- Shared use bike path is a favorite, but seems difficult to provide in the Auburn area
- Bike paths are preferable to me.
- I prefer class one bike paths.
- Bike lanes to give room for bikes so we do not compete with cars are the best we can do for the dollars.
- A marked bike lane is needed on Highway 174 between Main Street, Colfax, and the turn off for Rollins Lake Road.
- South Placer County needs to direct funding for a more extensive network of Class I bike/multi-use paths. Currently there are very limited safe options for families to enjoy cycling in South Placer.
- I just returned from vacation in the Boulder/Denver area and they have a significant focus on separated bike lanes and paths. These often parallel highways (Diagonal Hwy in Boulder / Vail Hwy 70) and heavily traveled local roadways. The extensive network encourages use of bicycles and other alternative means of transportation for both commute and tourism purposes.
- We have young children, and so the class 1 paths are our favorite. They feel very safe and are a fun family outing. We'd love to see more of this type built

Funding

- While the coin game is a valuable tool, I think we should look at an evolving and progressive plan for increasing the safe use of bicycles in Placer County through a combination of the different classes of bike lanes. For instance, find our highest risk areas and allocate some funds for a separated lane. Target future expansions of separated lanes to other higher risks areas. Then use the balance of funds on lower cost lane structures on lower risk areas. There really should be a 10 year and 20 year plan for expanding bike lanes throughout the county AND linking to other counties (like Yolo, Davis in particular, El Dorado, etc.).
- Frankly, trails for biking are not cost effective in the overall needs for transportation at this time. Until people live within bike distance of their work, the whole idea of spending scarce transportation dollars on bike paths for a relatively few individuals use is a waste of money.
- We should spend more money on better road travel by many cars and improve our infrastructure of our highways and local roads
- We should charge a fee for cyclist permits which in turn would help support road improvements. I live off Rock Springs in Penryn and there are a large number of cyclists on our small/no shoulder windy road. It is extremely dangerous for both the vehicle (trying to pass the cyclist) and the cyclist.
- Placer County should prioritize investment in some safe bike route connecting Auburn with the American River Bike Path. Auburn Folsom Road is a dangerous route. The route needs to either be a Class 1 or Separated Bike Lane with barriers
- I prefer the money be spent on some of the most dangerous sections of roadway.
- Money needs to be allocated to enforce safety by targeting aggressive motorists. We need laws in the European model.
- We need funding in our county's fossil fuel oriented supervisors. California has proposed a bicycle tax on the sale of bicycles. If we could connect a bike path from Truckee to the American River path, we could charge a toll. This would be a world class tourist destination. Train ride up...bike down. Circle Tahoe! 200,000 tourists times $20 toll for construction. Add a motel tourist tax... and you will have the funding! We have a fishing license. Why not a bike path license?
- Please provide additional funding for all bicycle related road-transpiration and signaling projects.
- Bicyclists pay taxes just like car drivers. Just provide us better lanes as a start. No need to plan for amazing lanes that you know will never come about.
- Or just put the money into roads, which is what most people use more anyway.

- We should not have to pay for bicycle trails!!!!! Charge them like you do motorcyclists. Motorcyclists have to pay for registration for maintenance and trail up keep. Charge them for riding on our roads/streets they are a danger to themselves & put motorists' lives on the line! They should be cited for not riding in the bike lane! I drive Foresthill Road daily and these bicyclists are never in the bike lane, for the exception of not even a handful. That will pay for their trails this is not the communities problem! Not only that on forestall Road. They park one the side of the road, and I have yet to see a ticket on one car. I do not see why these bicyclists are free not abide by any rules what so ever. And last but not least, for them to cross over a double yellow line during the day and at night on Foresthill Road is not okay, any pedestrian would get a ticket. Yet the Auburn Recreation District has had signs made to encourage these bikes to cross over the double yellow and signs to warn drivers to watch for bicyclists. This is a 55 mph road. Now because of the bicyclists we have people hiking up and down Foresthill Road. Use common sense! This is not public transportation, these bicyclists and hikers are not going somewhere for public transportation they are out having their fun at drivers expense.

Other

- I lived in the Netherlands for a year as an exchange student in the late '80s and they have a spectacular bike system! I would recommend some research be done about their methods and funding. I would assume a bond or a tax would be needed to increase Placer County's bicycle transportation safety. Perhaps emphasizing, for public enthusiasm, the benefits of fewer cars on the road for air quality, more trails for community cohesion, and additional opportunities for working exercise into a daily routine. Highlighting the increased property values in a community that provides these benefits is also a selling point to the skeptical penny-pinchers.
- I only spent 9 of my allocation; I would like the remaining one coin to be spent in Colfax!!
- Separated bike lanes w barriers are fantastic, but I think our communities need to build a stronger culture of biking (1) for commuting (2) to link recreational opportunities. Medium and low investments are probably a great start. Also, I need more coins!
- I'd like to see this investment in the Auburn and foothill areas first. The reasons for this are as follows: Roseville/Rocklin/Lincoln have a ton of new development and can have the developers design and build the bikeways without a lot of taxpayer money. Auburn & the foothills don't have much development, yet the businesses in North Auburn provide the lion's share of the tax revenue the county receives. Also, due to the older nature of this area, the need is MUCH GREATER for these types of improvements. Finally, this area is much hillier and many of the older roads are quite narrow, so the need here is, again, MUCH GREATER**.**

- Check on the per capital use of the American River Bikeway from mile zero to Beals Point. My guess is 2,000 riders per day.
- Make developers put in bike trails when they build.
- There are so many variables? If you don't want to spend money on shared use paths, are you going to start doing enforcement of the aggressive drivers or the tourists that put the safety of cyclists at risk because they're not paying attention? I'll deal with riding on the roads, but many people are scared with good reason. If you go the cheap route (bike lanes) there a plan for maintenance? Currently the bike lanes in Tahoe STILL aren't relined after winter and many of those aren't swept either, so bikers are being forced into the lanes and causing more conflict with vehicles. Separated or buffered bike lanes are a great, but where are those ever going to fit on the roads up here? I'd rather have a separate bus lane to get our transit situation fixed. I'll play this, but there are so many variables not dealt with in this question and it leaves me with more questions than answers. It seems like it was created for the western slope (although I'm sure they have many of the same issues with narrow roads) without considering eastern slope challenges**.**
- We need bike trails for ATV's. I'm disabled and enjoy riding my ATV. Why can't we share the trails with the bikes?
- Unincorporated areas in Placer County like North Lake Tahoe, who has been trying to get a bike path for decades? Or is this for the valley folk?
- McCourtney Road, Virginia Town Road, Dowd Road.
- Thank you so much for the opportunity to have a vested interest.
- Natural surface trails are also important.

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APPENDIX B

PROJECT PRIORITIZATION

APPENDIX B. PROJECT PRIORITIZATION

Table 10: Prioritization Scoring by Bikeway Project

Road Name	From	To	Bikeway Type	Length (Miles)	Prioritization Criteria											Priority Score	Planning Level Cost Estimate (2018 Dollars)
					Low-Income High Minority	CalEnviroScreen 3.0 Score	Median Household Income	Free or Reduced-Price Meals	Disadvantaged Community	Bicycle Crashes	Proximity to Schools	Transit Connectivity	Public Outreach Support	Gap Closure or Connectivity	Network Concept		
BOWMAN RD / AUBURN RAVINE RD	DRY CREEK RD	MULBERRY LN	BIKE LANE	3.4					0	1	1	1	1	1	3	8	$800,000
BELL RD	STATE ROUTE 49	JOEGER RD	BIKE LANE	1.7			x		1	1	1	1	2	1	2	8	$410,000
STATE ROUTE 89	SQUAW VALLEY RD	COUNTY BOUNDARY	SHARED USE PATH	8.0					0	1	0	1	2	1	3	8	$14,890,000
PLACER HILLS RD	CROTHER RD	LAKE ARTHUR RD	BIKE LANE	3.8					0	0	1	0	2	1	3	7	$890,000
PARK DR	STATE ROUTE 49	DRY CREEK RD	BIKE LANE	1.1			x		1	1	1	1	1	1	2	7	$250,000
NEWCASTLE BIKE ROUTE NETWORK	*N.A.*	*N.A.*	BIKE ROUTE	1.3	x				1	0	1	1	2	1	2	7	$190,000
AUBURN FOLSOM RD	LEES LN	EUREKA RD	BUFFERED BIKE LANE	10.3					0	1	0	0	2	1	3	7	$2,710,000
BARTON RD	COUNTY BOUNDARY	INDIAN SPRINGS RD	BUFFERED BIKE LANE	4.3					0	1	0	0	2	1	3	7	$1,120,000
EUREKA RD	AUBURN FOLSOM RD	WELLINGTON WY	BIKE LANE	2.5					0	1	1	0	2	1	2	7	$580,000
INDUSTRIAL AVE	VETERANS DR	STATE ROUTE 65	BUFFERED BIKE LANE	3.7					0	0	0	1	2	1	3	7	$970,000
PLACER HILLS RD / AUBURN ST	CROTHER RD	I-80	BIKE ROUTE	6.2			x		1	1	0	0	2	0	3	6	$870,000

Road Name	From	To	Bikeway Type	Length (Miles)	Prioritization												Planning Level Cost Estimate (2018 Dollars)
					Criteria											Priority Score	
					Low-Income High Minority	CalEnviroScreen 3.0 Score	Median Household Income	Free or Reduced-Price Meals	Disadvantaged Community	Bicycle Crashes	Proximity to Schools	Transit Connectivity	Public Outreach Support	Gap Closure or Connectivity	Network Concept		
DRY CREEK RD	CHRISTIAN VALLEY RD	BLUE GRASS DR	BIKE ROUTE	2.9	x				1	1	0	1	2	0	2	6	$420,000
LUTHER RD	BOWMAN RD	STATE ROUTE 49	BIKE LANE	1.3	x				1	1	0	0	2	1	2	6	$320,000
DRY CREEK RD	BLUE GRASS DR	JOEGER RD	BIKE LANE	1.9	x		x		1	0	0	1	2	1	2	6	$460,000
STATE ROUTE 49	BELL RD	DRY CREEK RD	BIKE LANE	1.0			x		1	1	0	1	0	1	3	6	$240,000
TAYLOR RD	OPHIR RD	RIPPEY RD (NORTH)	SEPARATED BIKE LANE	4.3	x				1	0	0	1	1	1	3	6	$1,620,000
CAVITT STALLMAN RD	AUBURN FOLSOM RD	DOUGLAS BLVD	BIKE LANE	4.5					0	1	0	0	2	1	2	6	$1,060,000
DOUGLAS BLVD	OAK KNOLL DR	SIERRA COLLEGE BLVD	BUFFERED BIKE LANE	3.5					0	1	0	0	2	1	2	6	$910,000
STATE ROUTE 267	MT WATSON RD	COUNTY BOUNDARY	BIKE LANE	6.8					0	0	0	1	2	0	3	6	$1,580,000
ROLLINS LAKE RD / MAGRA RD / GOLD RUN RD / LINCOLN RD / DUTCH FLAT-ALTA LOOP	BREHM RD	STATE ROUTE 174	BIKE ROUTE	15.0	x				1	0	1	1	0	0	3	5	$2,100,000
FORESTHILL RD	TODD VALLEY RD	I-80	CLIMBING BIKE LANE	14.2					0	1	0	0	2	1	1	5	$15,090,000
APPLEGATE RD / GEISENDORFER RD / PONDEROSA WY / CANYON WY	HANNAH LN	CROTHER RD	BIKE ROUTE	7.0			x		1	0	0	1	1	0	3	5	$990,000

Road Name	From	To	Bikeway Type	Length (Miles)	Prioritization Criteria											Priority Score	Planning Level Cost Estimate (2018 Dollars)
					Low-Income High Minority	CalEnviroScreen 3.0 Score	Median Household Income	Free or Reduced-Price Meals	Disadvantaged Community	Bicycle Crashes	Proximity to Schools	Transit Connectivity	Public Outreach Support	Gap Closure or Connectivity	Network Concept		
STATE ROUTE 49	DRY CREEK RD	COUNTY BOUNDARY	SEPARATED BIKE LANE	3.9	x		x		1	1	0	1	2	0	1	5	$1,500,000
BELL RD	E OF QUARTZ RD	STATE ROUTE 49	BUFFERED BIKE LANE	0.5	x		x		1	1	0	1	0	1	2	5	$130,000
STATE ROUTE 49	S OF NEVADA ST	NEVADA WAY	BUFFERED BIKE LANE	0.2			x		1	0	1	0	0	1	3	5	$50,000
HORSESHOE BAR RD	OAK TREE LN	EASTERN END	BIKE LANE	4.2					0	1	1	0	2	1	0	5	$980,000
FIDDYMENT RD	SUNSET BLVD	AUBURN RAVINE TRAIL	BUFFERED BIKE LANE	4.6					0	0	0	0	2	0	3	5	$1,190,000
SUNSET BLVD	UNIVERSITY AVE	SUNSET SPECIFIC PLAN BOUNDARY	BUFFERED BIKE LANE	5.2					0	0	0	1	1	1	2	5	$1,370,000
PFE RD	WALERGA RD	S OF DRY CREEK TRAIL	BUFFERED BIKE LANE	3.1			x		1	1	1	0	2	1	0	5	$820,000
CROTHER RD / LAKE ARTHUR RD	PLACER HILLS RD	CHRISTIAN VALLEY RD	BIKE LANE	5.8			x		1	0	0	1	0	0	3	4	$1,350,000
FLORENCE LN / HELEN LN / VIRGINIA DR / STANLEY DR / CHRISTIAN VALLEY ROAD	PLACER HILLS RD	STATE ROUTE 49	BIKE ROUTE	5.7	x				1	0	0	0	2	0	2	4	$800,000
LOCKSLEY LN	AUBURN CITY LIMITS (AUBURN AIRPORT)	STATE ROUTE 49	BIKE LANE	0.6			x		1	1	0	1	0	0	2	4	$140,000

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					Low-Income High Minority	CalEnviroScreen 3.0 Score	Median Household Income	Free or Reduced-Price Meals	Disadvantaged Community	Bicycle Crashes	Proximity to Schools	Transit Connectivity	Public Outreach Support	Gap Closure or Connectivity	Network Concept		
NEW AIRPORT RD	BILL FRANCIS DR	STATE ROUTE 49	BIKE LANE	0.9	x				1	1	0	0	0	1	2	4	$220,000
JOEGER RD	RICHARDSON DR	DRY CREEK RD	BIKE ROUTE	1.0			x		1	0	0	0	1	1	2	4	$140,000
ATWOOD RD	STATE ROUTE 49	MT VERNON RD	BIKE LANE	1.7					0	0	0	1	0	1	2	4	$400,000
1ST ST	ATWOOD RD	BELL RD	BIKE LANE	0.6			x		1	0	0	1	0	1	2	4	$130,000
INDIAN HILL RD	AUBURN CITY LIMITS	NEWCASTLE RD	CLIMBING BIKE LANE	1.8					0	1	0	0	2	1	0	4	$1,860,000
VIRGINIATOWN RD / GOLD HILL RD / RIDGE RD	TAYLOR RD	FOWLER RD	BIKE ROUTE	6.4	x				1	1	0	0	2	0	1	4	$900,000
STATE ROUTE 193	MAIN ST (NEWCASTLE)	STAGECOACH LN	BIKE LANE	7.0	x				1	0	0	0	2	1	1	4	$1,630,000
ENGLISH COLONY WAY	TAYLOR RD	BUTLER RD	BIKE LANE	0.8					0	0	1	0	0	1	2	4	$200,000
SHERIDAN BIKE ROUTE NETWORK	*N.A.*	*N.A.*	BIKE ROUTE	2.1					0	0	1	1	0	0	2	4	$300,000
FOOTHILLS BLVD	ATHENS AVE	NICHOLS DR	BUFFERED BIKE LANE	2.0					0	0	1	1	0	0	2	4	$530,000
WALERGA RD	PFE RD	BASE LINE RD	SHARED USE PATH	1.9					0	0	0	0	2	1	1	4	$3,520,000

Road Name	From	To	Bikeway Type	Length (Miles)	Prioritization Criteria											Priority Score	Planning Level Cost Estimate (2018 Dollars)
					Low-Income High Minority	CalEnviroScreen 3.0 Score	Median Household Income	Free or Reduced-Price Meals	Disadvantaged Community	Bicycle Crashes	Proximity to Schools	Transit Connectivity	Public Outreach Support	Gap Closure or Connectivity	Network Concept		
FORESTHILL RD	WALTERS WAY	TODD VALLEY RD	BUFFERED BIKE LANE	3.4					0	0	1	0	0	0	2	3	$900,000
MEADOW VISTA RD	PLACER HILLS RD	PUMPKIN SEED RD	BIKE ROUTE	0.2					0	0	0	0	0	1	2	3	$30,000
NEW AIRPORT RD	OLD AIRPORT RD	BILL FRANCIS DR	SHARED USE PATH	0.7					0	0	0	0	0	1	2	3	$1,280,000
JOEGER RD	STATE ROUTE 49	RICHARDSON DR	BIKE LANE	0.1					0	0	0	0	0	1	2	3	$40,000
JOEGER RD	DRY CREEK RD	BELL RD	BIKE LANE	0.6					0	0	0	1	0	0	2	3	$150,000
RICHARDSON DR	MT VERNON RD	B AVE	BIKE LANE	0.3					0	0	0	1	0	0	2	3	$70,000
MT VERNON RD	MERRY KNOLL RD	MEARS DR	BIKE LANE	5.4					0	0	0	0	2	0	1	3	$1,270,000
WISE RD	OPHIR RD	GARDEN BAR RD	BIKE ROUTE	9.7			x		1	1	0	0	0	1	1	3	$1,370,000
NEWCASTLE RD	INDIAN HILL RD	RATTLESNAKE RD	BIKE ROUTE	3.8					0	0	0	0	2	1	0	3	$540,000
VAL VERDE RD	DICK COOK RD	KING RD	BIKE LANE	2.0					0	0	0	0	0	0	3	3	$470,000
JOE RODGERS RD	AUBURN FOLSOM RD	DOUGLAS BLVD	BIKE ROUTE	0.9					0	0	0	0	0	1	2	3	$140,000
RIPPEY RD	ENGLISH COLONY WAY	RIPPEY RD	BIKE ROUTE	1.4					0	0	0	0	0	1	2	3	$200,000
ENGLISH COLONY WAY	BUTLER RD	SIERRA COLLEGE BLVD	BIKE ROUTE	2.6					0	0	1	0	2	0	0	3	$370,000

Road Name	From	To	Bikeway Type	Length (Miles)	Prioritization Criteria											Priority Score	Planning Level Cost Estimate (2018 Dollars)
					Low-Income High Minority	CalEnviroScreen 3.0 Score	Median Household Income	Free or Reduced-Price Meals	Disadvantaged Community	Bicycle Crashes	Proximity to Schools	Transit Connectivity	Public Outreach Support	Gap Closure or Connectivity	Network Concept		
SIERRA COLLEGE BLVD	DELMAR AVE	STATE ROUTE 193	BUFFERED BIKE LANE	4.3					0	0	0	0	2	1	0	3	$1,130,000
SHERIDAN LINCOLN BLVD	N OF GLADDING RD	RIOSA RD	SEPARATED BIKE LANE	6.8					0	0	0	0	0	0	3	3	$2,570,000
RIOSA RD	KARCHNER RD	13TH ST	BIKE LANE	2.0					0	0	0	1	0	0	2	3	$480,000
OLD AIRPORT RD	BELL RD	NEW AIRPORT RD	BIKE ROUTE	1.0					0	0	0	0	0	1	2	3	$150,000
COOK RIOLO RD	CREEKVIEW RANCH RD	BASE LINE RD	SHARED USE PATH	0.8					0	0	0	0	2	1	0	3	$1,530,000
VINEYARD RD / CROWDER LN	BRADY LN	BASE LINE RD	BIKE LANE	2.8			x		1	0	0	0	2	1	0	3	$660,000
KINGS BEACH-TRUCKEE TRAIL	MT WATSON RD	STATE ROUTE 267	SHARED USE PATH	7.9					0	0	0	0	0	0	3	3	$14,790,000
DOWNTOWN FORESTHILL BIKE ROUTE NETWORK	*N.A.*	*N.A.*	BIKE ROUTE	1.7					0	0	0	0	0	0	2	2	$240,000
FORESTHILL BIKE ROUTE NETWORK	*N.A.*	*N.A.*	BIKE ROUTE	1.3					0	0	0	0	0	0	2	2	$190,000
STATE ROUTE 174	KNORR SWISS RD	COUNTY BOUNDARY	BIKE ROUTE	1.9	x				1	0	0	0	1	0	1	2	$270,000
COMBIE RD	PLACER HILLS RD	LAKE COMBIE	BIKE ROUTE	2.1					0	0	0	0	0	0	2	2	$300,000
BELL RD	JOEGER RD	LONE STAR RD	BIKE ROUTE	4.1					0	0	0	0	2	0	0	2	$580,000

Road Name	From	To	Bikeway Type	Length (Miles)	Prioritization Criteria											Priority Score	Planning Level Cost Estimate (2018 Dollars)
					Low-Income High Minority	CalEnviroScreen 3.0 Score	Median Household Income	Free or Reduced-Price Meals	Disadvantaged Community	Bicycle Crashes	Proximity to Schools	Transit Connectivity	Public Outreach Support	Gap Closure or Connectivity	Network Concept		
KING RD	AUBURN FOLSOM RD	HOLSCLAW RD	BUFFERED BIKE LANE	2.8					0	0	0	0	1	1	0	2	$740,000
FOWLER RD	STATE ROUTE 193	VIRGINIATOWN RD	BIKE ROUTE	0.8					0	1	0	0	0	0	1	2	$120,000
MCCOURTNEY RD	WISE RD	COUNTY BOUNDARY	BIKE ROUTE	9.7					0	1	0	0	1	0	0	2	$1,360,000
MCCOURTNEY RD	WISE RD	TODD LN	BIKE LANE	1.7			x		1	1	0	0	0	0	1	2	$390,000
HWY 65	RIOSA RD	COUNTY BOUNDARY	SHARED USE PATH	2.6					0	0	0	1	0	0	1	2	$4,870,000
NICOLAUS RD / DOWD RD / RIOSA RD	SHERIDAN LINCOLN BLVD	NELSON LN	BIKE ROUTE	8.3					0	0	0	0	1	1	0	2	$1,170,000
VIRGINIATOWN RD	HUNGRY HOLLOW RD	FOWLER RD	BIKE ROUTE	3.7					0	1	0	0	0	0	1	2	$520,000
ATHENS AVE	SUNSET SPECIFIC PLAN BOUNDARY	INDUSTRIAL AVE	BUFFERED BIKE LANE	3.8					0	0	0	0	0	0	2	2	$990,000
OLIVE RANCH RD	CAVITT STALLMAN RD	BARTON RD	BIKE ROUTE	1.7					0	0	0	0	0	0	2	2	$250,000
ROBINSON FLAT RD	FRENCH MEADOWS RESEVOIR	N OF SUGAR PINE RD	BIKE ROUTE	30.2					0	0	0	0	0	0	1	1	$4,240,000
FORESTHILL RD	N OF SUGAR PINE RD	WALTERS WAY	CLIMBING BIKE LANE	8.7					0	0	0	0	0	0	1	1	$9,250,000

Road Name	From	To	Bikeway Type	Length (Miles)	Prioritization												Planning Level Cost Estimate (2018 Dollars)
					Criteria											Priority Score	
					Low-Income High Minority	CalEnviroScreen 3.0 Score	Median Household Income	Free or Reduced-Price Meals	Disadvantaged Community	Bicycle Crashes	Proximity to Schools	Transit Connectivity	Public Outreach Support	Gap Closure or Connectivity	Network Concept		
SUGAR PINE RESEVOIR LOOP	IOWA HILL RD	IOWA HILL RD	BIKE ROUTE	11.4					0	0	0	0	0	0	1	1	$1,600,000
IOWA HILL RD	ELLIOT RANCH RD	I-80	BIKE ROUTE	14.1					0	0	0	0	0	0	1	1	$1,970,000
YANKEE JIMS RD	GOLD ST	CANYON WAY	BIKE ROUTE	12.3					0	0	0	0	0	0	1	1	$1,720,000
JOEGER RD	BELL RD	MT VERNON RD	BIKE ROUTE	3.9					0	0	0	0	0	0	1	1	$550,000
SHIRLAND TRACT RD	CROCKETT RD	AUBURN FOLSOM RD	BIKE ROUTE	2.2					0	0	0	0	0	1	0	1	$310,000
ROCK SPRINGS RD	AUBURN FOLSOM RD	TAYLOR RD	BIKE ROUTE	3.1	x				1	0	0	0	0	1	0	1	$440,000
VAL VERDE RD	DICK COOK RD	LAIRD RD	BIKE ROUTE	1.0					0	1	0	0	0	0	0	1	$140,000
LAIRD RD	CAVITT STALLMAN RD	LOOMIS HILLS RD	BIKE LANE	2.2					0	0	1	0	0	0	0	1	$520,000
DOUGLAS BLVD	PARK VISTA DR	E OF PARK VISTA DR	SHARED USE PATH	0.2					0	0	0	0	0	1	0	1	$320,000
GARDEN BAR RD	WISE RD	MT PLEASANT RD	BIKE LANE	1.3					0	0	0	0	0	0	1	1	$300,000
GARDEN BAR RD	MT PLEASANT RD	E OF GARDEN BAR RD	BIKE ROUTE	2.3					0	0	0	0	0	0	1	1	$330,000
WISE RD	MCCOURTNEY RD	GARDEN BAR RD	BIKE LANE	2.5					0	0	0	0	0	0	1	1	$590,000
VIRGINIATOWN RD	LIBERTY LN	HUNGRY HOLLOW RD	BIKE LANE	0.3					0	0	0	0	0	0	1	1	$70,000

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					Criteria											Priority Score	
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CAMP FAR WEST RD	PORTER RD	RIOSA RD	BIKE LANE	3.9					0	0	0	1	0	0	0	1	$900,000
NELSON LN / MOORE RD	FIDDYMENT RD	NICOLAUS RD	BIKE LANE	5.4					0	1	0	0	0	0	0	1	$1,260,000
DRY CREEK TRAIL	N.A.	N.A.	SHARED USE PATH	6.5			x		1	0	0	0	0	1	0	1	$12,080,000
BASE LINE RD	WALERGA RD	PLEASANT GROVE RD	BUFFERED BIKE LANE	6.8					0	0	0	0	0	0	1	1	$1,780,000
EAST DR / CENTRAL AVE	COOK RIOLA RD	BASE LINE RD	BIKE ROUTE	1.2			x		1	0	0	0	0	1	0	1	$170,000
WATT AVE	PFE RD	BASE LINE RD	BUFFERED BIKE LANE	1.6					0	0	0	0	0	0	1	1	$420,000
PALLADAY RD	BASE LINE RD	COUNTY BOUNDARY	BIKE LANE	1.4					0	0	0	0	0	0	1	1	$320,000
16TH ST	BASE LINE RD	COUNTY BOUNDARY	BIKE LANE	1.4					0	0	0	0	0	0	1	1	$330,000
LONE STAR RD	STATE ROUTE 49	BELL RD	BIKE ROUTE	1.7					0	0	0	0	0	0	0	0	$240,000
CRAMER RD	STATE ROUTE 49	BELL RD	BIKE ROUTE	1.6					0	0	0	0	0	0	0	0	$230,000
RATTLESNAKE RD	AUBURN FOLSOM RD	EASTERN END	BIKE ROUTE	3.3					0	0	0	0	0	0	0	0	$470,000
RIOSA RD	MCCOURTNEY RD	KARCHNER RD	BIKE ROUTE	3.0					0	0	0	0	0	0	0	0	$430,000

Road Name	From	To	Bikeway Type	Length (Miles)	Prioritization Criteria: Low-Income High Minority	CalEnviroScreen 3.0 Score	Median Household Income	Free or Reduced-Price Meals	Disadvantaged Community	Bicycle Crashes	Proximity to Schools	Transit Connectivity	Public Outreach Support	Gap Closure or Connectivity	Network Concept	Priority Score	Planning Level Cost Estimate (2018 Dollars)
CAMP FAR WEST RD	MCCOURTNEY RD	PORTER RD	BIKE ROUTE	3.2					0	0	0	0	0	0	0	0	$450,000
REGIONAL UNIVERSITY BIKEWAYS	*N.A.*	*N.A.*	BIKE LANE	2.5					0	0	0	0	0	0	0	0	$580,000
HAMPSHIRE ROCKS RD	WESTERN END	DONNER PASS RD	BIKE ROUTE	3.1					0	0	0	0	0	0	0	0	$430,000
AUBURN RAVINE TRAIL	*N.A.*	*N.A.*	SHARED USE PATH	9.7					0	0	0	0	0	0	0	0	$18,170,000
BREWER RD	BASELINE RD	AUBURN RAVINE TRAIL	SHARED USE PATH	7.6					0	0	0	0	0	0	0	0	$14,280,000
KARCHNER RD / PORTER RD	RIOSA RD	CAMP FAR WEST RD	BIKE LANE	2.5					0	0	0	0	0	0	0	0	$590,000
LOCUST RD	COUNTY BOUNDARY	BASE LINE RD	BIKE ROUTE	1.5					0	0	0	0	0	0	0	0	$210,000
SANTUCCI BLVD	ROSEVILLE CITY LIMITS	N OF PLEASANT GROVE BLVD	BUFFERED BIKE LANE	0.9					0	0	0	0	0	0	0	0	$240,000
DYER LN	BASE LINE RD (EAST)	BASE LINE RD (WEST)	BUFFERED BIKE LANE	5.4					0	0	0	0	0	0	0	0	$1,410,000

