

City Hall
American River North Community Room
2729 Prospect Park Drive, Rancho Cordova

Tuesday, July 13, 2010

5:30 p.m. - Special Meeting



WORK SESSION
(Public Comment is encouraged)

1. Discussion on Bike and Pedestrian Master Plan.

PUBLIC COMMENT

At a special meeting, citizens wishing to address the Council for any matter on the agenda may do so at the time the matter is discussed. Note, under the provisions of the California Government Code, the City Council is prohibited from discussing or taking action on any unagendized item.

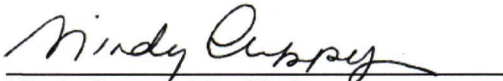
ADJOURNMENT

CERTIFICATION OF AGENDA POSTING

City Clerk's Certificate of Posting of Agenda

I, Mindy Cuppy, City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the Tuesday, July 13, 2010 Special Meeting of the Rancho Cordova City Council was posted on Friday, July 9, 2010 at the office of the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California, 95670 and was available for public review at that location. The agenda is also available on the city web site at www.cityofranhocordova.org.

Signed this 9th day of July 2010 at Rancho Cordova, California.


Mindy Cuppy, City Clerk

Public documents related to items on the open session portion of this agenda, which are distributed to the City Council less than 72 hours prior to the meeting, shall be available for public inspection at the time the documents are distributed to the Council. Documents are available for inspection at the City Clerk's office located in Rancho Cordova City Hall.

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's Office at (916) 851-8720 at least 48 hours prior to the meeting.

MEMORANDUM



DATE: July 13, 2009
TO: Honorable Mayor and Council Members
FROM: Cyrus Abhar, Public Works Director
SUBJECT: **DRAFT BICYCLE MASTER PLAN AND DRAFT PEDESTRIAN MASTER PLAN**

RECOMMENDATION

Receive, discuss and provide guidance for the newly drafted City of Rancho Cordova Bicycle and Pedestrian Master Plans prepared by City Staff.

RESULT OF RECOMMENDED ACTION

City Staff will compile comments and direction from the Council and present the Final Master Plans for approval at a Council session in the near future. Approval of the master plans will complete obligations identified in the 2006 General Plan and will position the City better access to a variety of grants. The plan is designed after Caltrans requirements that expand funding opportunities.

BACKGROUND

The City of Rancho Cordova General Plan directs the preparation of master plans that will detail the non-automobile components of the Circulation Element. With the Transit Master Plan complete, the Bicycle and Pedestrian Master Plans have been drafted for consideration by City representatives and the broader community. The master plans build on the policy work that was created in the General Plan, and detail the existing and future bicycle/pedestrian trail network, infrastructure and support facilities.

A public workshop was held in June of 2009 that included representation from the Bicycle Advocates for Rancho Cordova (BARC), other area bicycle and pedestrian advocacy groups, local and state agencies, community groups and interested citizens. This workshop initiated the planning effort providing a solid foundation for community concerns. A series of technical review meetings were also held in conjunction with regular BARC meetings to provide continuing guidance for the plans. City staff has also presented the City's Bicycle and Pedestrian Master Plans to the BIA.

Bicycle Master Plan

The plan proposes a system of city-wide routes that will increase and improve access to the American River Parkway, the Folsom South Canal and the future Upper Laguna Creek Trail system. These regional trails provide the backbone for a city-wide bicycle

network that will integrate all city neighborhoods and provide new access across barriers such as Highway 50, the Folsom South Canal and other major roads.

Pedestrian Master Plan

The heavy lifting for major pedestrian infrastructure is identified in the Bicycle Master Plan (BMP). The trail system proposed in the BMP will greatly enhance pedestrian mobility and access. Recommendations contained in the Pedestrian Master Plan (PMP) focus on programs in the existing community, such as sidewalk gap fill, intersection improvements and walkway upgrades. The PMP views infrastructure at a localized scale and makes improvements that will encourage community walking activity.

The PMP also ties the Bicycle and Pedestrian Master Plans to the Americans With Disabilities Transition Plan and the Neighborhood Traffic Management Program to ensure seamless solutions for the entire community.

Both master plans identify an Implementation strategy with costing information that can be used to pursue continued funding from local, state and federal agencies.

Upon approval of the plans, the City will also prepare a citizen bicycle trail and recreation map that will help residents find walkways and bike routes that serve their trip making needs, and open doors to recreational access. The City Trails map should be completed by the end of the calendar year.

ATTACHMENTS

1. Draft Bicycle Master Plan.
2. Draft Pedestrian Master Plan.

CITY OF RANCHO CORDOVA

DRAFT

Bicycle Master Plan

JUNE 15, 2010



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CHAPTER 1

Introduction

Bicycling is becoming an increasingly significant mode of transportation as communities across the globe seek to clean their air and develop healthy living habits. A comprehensive and safe bicycle network can encourage people to get on a bike and ride to work, to school, to run errands, get in shape or just for the fun of it. Ample opportunities for bicycling, for recreation and transportation, are representative of a high standard of living and a community that cares about the environment and the health of its citizenry.

PURPOSE OF THE PLAN

A bicycle master plan provides strategic direction for the development of a comprehensive bicycle transportation network. This Plan is Rancho Cordova's first dedicated Bicycle Master Plan, although the City's General Plan provided a sound policy framework for bicycle facility development beginning in 2006.

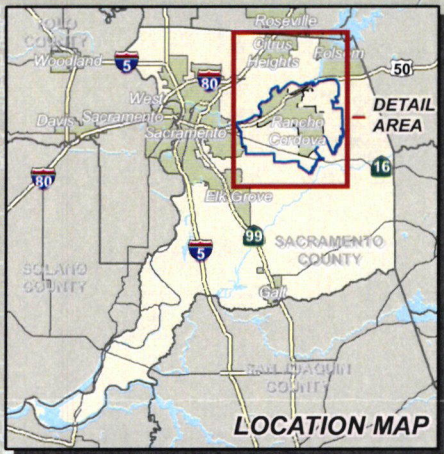
This Plan provides information about the current state of bicycle transportation in Rancho Cordova and provides additional policy direction for the City. The Plan also indicates the level of financial effort and community collaboration necessary to achieve the desired network.

SETTING

PLANNING AREA

The City of Rancho Cordova is located within the Highway 50 Corridor to the east of the City of Sacramento and west of the City of Folsom. The Mather Field Airbase is located along the southwest boundary of the City and the Aerojet Rocket Testing Facility is located to the east. The northern boundary of Rancho Cordova is defined by the American River. At approximately 23 square miles within its borders, the City of Rancho Cordova is the 3rd largest incorporated municipality in Sacramento County and is the second largest employment center in the Sacramento region. Rancho Cordova was incorporated in 2003.

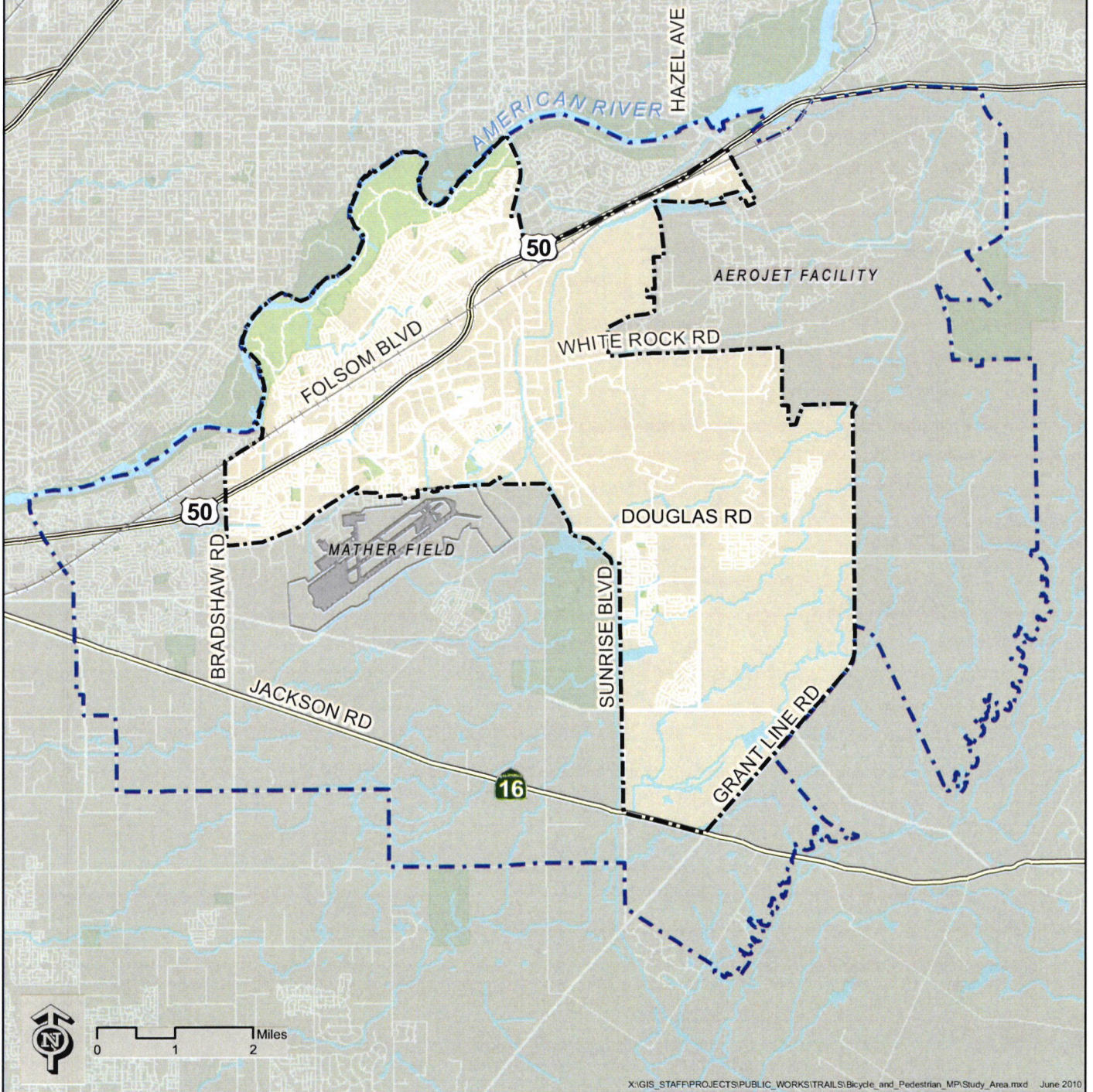




STUDY AREA

- PARKS & REC AREAS
- LAKES AND RIVERS
- CREEKS
- RANCHO CORDOVA CITY LIMITS
- PLANNING AREA BOUNDARY

DRAFT



0 1 2 Miles

CHAPTER 1 • INTRODUCTION

Rancho Cordova was largely settled during and after the Second World War, when it was home to a thriving military base and a hub for the emerging aerospace industry. The original development pattern focused on vehicle transportation, resulting in limited opportunities for bicycle travel. The military base is no longer active. The site is now used for both private air service and goods movement aviation.

Due to its proximity to the state capitol and its accessibility by multiple transportation modes, Rancho Cordova has emerged as an important employment center within the greater Sacramento metropolitan region and the State.

PLANNING PROCESS AND PUBLIC INVOLVEMENT

The Bicycle Master Plan was developed in close collaboration with the Bicycle and Pedestrian Technical Advisory Committee (TAC), comprised of interested residents and cycling advocates. This Committee met throughout the planning process to identify issues and needs, review projects, discuss future network development, prioritize projects and review the draft document.

Early in the planning process, the City co-hosted a bicycle and pedestrian planning open house with Bicycle Advocates Rancho Cordova (BARC) to gather information about ridership trends, issues and needs. This workshop-style meeting was widely advertised and drew community members from throughout Rancho Cordova, in addition to interested residents of the neighboring communities of Folsom and Gold River, and representatives from Caltrans, the Sacramento Area Bicycle Advocates (SABA) and WalkSacramento. A second community workshop was held during the final months of the planning process to gather community feedback on the draft Bicycle Master Plan document and proposed bicycle network and project list.

In addition to TAC meetings and community workshops, City staff met repeatedly with neighborhood associations to gather input on the Plan. Comments were also welcomed via email and telephone throughout the planning process.

THE LANGUAGE OF THIS PLAN

A bicycle master plan is intended to be a user-friendly document that provides strategic direction for staff while also capturing and accurately reflecting a community's vision for their bicycle transportation network. To ensure better understanding of the more technical aspects of this plan, the concepts of bicycle facility types and cyclist types are introduced below.

BICYCLE FACILITY TYPES

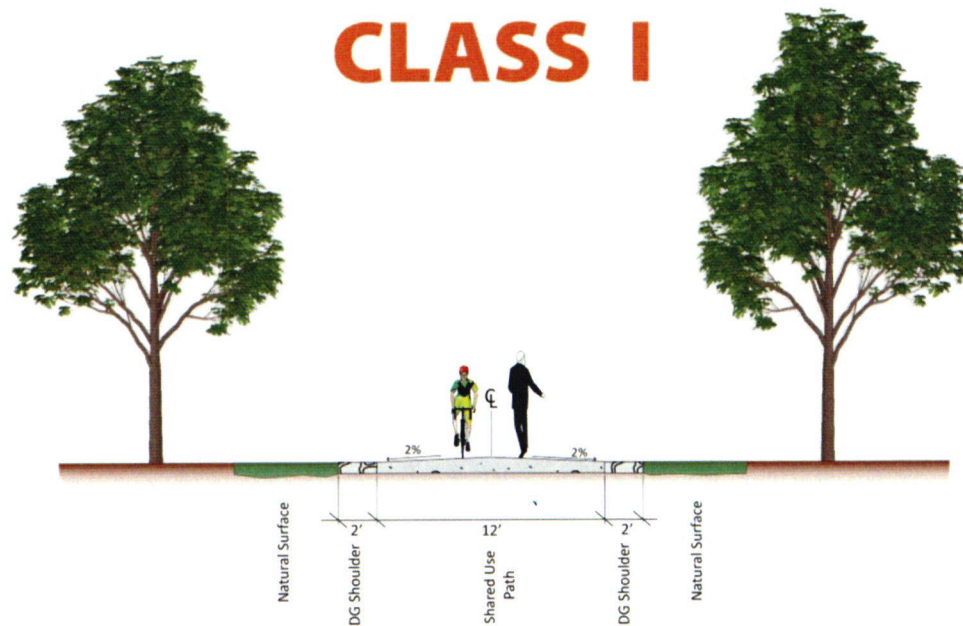
The Caltrans Highway Design Manual, Chapter 1000, designates three discrete types of bikeways—Class I Bike Paths, Class II Bike Lanes and Class III Bike Routes.



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Class I

Class I pathways are off street facilities, dedicated exclusively to use by bicyclists, pedestrians, and in some cases, equestrians and other non-motorized travel such as roller skating, skateboarding, and so forth. Class I pathways are sometimes called “Multi-use Pathways” or “Multi-Use Trails” because of the diversity of uses they can accommodate. Class I facilities are an important recreational amenity and are often located adjacent to parks, open space, rivers, streams and canals. In cases where the Class I facility provides direct connections between major destinations, they can become popular commute routes.

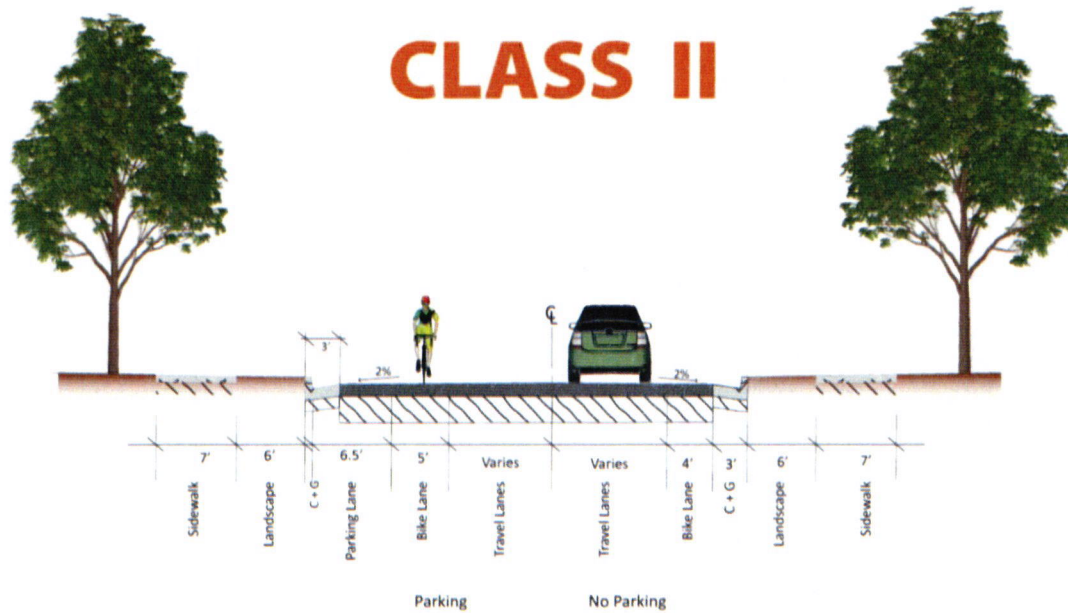


** The standard trail width is 10'. A 12' trail width is desirable for major corridors or busy multi-use paths.*

Class II

Class II bike lanes are established in the public right of way and delineate a portion of the street for bicyclists, providing greater predictability in their movement relative to motor vehicle traffic. Class II lanes must be located on roadways with adequate width to accommodate the delineation of a bike lane. Once established, bike lanes must be signed and require adequate maintenance to keep them free of debris and other barriers to safe cycling.





Class III

Class III bike routes indicate that bicyclists have been directed to use a particular roadway in conjunction with motor vehicle traffic. Class III routes are generally designated on roadways with low levels of motor vehicle traffic where bicyclists may share the travel lane. Class III facilities are often used as an alternative route through a high-demand corridor. Class III facilities must be signed and may be demarcated with a “sharrow” stencil indicated to motor vehicles that they are sharing the road with cyclists.

CYCLIST TYPES

Cyclists use the bicycle transportation network in different ways, depending on their purpose for riding and their level of experience and comfort on the road. Cyclist types are identified solely for the purpose of planning to meet the needs of all types of cyclists with a diverse network of facilities—from meandering Class I pathways for the recreational cyclist to fast Class II lanes for the experienced cyclist.



A “sharrow” alerts motor vehicles that they are sharing a lane or roadway with cyclists.

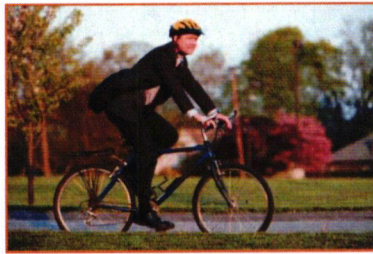


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Youth or Recreational

- Prefers slower speeds
- Often rides together as a family
- Prefers Class I Trails



Commuter and Utilitarian

- Rides primarily for transportation
- Comfortable using Class I Trails and Class II Bike Lanes
- Comfortable at a range of speeds



Avid and Experienced

- Prefers faster speeds
- Comfortable on all road ways and trails, including riding in the travel lane
- Comfortable sharing the roadway with vehicular traffic

SUPPORT FACILITY TYPES

Bicycle support facilities refer to the many small items of bicycle-related infrastructure that “support” a bicycle transportation network. Support facilities most commonly refer to parking: bicycle racks, lockers and other storage facilities. However, support facilities can also include bicycle repair shops, drinking fountains and rest areas alongside a trail, directional signage and maps throughout the City or lighting at an underpass. Bicycle support facilities are a key component of a successful network—if there is no where to park a bicycle at a destination, a person will be less likely to ride there.

GRADE-SEPARATED CROSSINGS

Grade-separated crossings refer to any crossing of a roadway, waterway, rail line, utility corridor or other major barrier via a crossing that is at a different

Of those Rancho Cordova cyclists queried, the majority identify themselves as “Commuter or Utilitarian” cyclists, followed closely by “Avid and Experienced”



CHAPTER 1 • INTRODUCTION

grade than the street level. Grade-separated crossings may be over-passes or under-passes, depending on the constraints of the site. Existing grade

separated crossings in Rancho Cordova provide dedicated bicycle and pedestrian crossings across Highway 50. In contrast, an “at-grade” crossing refers to a crossing as the same grade (at street level) as the rest of the facility.

PLAN ORGANIZATION

HOW TO USE THIS PLAN

This plan is comprised of six chapters, ranging from an explanation of existing conditions for cycling in Rancho Cordova to detailed cost estimates for proposed bicycle improvement projects. Different readers may focus on different components of the plan.

If you are a resident—you may want to focus in on the proposed network described in Chapter 5: Recommended Bicycle Network—which conveys the long-term vision for bicycle transportation in Rancho Cordova. You may also be very interested in the project implementation phasing, outlined in Chapter 6.

*The proposed
bicycle network is
described in*

If you are a City staff member—you may want to read and understand the entire document, and you’ll want to focus on the policy framework for bicycle facilities and programs, outlined in Chapter 4: Recommended Policies and Programs.

Chapter 5.

If you are a member of the development community—you may be particularly interested in the policy direction provided by Chapter 4: Recommended Policies and Programs as well as the implementation information contained in Chapter 6: Implementation.

CALIFORNIA STREETS AND HIGHWAYS CODE COMPLIANCE

This plan complies with California Streets and Highways Code Section 891.2, items A-K, regarding Bicycle Transportation Plans. Compliance with this code section will help to ensure that the City of Rancho Cordova may become eligible to receive Caltrans Bicycle Transportation Account funding upon approval of this plan by the regional transportation planning agency, Sacramento Area Council of Governments (SACOG), and Caltrans.

The manner in which this plan complies with §891.2 is outlined in Table 1.1 below.



Table 1.1: California Streets and Highways Code §891.2 Compliance

Requirement	Description	Location of Applicable Information in this Plan
A	The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.	Chapter 3, Page 3-8
B	A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings and major employment centers.	Chapter 2, Page 2-23
C	A map and description of existing and proposed bikeways.	Chapter 2, Pages 2-5 through 2-9 —and— Chapter 5
D	A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings and major employment centers.	Chapter 2, Pages 2-11 through 2-19
E	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities as transit stops, rail and transit terminals, ferry docs and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Chapter 2, Pages 2-11 through 2-19



CHAPTER 1 • INTRODUCTION

Requirement	Description	Location of Applicable Information in this Plan
F	A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom and shower facilities near bicycle parking facilities.	Chapter 2, Pages 2-11 through 2-19
G	A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.	Chapter 2, Pages 2-20 —and— Chapter 3, Pages 3-4 through 3-7
H	A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.	Chapter 3, Pages 3-1 through 3-4 —and— Appendix B
I	A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including but not limited to, programs that provide incentives for bicycle commuting.	Chapter 2, Pages 2-20 through 2-26
J	A description of the projects proposed in the plan and a listing of their priorities for implementation.	Chapter 5 —and— Chapter 6, Pages 6-4 through 6-6
K	A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Chapter 2, Page 2-5 —and— Chapter 6





2

CHAPTER 2

Existing Conditions

Rancho Cordova's existing network of bicycle trails, lanes and routes provides opportunities for cyclists to commute, ride for recreation and make utilitarian trips. Many residents enjoy their after-work and weekend excursions along the Folsom South Canal and American River Bike Trail. Yet significant improvements to the network of bicycle facilities remain to be completed.

This chapter describes the existing condition of Rancho Cordova's bicycle network and identifies existing demographic trends, planning context, and policy framework relevant to the future development of bicycle infrastructure.

PLANNING CONTEXT

DEMOGRAPHIC PROFILE

Rancho Cordova has grown from 57,799 residents in 2007 to over 62,000 residents in 2009.¹ The City has experienced significant growth in the recent past, and projects continued growth into the future. The population is estimated to grow to 105,000 residents by 2020. The median income for Rancho Cordova households is \$46,529. The City has a diverse population as shown in Table 2.1. on the following page.

¹ 2007 American Community Survey.



Table 2.1: Population Diversity

Area	White	Hispanic Or Latino	Black Or African American	Asian	Two Or More Races	Other
Rancho Cordova	53.6%	16.7%	11.8%	10.2%	6.3%	1.5%
California	59.8%	35.9%	6.2%	12.3%	3.3%	18.4%
Sacramento County	60.8%	19.3%	10.1%	13.7%	4.2%	11.1%

Source: U.S. Census Bureau

Rancho Cordova is one of the Sacramento region's most concentrated employment centers. It is home to many residents who are working age (over 16), as depicted in Table 2.2 below.

Table 2.2: Number of Residents and Workers in Rancho Cordova and Nearby Communities

City	Total Population	Total Number of Workers over the Age of 16*	Total Number of Workers as percentage of Total Population
Rancho Cordova	59,666	26,787	45%
Folsom	71,836	32,020	45%
Arden-Arcade	90,973	41,828	46%
Roseville	115,452	57,243	50%
Sacramento	446,530	197,856	44%

Source: American Community Survey

*Refers to workers living in each area.



CHAPTER 2 • EXISTING CONDITIONS

EXISTING TRANSPORTATION MODE SHARE

Rancho Cordova residents use a variety of transportation modes to travel to and from work. The majority of residents drive alone to work, with a significant number using public transportation and carpooling. Only 2% of working residents report riding a bicycle to work. This figure is greater than the bicycle-to-work mode share for Roseville, and equal to that of Folsom, but less than that of the City of Sacramento or Arden Arcade.

Only 2 percent of working Rancho Cordova residents report riding a bicycle to work.

Table 2.3: Mode of Transportation to Work for Residents of Rancho Cordova and Nearby Communities

Mode of Transportation	Rancho Cordova		Folsom		Arden-Arcade		Roseville		Sacramento	
	Percent	No. of Workers	Percent	No. of Workers	Percent	No. of Workers	Percent	No. of Workers	Percent	No. of Workers
Drove Alone	73.4%	19,662	77.4%	24,783	75.9%	31,747	80.2%	45,909	72.1%	142,654
Car pooled	14.1%	3,777	9.3%	2,978	11.1%	4,643	10.3%	5,896	14.4%	28,491
Transit	5.2%	1,393	2.2%	704	3.0%	1,255	1.3%	744	3.8%	7,519
Walked	1.8%	482	1.5%	480	3.0%	1,255	1.3%	744	3.4%	6,727
Bicycled	0.7%	188	0.5%	160	1.3%	544	0.2%	114	2.0%	3,957
Other	4.8%	1,286	9.1%	2,914	5.7%	2,384	6.7%	3,835	4.4%	8,706

Source: American Community Survey



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Detailed information on work-trip travel times for City residents provides insight on how many citizens could use their bicycles for commute purposes. The 3 percent of residents that have a commute time of 5 minutes or less should be able to switch to a pedestrian or bicycle mode assuming a safe route and reasonable weather conditions. The same might also be true for potential bicycle commuting trips for the 13 percent of the population that have a commute time of under 10 minutes. Thirty percent of Rancho Cordova working residents spend less than 15 minutes travelling to work. 30 percent of Rancho Cordova working residents spend less than 14 minutes traveling to work, as shown in Table 2.4.

*30 percent of
Rancho Cordova
working residents
spend less than 14
minutes traveling
to work.*

Table 2.4: Travel Time to Work for Rancho Cordova Workers

Travel Time (in minutes)	Percentage of Workers
Less than 5	3%
5 to 9	10%
10 to 14	17%
15 to 19	13%
20 to 24	14%
25 to 29	8%
30 to 59	27%
60 to 89	3%
90 or more	1%

Source: American Community Survey

ROLE OF THE CITY IN PROVIDING BICYCLE TRANSPORTATION FACILITIES

The city of Rancho Cordova constructs and maintains transportation facilities within the publicly owned right of way in Rancho Cordova. Development and maintenance of transportation facilities is overseen by the



CHAPTER 2 • EXISTING CONDITIONS

Department of Public Works. In newly developing areas, builders design trail facilities and the City conditions additional improvements that ensure the trails are integrated into an overall city-wide transportation concept. The following table of past bicycle expenditures is intended to represent the City constructed elements of the existing trail and route system. A significant investment is also provided by the development community that generally relates to open space areas and parks. There are several miles of trails and other amenities that have recently been built in the Stone Creek and Anatolia developments.

PAST EXPENDITURES ON BICYCLE FACILITIES

Several rehabilitation and enhancement projects were constructed in Rancho Cordova over the last three years. Each of these projects has elements that build the bicycle system adding class II bike lanes and improving traffic signal infrastructure; pavement detection and push buttons. Approximately \$287,000.00 was invested in the City's bicycle system through these projects.

- 2008 Traffic Calming Project - La Loma, West La Loma, Georgetown - CP08-2064
- 2007 Pavement Rehabilitation Project - Coloma Rd Phase 1 - CP07-2040
- 2006 Pavement Rehabilitation Project - Explorer, Vanguard, Ambassador, Rod Beaudry, and Trinity Dr - Contract # 85-2006 CP06-2014
- International Dr & Data Dr Traffic Signal and Striping Improvements - CP07-2030
- Traffic Signal and Pavement Overlay Improvement Projects - Contract # 52-2006 CP05-2006 & CP05-2007 - Kilgore Rd @ Trade Center Dr and Coloma Rd @ Cordova Lane
- Folsom Blvd and Mather Field Rd Enhancements Phase 1 Project - CP05-2011
- White Rock Pedestrian and Safety Improvement Project - CP09-2075

EXISTING BICYCLE NETWORK

Rancho Cordova's existing bicycle network is comprised primarily of Class II facilities with key Class I pathways located in new development areas and along the Folsom South Canal. Class II facilities provide transportation corridors throughout the City, with connections to the American River Parkway bike trail in the north, which serves as a regional connection into the cities of Sacramento and Folsom. The existing bicycle transportation network is shown in Figures 2.1.1 and 2.1.2.



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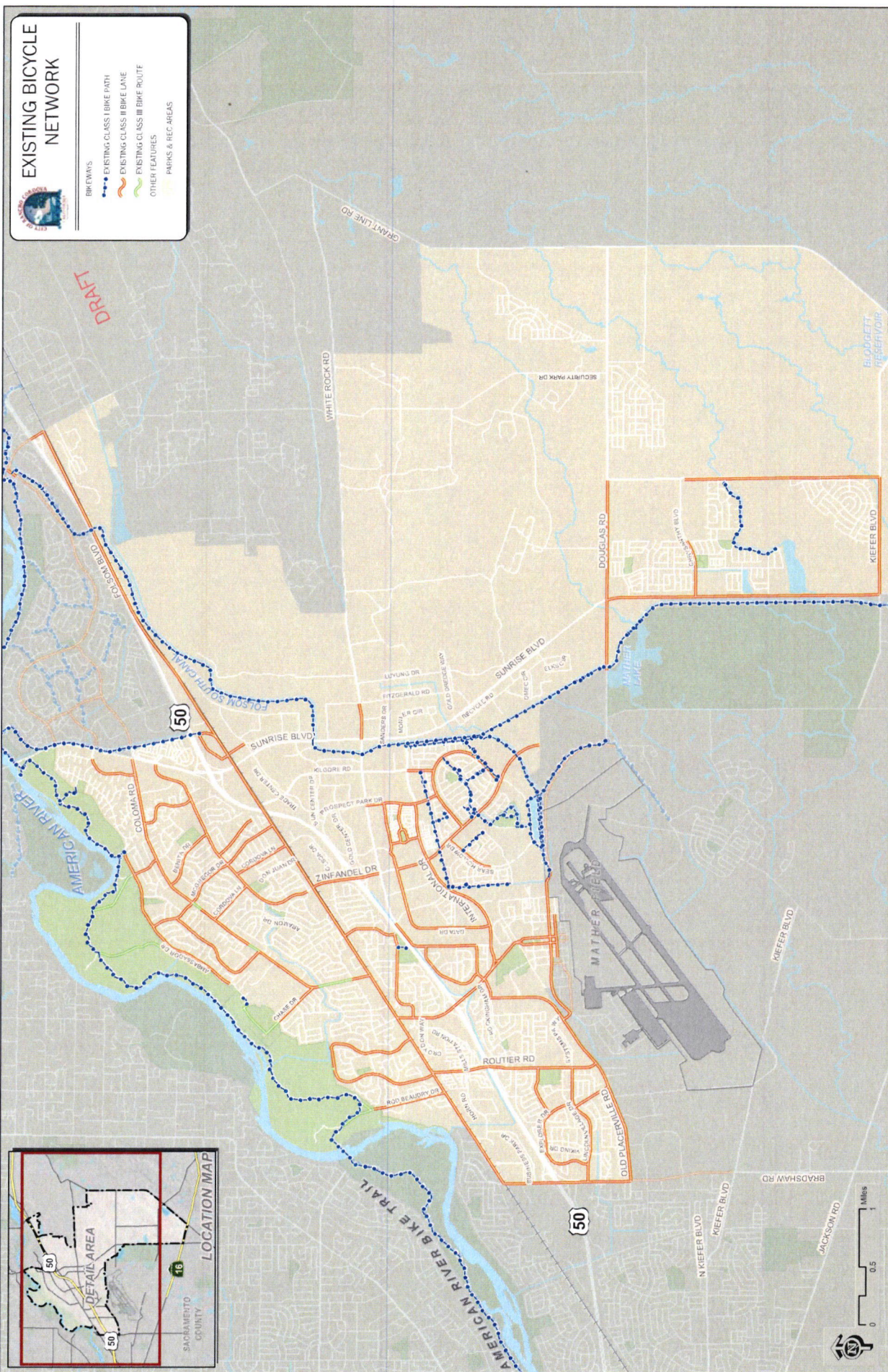
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EXISTING BICYCLE NETWORK



- BICYCLES**
- EXISTING CLASS I BIKE PATH
 - EXISTING CLASS II BIKE LANE
 - EXISTING CLASS III BIKE ROUTE
 - OTHER FEATURES
 - PARKS & REC AREAS



EXISTING BICYCLE SUPPORT FACILITIES

Rancho Cordova's bicycle transportation network is supported by a network of bicycle parking facilities, showers and changing rooms, bicycle retailers, transit stations, and park and ride locations. These support facilities provide places to store bicycles, prepare for the workday, and make connections to other modes of transportation for travel to destinations outside of the City. Figures 2.2.1 and 2.2.2 show the location of bicycle support facilities within Rancho Cordova. Table 2.6 provides a summary of existing bicycle parking and shower and changing facilities.

Facilities at important destinations are critical to promoting bicycle activity.

Facilities at important destinations to bicyclists are critical to promoting bicycle activity. For example, facilities at places of employment promote bicycle commuting. Facilities at retail centers and public offices allow bicyclists to perform errands. Facilities at parks and along trails promote recreational bike riding. In order to increase bicycle activity the City evaluated a broad range of destinations for cyclists.

Anatolia Bike Trail – The Anatolia Bike Trail is a class I bike trail in the new Anatolia development near Sunrise Boulevard and Douglas Road. It offers about a mile of recreational bicycle activity which will eventually be connected to the larger Class I system. Along the trail there are 5 class III bike racks. As is typical of most bicycle trails, changing or shower facilities and long term storage along the trail is not provided. The City will continue to work with the Cordova Recreation and Park District for other needs such as improved access to restrooms.

Employment Centers – These are destinations where people go to inquire about employment opportunities. Three of the employment agencies that were surveyed provide changing rooms, storage, showers, and restrooms. Access to most of these facilities is limited to clients of the agencies.

Fitness Centers – Local gyms and sports complexes are designed for recreational activity and offer amenities to accommodate users. All of these centers offer showers, changing rooms, lockers, and restrooms. They are very accessible and encouraging to bicyclists. However, depending on the location many centers only offer these amenities to members and are not available to the general public. Class III bike racks are available to everyone at each location.

Public Library – The Rancho Cordova Library on Folsom Boulevard provides bike racks for the bicyclists and restrooms that are available to the general public.

Medical Centers – Kaiser Permanente and the VA Hospital offer multiple amenities to their employees commuting to work on Bike. They provide bike racks, showers, changing areas, and restrooms to their employees but not to the general public.



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BICYCLE PARKING & SUPPORT FACILITIES

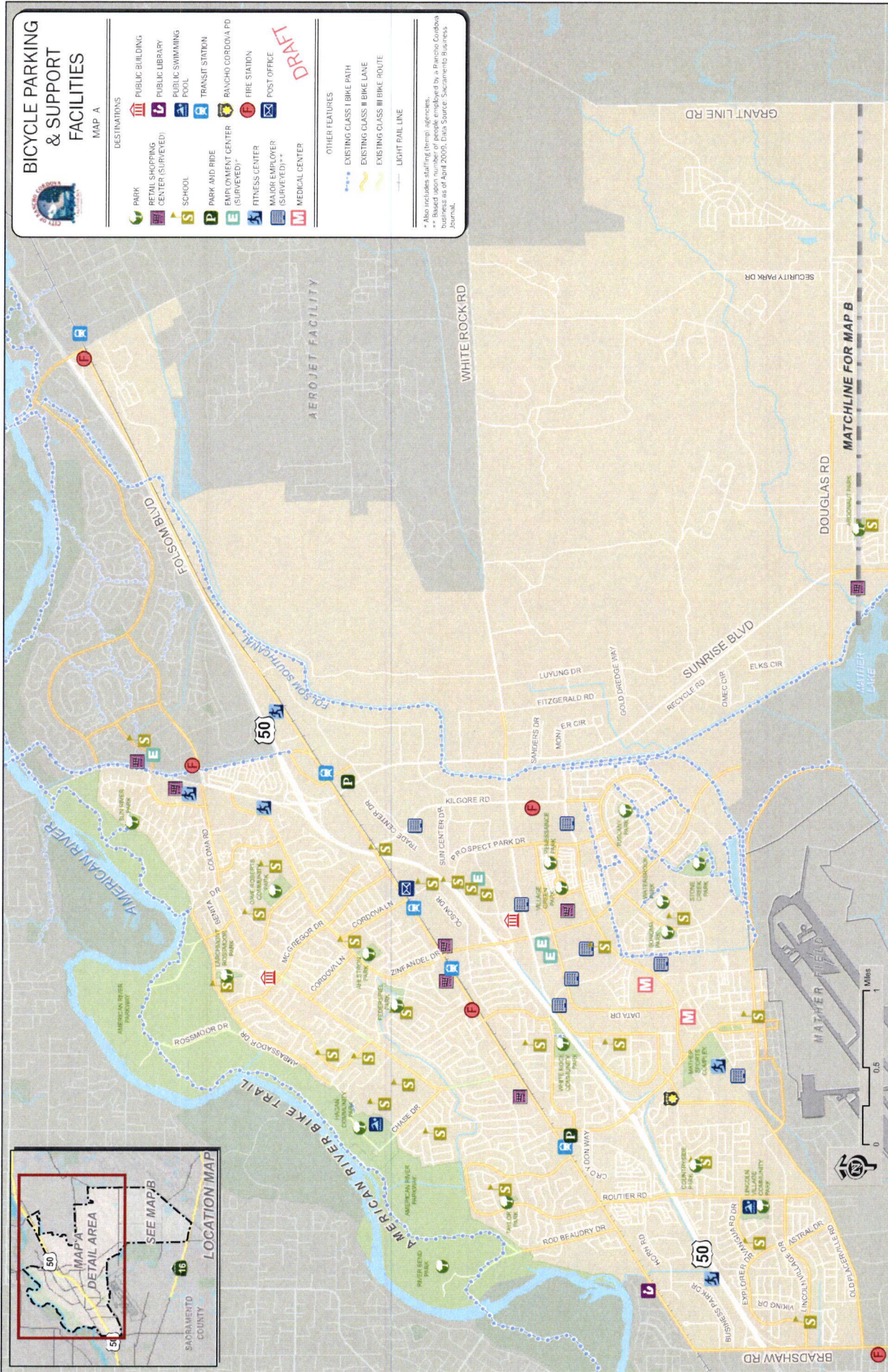
MAP A



- DESTINATIONS**
- PARK
 - RETAIL SHOPPING CENTER (SURVEYED)
 - SCHOOL
 - PARK AND RIDE (SURVEYED)
 - ENVIRONMENT CENTER (SURVEYED)
 - FITNESS CENTER
 - MAJOR EMPLOYER (SURVEYED)
 - MEDICAL CENTER
 - PUBLIC BUILDING
 - PUBLIC LIBRARY
 - PUBLIC SWIMMING POOL
 - TRANSIT STATION
 - RANCHO CORDOVA PD
 - FIRE STATION
 - POST OFFICE

- OTHER FEATURES**
- EXISTING CLASS I BIKE PATH
 - EXISTING CLASS II BIKE LANE
 - EXISTING CLASS III BIKE ROUTE
 - LIGHT PAUL LINE

* Also includes staffing (temp) agencies.
 ** Based upon number of people employed by a Parson's Coodbook
 as of April 2003. Data Source: Sacramento Business Journal.



0 0.5 Miles

MATCHLINE FOR MAP B

Y:\GIS\Bicycle\Bicycle_Parking_Support_Facilities_MapA.mxd - April 2003 - Sacramento Business Journal



BICYCLE PARKING & SUPPORT FACILITIES

MAP B

DESTINATIONS



PARK



PARK AND RIDE



RETAIL SHOPPING
CENTER (SURVEYED)



SCHOOL



FIRE STATION

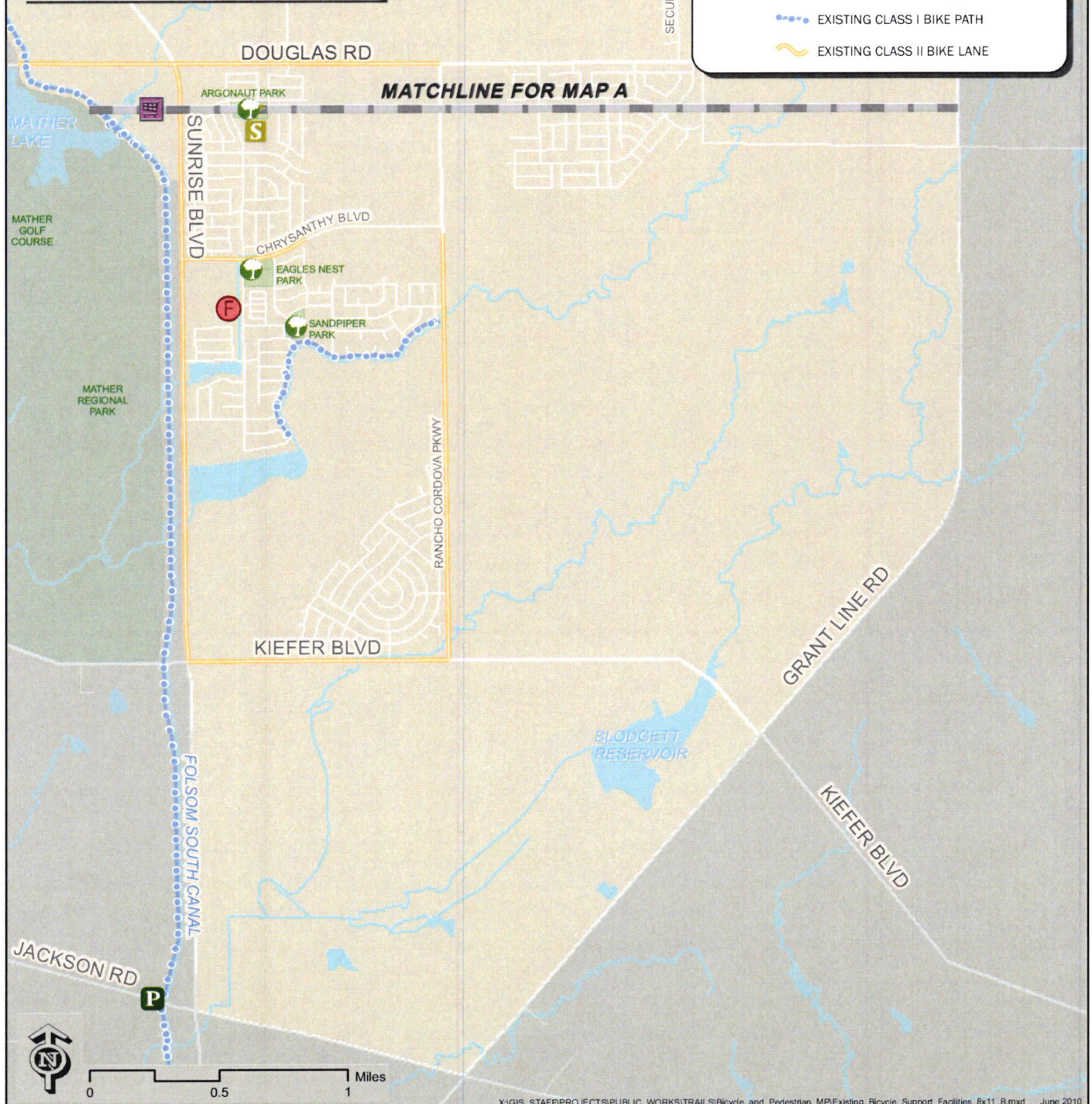
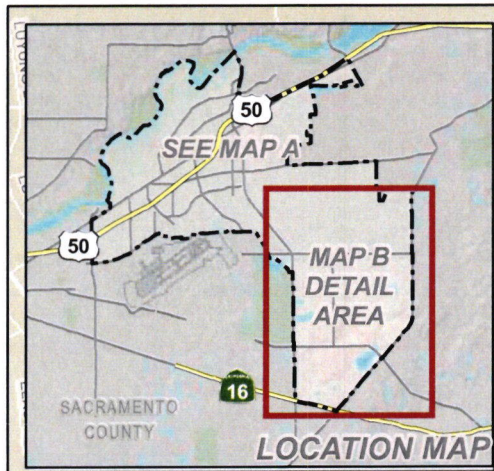
OTHER FEATURES

OTHER FEATURES

EXISTING CLASS I BIKE PATH

EXISTING CLASS II BIKE LANE

DRAFT



CHAPTER 2 • EXISTING CONDITIONS

Major Employers – The City selected a group of eight major employers in Rancho Cordova based on number of employees and surveyed the facilities they offer to their employees. Many employers observe a direct correlation between employee health and performance. They encourage commuters to bike to work whenever possible and accommodate those who choose to do so. Nearly all major employers surveyed offer all possible amenities to employees.

Park and Ride Locations – Park and Ride lots are provided at two Light Rail Stations within the City and at the Sunrise Boulevard/ Jackson Highway intersection. These locations are intended as a transition point rather than a place a person would stay for an extended period of time. Thus at the Light Rail Stations the amenities are geared towards multiple forms of bicycle parking in the form of racks as well as lockers to store a bicycle for a couple of hours or for an entire day. There are no bicycle amenities at the Sunrise Boulevard/ Jackson Highway intersection.

*City Hall offers
bicycle parking,
showers, changing
areas and storage.*

Public Buildings – Rancho Cordova City Hall or the Neighborhood Services Center are destinations for city residents. Whether people wish to attend a council meeting, find information about their community, or apply for a permit they go to one of the Cities Public Buildings. City Hall has both bike racks in front as well as enclosed racks in the back. City Hall also offers restrooms, showers, changing areas, and storage. The Neighborhood Services Center offers both a bike rack and a restroom.

Police and Fire Stations – These public information buildings and centers of public safety provide facilities for employees only. However, there is often not a lot of pedestrian and bicycle activity as it is often difficult for employees to walk or ride their bike to work with equipment transport requirements.

Post Office – The local post office currently does not host any bicycle facilities.

Parks – Parks are an obvious destination for recreational bicyclists. The area north of the Highway 50 is in an established neighborhood developed when the Mather Air Force Base was thriving. Many of the parks in this area were developed without bicycle facilities. Hagan Park and the American River Parkway are exceptions to this rule as they provide restrooms, water fountains and bicycle parking. Newer parks south of Highway 50 have bicycle parking available, most offer restrooms, and some offer changing areas and showers.

*Bicycling to schools
reduces road congestion
and improves student
health.*

The parks that offer the changing areas and showers are the parks that either have a pool now or at least did at some point.

Retail Shopping Centers – Bicyclists appreciate opportunities to complete their errands on their bicycles. The City surveyed seven commercial locations and although almost none of the local shopping centers in the city offer public restrooms, showers, or storage, most



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offer bicycle racks for parking. One resident expressed the appreciation of a bicycle rack at a local coffee house as that is where their bicycle group meets before taking off on group rides.

Schools –Bicycling to schools reduces road congestion, improves the student’s health while promoting good habits, and increases student’s performance in school. All schools have bicycle racks and restrooms for students. Generally only High Schools offer any kind of showering or changing facilities. The High Schools generally only offer this service during their Gym period of school. Many higher education schools offer showering and changing facilities for their students.

The following table is intended to provide a snap shot of facilities provided to cyclists in the City.



Table 2.5: Summary of Existing Bicycle Support Facilities

Facility Type	Bicycle Parking				Changing	Storage	Showers	Restroom
	Class I	Class II	Class III	Multiple				
Anatolia Bike Trail	0	0	5	0	0	0	0	0
Employment Center/Staffing Agency (4)*	0	3	0	1	3	3	3	4
Exercise Facility	0	1	4	0	5	5	5	5
Library	0	0	1	0	0	0	0	0
Medical Facility	0	0	1	1	2	0	2	2
Major Employer (8)*	3	1	2	2	8	8	8	8
Park-N-Ride Location	0	0	0	2	0	0	0	0
Public Building	0	0	1	1	1	1	1	2
Park	0	0	8	0	4	1	3	6
Public Swimming Pool	0	0	2	0	0	0	0	2
Retail Shopping Center (7)*	0	1	5	1	0	0	0	0
School	4	2	22	1	6	4	5	28
Transit Station	0	0	2	2	0	0	0	0
American River Parkway Parking	0	0	1	0	0	0	0	1

*Surveyed Locations Only, See Map



EXISTING BICYCLE ENCOURAGEMENT AND EDUCATION PROGRAMS

The City of Rancho Cordova continues to assess bicycle conditions within the City. The City supports the growing interest in bicycle riding and acknowledges the positive effects it can have on the community. Rancho Cordova is home to a number of bicycle encouragement and education programs, ranging from elementary bicycle safety education to commuter encouragement programs. These existing programs are summarized in the following table.

- 1) **Elementary School Programs**— Annually the 50 Corridor TMA holds a Bicycle Safety day at Sunrise Elementary School and Navigator Elementary School. At these events important topics such as safety, maintenance, and rules of the road are discussed. Students are asked to sign a contract to abide by the rules if they are going to ride their bikes. Emphases is especially given concerning wearing helmets, after observing many students were riding to school without one. A slow motion race is one of the most exciting parts of the day for most of the students.
- 2) **Commuter Programs**— This is an exciting addition to the Programs offered in Rancho Cordova. Bicycle commuters are able to register for the TMA Bicycle Commuter Program which offers many amenities to bicycle commuters. This program offers Taxi cab fares or a car rental in case a commuter needs to get home in case of an emergency. As an added incentive, drawings and prizes are offered to those who are registered.
- 3) **Rancho Cordova Police Department (RCPD) Program**— The RCPD Program provides a safety course, presentation on bicycle laws informational flyers, and free helmets. This program was initiated by Larry Canfield of the Rancho Cordova Police Department. Since his passing the Rancho Cordova Police Department has championed this program and are working ensure success. This is their first year operating this program and are holding their first Rodeo at White Rock Elementary School. This rodeo will include a safety course, informational flyers, and free helmets donated by Mercy Hospital.

EXISTING POLICY FRAMEWORK

PLAN REVIEW AND SUMMARY

City of Rancho Cordova General Plan, June 2006

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



CHAPTER 2 • EXISTING CONDITIONS

"The City's vision is to become a bicycle-friendly community, where cycling is a viable mode of transportation. To achieve this goal, the City will provide a safe and convenient network of bike paths and lanes that connect residential, commercial, transit, and recreational destinations.

The City's trail network will also link to existing and planned regional trail systems. Grade-separated crossings, such as bridges or under crossings, will be provided where necessary to provide a safe, seamless bike network. Regional trails will link the City to facilities such as Lake Natoma and Laguna Creek."

The 2006 Rancho Cordova General Plan identifies existing land uses generally west of Sunrise Boulevard and focuses a land plan that is under development east of Sunrise Boulevard. There will be large wetland preserves in the east area along with an integrated Class I trail system that follows open space corridors and provides access to a variety of land uses.

City of Rancho Cordova Transit Master Plan, September 2006

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

Rancho Cordova Municipal Code, Title 23-Zoning Code

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

The number of bicycle parking spaces is based upon such factors as the size of residential units serviced, number of classrooms, or square footage of the building. The specifications include requirements for lighting, Location, and space provided. Also, 50% of all visitor bicycle parking is to be sheltered to protect from precipitation. These standards ensure that bicycle parking is visible from the buildings served, is convenient to cyclists, and provides sufficient security from theft and damage.

Some valuable benefits for providing secure bicycle parking include provisions that developments which provide additional bicycle parking facilities over and above the minimum requirement may reduce their parking requirement by one vehicle space for every two additional bicycle spaces provided.

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

Developments with 100 or more employees may reduce their parking requirements by providing shower and clothing locker facilities for bicycle commuting employees with a maximum reduction of up to 5%.

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Although these standards do not apply to existing developments within the City, any new developments, or modifications to existing developments, shall abide by these standards. Thus, Zoning Code 23 ensures that sufficient facilities are available to encourage bicycle riding and reduce automotive commuting.

Rancho Cordova Open Space Plan

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

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

Various Specific Plans

Several specific plans are under development for the area bounded by Sunrise Boulevard, Highway 50 Grant Line Road and Jackson Highway. These plans address park and recreational needs, open space areas, natural preservation areas and other public sites such as schools. Specific Plan development is guided by the General Plan and other completed or ongoing planning efforts. The Bicycle Master plan will provide an opportunity to enhance these specific plans through common policies and through the interconnection of trail infrastructure at plan boundaries.

Upper Laguna Creek Coalition

The Laguna Creek Parkway is a system of waterways that extends from the Sacramento River to the headwaters of Laguna Creek in the southern portion of the City of Rancho Cordova. The upper watershed will be developed in the near future and local government agencies are recognizing the need to try new planning and design approaches that will integrate riparian and wetland habitats with flood control, water quality treatment and passive recreation.

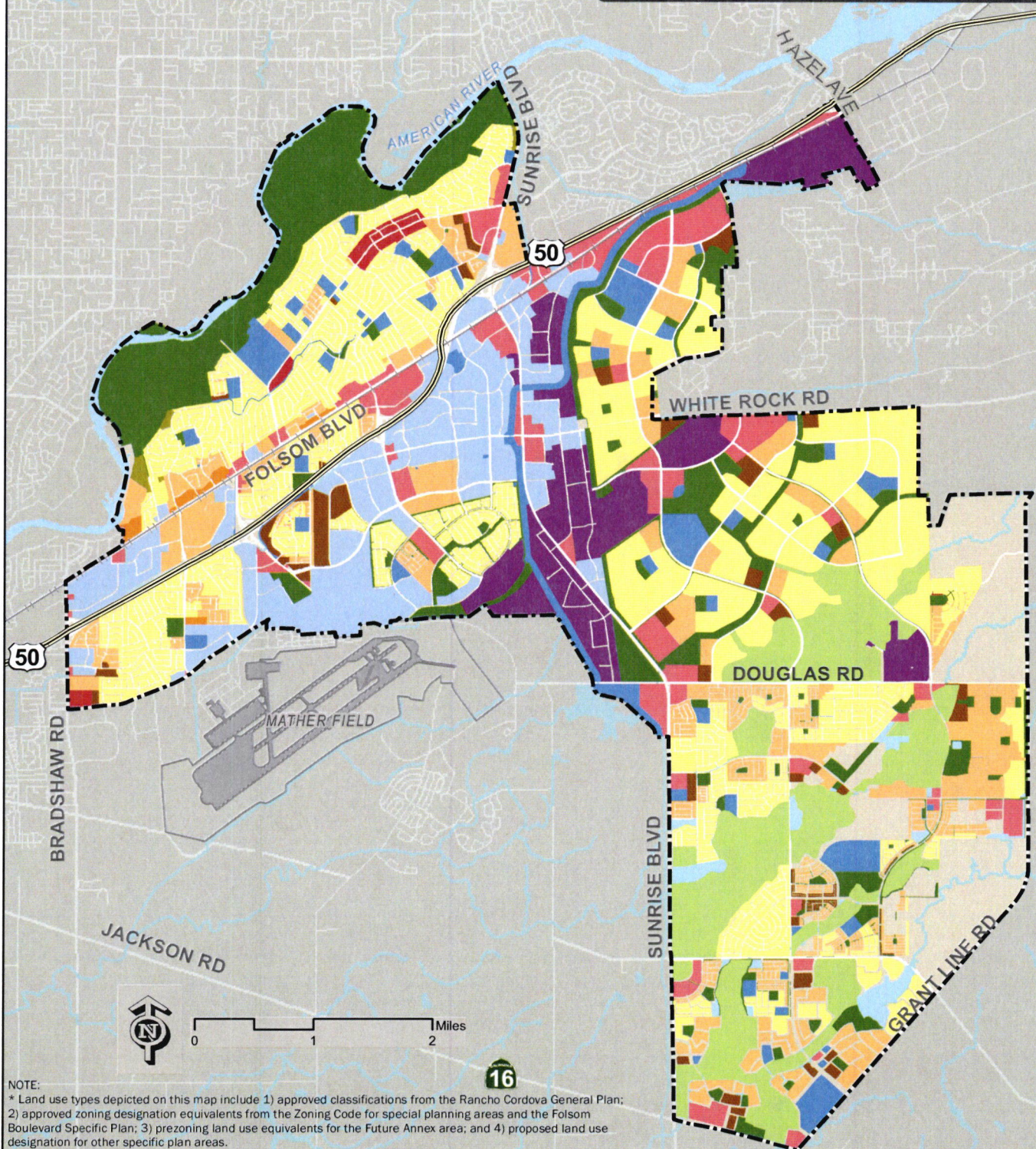
As part of a multifunctional corridor the ULCC Trails and Parks Workgroup is developing a concept for a future regional bicycle system. The trail system would connect to the Sacramento River system and to the future Deer Creek Trail system east of Rancho Cordova. Within the City of Rancho Cordova the ULCC trail system is being planned as a high-amenity regional bicycle facility that will be similar to the American River Parkway.





LAND USE*

ESTATE RESIDENTIAL	OFFICE MIXED USE
LOW DENSITY RESIDENTIAL	COMMERCIAL
MEDIUM DENSITY RESIDENTIAL	INDUSTRIAL
HIGH DENSITY RESIDENTIAL	PUBLIC/QUASI-PUBLIC**
RESIDENTIAL MIXED USE	NATURAL RESOURCES
VILLAGE CENTER MIXED USE	PARKS AND OPEN SPACE



NOTE:

* Land use types depicted on this map include 1) approved classifications from the Rancho Cordova General Plan; 2) approved zoning designation equivalents from the Zoning Code for special planning areas and the Folsom Boulevard Specific Plan; 3) rezoning land use equivalents for the Future Annex area; and 4) proposed land use designation for other specific plan areas.

** Public/Quasi-Public includes schools, churches, hospitals, police/fire stations, library, post office, & City Hall.

CHAPTER 2 • EXISTING CONDITIONS

American River Parkway Plan

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

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

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

SACOG Regional Bicycle, Pedestrian and Trails Master Plan

The Regional Bicycle, Pedestrian and Trails Plan, adopted by the SACOG Board in September of 2003, is intended to capitalize on local assets within the six county SACOG region and to provide non-motorized travel connections between communities, and to other areas outside the region. The plan establishes a prioritized project list that will help guide funding for regional bicycle and pedestrian efforts.

In 2007 the plan was amended to include an updated 20 year view of anticipated projects. The project list is currently in an update cycle and the City of Rancho Cordova has submitted several projects that have received high and moderate priority for regional funding. The following Rancho Cordova Projects are included in the SACOG Plan.

- Bicycle Signal Detection for Traffic Signals - Provide bicycle detection loops and push buttons at approximately 20 signalized intersections in the City of Rancho Cordova.
- Completion of the Class II Bicycle Trail System - Provide striping and signage along Class II corridors throughout Rancho Cordova.
- Douglas Road Bike Trail Connection to Folsom South Canal - Provide a Class I connection from the Folsom South Canal Bicycle Trail to Douglas Road. This project will provide a connection between the new and planned residential areas east of the Folsom South Canal with the business and commercial centers west of the Folsom South Canal.

CITY OF RANCHO CORDOVA • BICYCLE MASTER PLAN

- Mather Railroad Spur, Rails To Trails Project - Provide a Class I connection from Folsom Boulevard to the Mather Airport.





3

CHAPTER 3

Needs Assessment

How many miles of trail will Rancho Cordova need to meet the demands of additional population? How should the City respond to shifting transportation trends that are getting more people out of cars and onto their bikes?

This chapter provides an assessment of community needs versus existing conditions and projected future demands. This assessment forms the basis for the recommendations which follow in Chapters 4 and 5.

SUMMARY OF COMMUNITY-IDENTIFIED NEEDS

PUBLIC PARTICIPATION PROGRAM RESULTS

A community workshop to discuss existing conditions and opportunities to improve the bicycle and pedestrian transportation network was held on June 2, 2009 at Rancho Cordova City Hall. Residents of Rancho Cordova and other meeting participants shared a number of concerns regarding the current conditions of bicycle facilities within the City. One major concern that is seen throughout the City is the need for additional bicycle detection at intersections. Crossing the many major corridors of Rancho Cordova can be very challenging without a designated phase allowing bicyclists and pedestrians to cross the road. Meeting participants expressed interest in adding more bicycle detection at the most challenging intersections in the City. Participants particularly expressed concern about the intersections of Zinfandel Dr. and White Rock Rd., Prospect Park Dr. and White Rock Rd., and Coloma Rd. and Bridlewood Dr.

- Another major concern is interchange accessibility over Highway 50. Many feel it is a challenge to cross the busy on and off ramp access points to Highway 50. The crossings of greatest concern are Zinfandel Dr., Mather Blvd, Bradshaw Rd., and Sunrise Blvd.
- Attendees also requested additional connections to the Folsom South Canal. The Canal has a Class I trail system throughout the City and there are no access points between White Rock Road and Jackson Highway; a length of over 6 miles. A new access at Douglas Road should be a high priority.



Workshop participants stressed the need for connections to the Folsom South Canal.

- Meeting participants also expressed concern that bicycle facilities were not always clear of debris and needed better signage. Additionally participants noted the lack of bike lockers and the need to increase the number of amenities along our Class I trails.

A complete record of meeting results is included as Appendix A to this document.

RIDERSHIP TRENDS

Currently, detailed ridership information for the City of Rancho Cordova does not exist. During the first public workshop, attendees were queried informally regarding their cycling habits. The results show that the majority of meeting participants, who consider themselves commuter/utilitarian cyclists or avid/experienced cyclists, are riding daily.

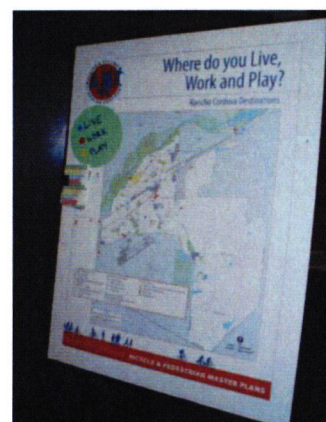


Table 3.1: Cycling Frequency for Public Workshop Participants

How often do you ride?	Number of Responses
Daily	16
Two times per week	7
One time per week	2
One time per month	2
One time every 6 months	0
One time per year	0
Never	1

Source: Public Workshop, Rancho Cordova City Hall, June 2, 2009. Meeting participants were queried, "How often do you ride?"



The primary barrier to cycling in Rancho Cordova, as conveyed by meeting participants, is the lack of safe bicycle routes shown in Table 3.2.

*Most workshop
participants ride
their bike daily.*

Table 3.2: Barriers to Cycling in Rancho Cordova for Workshop Participants

What prevents you from riding more often?	Number of Responses
Note enough safe routes	15
Not enough Time	9
Can't get to my destination on a bicycle	5
Too much traffic	4
Lack of Bike rack and Lockers	4
Other	4
Lack of Signage	3
Lack of showers and lockers at my destination	2

Source: Public Workshop, Rancho Cordova City Hall, June 2, 2009. Meeting participants were queried, "What prevents you from riding more often?"



Rancho Cordova cyclists are motivated to ride by a variety of reasons. Meeting participants primarily enjoyed riding for fitness and conditioning and recreation. A significant number of meeting participants were bicycle commuters, riding to work as well as for errands. Additional detail is shown in Table 3.3 below.



Table 3.3: Purpose of Cycling in Rancho Cordova for Workshop Participants

Why do you ride a bike?	Number of Responses
Fitness and Conditioning	18
Recreation with Family and Friends	15
Transportation to Work	15
Recreation alone	11
Transportation to errands/shopping	10
Other Transportation	7
Transportation to school	1
Competitive cycling	1

Source: Public Workshop, Rancho Cordova City Hall, June 2, 2009. Meeting participants were queried, "Why do you ride a bike?"

COLLISION HISTORY AND ANALYSIS

The Bicycle Master Plan reviews the existing conditions of the bicycle network as well as identifies any safety concerns. The City records collision data on an ongoing basis. A 3 year collision summary is shown below (See Table 3.4). The data shows bicycle collisions occurring within the City of Rancho Cordova between January 2006 and December 2008. Although none of the accidents involved a fatality, 64 of the 78 total accidents did involve some form of injury.



Table 3.4: Three Year Bicycle Collision Summary

Time Period	Total Number of Collisions	Injuries	Fatalities
January 2006—December 2006	22	17	0
January 2007—December 2007	26	21	0
January 2008—December 2008	30	26	0
TOTAL	78	64	0

Source: City of Rancho Cordova, data from January 2006 through December 2008

Table 3.4 summarizes the data by type of collision. There were 2,662 collisions reported from January 2006 through December 2008, and 78 of these involved bicycles. By far, the most common type of collision was a broadside. In this type of collision, the auto and bicyclist are often traveling at 90 degree angles to each other. This type of collision typically occurs at intersections, driveways, or within parking lots, and often occurs when bicyclists are riding against the normal flow of traffic. Rear end accidents generally are caused by excessive speed and/or lack of awareness of vehicles or bicycles slowing or stopping. Sideswipes generally occur when a car or bicycle fails to yield while changing lanes.



Table 3.5: Collisions in Rancho Cordova between 2006 and 2008, by Type

Type of Collision	Number of Collisions	Percentage of Total
Broadside	35	44.9%
Not Stated	21	26.9%
Sideswipe	9	11.5%
Head On	7	9.0%
Other	2	2.6%
Rear End	2	2.6%
Vehicle Pedestrian	2	2.6%
TOTAL	78	100.0%

Source: City of Rancho Cordova, 2009.

The majority of the accidents were caused by the bicyclist riding on the wrong side of the road. This accounted for 24 of the accidents. The next most common cause was Auto Right of Way violation which caused 12 accidents. For 7 of the accidents the primary cause is unknown. In evaluating the bicycle collision data, the bicyclist was found to be at fault on 53 occasions or 68% of the time.

Broadside collisions are the most common type of collision involving bicycles in Rancho Cordova.

In order to provide useful context for these statistics, this plan evaluates collision data from nearby cities. Rancho Cordova is most similar to the City of Davis in terms of population. Relative to Davis, the City of Rancho Cordova had both fewer collisions as well as fewer injuries in comparison. (See Table 3.6) However, although similar in population, it is important to note that the City of Davis has a much higher percentage of bicycle riders. (See Chapter 2) The City of Folsom shares a similar geography and demographic composition with Rancho Cordova. The City of Rancho Cordova had a much greater number of accidents as well as injuries in 2005 and 2006 compared to Folsom. The collision rate in Rancho Cordova is only exceeded by the City of Davis and the City of Sacramento.



Table 3.6: Collision History, by City

City	Pop.	2005 Fatal	2005 Injury	2006 Fatal	2006 Injury	2007 Fatal	2007 Injury	Average Collisions per Year for 3 Year Period	Collisions per 1,000 Persons
Rancho Cordova	61,000	0	33	0	20	0	17	23.3	0.38
Roseville	109,154	0	38	0	32	0	35	35.0	0.32
Davis	66,310	0	50	0	48	0	18	38.7	0.58
Fairfield	107,421	0	37	0	26	0	30	31.0	0.29
Folsom	69,445	0	4	0	6	0	20	10.0	0.14
Lincoln	38,350	0	6	0	3	1	5	5.0	0.13
Rocklin	53,843	0	6	0	10	0	6	7.3	0.14
Sacramento	453,781	4	183	2	225	1	280	231.7	0.51
Elk Grove	139,452	1	32	1	32	0	21	29.0	0.21
Santa Rosa	154,241	1	55	1	60	1	59	59.0	0.38
West Sacramento	48,410	0	12	0	5	0	18	11.7	0.24
Citrus Heights	87,017	1	28	1	24	0	29	27.7	0.32
State of California	37,288,000	132	10,428	155	10,352	125	10,521	10,571	0.28

Source: California Highway Patrol Statewide Integrated Traffic Records System (SWITRS)

<http://www.chp.ca.gov/switrs/pdf/2005-sec8.pdf>, Table 8A<http://www.chp.ca.gov/switrs/pdf/2006-sec8.pdf>, Table 8A<http://www.chp.ca.gov/switrs/pdf/2007-sec8.pdf>, Table 8A

ESTIMATED BICYCLE TRANSPORTATION DEMAND

Without accurate ridership data, it is difficult for the City of Rancho Cordova to quantify existing bicycle transportation demand. However, given the US Census' 2007 American Community Survey data, it is known that 399 Rancho Cordova residents commute via bicycle. This is equal to 2% of the transportation mode share. It is likely that the overall bicycle mode share is greater than 2%, given that ridership trends from the June 3 Public Workshop show that Rancho Cordova cyclists ride frequently for recreation and fitness, purposes which are not captured by the Census' Transportation-to-Work data.

Relative to surrounding communities, Rancho Cordova's existing bicycle mode share has room to increase. Both the City of Sacramento and Arden Arcade have existing 2007 bicycle-to-work mode share of 3%. It is reasonable to assume that Rancho Cordova can achieve a 3 % bicycle-to-work mode share by 2020. With the implementation of this plan, Rancho Cordova will remedy some of the primary barriers to cycling identified by Public Meeting participants, such as the lack of safe routes. Implementation of additional encouragement programs, as described in *Chapter 4: Recommended Policies and Programs*, will also help to increase bicycle ridership in Rancho Cordova.

Table 3.7: Current and Projected Bicycle Commuter Mode Share

Current Commuting Statistics (2007)	Total
Population (2007)	57,799
Number of Commuters	26,350
Number of Bicycle to Work Commuters	399
Bicycle to Work Mode Share	2%
Projected Commuting Statistics (2020)	
Projected Population in 2020	105,000
Estimated Number of Commuters in 2020	47,868
Estimated Number of Bicycle to Work Commuters in 2020	1,436
Estimated Bicycle Mode Share in 2020	3%



AIR QUALITY BENEFITS

The projected increase in bicycle-to-work mode share will help Rancho Cordova to maintain its air quality by reducing the number of vehicle miles traveled and in turn, reducing vehicle emissions. Vehicle exhaust is currently the primary source of air pollution in the Sacramento region.¹

BICYCLE NETWORK NEEDS AND OPPORTUNITIES

Many residents would like to see additional bicycle parking at key stores and restaurants.

Key bicycle transportation network needs and opportunities are summarized below:

Stripe Additional Lanes. Many roadways that provide important east-west and north-south connections through the City lack Class II bike lanes along their entire length. Opportunities exist to fill gaps in the existing Class II network and to expand the network onto residential roadways that provide connections to neighborhood destinations such as schools and parks. Opportunities are particularly acute in locations where adequate public right of way exists.

Additional Bike Parking. Many residents would like to see additional bicycle parking within the City at major key stores and restaurants. Some locations in particular are Costco, Home Depot, and Starbucks. Also, additional parking at light rail stations with bike lockers is desired by community members. Community members have asked for inverted “U”s to be installed in the public right of way.

Use of existing Utility Right of Way. One opportunity in the City is the use of a retired Union Pacific Railroad track right of way in order to make a class I North/ South bike connection. This is an opportunity to make a connection with the least amount of negotiation for right of way.

Bridge Crossings along Highway 50. There are currently seven bridges and two undercrossing along the Highway that provide opportunities for bicycle crossings.

- Bradshaw Road Interchange
- Folsom Boulevard Under Crossing
- Routier Road Bridge (no ramp access to Highway 50)
- Sunrise Boulevard Interchange

¹ <http://www.airquality.org/lutran/index.shtml>, accessed on September 9, 2009.



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- Mather Field Road Interchange
- White Rock Park Pedestrian Bridge
- Zinfandel Road Interchange
- Citrus Road Under Crossing
- Hazel Avenue Interchange

A ninth crossing is planned just east of the Zinfandel Interchange that is intended to be a city landmark. This bridge will be called The Promenade. The White Rock Park pedestrian bridge is being reconstructed and will be greatly enhanced to attract bicycle and pedestrian use. The Citrus Road undercrossing will also be a key future route that will provide American River Parkway access for residents in the newly developing areas of the city.

Connections to existing Class I Bike Trails. Residents identified the need for additional connections along the Folsom South Canal. The Folsom South Canal provides a well used Class I bike trail that runs North/South throughout the City. This trail could be better utilized if it had more connections throughout the trail. Plans have already been made to connect the trail at Douglas Rd. and International Dr. Long-term connections are planned as development continues in the Anatolia area of the City.

Bike Trail Signage. Additional signage is needed throughout the City, designating dedicated bike routes and providing direction to common destinations such as schools, parks, transit stations and commercial centers.

Additional Amenities. Additional Amenities along Class I trails are needed, particularly along the Folsom South Canal. Currently, the canal trail lacks most amenities. Shade, benches, restrooms, and drinking fountains would greatly improve conditions for trail users. Enhanced lighting would also improve the conditions of trails with underpasses and tunnels.

Education and Enforcement Programs. With bicyclists “at fault” 68% of the time in recent collisions, it is apparent that education and enforcement programs would be valuable resources in preventing bicycle accidents.

Trail Maintenance. Although all major arterials within the city are swept twice per month, debris can build up, particularly in more rural areas. The roads of particular concern to community members are Sunrise and Folsom Boulevards. Since there are many open lots adjacent to portions of these roads, brush and debris can migrate into the roadway and gather in the shoulder and along the gutter, creating hazards for cyclists.



MAINTENANCE AND OPERATIONS NEEDS

Street Sweeping

- Mather Field Rd between Data Dr. and Highway 50
- Sunrise Blvd. from White Rock Rd. to Douglas Rd.
- Zinfandel Dr. from Folsom Blvd. to White Rock Rd.
- Folsom Blvd. from Sunrise Blvd. to Hazel Ave.

Add trail amenities

- Shades
- Safety
- Benches
- Maintenance

Improve Bike Signal Detection

- Various locations

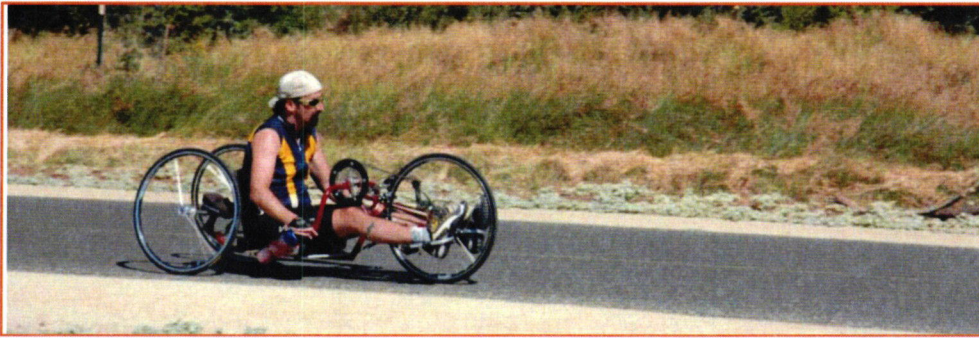
Enforcement of City code

- Placement of garbage cans

Resurface and Stripe

- Rossmoor Rd.
- Bridlewood Dr.





4

CHAPTER 4

Recommended Policies, Programs & Standards

Rancho Cordova's existing planning documents provide a strong foundation for the development of a bicycle network and support facilities. The 2006 General Plan set the precedent for bicycle policy, with goals, policies and actions outlining the City's dedication to the creation of an extensive trail network and well maintained facilities.

As an implementing mechanism of the general plan, this plan enhances the existing policy framework, working hand in hand with the existing policies in the general plan. The new goals, policies and actions set forth in this chapter help to complete the existing policy framework by providing more detailed direction with regard to implementation, funding, partnerships, mode share targets and Rancho Cordova's role as a regional cycling destination.

EXISTING GENERAL PLAN GOALS

The 2006 General Plan contains numerous goals, policies and actions with bearing on the City's bicycle facilities. Some of the relevant goals from the Circulation and Open Space and Trails Elements are repeated below.

From the Circulation Element—

- Goal C.2 Establish an extensive, complete, smooth interconnected, and continuous pedestrian and bicycle network that is a safe and attractive option for local or regional trips or recreation and that connects to the City's neighborhoods, parks and schools, employment areas, and retail centers.
- Goal C.6 Provide a circulation system that is properly maintained and maximizes safety for all users.



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From the Open Space and Trails Element—

- Goal OSPT.3 Create a system of pedestrian and bicycle trails that maximize usage while providing places for walking and bicycling without conflicts with motor vehicles.
- Goal OSPT.4 Encourage public use of all trails and open space and promote public input in creating and maintaining these resources.

BICYCLE MASTER PLAN GOALS, POLICIES AND ACTIONS

With a sound policy framework provided by the General Plan, the policy direction set forth in this plan intends to fill existing gaps in Rancho Cordova's policy language. In some instances, policies contained in this plan supersede general plan policies that have become outdated as the City has successfully implemented facilities and programs.

Goal 1 Develop a comprehensive bicycle transportation network as described in this Bicycle Master Plan.

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

Goal 2: Increase the percentage of all trips made by bicyclists in Rancho Cordova by 40 percent by 2020.

Goal 2 Increase the percentage of all trips made by bicyclists in Rancho Cordova by 40 percent by 2020.

- 2.1 Develop a program of regular data collection to track bicycle ridership within Rancho Cordova to monitor progress toward the goal of increased ridership.
- 2.2 Encourage development projects that make bicycling a convenient and desirable form of transportation by providing a mix of land uses in close proximity to one another, and safe bicycle network connections and support facilities.

Goal 3 Ensure the implementation of the bicycle transportation network keeps pace with new development.

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



CHAPTER 4 • RECOMMENDED POLICIES, PROGRAMS & STANDARDS

- 3.2 All development projects shall be reviewed by City staff for consistency with the goals, policies and actions of the Bicycle Master Plan.
- 3.3 Where construction is adjacent to Class II or Class III bikeways, require the developer or contractor to maintain a clear and clean travelway for cyclists.
- 3.4 Ensure bicycle trail projects minimize environmental impacts, to the extent feasible.

Goal 4 Ensure adequate support facilities throughout Rancho Cordova's bicycle network.

- 4.1 Ensure all signalized intersections located along bicycle network routes feature bicycle signal detectors. For Class III routes, alternative signal detection may be considered, such as bicycle push button.
- 4.2 All development projects shall include bicycle support facilities, to the extent feasible.
- 4.3 Bicycle parking shall be provided at all major employment and retail sites.
- 4.4 Encourage all employers to offer showers and changing facilities.
 - 4.4.1 Work with public and private facilities to develop shower and changing room sharing arrangements or partnerships to better serve bicycle commuters.
 - 4.4.2 Develop and adopt guidelines for the inclusion of showers and changing facilities at major employment sites.
- 4.5 Provide wayfinding signage, maps, mileage markers, water fountains, shade structures and other amenities as appropriate and feasible along primary bicycle routes.

*Goal 4: Ensure
adequate support
facilities
throughout Rancho
Cordova's bicycle
network.*

Goal 5 Increase awareness of cyclist safety and responsibility through education and enforcement.

- 5.1 Work with the Rancho Cordova Police Department to enforce safe cycling laws to prevent vehicle versus bicycle collisions and other cycling accidents.
- 5.2 Work with local bicycle advocacy groups, the Folsom Cordova and Elk Grove School Districts, the Cordova Recreation and Parks District, Sacramento County Health



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Department, the Air Quality Control District and the Rancho Cordova Police Department to expand existing bicycle education and encouragement programs.

- 5.3 Develop a wayfinding and destination signage program to identify directions to and distances between key destinations and attractions within Rancho Cordova.
- 5.4 Support the Rancho Cordova Police Department's helmet promotion program.
- 5.5 Regularly update the City of Rancho Cordova's Bicycle Network User Map to ensure that cyclists and other trail users have accurate information for trip planning.

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

- 6.1 Pursue a diverse array of funding sources for bicycle projects, including federal, state and local sources, development agreement and private funding.
- 6.2 Coordinate with community members and local and regional bicycle advocacy groups to increase stewardship of bicycle facilities in terms of regular maintenance.
 - 6.2.1 In coordination with local bicycle advocacy groups, neighborhood associations and the Chamber of Commerce, develop an Adopt-a-Bikeway program that addresses cleaning and basic maintenance of bikeways and multi-use pathways.
- 6.3 Pursue nontraditional funding sources for bicycle infrastructure projects, such as climate change, air quality and other emerging sources.
- 6.4 Coordinate the installation and maintenance of bicycle facilities with other major roadway improvement projects.
- 6.5 When feasible, coordinate bicycle infrastructure projects with other open space and conservation projects, such as stream bank restoration, native habitat restoration, utility improvements and flood control projects.
- 6.6 Where the bicycle network intersects jurisdictional boundaries, partner with neighboring jurisdictions to share the financial obligation of bicycle infrastructure projects.



CHAPTER 4 • RECOMMENDED POLICIES, PROGRAMS & STANDARDS

Goal 7 Establish Rancho Cordova as a destination for recreational cycling through creation of a signature trail network and encouragement of cycling and cycling events.

- 7.1 Encourage the development of a comprehensive bicycle network and bicycle support facilities as part of the City's economic development strategy.
- 7.2 The Public Works Department should work collaboratively with the Redevelopment Agency and local businesses, schools, and advocacy groups to attract and host cycling events such as bicycle rodeos, bicycle races, and trail days.
- 7.3 Continue to support regional bicycle encouragement efforts such as SACOG's Bike to Work Day and Bike Month.

BICYCLE MASTER PLAN STANDARDS

The City is improving existing standards to

promote bicycle and pedestrian safety.

The City of Rancho Cordova has an interest to ensure that its goals, policies, and values are incorporated into all new development. This is very important as the City has room to grow and is steadily improving existing development. The City sets improvement standards to ensure that the goals are met.

In general the City of Rancho Cordova relies on County Standards and refers to them for most new construction. However, as needs arise, the City develops updated standards that incorporate the City's values of promoting bicycle and pedestrian safety. The following standard drawings are provided in Appendix B.

Some of the recent standards under development that will improve bicycle access include:

Pedestrian Refuge. The purpose of this standard is to help pedestrians cross wide multi-lane roadways by allowing a safe place to stand in the median of the roadway. The intimidation of getting across 8 to 10 lanes of car traffic can be reduced if the pedestrian can focus on one direction of traffic at a time and cross half as many lanes.

Class I Bike Trail. While bike trail standards have been prepared by Caltrans and the County, the City feels that a minimum 10 ft. wide path with 2 ft. wide shoulders should be required. In addition, busy trails or multi-use trails should be 12 ft. wide with shoulders.

Trail Under Bridge. One of the City's policies is to provide under crossings at roadways that are major barriers to bicycle travel. A standard has been developed that provides a safe open and well lit facility that is highly desirable for bicycle and pedestrian use.



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Pork Chop Island. The concept of this standard is similar to the pedestrian refuge. It reduces crossing distance at major roadway intersection. The pork chop island is a place of refuge that is located between the right turning traffic lanes and the through lanes.

Pedestrian Plaza. The pedestrian plaza expands space for pedestrians waiting at intersection crosswalk lights adjacent to busy intersections. It allows waiting pedestrians to stand a few feet away from the automobile traffic that is traversing the intersection.

Flush Bollards. Often a trail entrance points include bollards or poles that block the trail entrance to motor vehicles. These bollards are generally removable for maintenance vehicles or other uses, leaving a short mounting bracket in the middle of the trail. These mounting brackets are a known hazard for bicyclists and the new flush mount standard will eliminate this trail incongruity.

Bike Detection at Signalized Intersections. The City's standard provides a bicycle loop detector in the class II bike lane that actuates the traffic signal in the same way that cars trigger traffic light changes. Recently, Caltrans has adopted new standards that will expand bicycle detection coverage at intersections. The City is in the process of pursuing an expanded standard that will provide detection for bicycles in left turn pockets and other lanes.





5

CHAPTER 5

Recommended Bicycle Network

The recommended bicycle network outlined in this chapter builds upon the foundation of existing facilities in Rancho Cordova, while looking to maximize the City's opportunities to develop trails, increase class II connectivity and provide safe access to the places people live, work and play, via bicycle.

This chapter defines the ultimate City bicycle network and identifies capital improvements needed to realize the communities' vision for bicycle transportation in Rancho Cordova.

CONNECTING TO THE REGIONAL TRAIL SYSTEM - A LONG RANGE VISION FOR BICYCLE NETWORK DEVELOPMENT

Primary bicycle corridors within the City will need to connect to the regional trail system. The Folsom South Canal Trail connects to the American River Parkway trail in the vicinity of the Nimbus Dam and will ultimately connect to the Upper Laguna Creek Trail system in the vicinity of Jackson Highway. These existing class I trails provide an initial backbone for the City system and will be the focus of enhanced access for a City bike route system.

Primary bike routes within existing neighborhoods will connect to destinations on both sides of Highway 50 providing safe access to shopping and work sites and connecting to Regional Transit's Gold Line light rail system. Four connections to the American River parkway will be prioritized.

- Rod Beaudry/River Bend Park
- McGregor Drive/Rossmoor Drive
- Coloma Road/Chase Drive/Hagan Park
- Sunrise Boulevard East/Citrus Road



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A fifth access to the American River Parkway is provided by the Folsom South Canal trail near Nimbus Fish Hatchery, and several other localized accesses are provided along neighborhood streets.

New neighborhoods will focus on a system of class I trails providing a network of bike routes. These routes will connect to the Folsom South Canal and the Upper Laguna Creek Trail system and will anticipate future connections outside the city westward along Chrysanthy Boulevard and Kiefer Boulevard, and eastward toward the Grant Line/ White Rock Road area and through Cordova Hills to the future Alder Creek Trail south of Highway 50. See Figure 5.1.

A proposed back bone route will be built in the Sunrise East area that will connect to the Upper Laguna Creek trail near Blodgett Reservoir to the American River Parkway just east of Sunrise Boulevard. This central route will follow Americanos Boulevard into Rio del Oro, connecting westward to the Rio del Oro West Trail and north through the Westborough development to the Citrus Road Bike trail. This is an important route for safe and unobstructed mobility.

BUILDING THE CITY BIKE ROUTE SYSTEM

The City Bike system will pursue opportunities to provide better connectivity in existing neighborhoods and will ensure that a safe reliable system is constructed in new areas. The plan will provide traffic control systems, signage and pavement striping on city streets and will build trails through open space corridors with trailside amenities that will enhance system desirability. City residents will be provided with good opportunities to use bicycles for a variety of trip purposes.

Fiscal support for the system will be provided by the City's Capital Improvement Program (CIP), private development investments and through the City's pursuit of regional, state and federal grants. Generally speaking the City will provide system enhancements and new connections throughout the existing system by obtaining grants to fund the CIP. Private development will build trails and class II lanes in new communities and the City will back some new trail infrastructure through grants and programs. Costing details are provided in Chapter 6 of the Bike Plan.

AREAS WEST OF SUNRISE BOULEVARD

The on-street bicycle route system will be completed within existing neighborhoods by expanding the class II and class III routes. This network of street routes will connect schools, parks, transit facilities and other commercial and recreational opportunities. A class I route will be pursued along the Union Pacific rail spur that connects to Mather Airport. Additional trail connections will be created on the perimeter of the Stone Creek neighborhood and new pedestrian crosswalk connections will be provided along the north trail in Stone Creek.



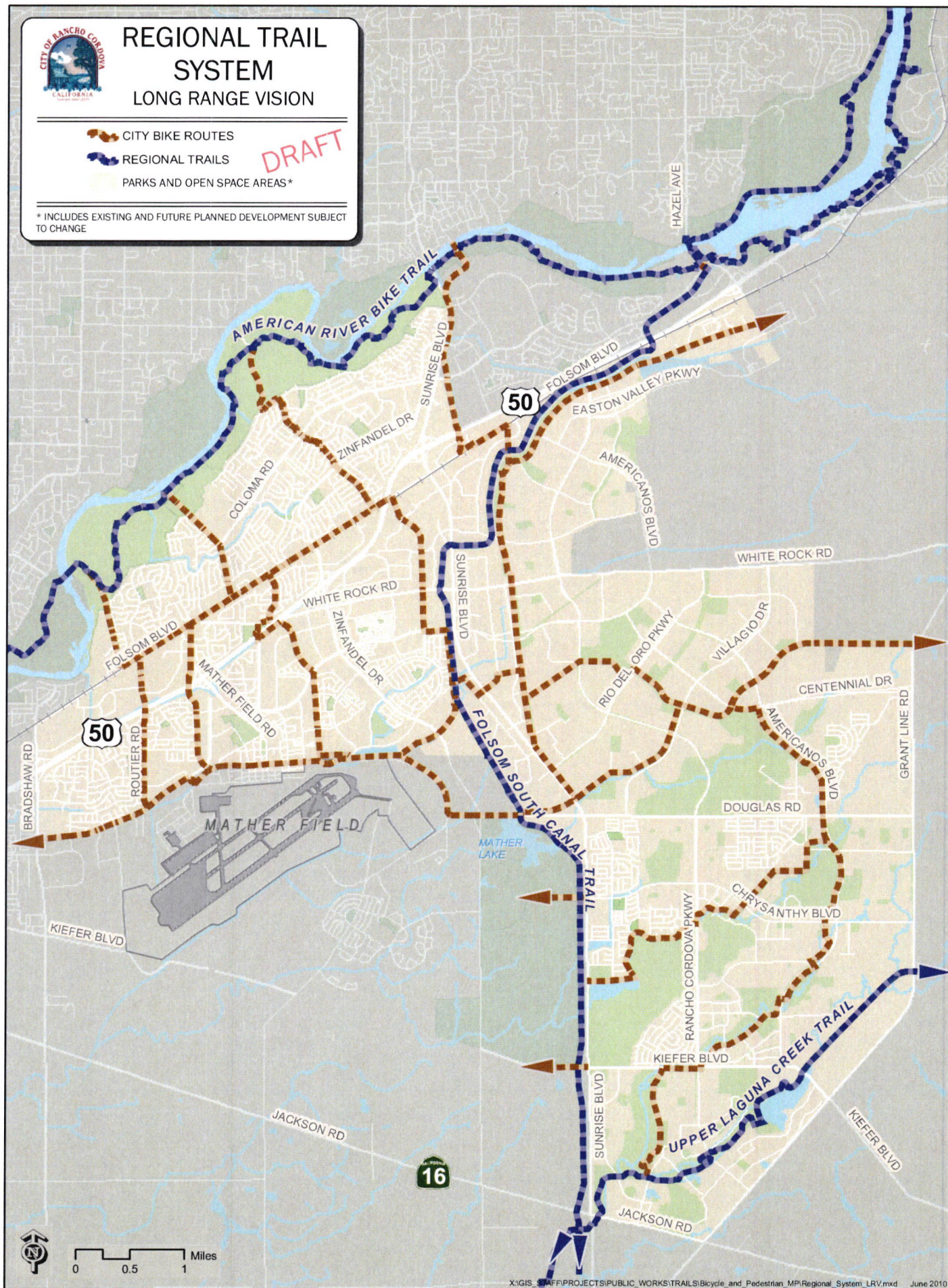


REGIONAL TRAIL SYSTEM LONG RANGE VISION

- CITY BIKE ROUTES
- REGIONAL TRAILS
- PARKS AND OPEN SPACE AREAS*

DRAFT

* INCLUDES EXISTING AND FUTURE PLANNED DEVELOPMENT SUBJECT TO CHANGE



CHAPTER 5 • RECOMMENDED BICYCLE NETWORK

As part of an effort to “bridge” the barrier that is created by Highway 50, a new crossing will be built at White Rock Park that will replace the existing pedestrian overcrossing. The new crossing will be ADA accessible and will have enhancements to make it more attractive for use by residents. There is also a pedestrian/bike bridge concept that has been initiated in the Downtown district between Olson Drive and Prospect Park Drive called the Promenade. This crossing will be greatly enhanced to attract use and will be further enhanced to function as a landmark or gateway for the City. And lastly, as interchanges are updated along highway 50, the city will pursue opportunities to provide more efficient class II bike lane crossings of the Highway.

As part of a vision for the future, seven bridges or under crossings (grade separations) will be considered along the Union Pacific Rail Spur, Zinfandel Drive and the Folsom South Canal. These locations are not included in current programming documents and will be evaluated for feasibility at a future stage of project development. See Figure 5.2.

AREAS EAST OF SUNRISE BOULEVARD

A class I trail system will be the centerpiece of the bike trail system in the newly developing areas. Priority access to existing areas of the city will be provided through better connections across the Folsom South Canal and Sunrise Boulevard. The class I system in the new area will follow stream corridors and open space corridors providing high quality aesthetics while minimizing trail interruptions. The class I system is designed to terminate at major destinations, or to points along the class II system. See Figure 5.3.

Bridges and under crossings will be constructed in order to provide safe access across major barriers to pedestrian travel. These barriers include the Folsom South Canal and multi-lane arterial roadways with heavy traffic. Additional bridges and under crossings will be considered for feasibility in later stages of development where smaller roads interrupt the trail system that is expected to be heavily used. There are also a few bridges and under crossings that should be considered in the future. These locations are described as future vision projects.

A system of class II (on-street) bike routes will be provided throughout the east area. With the exception of some residential streets, roadways will be built with bike lanes, route markers and traffic signal pavement sensors for bikes. As the class II system is realized in the east area, priority routes will be identified and will be modeled after primary on-street routes such as “M Street” in Sacramento. As an example, an “M Street” type corridor is anticipated between Sunrise Boulevard and Rancho Cordova Parkway in the Rio del Oro development.



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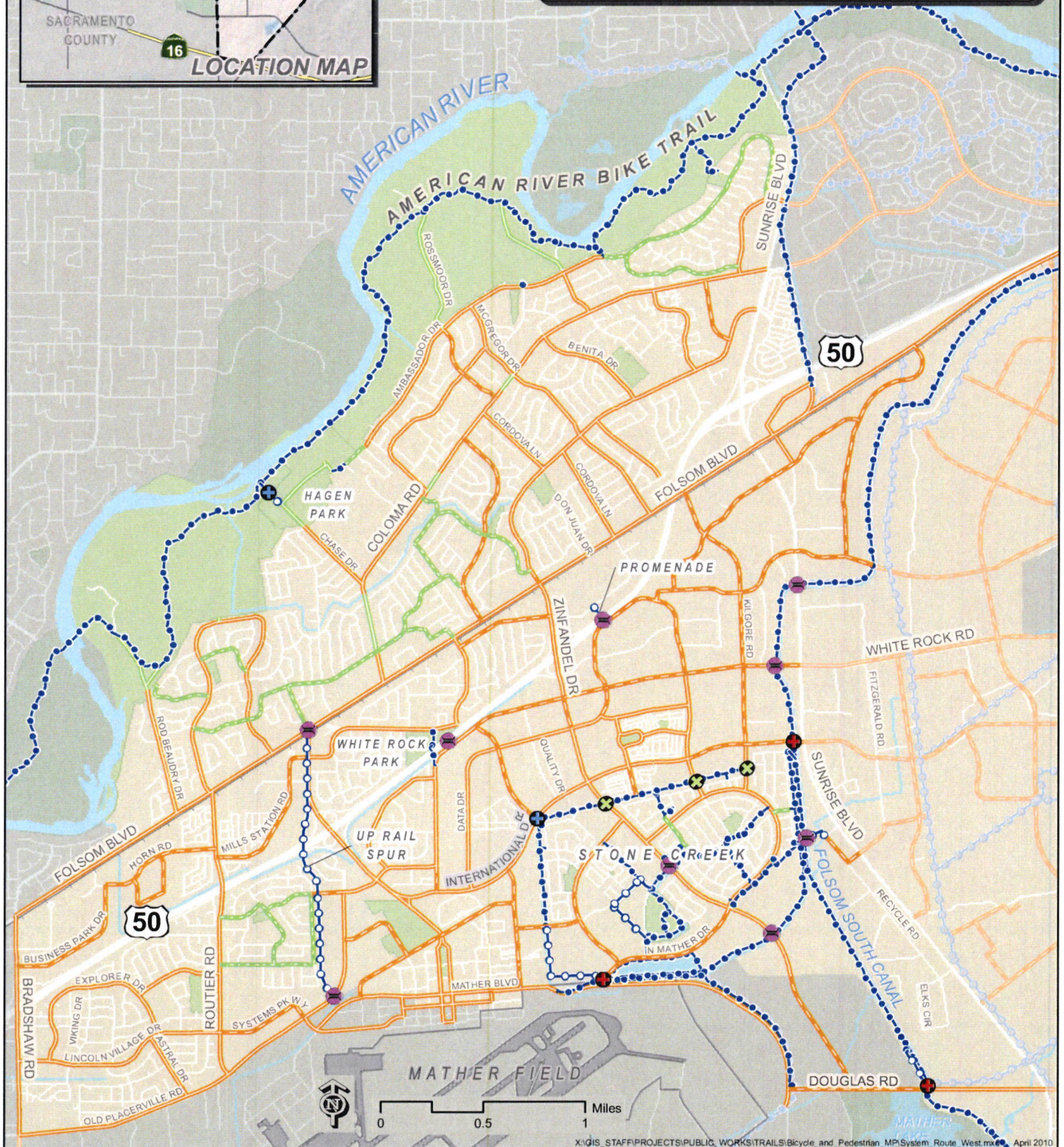
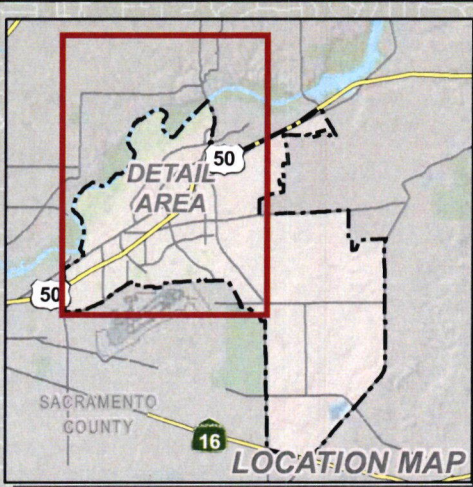


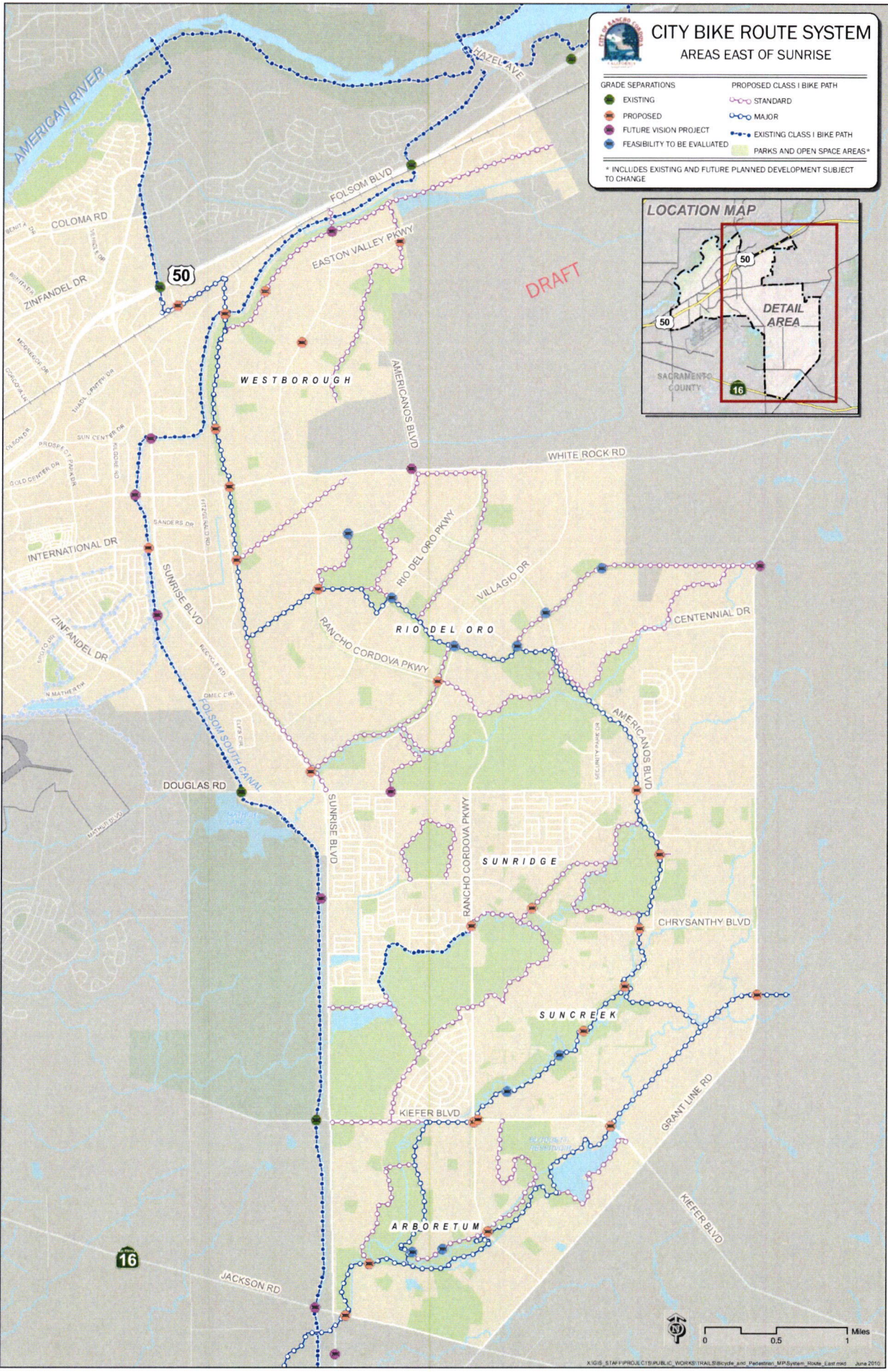


CITY BIKE ROUTE SYSTEM AREAS WEST OF SUNRISE

DRAFT

- PROPOSED CLASS I BIKE PATH
- PROPOSED CLASS II BIKE LANE
- PROPOSED CLASS III BIKE ROUTE
- EXISTING CLASS I BIKE PATH
- EXISTING CLASS II BIKE LANE
- EXISTING CLASS III BIKE ROUTE
- PROPOSED PEDESTRIAN CROSSWALK
- PROPOSED TRAIL CONNECTION
- FUTURE TRAIL CONNECTION
- GRADE SEPARATION
- FUTURE VISION PROJECT
- PARKS & REC AREAS







6

CHAPTER 6

Implementation

Implementation of the Bicycle Network outlined in Chapter 5 of this document will require a significant commitment from residents, advocacy groups, community builders and City government. A number of projects recommended by this Plan will be swift and inexpensive to implement. But many more will require the collaborative work of private, not-for-profit and government groups. This investment in Rancho Cordova's bicycle transportation network will return a high quality of life and a legacy of healthy transportation and recreation options for residents and visitors.

This chapter outlines implementation priorities and provides planning level cost estimates for projects that will build the system. Funding opportunities are also outlined.

The capital cost to complete the city bicycle transportation system is about \$98 million. The most expensive elements of the system build class I trails east of Sunrise Boulevard and construct bridges and under crossings that will help users overcome major barriers to travel.

Table 6.1: Bicycle Master Plan Cost Summary

Master Plan Cost Categories	Cost (2009 Dollars)
Class I Routes and Connections West of Sunrise Blvd.	\$11,152,000
Class II Striping on existing streets	\$810,000
Class II lanes on streets that require widening	\$11,160,000
Class III Signing on existing streets	\$18,000
Class I Routes in Areas East of Sunrise Boulevard	\$45,000,000
Grade Separations for Class I Routes (bridges and under crossings)	\$29,700,000
Total Estimate:	\$97,840,000



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Ultimate System Maintenance Costs

System Maintenance for the fully built out bicycle system would be approximately \$429,000 annually. These maintenance costs include sweeping restriping and litter removal along the class I system, periodic restriping of the class II system, occasional sign replacement on the class III system. The maintenance estimate does not include maintaining the class II system in the new area. More detail on maintenance cost is provided in Appendix C.

Class I Routes and Connections West of Sunrise Boulevard

The following 12 projects provide new class I connections and improve “at-grade” trail/street crossings on the perimeter of the Stone Creek neighborhood. These projects also build a new “gateway landmark” crossing of Highway 50, a new connection to the Folsom South Canal at Douglas road and a new connection to the American River Parkway trail on the west side of Hagen Park. A class I trail is also being considered along the Union Pacific Railroad spur that would connect the Mather Field Light Rail Station to the Rockingham Neighborhood and the Mather Campus area terminating near the Mather Field Airport. Approximately 2 miles of new class I trails will be added to the existing 16.3 miles of class I trails west of Sunrise Boulevard, including about 7 miles of Folsom South Canal trail within the City limits.

Table 6.2: New Class I Routes and Connections (West of Sunrise Boulevard)

Description	Grand Item Total
1. Douglas Road Connection to Folsom South Canal	\$275,000
2. Kiefer Blvd Connection to Folsom South Canal	\$230,000
3. Hagen Park Bike Path Trail Connection to American River Parkway	\$165,000
4. Stone Creek Trail NE Connection to Folsom South Canal	\$30,000
5. Stone Creek Trail SE Connection to Folsom South Canal	\$35,000
6. Stone Creek Trail SW Connection to Mather Blvd Existing Trail	\$16,000
7. Stone Creek Trail NW Connection to International Drive	\$18,000
8. Pedestrian Signal for Stone Creek Trail N Connection at Zinfandel Dr	\$200,000
9. Ramp & Crosswalk for Stone Creek Trail N Connection at Prospect Park Dr	\$14,000
10. Ramp & Crosswalk for Stone Creek Trail N Connection at Kilgore Rd	\$14,000
11. Pedestrian, ADA, and Safety Improvements, Mather Field Rd (UP Rail Spur)	\$1,655,000
12. Promenade at Highway 50 (east of Zinfandel Interchange)	\$8,500,000
TOTAL ESTIMATE	\$11,152,000



CHAPTER 6 • IMPLEMENTATION

The Master Plan also contemplates a long range vision for bicycle bridges or under crossings (grade separations) at 7 locations West of Sunrise Boulevard. Three locations are in the vicinity of the Folsom South Canal, two in the Stone Creek neighborhood and the last two along the proposed Union Pacific Railroad spur. These locations are in the distant future beyond the current General Plan horizon and have not been included in the Master Plan cost summary provided above.

Class II Striping on Existing Streets and Class II lanes on streets that require widening

Class II bicycle lanes will be added to approximately 13.2 centerline miles of streets in existing neighborhoods at a cost of about \$810,000. The total mileage of class II bike lanes on existing streets would increase from 54.1 to 67.3.

Other existing streets are not wide enough to add class II lanes through a pavement striping project. These roads would require reconstruction of curbside roadway elements and minor widening of roadways. Cost for these improvements is anticipated to be \$11,160,000, which considers only the pavement widening, additional right-of-way and other striping and signal improvement costs. The Master Plan recognizes that the addition of bike lanes on these roadways is not likely to occur until a frontage rehabilitation project is initiated. These projects would add approximately 6 centerline miles of class II routes on existing streets.

Class III Signing on Existing Streets

Class III routes are identified by bike lane route signs and a “sharrow” pavement legend painted on the roadway at strategic locations. The Plan anticipates class III routes along approximately 8.6 centerline miles local streets at a cost of \$18,000.

The class II and III system west of Sunrise Boulevard is identified on Exhibit 5.2 and cost details are provided in Appendix C.

Class I Routes in Areas East of Sunrise Boulevard

Approximately 47 miles of class I trails are anticipated in the new development area. The unit cost for these trails is assumed at \$175 per lineal foot for standard trails and \$190 per lineal foot for major trails. Approximately one quarter of the new system will provide major trails. The anticipated cost class I trails is \$45 million.

Grade separations include bridges over roads and waterways, and under crossings at roads that are considered barriers to bicycle travel. An undercrossing is generally preferred at major road crossings as it would result in better access for riders and would have a more subtle visual effect on the landscape.

The trail system in the newly developing areas of the City will build 20 under crossings and 7 bridges at a cost of \$27.9m. Approximately 1/3 of this cost is covered by the City’s Capital Improvement Program. In addition, the plan identifies 10 sites where a bridge or under crossing should be considered for feasibility in



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the future as development is occurring, and 3 location that would be considered in the distant future beyond the current General Plan horizon.

The class I system is identified on Exhibit 5.3 and Cost details are provided in Appendix C.

Class II Routes in Aras East of Sunrise Boulevard

Future costs associated with the class II system in the newly developing areas are not included in the plan estimates as they will be implemented as part of roadway projects in new development areas. We anticipate at least a couple hundred miles of new class II bike lanes in the next few decades. These lanes cost approximately \$1.5m per centerline mile considering pavement and right-of-way costs.

Due to the preliminary status of new development plans, it is not practical to estimate how many roads with class II bike lanes will be built in the area east of Sunrise Boulevard.

IMPLEMENTATION PRIORITIES

The City of Rancho Cordova is working to complete the bicycle transportation network in a timely manner. Project implementation is dependent on funding and project feasibility. The City has prioritized three projects for short term completion, as shown in Table 6.3 below.

Table 6.3: Projects for Short Term Implementation

Class	Project Location	Estimated Cost
I	Douglas Rd. connection to the Folsom South Canal	\$240,000
I	Feasibility Study of Pedestrian, ADA, and Safety Improvements, Mather Field Rd (UP Rail Spur)	\$150,000*
II	Class II Striping (Citywide)	\$91,720

* Cost for Feasibility Study. Actual project cost estimated at over \$1 million dollars.

Community Priorities

In addition to the short term list of projects for implementation, community members identified their top priority projects as part of this planning process. The City will continue to work with community members to implement these projects and as project feasibility and funding availability are clarified, City staff and the community will have the opportunity to update these priorities.



Table 6.4: Top 10 Community Supported Trail Projects

Class	Project Location	Estimated Cost	Level of Community Support
I	Citrus Road Trail at Folsom Boulevard	\$2,000,000	5
I	N Mather Blvd. connection to Mather Blvd.	\$250,000	5
I	Connection To International Dr @ Capital Center Dr	\$200,000	4
I	Douglas Rd. connection to the Folsom South Canal	\$240,000	4
I	Hagen park bike path trail connection	\$200,000	4
I	Promenade at Highway 50 (East of Zinfandel Drive)	\$15,000,000	4
I	Rio del Oro Trail at Sunrise Boulevard	\$2,000,000	4
I	Stone Creek Class I Trail Connection to the Folsom South Canal - SE	\$200,000	4
I	Anatolia Bike Trail at Rancho Cordova Parkway	\$2,500,000	3
I	Primary Route Trail signage on existing routes	\$9,000	3



Table 6.5: Top 10 Community Supported On-Street Bicycle Projects

Class	Project Location	From	To	Level of Community Support
II	Kilgore Rd.	International Dr.	Folsom Blvd.	7
II	International Dr.	Prospect Park Dr.	Sunrise Blvd.	4
I	UP Rail Spur	Old Placerville Rd.	Folsom Blvd.	3
II	Douglas Rd.	Rancho Cordova Parkway	Borderlands Dr.	3
II	Douglas Rd.	Sunrise Blvd.	Mather Rd.	3
II	White Rock Rd.	Capital Center Dr.	Kilgore Rd.	3
II	Zinfandel Dr.	North Mather Dr.	Douglas Rd.	3
III	Ambassador Dr.	Trails Ct.	River Trails Cir.	3
II	Chardonnay Dr.	Coloma Rd.	Dolcetto Dr.	2
II	Chassella Way	Dolcetto Dr.	Barbera Way	2

FUNDING OPPORTUNITIES

Funding opportunities include the following sources: state bond funds, hazard mitigation funds, Transportation Development Act/SAFETEA funds, congestion management and air quality funds, Community Development Block Grants, and the use of Developer Fee Credits. A brief description of each proposed source appears below.

FEDERAL AND STATE FUNDING SOURCES

Transportation Development Act/SAFETEA-LU

The Transportation Development Act (TDA) is administered by Caltrans and provides funding for transportation through regional transportation planning agencies. Pedestrian and bicycle facility improvements may be eligible for TDA funding. A one-quarter cent sales tax collected by the state and redistributed to each city generates TDA funds. The great majority of the funds go to transit operations.



CHAPTER 6 • IMPLEMENTATION

However, if transit needs are met in a given fiscal year, surplus funds may be available for other transportation-related uses. A funding source with similar characteristics is the Safe, Accountable, Flexible and Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU Act), which is the major federal source of transportation grant funding.

American Reinvestment and Recovery Act funds

The American Reinvestment and Recovery Act (ARRA) provides a diverse range of grants and other funding programs for local governments, including \$77 million in Transportation Enhancements (TE) funds for California. In accordance with state legislation to implement the recovery act, ABX3 20, bicycle and pedestrian projects are the second priority for TE-funding projects. The majority of TE funds will be programmed by metropolitan planning organizations and regional transportation planning. With cooperation from SACOG, the City of Rancho Cordova's bicycle projects may be eligible for this funding source. In addition, federal energy conservation grant programs may fund bicycle related projects.

Congestion Management and Air Quality

Similar to TDA/SAFTEA, CMAQ funding focuses on mobility projects with the potential to reduce vehicle trips and emissions.

Land and Water Conservation Fund

Last year this National Park Service program, administered at the state level by the Department of Parks and Recreation, had \$1.3 million available statewide for acquisition or development of land and facilities that provide or support public outdoor recreation.

Recreational Trails Program

The Recreational Trails Program is a SAFETEA-LU program administered by the Federal Highway Administration. Nationally, \$80 and \$85 million has been authorized for 2008 and 2009, respectively, to develop and maintain trail and trail-related facilities.

Community Development Block Grants

The Department of Housing and Urban Development provides funds for community-based projects. Neighborhood-based bicycle facilities that improve local transportation options or help to revitalize neighborhoods may be eligible.

California Department of Transportation Bicycle Transportation Account

The State's Bicycle Transportation Account (BTA) funds bicycle projects for commuting purposes. A Bicycle Transportation Plan is required for eligibility.



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Safe Routes to School Funding

The State of California funds \$20 million dollars annually in traffic calming and non-motorized transportation improvements near schools. The City of Rancho Cordova has recently implemented safe routes to school projects after successful bids for funding.

LOCAL FUNDING AND FINANCING SOURCES

Developer Impact Fees and Fee Credits

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

Private Grant Funding

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

PARTNERSHIP OPPORTUNITIES

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

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

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

The City should also continue to support community advocacy and stewardship groups who are working to increase ridership and enhance cycling in Rancho Cordova. Jurisdictions throughout California and the nation have long benefited from partnerships with private, nonprofit organizations who are motivated to assist with maintenance, renovations, and new improvements in their communities. Partnerships with nonprofit



CHAPTER 6 • IMPLEMENTATION

organizations should be formalized with an MOU, even if no funds are changing hands. Formalizing the partnership through a written agreement helps to manage expectations and ensure accountability for both parties.

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

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





A

APPENDIX A

Public Outreach Results

SUMMARY OF PUBLIC OUTREACH

The bicycle and pedestrian master planning process provided ongoing opportunities for input through regular Technical Advisory Committee stakeholder meetings, community workshops and access to staff to provide comments. A summary of each outreach opportunity and results follows.

TECHNICAL ADVISORY COMMITTEE (TAC)

The advisory committee to this process was comprised of local cyclists and cycling advocates with occasional attendance from concerned agency stakeholders. The TAC met once at the beginning of the process to discuss key opportunities and constraints with staff, to review past efforts and to convey their desired outcomes from the planning process. For their second meeting, the TAC members worked collaboratively with Bicycle Advocates for Rancho Cordova (BARC) and the City of Rancho Cordova to host a community workshop (results are outlined below). At the TAC's third meeting, committee members were invited to review the proposed network and learn about the estimated cost to complete the network, as well as to provide feedback on the prioritization of projects. The results of this prioritization exercise showed significant support for the completion of Rancho Cordova's Class I off-street network. The final TAC meeting will provide the Committee with an opportunity to review the final draft of each Plan, including final cost and prioritization details.

COMMUNITY OPEN HOUSE: JUNE 2, 2009

A community open house was held in June of 2009, to provide community members with the opportunity to learn about the planning process and to provide feedback on walking and bicycling in Rancho Cordova. The meeting began with an opportunity for participants to review educational presentation boards and socialize with other community members. Participants were then briefed on the project's purpose and schedule and were provided an overview of past progress in developing bicycle and pedestrian facilities in Rancho Cordova. City Staff then presented an overview of the plans and explained the purpose of the evening's



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meeting: to provide information related to key trends, challenges and opportunities for cycling and walking in Rancho Cordova, as well as to gather input on these issues from the community.

Following the presentations, participants were broken into small groups and visited a variety of small group “education stations” where staff was able to share information and gather feedback on trends, opportunities and challenges. The results from each education station are outlined below. Following the small group station activities, participants were seated at small group tables and worked with a small group facilitator to examine a map of the existing bicycle and pedestrian network and to provide input on issue and opportunity areas and other items of interest and concern.

Following the small group work, a large group discussion on potential partners and program opportunities was convened. The results of this discussion follow the station results below.

STATION 1 – BICYCLE FACILITIES

- Bike lanes adjacent to parallel parking are hazardous to “dooring” accidents – prefer bikes adjacent to travel lane – no parking
- Vertical Curbs preferred to rolled curb for pedestrian. Safety
- Q: Could pedestrians be separate from bikes on American River Parkway Trail?
 - County owned, may not be likely due to environmental impact
- Driveway aprons should be flush to bike lanes. Even small “lip” presents hazard
- Tumbleweed cleanup needed – esp. South Sunrise
- Take advantage of natural drainage/ Open space to align new trails
- Use of “class III” trails is common current condition
- Connect established communities with new developments – E<->W and N<->S
- Folsom South Canal does not “feel like” a ‘class I’ trail –
 - Debris maintenance needed
 - Not lit – not safe for night



APPENDIX A • PUBLIC OUTREACH RESULTS

- Gutter/trail – too dangerous, unreliable
 - Never less than 4' wide for “class II” bike lane
- Zinfandel overcrossing is too dangerous for pedestrians/bikes
- Construction sandbags = hazard
 - Solution: reflective tape on bags

STATION 2 – WHERE DO YOU LIVE, WORK AND PLAY?

- N/S & E/W Access through existing neighborhoods
- Bike lanes on Kilgore, canal access @ Douglas
- Connect Douglas rd. to Zinfandel
- Connect Douglas Rd. to Folsom South Canal
- Change speed limit on Douglas Rd. to 45 mph.
- Improve Douglas Rd Bike Lane with signs
- Class III?
- Connectivity
- Dashed merge lanes

STATION 3 – WALKING AND CYCLING TRENDS IN RANCHO CORDOVA

- % Kids biking to school
- Rancho Cordova Resident and Rancho Cordova Employees? (Census Info)
- Which employers are bicycle friendly?
- Residential Bike Parking



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- Feeling unsafe crossing over Hwy 50
- Bikes locked safely not stolen when commuting, shopping errands
- Easy to find good, safe, bike parking around town!
- Bike lockers \$5/mo. Rent from RT
- Parents are driving kids to school. This makes a lot of traffic in the morning
- 1,000's would use the light rail if they had a safe bike trail: Citrus Road Bike Trail

WHY NOT?

- Weather
- Dark at night
- Traffic too heavy and too fast!
- Preparation: Shower, clothes, lockers
- Bike security
- Time!

STATION 4 – PEDESTRIAN INFRASTRUCTURE

- We need walking paths in our community parks
- Put in class I paths 1st and build community around paths
- Resolution in Doc. Regarding Pedestrians on pavement
- Multicultural signage or universal



STATION 5 – BICYCLE SUPPORT FACILITIES

- Bike Trail along Folsom Blvd. from Sunrise to Hazel is full of debris (Glass, Rocks, etc.). Also there are telephone poles in the bike trails.
- The bike lockers at Home Depot are locked because they were being used by homeless people and are now not accessible to bicyclists. Find some way to make lockers accessible.
- Would like bike lockers at sunrise and Hazel light rail stations
- Better lighting at tunnel going under freeway as well as at Citrus Rd.
- The Folsom South Canal needs more facilities
- Starbucks in Gold River doesn't have a bike Rack and they have a group of bicyclists that meet there to go on rides
- Bel Air also does not have bike racks
- On Demand bike lockers at light rail stations instead of Annual Reservations
- Higher capacity for bikes on busses and light rail
- Green lights to cross along Data are too short
- Costco doesn't have bike racks
- Kaiser doesn't have bicycle parking
- Residential area along data does not provide safe bicycle storage
- City of Sacramento has been installing many Inverted "U"'s in public Right of Way
- People are parking on the street in the business parks rather than in the parking lots
- Make sandbags more visible to bicyclists. Use a fluorescent or reflective bag.
- More frequent sweeping in the City.



CITY OF RANCHO CORDOVA • BICYCLE MASTER PLAN

- More reflectors along bike trails
- Improved performance and quantity of bicycle sensors at intersections
- No button to cross Coloma when traveling NB on Bridlewood.
- Want a connection at South Canal and Mather
- Would like a drinking fountain at Folsom South Canal and Mather
- More signage indicating where facilities are located
- Existing facilities map on our website
- Mills Center Area needs more bike facilities
- Village Green – the showers are not usable to bicyclists
- Folsom South Canal – more benches, shade, fountains
- Would like buttons along Folsom Blvd. to be adjacent to the bike trails
- Show facilities outside of the City as well

OTHER GENERAL COMMENTS

- Bike Racks for bicycles with trailers for kids and/or shopping.

POTENTIAL PARTNERS

- BARC
- Schools
- Police Department
- Caltrans Local Assistance
- 50 Corridor TMA



APPENDIX A • PUBLIC OUTREACH RESULTS

- Walk Sacramento
- Rancho Alliance of Neighborhoods
- Cordova Recreation and Parks District
- SACOG
- Sac County Regional Parks

PROGRAM OPPORTUNITIES

- Police Department
 - Helmets
 - Bike Rodeo
 - Safety and Law Education
- Walk Audits
 - Identify Concerns/ Problems
- Eyes on the Street Program
- Customized Transit Marketing
- Safe Routes to School
- SR2 Transit
- Smart Cycling
- Bike Month
- Bike Rack Giveaways – Like Sacramento
- Reach out to Transit Users – Station announcements, also get bike and pedestrian. feedback there



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- Incentives for kids to ride to school –
 - Contests
 - Build Generation of Riders
 - Folsom – Cordova?
- Walking School Bus
- Enforce Rules on Parkway
 - Pavement vs. Shoulder
 - Speeding

Note: Tabular results of station activities are also summarized in Chapter 3, Needs Assessment.

DIRECT COMMUNICATION WITH STAFF

The following comments were provided to Staff via email, following the June 2009 workshop:

Intersection 1: Zinfandel and White Rock

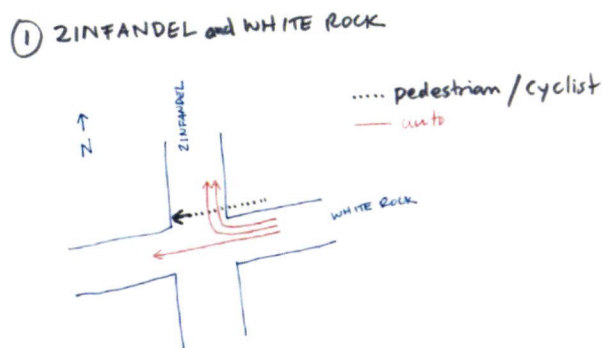
Cyclists and pedestrians traveling west on White Rock trying to cross Zinfandel are going to have trouble.

The pedestrian *walk* button gives a green walk signal to the cross walk at the same time as the green right-turn arrow for traffic.

Drivers in the center-most left turn lane cannot see that a pedestrian or a cyclist has entered the crosswalk.

Extra danger is that drivers are already thinking on-ramp speed because most are heading for the Highway 50 on-ramps.

Needed: A green light for pedestrians / cyclists that is separate from the green turn arrow for drivers.



APPENDIX A • PUBLIC OUTREACH RESULTS

Intersection 2: Prospect Park / Data Drive and White Rock

This is a "3-legged" intersection which poses problems for cyclists that are traveling south on Prospect Park and crossing over White Rock.

As the cyclist approaches the intersection, there is no way that he can cause a green light enabling him to ride across on the correct side of the road.

So the cyclist has three choices here, all inconvenient, and some dangerous:

- 1 - (See drawing) Hit the *walk* button to cross Prospect Park as a pedestrian, again hit the *walk* button to cross White Rock as a pedestrian, and thirdly hit the *walk* button to cross Data Drive as a pedestrian. Only then get back on the bike to continue riding. Or ride through the intersections, which I think is illegal.
- 2 - Wait and wait for a car to come and trip the light so that he can ride across. The green light in that instance is very short; only a racing cyclist can make it across before it turns red.
- 3 - On the approach to the intersection, cross in order to ride on the wrong side of the road. Stop and hit the *walk* button to get a green light across White Rock. Once the light is green, ride through the intersection on a diagonal (if traffic permits), both crossing White Rock and regaining the correct side of the road to go south on Data Drive.

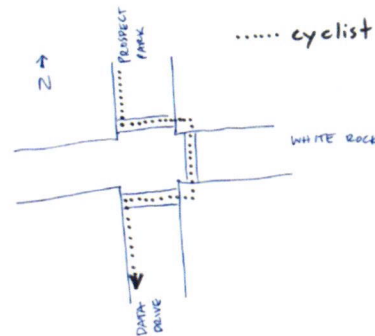
Needed: A way for a cyclist to get a green light in order to correctly cross White Rock on the bike.

Intersection 3: Zinfandel and Highway 50

At the community night I know many people pointed out the dangers of this intersection. Here is one more way in which it's dangerous.

I was driving home at 6 pm, heading toward the freeway entrance to get on Highway 50 traveling east. I traveled west on Gold Center Drive and stopped at the red light. Sitting at the red light, I carefully checked for traffic across from me (off-ramp from 50 East) and to my left (cars traveling north on Zinfandel). There were no cars so I edged out to make a right turn on red, into the on-ramp.

② PROSPECT PARK / DATA and WHITE ROCK



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Good thing I hadn't punched the accelerator, because as I turned my head to look at my direction of travel right before the on-ramp, there was a **CYCLIST** crossing the on-ramp right in front of me. He was riding south on Zinfandel **ON THE WRONG SIDE OF THE STREET WHERE I DID NOT EXPECT HIM TO BE.** I narrowly missed him, but there would have been nothing I could do to avoid a collision, given the timing.

I made a mistake in not looking better. He made a stupid mistake in breaking the law riding on the wrong side and in foolishly assuming that I would see him.

Needed: I'm not sure. Is there a way to better protect this intersection?

COMMUNITY WORKSHOP: JULY 2010

[Insert results following workshop]



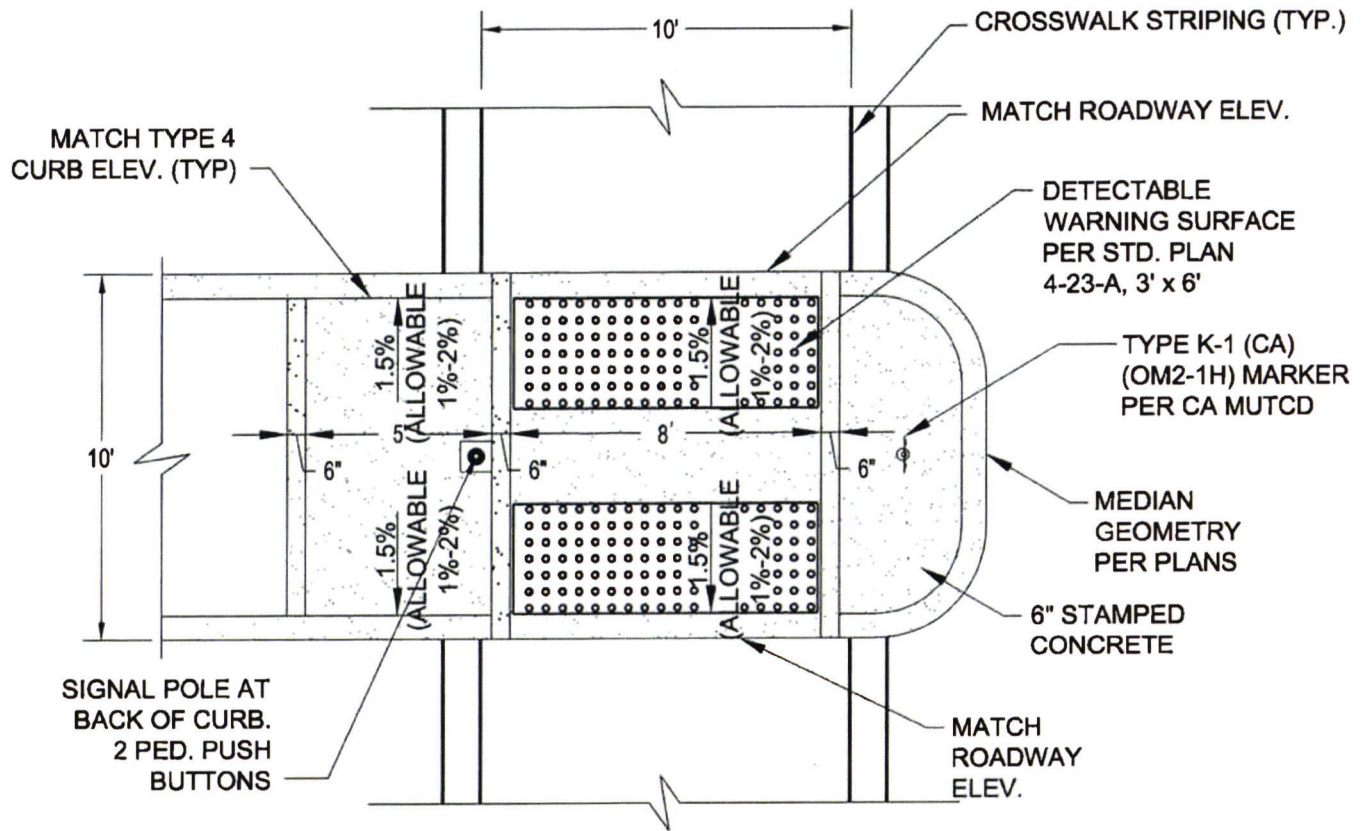


B

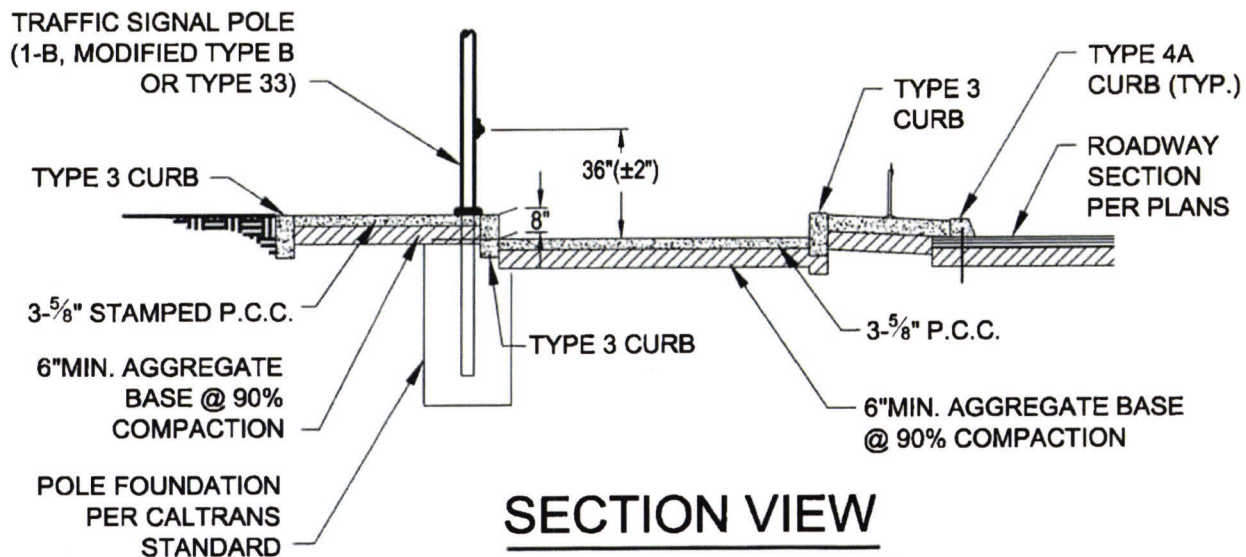
APPENDIX B:

Standard Drawings





PLAN VIEW



SECTION VIEW

NOTES:

1. FOR SIGNAGE CLEARANCES SEE MUTCD FIGURE 9B-1

Cyrus Akub

DIRECTOR OF PUBLIC WORKS

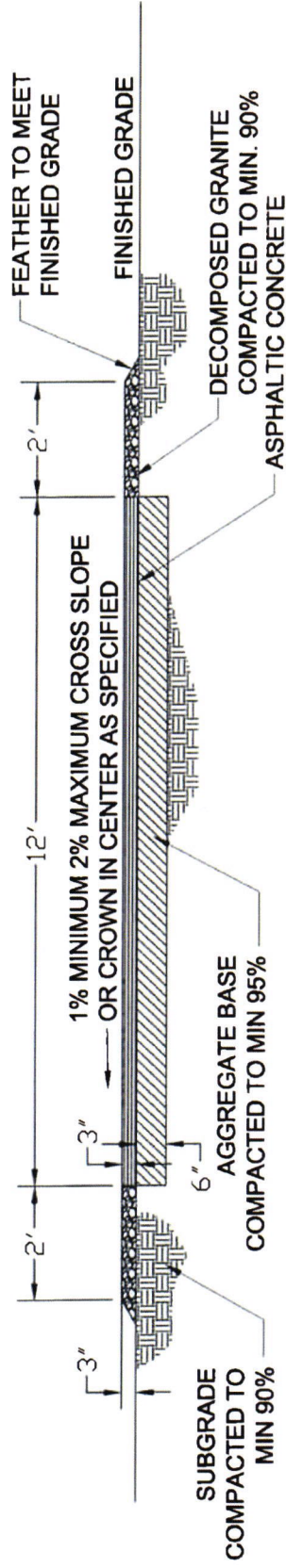
CITY OF RANCHO CORDOVA PUBLIC WORKS



MEDIAN PEDESTRIAN REFUGE

SCALE: 1" = 5"
DATE: JUNE 2009
DRAWN BY: TE

BP - 03



NOTES:

1. 10' ALLOWABLE TRAIL WIDTH FOR MINOR CLASS I TRAIL
2. APPLY PRE-EMERGENT HERBICIDE UNDER DECOMPOSED GRANITE PRIOR TO INSTALLING IT.
3. APPLY PRE-EMERGENT HERBICIDE TO AGGREGATE BASE PRIOR TO PAVING ASPHALT
4. APPLY A 4" WIDE SOLID YELLOW CENTERLINE STRIPE CONTINUOUSLY DOWN THE CENTER OF THE BIKETRAIL
5. IF POSSIBLE USE FOR UTILITY ACCESS THEN USE 3" OF ASPHALTIC CONCRETE AND 10" OF AGGREGATE BASE

Cyrus A. Bell
 DIRECTOR OF PUBLIC WORKS



CITY OF RANCHO
 CORDOVA PUBLIC
 WORKS

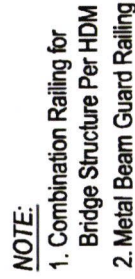
MAJOR BIKE TRAIL CLASS I

SCALE: NTS
 DATE: FEBRUARY 2008
 DRAWN BY: TE

BP - 02

4 LANE BRIDGE OVER BIKE TRAIL

SCALE: NTS	BP - 01a
DATE: 11/2008	
DRAWN BY: BC	



PLAN VIEW

byron pbb

PUBLIC WORKS DIRECTOR

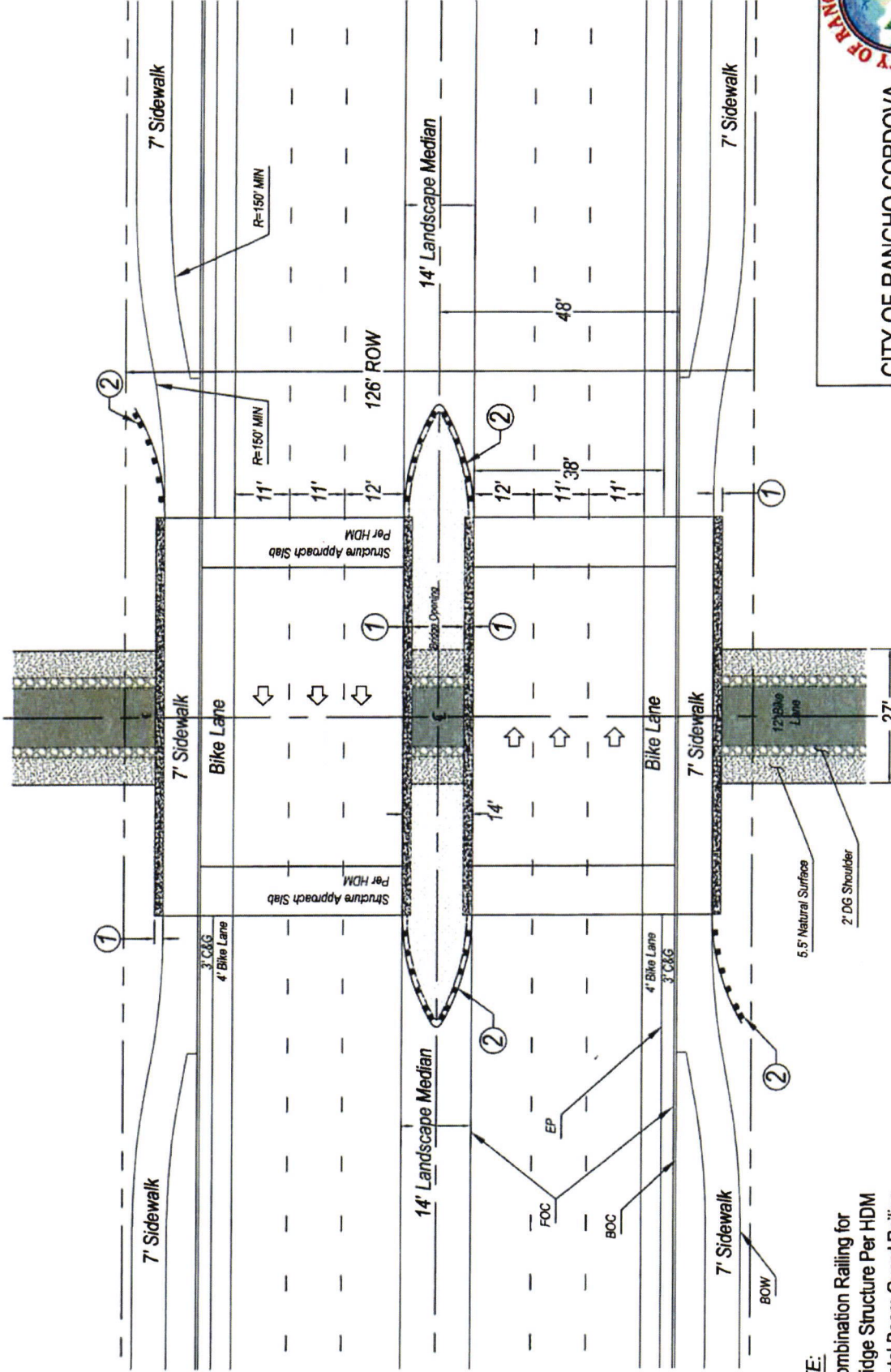


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PUBLIC WORKS

6 LANE BRIDGE OVER BIKE TRAIL

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

BP - 01b



PLAN VIEW

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

Cyrus Beh

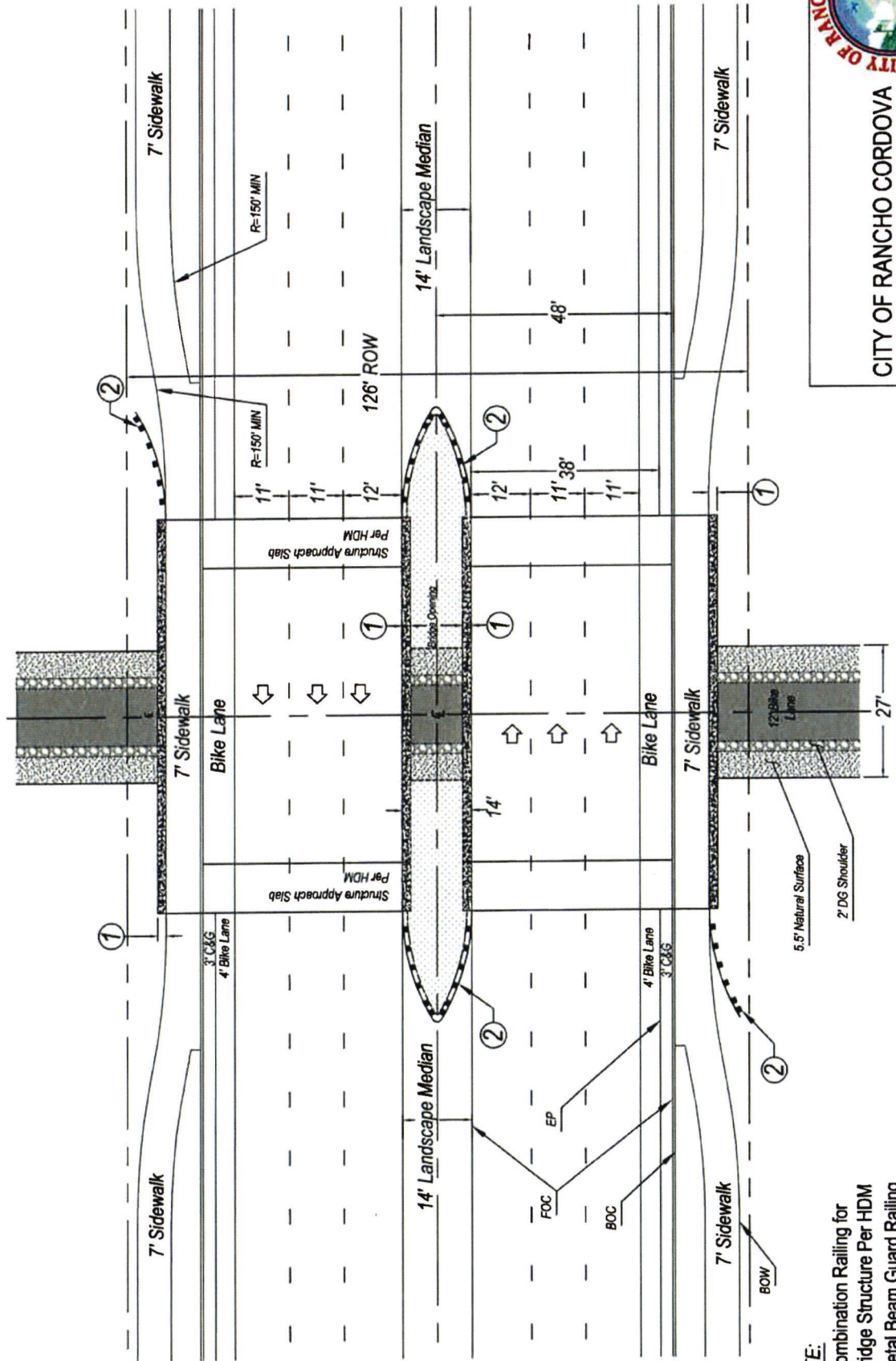
PUBLIC WORKS DIRECTOR



CITY OF RANCHO CORDOVA
PUBLIC WORKS

6 LANE BRIDGE OVER BIKE TRAIL

SCALE: NTS
DATE: 11/2008
DRAWN BY: BC
BP - 01b



PLAN VIEW

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

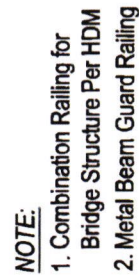
Cyrus Beh
PUBLIC WORKS DIRECTOR

4 LANE BRIDGE OVER BIKE TRAIL

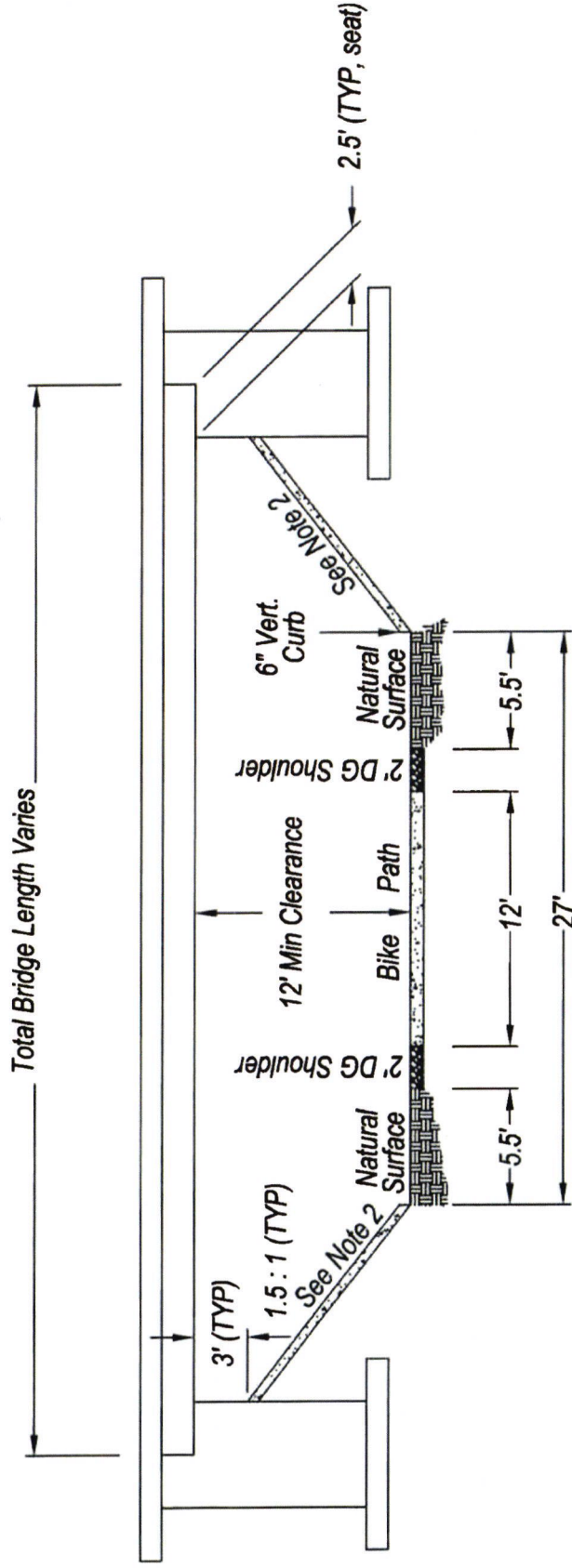
SCALE: NTS	BP -01a
DATE: 11/2008	
DRAWN BY: BC	

byron ell

PUBLIC WORKS DIRECTOR



PLAN VIEW



ELEVATION

NOTES:

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

Cyrus A. Bell

PUBLIC WORKS DIRECTOR

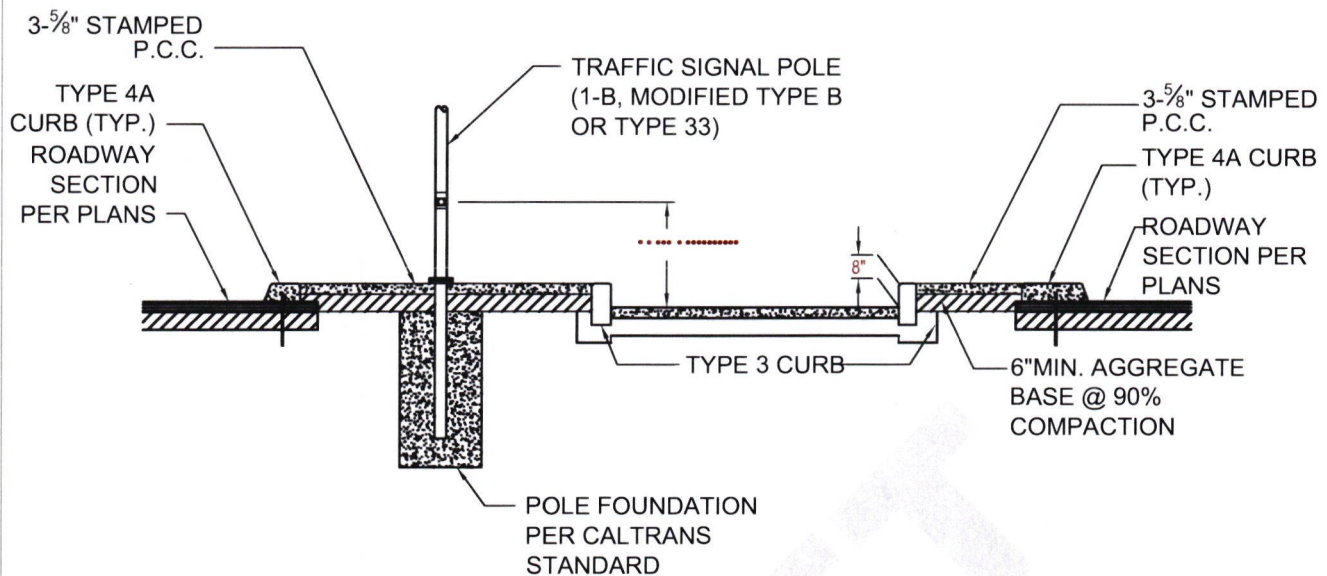


CITY OF RANCHO CORDOVA
PUBLIC WORKS

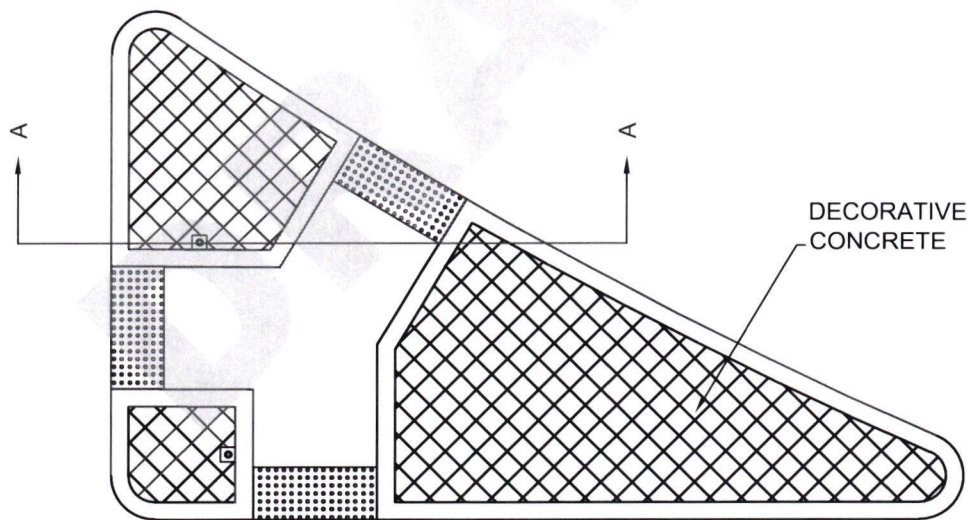
BIKE TRAIL SECTION
UNDER ARTERIAL BRIDGE

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

BP - 01



PORKCHOP - SECTION A



PORKCHOP - PLAN VIEW

DIRECTOR OF PUBLIC WORKS

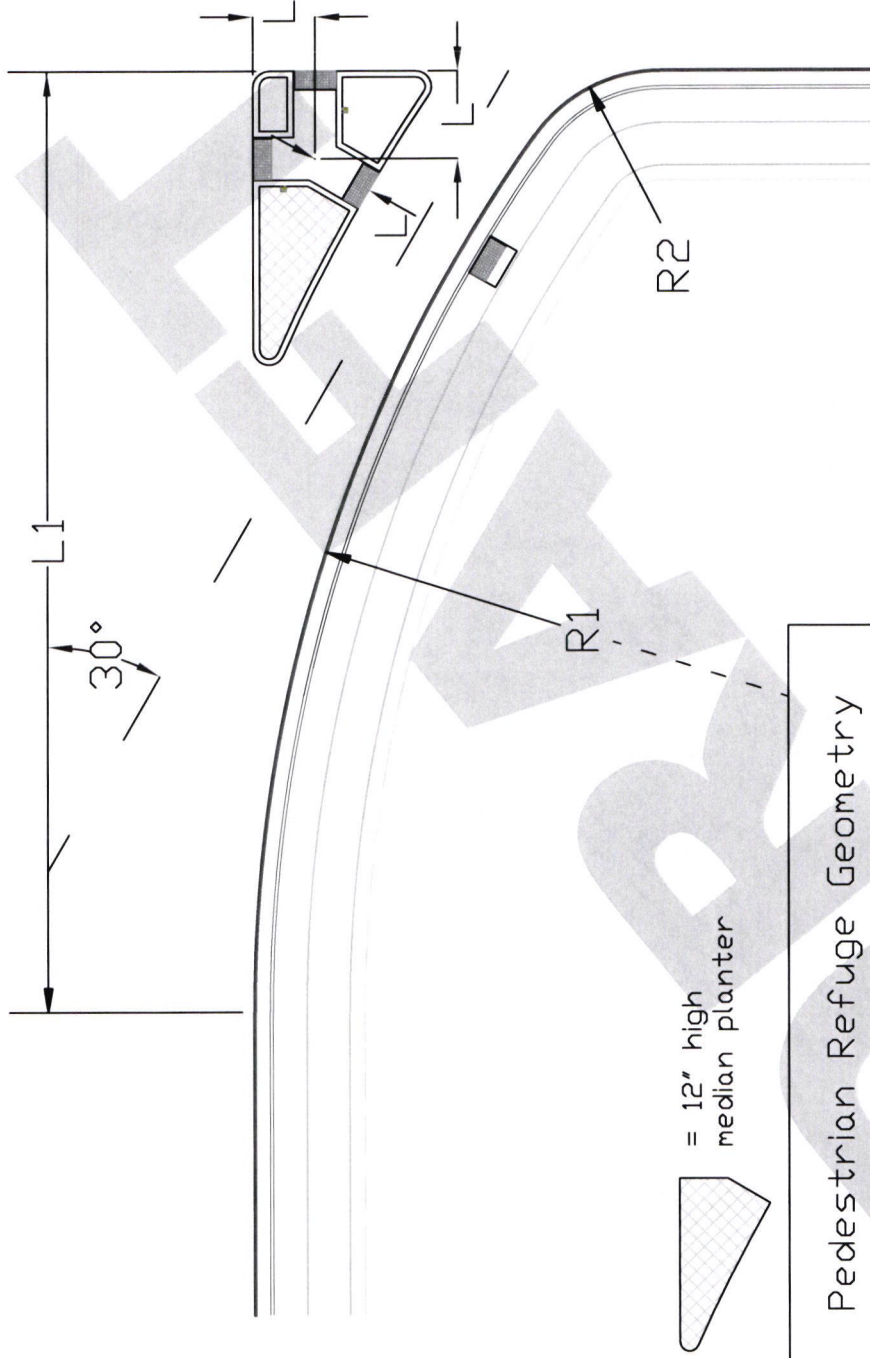
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WORKS



RAISED ISLAND
PEDESTRIAN REFUGE

SCALE: NTS
DATE: FEBRUARY 2010
DRAWN BY: TE

XX - XX



= 12' high
median planter

Pedestrian Refuge Geometry				
	R1	R2	R1 Point of Curvature Offset (L1)	L
No RT Turn Pocket	250	25	155	10 ft
Single RT Turn Pocket	200	25	125	10 ft
Dual RT Turn Pocket	250	25	150	12 ft

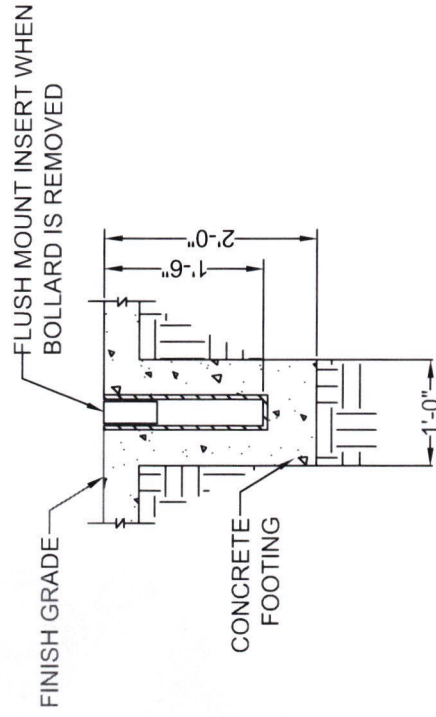
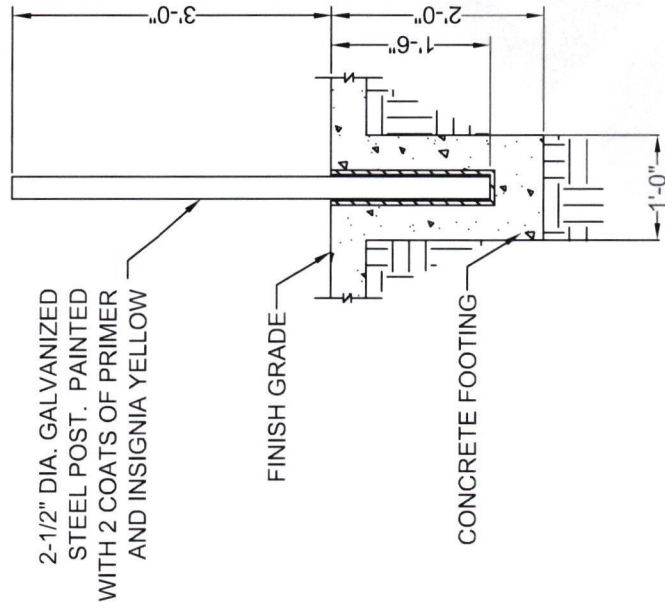
DIRECTOR OF PUBLIC WORKS



CITY OF RANCHO CORDOVA
PUBLIC WORKS

Raised Island
Pedestrian Refuge Geometry

SCALE: 1" = XX'
DATE: JULY 2006
DRAWN BY: MATTHEW RUBLE
MIS - 03



NOTE:
MUST BE LOCKING

DIRECTOR OF PUBLIC WORKS

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

C

APPENDIX C

Cost Estimates

APPENDIX C-1, CLASS II - CITY ADD BL

ENGINEER'S ESTIMATE OF CONSTRUCTION COSTS RANCHO CORDOVA PROPOSED CLASS II BIKE LANE PROJECTS

Cost Estimates of Proposed City Projects that add Class II Lanes to Existing Roadways.					
ITEM NO.	DESCRIPTION	ESTIMATED TOTAL QUANTITY	UNIT	AVERAGE UNIT COST	GRAND ITEM TOTAL
1	Traffic Control	26	EA	\$ 840.00	\$ 21,840
2	Type 27B Thermoplastic Striping *	27,760	LF	\$ 0.45	\$ 12,492
3	Type 39 Thermoplastic Striping	208,200	LF	\$ 0.70	\$ 145,740
4	Type 39A Thermoplastic Striping (Skip Dash)	13,880	LF	\$ 0.60	\$ 8,328
5	Pavement Markings Legends	3,330	SF	\$ 3.00	\$ 9,990
6	Signal Modifications (Detection & Push Buttons)	20	EA	\$ 15,000.00	\$ 300,000
7	Sign Project	1	LS	\$ 150,000.00	\$ 150,000
SUB-TOTAL					\$ 648,390
5% Misc Repair					\$ 32,420
20% Engineering					\$ 129,678
TOTAL ESTIMATE					\$ 810,488

Length of proposed City's projects on existing streets is :

69,400 LF = 13.2 miles
of roadways

* Approximately 20% of bike lane requires an edge striping



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APPENDIX C-2, CLASS II ROW WIDENING ESTIMATES

ENGINEER'S ESTIMATE OF CONSTRUCTION COSTS RANCHO CORDOVA PROPOSED CLASS II BIKE LANE PROJECTS

Cost Estimates of Proposed City Projects that require frontage widening in order to provide space for Class II Lanes.

ITEM NO.	DESCRIPTION	ESTIMATED TOTAL QUANTITY	UNIT	AVERAGE UNIT COST	GRAND ITEM TOTAL
1	Roadway Widening **	31,780	LF	\$ 160.00	\$ 5,084,800
2	Additional ROW ***	240,080	SF	\$ 12.00	\$ 2,880,960
3	Temporary Construction Easement	480,160	SF	\$ 1.50	\$ 720,240
4	Traffic Control	13	LS	\$ 840.00	\$ 10,920
5	Type 27B Thermoplastic Striping *	12,712	LF	\$ 0.45	\$ 5,720
6	Type 39 Thermoplastic Striping	95,340	LF	\$ 0.70	\$ 66,738
7	Type 39A Thermoplastic Striping (Skip Dash)	6,356	LF	\$ 0.60	\$ 3,814
8	Pavement Markings Legends	1,525	SF	\$ 3.00	\$ 4,576
9	Signal Modifications (Detection & Push Buttons)	10	EA	\$ 15,000.00	\$ 150,000
SUB-TOTAL					\$ 8,927,768
5% Misc Repair					\$ 446,388
20% Engineering					\$ 1,785,554
TOTAL ESTIMATE					\$ 11,159,710

Length of proposed City's projects on existing streets is :

31,780 LF = 6.0 miles
of roadways

- * Approximately 20% of bike lane requires an edge striping
- ** Centerline Measurement (widening on both sides)
- *** \$784k / Acre (narrow takes)



APPENDIX C • COST ESTIMATES

APPENDIX C-3, CLASS III - SIGN PROJECTS

ENGINEER'S ESTIMATE OF CONSTRUCTION COSTS RANCHO CORDOVA PROPOSED CLASS III BIKE ROUTE PROJECTS

Cost Estimates of Proposed Class III Sign Installation Projects by City.					
ITEM NO.	DESCRIPTION	ESTIMATED TOTAL QUANTITY	UNIT	AVERAGE UNIT COST *	GRAND ITEM TOTAL
1	Ambassador Dr	3	EA	\$ 200	\$ 600
2	Azienda Dr	2	EA	\$ 200	\$ 400
3	Capitales Dr	4	EA	\$ 200	\$ 800
4	Chardonay Dr	2	EA	\$ 200	\$ 400
5	Chassella Way	2	EA	\$ 200	\$ 400
6	Corvina Dr	2	EA	\$ 200	\$ 400
7	Croetto Way	2	EA	\$ 200	\$ 400
8	Dolecetto Dr	2	EA	\$ 200	\$ 400
9	El Cejo Cir	2	EA	\$ 200	\$ 400
10	El Chorlito Dr	4	EA	\$ 200	\$ 800
11	Ellenwood Ave	6	EA	\$ 200	\$ 1,200
12	Glenmoor Dr	2	EA	\$ 200	\$ 400
13	Klamath River Dr	8	EA	\$ 200	\$ 1,600
14	La Placita Dr	4	EA	\$ 200	\$ 800
15	Levee Rd	2	EA	\$ 200	\$ 400
16	Malaga Way	6	EA	\$ 200	\$ 1,200
17	Mills Park Dr	2	EA	\$ 200	\$ 400
18	Nut Plains Dr	5	EA	\$ 200	\$ 1,000
19	Paseo Dr	2	EA	\$ 200	\$ 400
20	Ribier Way	2	EA	\$ 200	\$ 400
21	Rockingham Dr	6	EA	\$ 200	\$ 1,200
22	Smithlee Dr	2	EA	\$ 200	\$ 400
23	Woodberry Way	3	EA	\$ 200	\$ 600
24	Yukon River Way	1	EA	\$ 200	\$ 200
TOTAL =		76	EA	SUB-TOTAL	\$ 15,200
20% Contingency					\$ 3,040
TOTAL ESTIMATE					\$ 18,240

* Average Unit Cost Includes:

- Material & Labor	\$ 146
- Administrative Costs	\$ 24
- Construction Management	\$ 30
Total =	\$ 200 /Each Sign Installed

45,651 LF = 8.6 miles
of roadways



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APPENDIX C-4, CLASS I - PRIVATE DEVLPR

ENGINEER'S ESTIMATE OF CONSTRUCTION COSTS RANCHO CORDOVA PROPOSED CLASS I BIKE TRAIL BY PRIVATE DEVELOPMENT

Cost Estimates of Proposed Class I Bike Trail Projects by Private Development					
ITEM NO.	DESCRIPTION	ESTIMATED TOTAL QUANTITY	UNIT	AVERAGE UNIT COST*	GRAND ITEM TOTAL
1	Aerojet Spur Trail (12')	480	LF	\$ 190	\$ 91,200
2	Americanos Trail (12')	17,630	LF	\$ 190	\$ 3,349,700
3	Anatolia Bike Trail	3,060	LF	\$ 175	\$ 535,500
4	Anatolia Preserve Trail	2,140	LF	\$ 175	\$ 374,500
5	Bardolino Trail	430	LF	\$ 175	\$ 75,250
6	Blodgett Reservoir South Trail	4,660	LF	\$ 175	\$ 815,500
7	Centennial Dr Connector	1,360	LF	\$ 190	\$ 258,400
8	Crystal Cove Trail	5,720	LF	\$ 175	\$ 1,001,000
9	Grant Line 208 Trail	410	LF	\$ 175	\$ 71,750
10	Jaeger Ranch Trail (12')	9,520	LF	\$ 190	\$ 1,808,800
11	Kiefer Blvd Trail	5,530	LF	\$ 175	\$ 967,750
12	Montelena Preserve Trail	5,870	LF	\$ 175	\$ 1,027,250
13	Morrison Creek Trail	22,890	LF	\$ 175	\$ 4,005,750
14	North Trail	5,080	LF	\$ 175	\$ 889,000
15	Park Loop Trail	17,800	LF	\$ 175	\$ 3,115,000
16	The Preserve Trail	20,530	LF	\$ 175	\$ 3,592,750
17	Queen Arbor Dr Trail	2,200	LF	\$ 175	\$ 385,000
18	RC Parkway Connector Trail	860	LF	\$ 175	\$ 150,500
19	RDO Park Loop Connector	640	LF	\$ 175	\$ 112,000
20	Rio Del Oro Trail (12')	31,560	LF	\$ 175	\$ 5,523,000
21	Stone Creek / RDO Recycle Rd Trail	630	LF	\$ 175	\$ 110,250
22	Stone Creek Trail W	2,740	LF	\$ 175	\$ 479,500
23	The Arboretum Trail (12')	6,360	LF	\$ 190	\$ 1,208,400
24	The Arboretum West Trail	5,540	LF	\$ 175	\$ 969,500
25	Upper Laguna Creek Jackson Hwy Connector (12')	230	LF	\$ 190	\$ 43,700
26	ULCC Kiefer Blvd Connector Trail	11,400	LF	\$ 175	\$ 1,995,000
27	Upper Laguna Creek Trail (12')	24,450	LF	\$ 190	\$ 4,645,500
28	West Trail	12,390	LF	\$ 175	\$ 2,168,250
29	Westborough East Trail	9,100	LF	\$ 175	\$ 1,592,500
30	Westborough FSC East Trail	19,320	LF	\$ 175	\$ 3,381,000
TOTAL =		250,530	LF	TOTAL	\$ 44,743,200
		47	miles		

* Average Unit Cost includes:

- Environmental work	\$	20
- Design	\$	20
- Administrative Costs	\$	20
- Construction Management	\$	15
- Construction **	\$	100
Total =	\$	175 / LF

** Construction for 12' trails is \$115.00 / LF



APPENDIX C-5. GRADE SEPARATION PROJECT LIST

GIS LABEL	Grade Separation Name	Type of Crossing	Notes	Cost (millions)	Funding Source	Structure Cost \$250 per sq. ft.
1	10 UCC Trail at Jackson Highway	Undercrossing	Partial Span 38.5x102 (6 lane)	\$1.00	Private	
2	10 UCC Trail at Arroyo	Undercrossing	County	\$1.00	County	
3	2a UCC Trail at Arroyo	Undercrossing	Special 2 lane, 61x74, without parking lane	\$1.13	Private	
4	3b UCC Trail at N. Airport Parkway	Undercrossing	Feasibility to be determined, 61x68 (2 lane special without parking)	\$1.04	Feasibility	Standard 6 and 4 lane has attached walk and an open median
5	3b UCC Trail at N. Airport Parkway	Undercrossing	Feasibility to be determined, 61x68 (2 lane special without parking)	\$1.04	Feasibility	2 lane is based on incidental cost
6	3b UCC Trail at Canyon Boulevard	Undercrossing	Partial Span 38.5x102 (6 lane)	\$1.00	Private	Collector with no parking and no ramp
7	3b UCC Trail at Canyon Boulevard	Undercrossing	Partial Span 38.5x102 (6 lane)	\$1.00	Private	All bridge parapets assumed to be 1.5 ft. wide
8	3b UCC Trail at Kinder Boulevard	Undercrossing	Standard 4 Lane 61x80	\$1.22	Private	
9	3b UCC Trail at Grout Line Road	Undercrossing	25x61.2 (200' of each ramp on structure)	\$1.58	City's CIP	
10	3b UCC Trail at Grout Line Road	Undercrossing	Future Vision Project, build with FSC Bridge replacement, Partial Span 38.5x102 (6 lane)	\$1.00	City's CIP	
11	10 UCC Trail at Old Placerille Blvd	Undercrossing	Part of Current Project effort	\$0.80	Funded	if there is a median, it is open as a daylight
12	14 Folsom South Canal Trail at Sunrise Boulevard	Undercrossing	Standard 6 lane 61x102	\$0.49	Private	
13	22 Westborough FSC East Trail at International Drive	Undercrossing	Standard 6 lane 61x102	\$1.56	Private	
14	27 Class 1 Trail at Lathrop Valley Parkway	Undercrossing	Standard 4 Lane 61x80	\$1.22	Private	
15	28 Jaeger Ranch Trail at Kinder Boulevard	Undercrossing	Feasibility to be determined, 61x51 (2 lane)	\$0.78	Feasibility	
16	30 Jaeger Ranch Trail at Central Park Drive	Undercrossing	Feasibility to be determined, 61x51 (2 lane)	\$0.78	Feasibility	
17	30 Jaeger Ranch Trail at Crossing Road	Undercrossing	Standard 4 Lane 61x80	\$1.22	Private	
18	31 Jaeger Ranch Trail at Americanos Boulevard	Undercrossing	25x61.2 (200' of each ramp on structure)	\$1.58	Private	
19	32 Americanos Trail at Chrysanthemum Boulevard	Undercrossing	Standard 6 lane 61x102	\$1.56	City's CIP	
20	35 Americanos Trail at Douglas Road	Undercrossing	In County	\$1.56	County	
21	36 Folsom South Canal Trail at Jackson Highway	Undercrossing	Standard 4 Lane 61x80	\$1.22	Private	
22	38 Grout Line 208 Trail at Americanos Boulevard	Undercrossing	Feasibility to be determined, 61x51 (2 lane)	\$0.78	Feasibility	
23	42 Rio del Oro Trail at East Residential Road	Undercrossing	Road Bridge over Stream, width of path 21.5x102 (6 lane)	\$0.55	Private	
24	42 Rio del Oro Trail at Rancho Cordova Parkway	Undercrossing	Feasibility to be determined, 61x63 (special 2 lane)	\$0.96	Feasibility	
25	44 Rio del Oro Trail at Village Drive	Undercrossing	Feasibility to be determined, Standard 4 Lane 61x80	\$1.22	Feasibility	
26	45 Rio del Oro Trail at Centennial Drive	Undercrossing	Feasibility to be determined, Standard 4 Lane 61x80	\$1.22	Feasibility	
27	49 Mother UP Spur Trail at Americanos Drive	Undercrossing	Standard 6 lane 61x102	\$1.56	City Vision	
28	50 White Rock Park Trail at Highway 50	Undercrossing	Part of Current Project effort	\$3.96	Funded	
29	55 RIO West Trail at White Rock Road	Undercrossing	Standard 6 lane 61x102	\$1.56	City's CIP	
30	60 Westborough FSC East Trail at Americanos Blvd	Undercrossing	25x61.2 (200' of each ramp on structure, over 6 lane)	\$1.58	City's CIP	
31	61 Rio del Oro Trail at Rio del Oro Parkway	Undercrossing	Feasibility to be determined, Standard 4 Lane 61x80	\$0.49	Private	
32	62 Westborough High School at Rancho Cordova Parkway	Undercrossing	25x61.2 (200' of each ramp on structure, over 6 lane)	\$1.58	Feasibility	
33	63 Arroyo Spur @ Johnson South Canal	Undercrossing	Trail on existing bridge (park to trails)	\$1.51	Private	
34	65 Citrus Road Trail at Folsom Boulevard	Undercrossing	50x41.2 (200' of each ramp on structure, over 4 lane)	\$1.51	City's CIP	
35	68 RIO West Trail at International Drive	Undercrossing	Standard 6 lane 61x102	\$1.56	City's CIP	
36	70 Rio del Oro Trail at Grout Line Road	Undercrossing	Road Bridge over FSC, incidental cost addition to Structure	\$1.56	City Vision	
37	72 Westborough FSC East Trail at Rancho Cordova Parkway	Undercrossing	Standard 6 lane 61x102	\$1.56	City Vision	
38	77 Stoner Creek St. Trail at Zinfandel Drive	Undercrossing	6 lane skew 61x170	\$2.60	City Vision	
39	80 Rio del Oro Community Park Trail at Interlomas Drive	Undercrossing	10 to be considered if Sports/Water Park is approved by City, 52x61.2	\$1.58	Feasibility	
40	80 Rio del Oro Trail at Rancho Cordova Parkway	Undercrossing	25x61.2 (200' of each ramp on structure, over 6 lane)	\$1.58	City's CIP	
41	89 Folsom South Canal Trail at Chrysanthemum Boulevard	Undercrossing	Road Bridge over FSC, incidental cost addition to Structure	N/A	Private	
42	90 Folsom South Canal Trail at White Rock Road	Undercrossing	Future Vision Project, build with FSC Bridge replacement, Partial Span 38.5x102 (6 lane)	\$1.00	City Vision	
43	121 Mother UP Spur Trail at Highway 50	Undercrossing	Bridge over canal, 30x61.2	\$0.90	City Vision	
44	122 Mother UP Spur Trail at Highway 50	Undercrossing	50x41.2 (200' of each ramp on structure, over 4 lane)	\$1.51	City Vision	
45	124 RIO Park Loop Trail at White Rock Road	Undercrossing	Standard 6 lane 61x102	\$1.56	City Vision	
46	125 Morrison Creek Trail @ Douglas Road	Undercrossing	25x61.2 (200' of each ramp on structure, over 6 lane)	\$3.95	City Vision	

Total Feasibility: \$4.8

Total Funded: \$10.6

Total Cost in CIP: \$10.9

Total Cost in Vision: \$11.8

Total Cost to Private: \$59.95



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APPENDIX C • COST ESTIMATES

APPENDIX C-6, MAINTENANCE COST ESTIMATES

ENGINEER'S ESTIMATE OF SYSTEM WIDE MAINTENANCE COSTS FOR BICYCLE SYSTEM

Estimated Annual Maintenance Costs for All Class II Bike Lane and Class I Trails.					
ITEM NO.	DESCRIPTION	ESTIMATED TOTAL QUANTITY	UNIT	ANNUAL UNIT COST	GRAND ITEM TOTAL
1	Striping Class II Trails - paint - Maintained every 2 years	193,500	LF	\$ 0.10	\$ 19,350
2	Striping Class II Trails - Thermoplastic - Maintained every 7 years	580,500	LF	\$ 0.13 *	\$ 75,465
3	Class I Trails	59	Miles	\$ 5,000.00	\$ 295,000
4	Bike Route Signage (60\$ per sign every 10 years)	37	EA	\$ 6.00	\$ 222
SUB-TOTAL					\$ 390,037
10% Misc Repair					\$ 39,004
TOTAL ESTIMATE					\$ 429,041

Total length of all City's Class II Centerline mileage is :

387,000 LF = 73.3 miles
of roadways

1&2 approx. 25% of total City street would be repainted with paint every 2 years - minor streets
approx. 75% of total City street would be repainted with Thermoplastic every 7 years - thoroughfare, arterials, major collectors
* annual unit cost includes type 39, 39A, 27B, and legends
Quantity is 2 x (% x Total Length)
type 39 is 4 inch Bike Lane striping
type 39A is 4 inch dash Bike Lane striping
type 27B is edge stripe

3 Vegetation control
Sweeping
Litter removal
Restriping

NOTE: Cost for maintenance of Class II System is not included.



CITY OF RANCHO CORDOVA

DRAFT

Pedestrian Master Plan

JUNE 15, 2010



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CHAPTER 1

Introduction

The pedestrian experience in Rancho Cordova varies greatly by location—from peaceful multi-use paths through Anatolia to busy Folsom Boulevard transit hubs. People who live, work and play in Rancho Cordova walk to school and work, and walk to parks for exercise and recreation along multi-use paths. Some of Rancho Cordova's most bustling pedestrian zones are located at Light Rail Stations, where train passengers are walking to connect with other transportation modes, or to other destinations on foot.

This Master Plan restates the City's commitment to providing safe and convenient pedestrian access to a diversity of destinations throughout the City—from new development areas to established neighborhoods.

PURPOSE OF THIS PLAN

This Master Plan strengthens the City's existing policy framework by providing specific information related to pedestrian infrastructure and demand, as well as updated policy language. Additionally, this Plan provides an implementation chapter which outlines the highest priority pedestrian projects in Rancho Cordova and the estimated cost to complete them. This Plan provides an update on the overall state of the pedestrian network and provides an assessment of the level of effort needed to improve the network citywide.

KEY ISSUES

A number of key issues emerged from this planning process:

Need for grade separated crossings. Major barriers to pedestrian activity in Rancho Cordova, particularly Highway 50 and the Folsom South Canal, will require pedestrian crossing opportunities such as bridges or under crossings.

Need to close sidewalk gaps and improve substandard sidewalks. An incomplete sidewalk network is a primary barrier to pedestrian activity, particularly for vulnerable pedestrians such as small children and seniors or people with disabilities. The City is currently working to complete the sidewalk network and implement



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the Americans with Disabilities Act Transition Plan to ensure that Rancho Cordova's sidewalk network provides accessible connections for all.

Need for additional midblock crossings. Long city blocks and the proliferation of large arterial roadways in Rancho Cordova means that pedestrians often need to walk significant distances between crossing opportunities. Midblock crossings are needed to provide safe crossings for pedestrians at intervals that allow more convenient access to destinations on all sides of busy roadways.

Trail connections are needed to ensure that residents, workers and visitors have adequate alternative transportation options.

Need for additional multi-use trail connections. Rancho Cordova is planning strategically for a comprehensive network of multi-use pathways. These trail connections are needed, in time with new development, to ensure that residents, workers and visitors have adequate alternative transportation options and recreational opportunities.

Need for integrated developments. Walking for transportation must be convenient in order to have broad appeal. Locating a mix of land uses in close proximity enables residents to walk to work, workers to walk to lunch and shopping and school children to walk to school independently. Neighborhoods in Rancho Cordova need to provide more integrated opportunities for daily walking trips.

Need for additional public transportation options. Due to the existing land use pattern and distance between significant destinations in Rancho Cordova, more public transportation options—such as streetcars and the Rancho CordoVan—are needed to help pedestrians extend their walking trips.

KEY PROJECTS

The pedestrian improvement projects proposed by this Master Plan respond to the needs identified during the planning process and outlined above under Key Issues. These projects will make the existing pedestrian network more accessible, convenient and safe. Trails and pedestrian infrastructure will be expanded significantly in new development areas. New development will integrate land use and provide walkable neighborhoods based on new standards. Existing neighborhoods will be upgraded as projects move forward.

Key project types include:

- Midblock Crossings
- Sidewalk Infill
- Lighting
- Intersection Improvements/Pedestrian Countdown Signals



CHAPTER 1 • INTRODUCTION

- Proposed Pedestrian Connections
- Pedestrian Pathways near Schools
- Grade Separated Crossings/Bridges Over Pedestrian Barriers

THE PLANNING PROCESS

This Master Plan resulted from a collaborative process between City Staff and members of the community. This plan incorporates the 2005 Sacramento County Pedestrian Master Plan process, which was initiated prior to Rancho Cordova's cityhood. Significant efforts have been made to update and expand the pedestrian demand data provided by that Plan and to observe the most recent pedestrian trends in Rancho Cordova. Targeted outreach to schools and senior centers—key pedestrian populations—was conducted as part of this planning process. Workshops held in 2009 and 2010 provided community members with a forum to learn about and participate in the planning process. Finally, the regular involvement of key stakeholder groups, such as WalkSacramento and Bicycle Advocates for Rancho Cordova, has greatly strengthened this Plan.

PLAN ORGANIZATION

HOW TO USE THIS PLAN

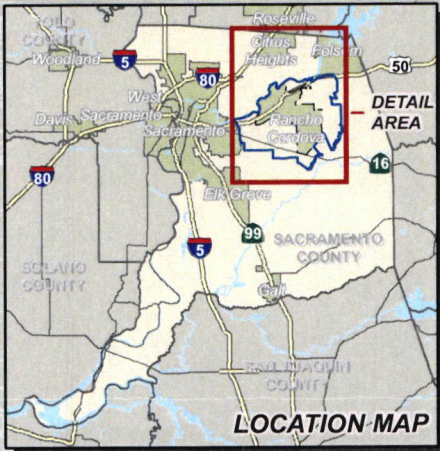
This plan is comprised of five chapters, beginning with an overview of the existing conditions for walking in Rancho Cordova. The plan includes policies and standards for development of pedestrian facilities and concludes with detailed cost estimates for the improvement outlined in this plan. Different readers may focus on different components of the plan.

If you are a resident—you may want to focus in on the proposed improvements described in Chapter 5: Implementation.

If you are a City staff member—you may want to read and understand the entire document, and you'll want to focus on the policy framework provided in Chapter 4: Pedestrian Policy Framework.

If you are a member of the development community—you may be particularly interested in the policy direction provided by Chapter 4: Pedestrian Policy Framework as well as Chapter 5: Implementation.

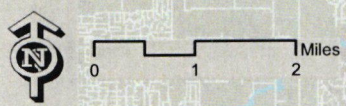
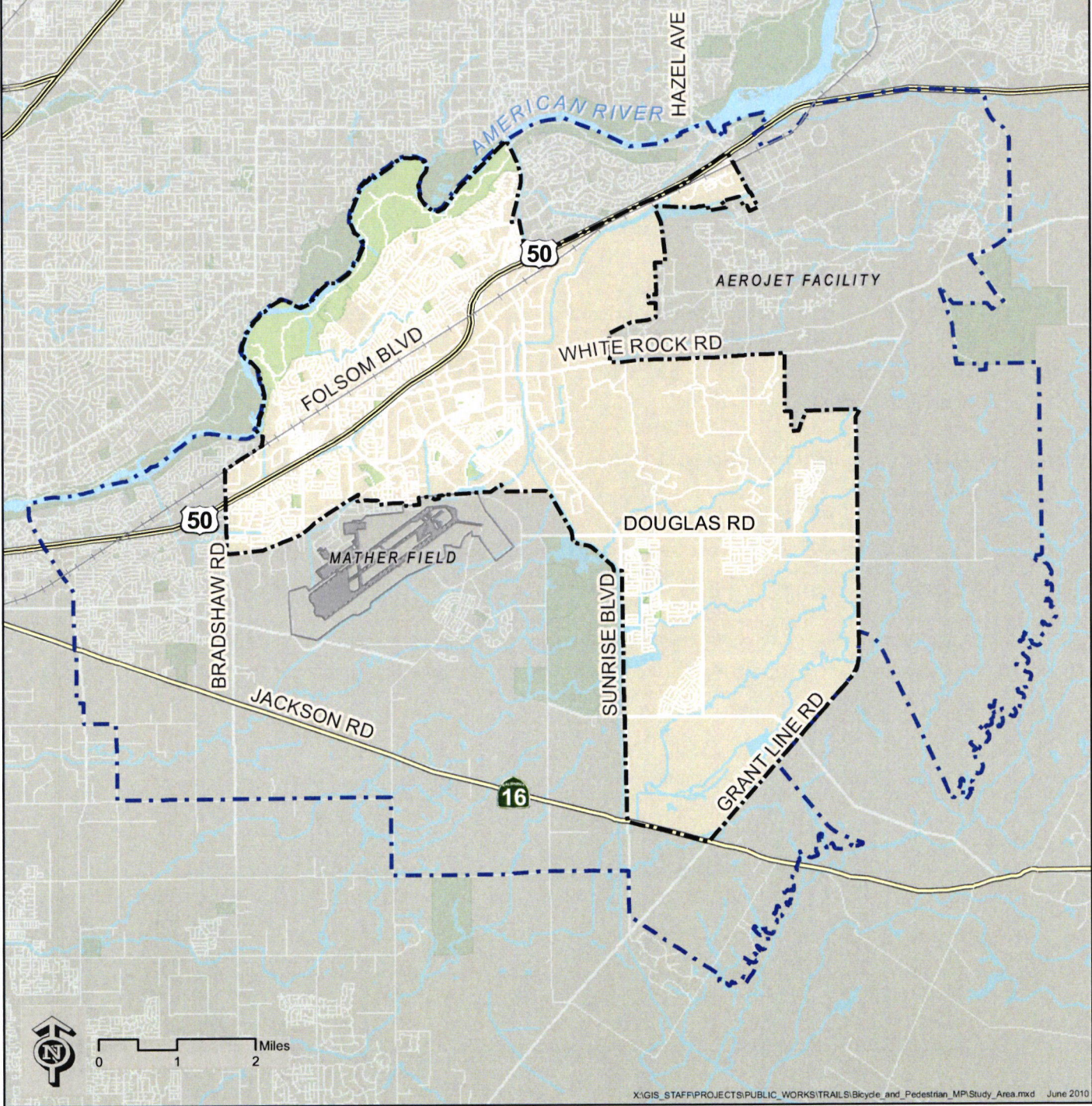


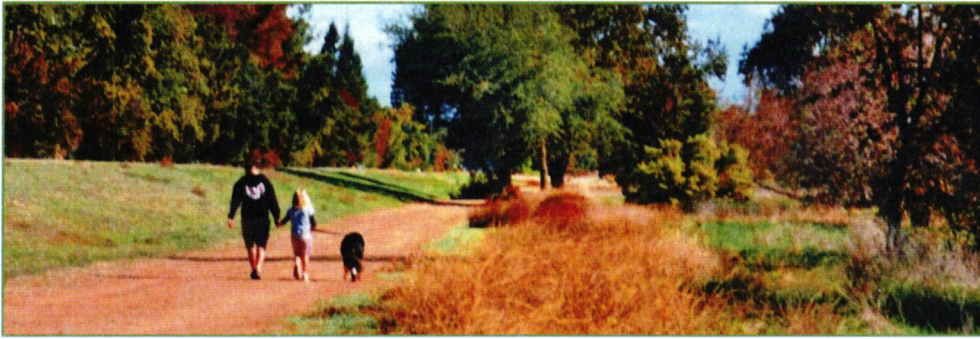


STUDY AREA

- PARKS & REC AREAS
- LAKES AND RIVERS
- CREEKS
- RANCHO CORDOVA CITY LIMITS
- PLANNING AREA BOUNDARY

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2

CHAPTER 2

Existing Conditions

Rancho Cordova is a City with a commitment to walking as a mode of transportation. However, the existing land form and development pattern is at times challenging for pedestrians to navigate. This chapter outlines the existing conditions present for Rancho Cordova's pedestrians. This chapter also includes an overview of the existing plans and programs related to walking as a mode of transportation. More detailed information on walking trends is included in Chapter 4, Needs Assessment.

SETTING

The City of Rancho Cordova is located to the east of the City of Sacramento and the west of the City of Folsom, along Highway 50. The Mather Field Airbase is located along the southwest boundary of the City and the Aerojet Rocket Testing Facility is located to the east. The northern boundary of Rancho Cordova is defined by the American River. The City of Rancho Cordova is the 3rd largest incorporated municipality in Sacramento County and is the second largest employment center in the Sacramento region. Rancho Cordova was incorporated in 2003.

Rancho Cordova was largely settled during and after the Second World War, when it was home to a thriving military base and a hub for the emerging aerospace industry. Some original development pattern relied heavily on vehicle transportation. This has left residential areas lacking sidewalks and other pedestrian friendly amenities. The military base is no longer active, although the site is now being used for both private and commercial general aviation.

Due to its proximity to the state capitol and its accessibility by multiple transportation modes, Rancho Cordova has emerged as an important employment center within the greater Sacramento metropolitan region and the State.

DEMOGRAPHIC PROFILE

According to the California Department of Finance, the City of Rancho Cordova as of January 1, 2009, has a population of 61,817 people and 24,463 households. The average household size is 2.63 people per household. The US Census Bureau estimates that in 2007 14,712 residents were under the age of 18 and 3,827 residents are receiving a retirement income.



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Rancho Cordova is Sacramento's second largest employment center. The public and private sector businesses and organizations in Rancho Cordova employ close to 45,000 people.

The City has experienced significant growth in the recent past, and projects continued growth into the future. The population is estimated to grow to 105,000 residents by 2020. The median income for Rancho Cordova households is \$46,529. The City has a diverse population as shown in Table 2.1 below.

Table 2.1: Population Diversity

Area	White	Hispanic Or Latino	Black Or African American	Asian	Two Or More Races	Other
Rancho Cordova	53.6%	16.7%	11.8%	10.2%	6.3%	1.5%
Sacramento County	60.8%	19.3%	10.1%	13.7%	4.2%	11.1%
California	59.8%	35.9%	6.2%	12.3%	3.3%	18.4%

Source: City of Rancho Cordova, Demographic Profile, www.cityofranchocordova.org. September 2009

Rancho Cordova is one of the Sacramento region's most concentrated employment centers. It is home to many residents who are working age (over 16), as depicted in Table 2.2 below.

Table 2.2: Number of Residents and Workers in Rancho Cordova and Nearby Communities

City	Total Population	Total Number of Workers over the Age of 16*	Total Number of Workers as percentage of Total Population
Rancho Cordova	59,666	26,787	45%
Folsom	71,836	32,020	45%
Arden-Arcade	90,973	41,828	46%
Roseville	115,452	57,243	50%
Sacramento	446,530	197,856	44%

Source: American Community Survey

*Refers to workers living in each area.



RELATED PLANS, PROGRAMS AND PROJECTS

The City of Rancho Cordova provides pedestrian improvements through Measure A Construction Grants, Community Development Block Grants and other local resources. These improvements are programmed through the Pedestrian Improvement Program, Bikeway Improvement Program, Elderly and Disabled Access Improvement Program and the Neighborhood Traffic Management Program. As annual improvement efforts or other local improvements are identified, specific projects are contracted for construction.

The “New” Measure A expenditure requirements refocus project development approaches. Ongoing City programs will fall under two generalized categories. The Traffic Control and Safety Program will provide physical features and operational programs to improve the operation and safety of the local street and road network for all modes of travel and for persons with disabilities. The Safety, Streetscaping, Pedestrian and Bicycle Facilities program will construct, improve or upgrade transportation facilities and corridors to provide bicyclists, pedestrians and persons with disabilities safe and efficient travel routes and improve aesthetics along local streets and roads.

CITY PLANS THAT SUPPORT PEDESTRIAN IMPROVEMENTS

The **Pedestrian Master Plan** is intended to tie goals and policies identified in the 2006 General Plan to the pedestrian implementation programs. The Master Plan refines the pedestrian policy framework, evaluates needs and recommends strategies for implementation. The **Bicycle Master Plan** also details policies from the General Plan but differs slightly in that it focuses on identifying the long range vision for the bicycle transportation network. The class I off street trail system envisioned in the Bicycle Master Plan is intended to be available for use by pedestrians and persons with disabilities.

The **Americans with Disabilities Act (ADA) Transition Plan** develops policies and practices for implementing physical pedestrian improvements within the public rights-of-way. The goals of the Transition Plan is to optimize the pedestrian experience, to provide safe and usable pedestrian facilities for all pedestrians, and to assure compliance with all federal, state and local regulations and standards. The ADA Transition Plan was approved by City Council in 2005 prior to the completion of the General Plan. An update of the ADA Plan is anticipated.

PROGRAMS AND PROJECTS

The **Pedestrian Improvement Program** supports the development of the Pedestrian Master Plan and supports the annual sidewalk repair projects. The “California Streets and Highways Code Section 5610-5618 Maintenance of Sidewalk” states that sidewalk repair is the responsibility of the adjacent property owner. However, the City Council has directed staff to help residential property owners with these repairs, and as a result the annual sidewalk repair projects have improved nearly 130 locations since 2003.

Through the Pedestrian Improvement Program, residents can report any sidewalk locations that may need repair.



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This Program also provides planning support for pedestrian elements that are built with other Public Works projects and supports the development of grant applications for pedestrian improvements. A successful application for the State Safe Routes to School Program resulted in a \$675k grant that will build a new sidewalk along Folsom Boulevard between the Cordova Town Rail Station and the Kinney High School.

The **Bikeway Improvement Program** supports the development of the Bicycle Master Plan, ongoing bicycle programming efforts and some improvements to the class II (on-street) bicycle system. The program has created a vision for an extensive class I bicycle system in new areas of the city, and has expanded plans for the trail system in existing neighborhoods. A small number of on-street bicycle lane striping projects and roadway bike route signage projects have been implemented under this program.

The **Neighborhood Traffic Management Program** was conceived and adopted prior to the completion of the City's General Plan. The purpose of traffic calming is to reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users; pedestrians, cyclists and peoples with disabilities. The NTMP has supported the development of four neighborhood area improvement projects and provided for planning, committee meetings, citizen outreach and the development of plans and specifications for these projects.

The **Elderly and Disabled Access Improvement Program** is designed to provide planning support and some fiscal support for other Public Works projects that can be expanded to improve access for seniors and persons with disabilities. This program will also support the update of the ADA Transition Plan.

COMMUNITY OUTREACH RESULTS

The outreach element of the Pedestrian Master plan is built on three components, a legacy outreach process initiated by Sacramento County just prior to cityhood, several outreach meetings as part of Rancho Cordova's plan development process and staff targeted outreach to schools and senior centers in the City. Sacramento County's outreach process resulted in key public concerns that are integrated into concerns that were identified in the current master plan outreach process. The Pedestrian Master Plan focuses on specific goals, accomplishments and continuing needs at specific Rancho Cordova schools and senior centers.

LEGACY OUTREACH BY SACRAMENTO COUNTY

The County of Sacramento pursued extensive outreach as part of their Pedestrian Master Plan process that occurred prior to incorporation of the City of Rancho Cordova in 2003. Citizen advisory groups were formed along with technical advisory groups that include agency and advocacy interests. The County also invited input through web access via electronic newsletters and a listserv.

Feedback was received on sidewalk gaps, or locations where sidewalks are not provided, signal timing; short walk-intervals, the need for improved walking routes around schools, maintenance of sidewalks and the need to reduce jay-walking across Folsom Boulevard.



CHAPTER 2 • EXISTING CONDITIONS

Street Crossing Concerns

- High speed cars
- Dual turn lanes
- Lack of marked crosswalks on all legs of intersections
- Lack of safety islands or median refuges
- Right Turn on Red conflicts
- Need for mid block signals at high pedestrian traffic locations

Other Desires and Concerns

- Need to separate sidewalks from auto travel lanes
- Need to eliminate obstructions in sidewalks (i.e. power poles and signs)
- Need wider sidewalks
- Need ancillary amenities, rest areas (benches)
- Speeding on Coloma Road
- Streets too wide to get across
- Lots of debris, need better maintenance
- Olson Drive, no places to cross safely
- Need better pedestrian facilities around the Post Office on Progress Court and at Coloma Road
- Sunrise Boulevard is extremely unfriendly to pedestrians



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MASTER PLAN OUTREACH

Several Technical Advisory Committee meetings and an initial Master Plan Open House were held in the spring and summer of 2009 to identify citizen concerns and needs.

There were approximately 35 attendees at the June 2, 2009 Open House. The majority of attendees were residents of Rancho Cordova with a few City workers (living outside the city), and a consortium of agency employees and advocacy representatives.

The workshop provided an opportunity for participants to define the pedestrian environment in Rancho Cordova. Attendees were asked where they live, work and play and were asked for information on how they chose walking trips.

Why do you walk?

Transportation

- School – 0 (there were no school aged attendees)
- Work – 4
- Shopping, etc. – 14
- Other – 3

Recreation

- Alone – 9
- With family or Friends – 12

Fitness & Conditioning

- 12

How Often Do You Walk?

- Daily – 15
- 4X Week – 2
- 2X Week – 2
- 1X Week – 1
- 1X Every 6 Months – 2



CHAPTER 2 • EXISTING CONDITIONS

What Prevents You From Walking More Often?

- Not Enough Time – 9
- Too Much Traffic – 2
- Not Enough Safe Routes – 8
- Lack of Safe Crossings – 4
- Lack of Signage – 1
- Other – 4
- Lack of Shade – 1

The Open House also requested specific issues related to making walking trips. Primary concerns that surfaced include:

- A need for vertical curbs on the edge of roads as opposed to rolled curbs – It was recognized that a vertical curb provides a positive barrier between pedestrian traffic and automobile traffic. A vertical curb can help to deflect an errant automobile increasing pedestrian safety and clearly identifying the border between pedestrian and automobile traveled paths.
- A concern about conflicting uses on a multi-use path such as the American River Parkway Trail System – Space is at a premium on this highly traveled facility. The following “Rules of Trail Courtesy” were identified to help guide users.
 - Users on foot should stay on the left shoulder
 - Bike riders and inline skaters should stay on the asphalt path, right of the yellow centerline.
 - A 15 mph speed limit is enforced
 - Passing should only be performed on the left, with a verbal warning
 - Horses are not allowed on the paved trail surface except at trail crossings and bridges. Yield to horses whenever they are encountered.
 - Some concerns expressed include, allowing pedestrians and runners to use a paved path, provision of a separated walking/running path that would protect pedestrians from cyclists that ride too fast.

*Workshop
participants
expressed concern
about the need to
share multi-use
paths with various
user groups.*



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- A concern about the difficulty of crossing the Zinfandel Drive Interchange over Highway 50 for both Bicycles and Pedestrians – The interchange is designed to maximize automobile throughput and seems to consider non-auto travel as an ancillary service. Free flow ramps create difficult pedestrian crossings and the vertical crest profile of the Zinfandel Drive Bridge over the Highway reduces sight distance for pedestrians who are crossing ramps. The two-lane loop entrance to westbound Highway 50 is particularly challenging.
- Desire for more walking paths in community parks.
- A concern about paths being an afterthought in the development process – There should be an attempt to better integrate trail planning in the development of new neighborhoods.
- Need a push button to cross Coloma when traveling NB on Bridlewood – *as a note, the City has recently improved Coloma Road in the vicinity of Bridlewood Drive and upgraded signals, adding bicycle detection and upgrading walk-light request infrastructure. The intersection is also striped for crosswalks on all legs of the intersection.*
- No sidewalks on White Rock Road east of Sunrise Boulevard
- A need for trail connections to roads outside the Villages of Zinfandel and trail connections to the Folsom South Canal – *Note: These connections are being proposed as part of the Bicycle Master Plan Trails Element.*

TARGETED OUTREACH

According to the 1995 Nationwide Personal Transportation Survey (NPTS), children between the ages of 5 and 15 years old walk far more than people in other age groups. The NPTS also identifies senior and retired citizens as more likely to walk than age groups that are currently in the work force.

Targeted outreach is intended to describe a set of working relationships between City Staff and School Administrators and Senior Care Centers. The following sections describe these interactions that are currently taking place and have been developing since cityhood.

Summary of Efforts at School Sites

The City of Rancho Cordova Staff worked with school administrators on existing issues, challenges and opportunities at Rancho Cordova's school sites. The results of this targeted outreach are presented below.

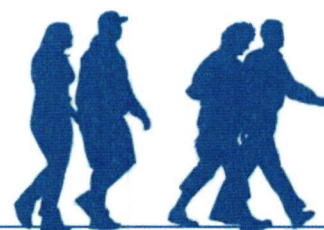


CHAPTER 2 • EXISTING CONDITIONS

In general, school administrators are looking for more “high profile” pedestrian crossings of roads adjacent to schools along with signing that alerts drivers to student activity. They are supportive of traffic calming efforts and they are concerned about auto circulation during drop-off and pick-up times. Specific improvements and continuing issues at school sites are listed below.

School administrators are concerned about automobile circulation during drop-off and pick-up times.

- **Sunrise Elementary School, 11821 Cobble Brook Drive (Anatolia)** – Signage and striping provided at intersections, school is using temporary traffic control devices (cones) during pick-up and drop-off times.
- **A. M. Winn Elementary School, 3351 Explorer Drive** – High visibility crosswalk striping provided in several locations, built a lighted crosswalk on Explorer Drive, may be additional opportunities for cross walk striping.
- **Abraham Lincoln Elementary School, 3324 Glenmoor Drive** – High visibility crosswalk striping provided.
- **Cordova Gardens Elementary K-6, 2400 Dawes Street** – Some high visibility crosswalk striping provided, upcoming 2010 Traffic Calming Project will slow traffic along Dawes Street and Rinda Drive.
- **Cordova Lane Elementary K-5, 2460 Cordova Lane** – High visibility crosswalks provided on Zinfandel Drive, the NTMP proposes a traffic circle at Cordova Lane and Zinfandel Drive.
Note: This school is planned for closure.
- **Cordova Meadows Elementary K-5, 2550 La Loma Drive** – Some high visibility crosswalks provided, may need to increase visibility of crosswalks in some locations, the 2008 Traffic Calming Project provided speed humps and a raised crosswalk along La Loma Drive.
- **Cordova Villa Elementary K-5, 10359 S. White Rock Road** – Traffic calming along White Rock Road was installed prior to cityhood, discussing need for a high visibility lighted crosswalk, opportunities for improved crosswalk striping and some sidewalk repair (the school has recently rehabilitated and improved site work and on-site circulation).
- **Navigator Elementary K-5, 10679 Bear Hollow Drive** – High visibility striping provided, opportunity for additional bike lane striping, completed work with the Goddard School to correct speed reduction signing, interest in building a temporary trail within a privately owned parcel that would provide walking access to the Mather Community Campus in the North Mather area.



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- **Peter J. Shields Elementary – K-5, 10434 Georgetown Drive** – 2008 Traffic Calming Project has slowed traffic along Georgetown Drive, may be an opportunity to update high visibility striping, there also is a need for sidewalk repair.
- **Rancho Cordova Elementary K-6, 2562 Chassella Way** – there are missing sections of sidewalk that need to be completed.
- **Riverview Elementary K-6, 10700 Ambassador Drive** – ADA Ramps provided, along with high visibility striping, there is an interest in raised crosswalks.
Note: This school is planned for closure.
- **White Rock Elementary K-6, 10487 White Rock Road** – High visibility crosswalk striping provided with in-road warning lights at the White Rock Road cross walk, a new sidewalk has been installed at White Rock Park across from the school with ADA Ramps on White Rock Road and Evadna Drive, the school is also discussing opportunities for bulb-outs and has built a bulb-out along White Rock Park at the Evadna Drive intersection, (and the school has recently rehabilitated and improved site work and on-site circulation).
- **Williamson Elementary K-5, 2275 Benita Drive** – High visibility crosswalk striping provided, also planning a raised crosswalk along Benita Drive.
- **Mills Middle School 6-8, 10439 Coloma Road** – Concerns about speeding along Chase Drive, opportunities to improve striping and crosswalks, a mid-block pedestrians signal is provided across Coloma Road at the east edge of the site, the 2010 Traffic Calming Project will provide electronic speed feedback signs along Chase Drive.
- **Mitchell Middle School 6-8, 2100 Zinfandel Drive** – New ADA Ramps and high visibility crosswalks on Zinfandel Drive.
- **Cordova High School 9-12, 2239 Chase Drive** – Concerns about speeding along Chase Drive, opportunities to improve striping and crosswalks, the 2010 Traffic Calming Project will provide electronic speed feedback signs along Chase Drive.
- **Walnutwood High School/Adult Education, 10850 Gadsten Way** – High visibility crosswalks provided, concerns about speeding on Gadsten Way.
- **Kinney High School (Continuing Education), 2710 Kilgore Road** – High visibility crosswalk along Kilgore Road, the City has obtained a safe routes to school grant to provide a sidewalk along the south side of Folsom Boulevard to the Cordova Town Center Light Rail Station.



CHAPTER 2 • EXISTING CONDITIONS

Senior Care Centers

Cordova Recreation and Park District Senior Center, 3480 Routier Road

The Cordova Recreation and Park District (CRPD) manages this care center that is located within the Lincoln Village Community Park. The center provides activities for seniors including fitness activities, sports and bird watching. An after school program is also provided for people with disabilities, that targets school children. Most of the population served by this center arrives by car or shuttle. Sacramento County provides a couple of shuttles that are used for pick-up and drop-off. There are very few walkers or public transit users.

The District is working with the Rancho Cordova Police Department to create a safer environment for the Center. The CRPD would like to attract more neighborhood utilization from local residents. Nighttime lighting is a challenge both on-site and along adjacent roadways. It is recognized that additional lighting could be controversial for some residents.

During larger events, parking becomes constrained. The center utilizes a county owned parking lot across Routier Road which results in some instances of jay-walking. There are protected cross walks provided at either end of the site, but that requires walkers to go about 1000 ft. either direction along Routier Road. There is also a Regional Transit Bus Stop directly across Routier Road from the Center building.

The recent Routier Road Pavement Rehabilitation Project will calm vehicular traffic through pavement striping and will eliminate tripping hazards along sidewalks. Tripping hazards are a significant concern for senior citizens. The project will also provide additional width along sidewalks that have obstructions.

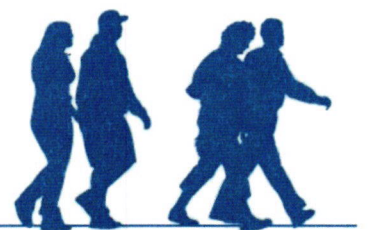
Rancho Cordova Adult Day Health Care Center, 10086 Mills Station Road

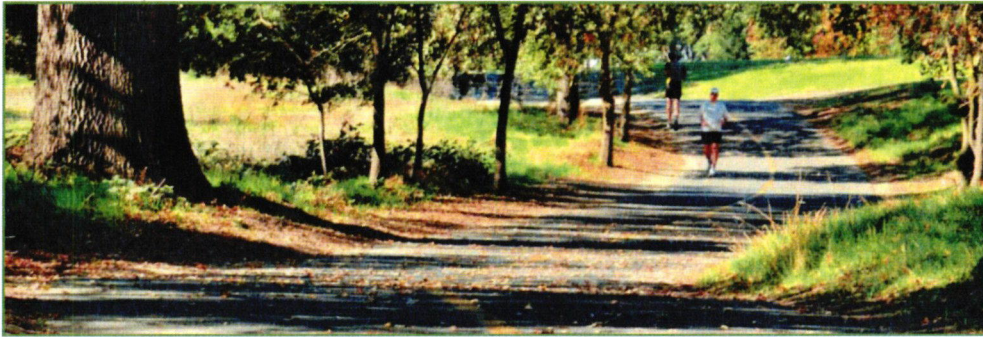
This privately run facility provides daily services to approximately 140 clients throughout the Sacramento area. Services include, daily lunches, nursing, social work exercise, massage and occupational therapy. The majority of clients are brought to the Center on a privately owned fleet of 10 shuttles. The center is located a block away from the Mather Mills Regional Transit Light Rail station and some clients arrive on scooters and in wheel chairs.

Challenges facing clients include lack of ADA access ramps at intersections and overgrown vegetation along walkways that push wheel chair users toward the street. The center also has a contract with the Veterans Administration Hospital across Highway 50 resulting in challenges for travelers that prefer to walk and do not ride the shuttles.

Care Centers in Private Residences

There are approximately eleven homes in the City that are licensed to provide senior care services. These businesses provide care for a small number of senior residents and may provide permanent housing.





3

CHAPTER 3

Pedestrian Policy Framework

Rancho Cordova's existing planning documents provide a strong foundation for the development of a pedestrian network and support facilities. The 2006 General Plan set the precedent for pedestrian policy, with goals, policies and actions outlining the City's dedication to the creation of an extensive trail network and well maintained facilities.

As an implementing mechanism of the general plan, this plan enhances the existing policy framework, working hand in hand with the existing policies in the general plan. The new goals, policies and actions set forth in this chapter help to complete the existing policy framework by providing more detailed direction with regard to implementation, funding, partnerships, mode share targets and Rancho Cordova's role as a walkable destination.

EXISTING GENERAL PLAN GOALS

The 2006 General Plan contains numerous goals, policies and actions with bearing on the City's pedestrian facilities. The most relevant goals from the General Plan Elements are repeated below.

FROM THE CIRCULATION ELEMENT—

Goal C.2: Establish an extensive, complete, smooth interconnected, and continuous pedestrian and bicycle network that is a safe and attractive option for local or regional trips or recreation and that connects to the City's neighborhoods, parks and schools, employment areas, and retail centers.

Goal C.6: Provide a circulation system that is properly maintained and maximizes safety for all users.

FROM THE OPEN SPACE AND TRAILS ELEMENT—

Goal OSPT.3: Create a system of pedestrian and bicycle trails that maximize usage while providing places for walking and bicycling without conflicts with motor vehicles.

Goal OSPT.4: Encourage public use of all trails and open space and promote public input in creating and maintaining these resources.



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FROM THE LAND USE ELEMENT—

Goal LU.2: Establish growth patterns based on smart growth principles and the City building blocks concept.

FROM THE URBAN DESIGN ELEMENT—

Goal UD.1: Development in keeping with the building block concepts of neighborhoods, villages, and districts.

FROM THE SAFETY ELEMENT—

Goal S.4: Safe railroad crossings for pedestrians, bicyclists, or motorists.

Goal S.1: Establish Rancho Cordova as a safe community and environment for all persons.

FROM THE AIR QUALITY ELEMENT—

Goal AQ.2: Support land use patterns and densities that lessen air quality impacts.

Goal AQ.3: Support multiple forms of transportation and a circulation system design that reduces vehicle trips and emissions.

PEDESTRIAN MASTER PLAN GOALS, POLICIES AND ACTIONS

With a sound policy framework provided by the General Plan, the policy direction set forth in this plan intends to fill existing gaps in Rancho Cordova's policy language. In some instances, policies contained in this plan supersede general plan policies that have become outdated as the City has successfully implemented facilities and programs.

Goal 1 Improve the pedestrian network to increase pedestrian activity in Rancho Cordova

- 1.1 The City shall expand the sidewalk network to increase walking for transportation and recreation.
 - 1.1.1 Use a systematic approach to prioritize and allocate resources to identify and improve pathways in disrepair.
 - 1.1.2 Review all new or re-development projects for consistency with the goals, policies and actions of the Pedestrian Master Plan.
- 1.2 The City shall work to eliminate Hwy 50 as a barrier to pedestrian travel.
 - 1.2.1 Identify opportunities to improve or add pedestrian crossings of Highway 50.



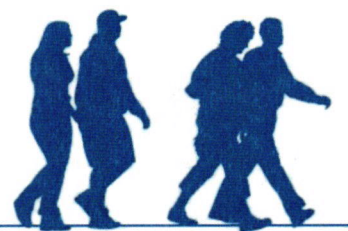
CHAPTER 3 • PEDESTRIAN POLICY FRAMEWORK

- 1.2.2 Work with Caltrans to implement projects identified in this Pedestrian Master Plan that enhance pedestrian safety and connectivity across the Hwy 50 corridor.
- 1.3 The City shall enhance pedestrian nodes and corridors.
- 1.3.1 Identify the top priority node and corridor improvements and consider greatest need and critical mass.
- 1.3.2 Tailor corridor improvements according to neighborhood character and public input.
- 1.4 The City shall continue to assist neighborhoods that desire to improve pedestrian access to, from, and within their neighborhood.
- 1.4.1 Continue to develop and implement Neighborhood Circulation Plans.
- 1.4.2 Develop flexible and accessible walkway options for neighborhoods to reflect their character and physical conditions.
- 1.4.3 Protect, maintain, and expand residential connections including easements and historically used pedestrian short cuts that reduce walking distances and encourage walking.
- 1.5 The City shall work with transit providers to develop high quality and pedestrian accessible transit stops as well as connections to them.
- 1.6 Improve and expand the multi-use trail system to increase walking for transportation and recreation.

*Identify
opportunities to
improve or add
pedestrian
crossings of
Highway 50.*

Goal 2 Provide Universally Safe and Equal Access

- 2.1 The City shall improve pedestrian access for the disabled community.
- 2.1.1 The City shall continue to implement the ADA Transition Plan.
- 2.1.2 The City shall continue to retrofit street corners, crossings, and transit stops that do not meet current accessibility standards.



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- 2.1.3 Use regulation and incentives to require or encourage accessibility upgrades for private businesses.
- 2.1.4 Encourage businesses to exceed the minimum standards set by the ADA "readily achievable barrier removal" requirement.
- 2.2 The City shall improve pedestrian safety and comfort at intersections.
 - 2.1.1 Annually review pedestrian complaints and crashes to implement ongoing improvements at intersections.
 - 2.1.2 Adjust traffic signal operations as needs are identified.
 - 2.1.3 At high safety risk intersections consider "smart" signals improve intersection safety and convenience for pedestrians, and pedestrian/bicycle-activated signals that allow bikes and pedestrians to cross busy streets without inviting traffic onto cross streets.
 - 2.1.4 Identify locations where pedestrian signals need to be re-programmed to allow for longer pedestrian phases, accommodating slower walkers.
 - 2.1.5 Consider expanding locations for pedestrian crosswalk "in-road" warning lights (in-pavement flashing crosswalk lights) in the pavement at intersections with severe or higher than average pedestrian collision rates.
 - 2.1.6 Enforce jaywalking regulations on main arterials.
 - 2.1.7 Encourage the creation of accessible pedestrian medians or islands in wide streets where people have to cross more than two lanes.
 - 2.1.8 Enforce pedestrian right-of-way laws.

Goal 3 Establish and enhance routes to school that will enable and encourage more students to safely walk to school

- 3.1 The City shall continue to the work of the Pedestrian Improvement Program.
 - 3.1.1 The City shall continue to design, seek funding for and implement Safe Routes to School projects.



CHAPTER 3 • PEDESTRIAN POLICY FRAMEWORK

- 3.1.2 Provide coordination between local organizations, schools, the community, parents, neighborhoods and City departments.
 - 3.1.3 Implement citywide and school specific education and encouragement programs.
 - 3.1.4 Implement enforcement, operational, and engineering measures as feasible on identified routes.
- 3.2 Consider working with local schools or community groups to develop and maintain maps that identify the most appropriate routes for children to walk to school.

*Encourage people
to walk through
education and
awareness efforts.*

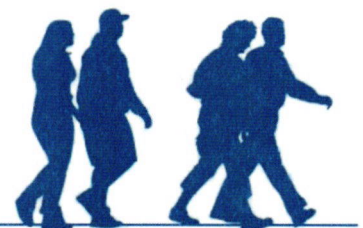
Goal 4 Develop Pedestrian Supportive Encouragement and Enforcement Programs

- 4.1 Support education and enforcement programs to encourage carpooling and alternatives to single-occupant automobile use, reduce speeding, and increase pedestrian, bicyclist, and automobile safety.
 - 4.1.1 Developing a program that rewards households, block groups, or neighborhood organizations that can document their reduction in automobile use.
 - 4.1.2 Encourage hotels, motels, and other visitor destinations to provide visitors with information on pedestrian circulation, public transportation and bicycle services and facilities.
 - 4.1.3 Encourage people to walk through education and awareness efforts.
 - 4.1.4 Enforce laws that protect pedestrians.

*Enforce laws that
protect pedestrians.*

Goal 5 Pursue innovative funding sources and partnership opportunities to enhance pedestrian facilities, and provide education and encouragement opportunities.

- 5.1 Pursue a diverse array of funding sources for pedestrian improvements, including federal, state and local sources, development agreement and private funding.
- 5.2 Coordinate with community members and local and regional groups to increase stewardship of pedestrian facilities in terms of regular maintenance.



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- 5.3 Pursue nontraditional funding sources for pedestrian improvement projects, such as climate change, air quality and other emerging sources.
- 5.4 Coordinate the installation and maintenance of pedestrian improvements with other major roadway improvement projects.
- 5.5 When feasible, coordinate pedestrian infrastructure projects with other open space and conservation projects, such as stream bank restoration, native habitat restoration, utility improvements and flood control projects.
- 5.6 Where the pedestrian network intersects jurisdictional boundaries, partner with neighboring jurisdictions to share the financial obligation of pedestrian infrastructure projects.

PEDESTRIAN STANDARDS

The City of Rancho Cordova has an interest to ensure that its goals, policies, and values are incorporated into existing neighborhoods improvements and into new transportation infrastructure in developing areas. These goals and values are promoted and ensured through the development of improvement standards. In general, the City of Rancho Cordova has incorporated the vast database of County of Sacramento Standards and refers to them for most new construction. However as the City refines its objectives, new or updated standards need to be developed. Both the Neighborhood Traffic Management Manual and the Americans with Disabilities Act Transition Plan provide new or updated standards, The Bicycle and Pedestrian Master Plans will also provide new standards that improve access and desirability for non-auto transportation travel.

COMPLETE STREETS—

A coalition of local and regional jurisdictions in the Sacramento area formed the Sacramento Transportation & Air Quality Collaborative and published a Best Practices report on Complete Streets in October of 2005. Complete streets are those that adequately provide for all roadway users, including bicyclists, pedestrians, transit riders, and motorists, to the extent appropriate to the function and context of the street. The City of Rancho Cordova responded by updating the entire range of standard street and arterial roadway cross sections in 2006, formally adopting area Coalition's goals for the region. These standard drawings are provided in Appendix A.

Additional improvement standard updates include:

PEDESTRIAN REFUGE—

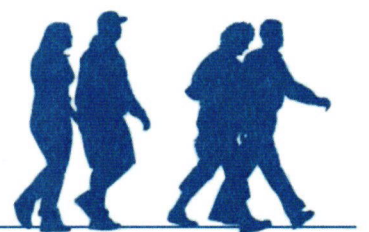
The purpose of this standard is to help pedestrians cross wide multi-lane roadways by allowing a safe place to stand in the median of the roadway. The intimidation of getting across 8 to 10 lanes of car traffic can be reduced if the pedestrian can focus on one direction of traffic at a time and cross half as many lanes.



CHAPTER 3 • PEDESTRIAN POLICY FRAMEWORK

PORK CHOP ISLAND—

The concept of this standard is similar to the pedestrian refuge. It reduces crossing distance at major roadway intersection. The pork chop island is a place of refuge that is located between the right turning traffic lanes and the through lanes.





4

CHAPTER 4

Needs Assessment

The demand for pedestrian infrastructure has grown as Rancho Cordova's population has increased. Trends show that pedestrians are more likely to be youth and seniors—age groups for whom driving may not be a feasible transportation mode. This chapter outlines walking trends and pedestrian demand in Rancho Cordova, with a particular focus on the needs of youth and seniors.

PEDESTRIAN DEMAND

Pedestrian activity frequently occurs in the vicinity of destinations like schools, senior centers, shopping centers and office buildings, where parking may be limited and walking is a convenient form of transportation. Land uses that act as pedestrian trip generators, such as schools, parks, commercial areas and employment centers are shown on Figures 4.11 and 4.1.2 Pedestrian Generators.

Senior Care Centers – For various reasons the senior/retired age group has one of the highest percentages of walkers. Many seniors choose not to drive and instead prefer the healthier more scenic option of walking. One key location where walking seniors can be found in Rancho Cordova is at the Senior Center on Routier Rd. where many activities are held for seniors.

Transit Stations – These transportation hubs attract many pedestrians, especially commuters, who either choose to walk or who have other modes of transportation unavailable to them. This makes it possible for commuters to travel along the 50 corridor connecting them to popular destinations such as the City of Sacramento or the City of Folsom. Also it connects commuters outside of Rancho Cordova to the many employers in the City of Rancho Cordova.

Regional Transit Routes – Several RT bus routes provide City circulation connecting to the RT Light Rail Gold Line stations along Folsom Boulevard. Six of these routes connect to the heavily utilized Mather Field/Mills Station and also provide connections outside the city to the Sunrise Mall and the Rosemont Neighborhoods.



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The Rancho Cordovan – The rancho Cordovan was recently launched to further promote pedestrian activity. This valuable resource connects the business parks to the light rail stations.

Highway 50 Crossings – These connections make pedestrian travel possible across barriers that would be daunting otherwise. These crossings connect the residences, business and parks on the south side of Highway 50 with those on the north side.

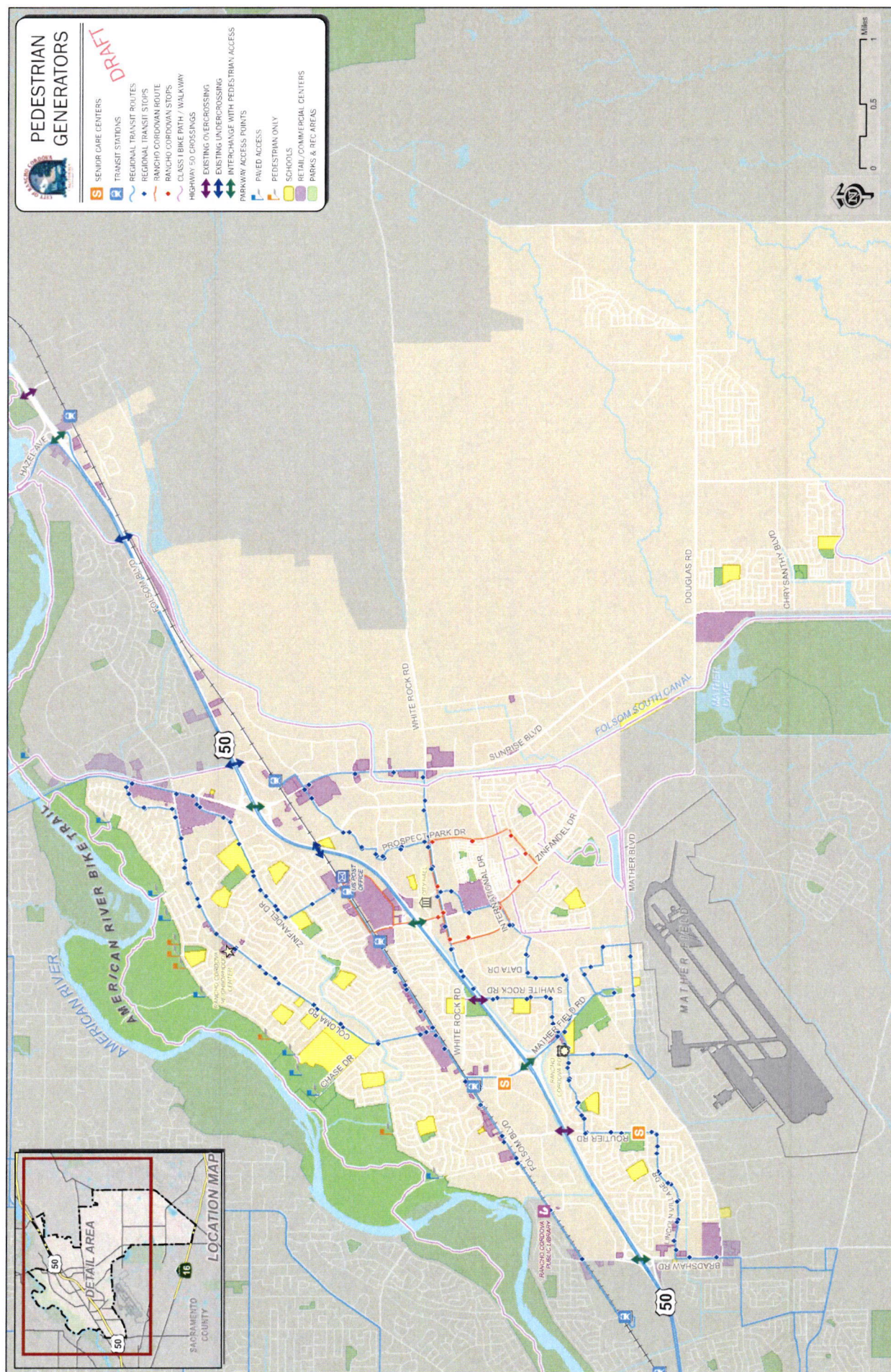
American River Parkway and Parkway Access Points - The American River Parkway attracts thousands of pedestrians and bicyclists every year. It is a designated Class I trail that runs along the American River from Folsom to Sacramento. It is a great way to commute or go for a jog or walk. Access to this valuable resource is very important. Pedestrians should be able to access the trail from multiple locations in order to promote the trails use.

Schools – Most school aged children are unable to drive to school. This creates a huge opportunity for pedestrian activity. Students walking to school can have a tremendous positive impact on the student's health, well being and scholastic performance.

Retail/Commercial Centers – These centers attract many pedestrians running errands or shopping for leisure. Since shopping itself is done primarily by walking many pedestrians walk to and from various shops and between shopping centers. It is advantageous to make these centers accessible to residential neighborhoods in an effort to eliminate automotive trips if possible.

Parks and Recreation Areas – These areas naturally attract the outgoing person who also tends to enjoy walking when possible. Also these areas attract many school aged pedestrians who are unable to drive. It is important to promote the use of Parks and Recreation areas to encourage healthy habits and activities.





CHAPTER 4 • NEEDS ASSESSMENT

2009 PEDESTRIAN SURVEYS

As part of the assessment of pedestrian demand, and in participation with the National Bicycle and Pedestrian Documentation Project, the City monitored several high volume pedestrian activity locations during September 2009. Through this, a general evaluation was made about who is using the existing facilities, where they are coming from, and where they are going. The analysis of survey results show how the current facilities may be improved and how pedestrian facilities in other areas of the City may be promoted further. Seven locations were evaluated near schools, light rail stations, and freeway interchanges. (See Appendix B for data sheets) The following are summaries of the results, organized by location. Figure 4.2.1 shows pedestrian survey locations.

Zinfandel Light Rail Station

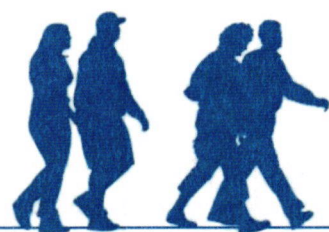
Pedestrian activity was spread out fairly evenly in the morning with an hourly peak at 7:15-8:15 AM yielding 34 pedestrians and 13 bicyclists. In the evening peak period occurred at 3:30-4:30 PM with 81 pedestrians, 9 bicyclists, and 6 “Jaywalkers.” Many strollers were observed at this location. Ten “Jaywalkers” were observed in the evening peak.

Coloma Road at Chase Drive

This intersection is a key access point for Mills Middle School and Cordova High School. In the morning between 7:15 AM – 9:15 AM there were a total of 299 pedestrians and 79 bicyclists. Many of the pedestrians were school aged children. In the evening, between 2:30 PM – 4:30 PM there were 355 pedestrians and 62 bicyclists. The students in the evening came from two separate directions with two separate peak periods—corresponding to when the High School dismissed and when the Junior High School dismissed. In both the morning and evening many of the Middle School aged children walked through a field adjacent to Coloma Road, as a shortcut.

Zinfandel Road at Benita Drive

This intersection is a key access point for Mitchell Middle School and Williamson Elementary School. In the morning between 7:15 AM – 9:15 AM there were 86 Pedestrians and 21 Bicyclists. In the evening from 1:45 PM – 4:00 PM there were 131 Pedestrians and 21 bicyclists. However the volume was not as high as expected. There were not many students coming or going from the direction of the Elementary School at this intersection. As a result, a follow up survey was performed at Benita Drive and Segovia Way. At the beginning of the survey the streets were lined with cars ready to pick up the students. This appeared to be the primary mode of travel for the students leaving Williamson Elementary School. However several pedestrians were observed. Most pedestrians were observed to travel North on Benita Drive. Some traveled East on Segovia Way and some crossed Benita Drive illegally at midblock and traveled west on Pinturo Way. Very few traveled south toward Zinfandel Drive where the previous survey had been performed. Over a 30 minute period, there were 93 pedestrians and 1 bicyclist.



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Cordova Town Center Light Rail Station

At this location there was a fairly steady moderate volume from 7:30 AM – 9:00 AM with a peak at 8:00 AM - 9:00 AM yielding 81 Pedestrians and 5 Bicyclists. 30 people were observed to “Jaywalk” between the hours of 6:45 AM - 9:00 AM. Activity in the evening was moderate between the hours of 3:45 PM – 5:00 PM with a peak period of 3:30 PM – 4:30 PM yielding 62 pedestrians and 21 bicyclists. There were 43 “Jaywalkers” observed between the hours of 3:30 PM – 6:00 PM.

Mather Field/Mills Light Rail Station

At this light rail station the peak hour occurred between 7:15 AM – 8:15 AM with 54 pedestrians and 18 bicyclists. Many people were carrying bags or wearing backpacks. Most people came from the parking lot and bus stop directly south of the Light Rail Station. The majority of pedestrians who disembark the train get on the bus. In the evening, the peak period is from 4:15 PM – 5:15 PM with 108 pedestrians and 17 bicyclists. The majority of people are coming from the parking lot. There were many people with strollers or wheelchairs. There were fewer “jaywalkers” than at the Zinfandel Light Rail Station likely due to the pedestrian crossing signal that is provided.

Mather Field Road at Highway 50 Interchange

The morning peak period occurred between 8:00 AM – 9:00 AM with 13 pedestrians and 8 bicyclists. 27 pedestrians and 16 bicyclists were observed between 6:45 AM – 9:00 AM. Two people “jaywalked” and 1 person walked along the train tracks to avoid the Mather Field interchange. In the evening, the peak period occurred between 3:45 PM – 4:45 PM with 13 pedestrians and 10 bicyclists. There were more bicyclists than pedestrians throughout the evening, with 5 people riding skateboards. This location is in close proximity to the Mather Sports Complex, that which has a skate park.

Zinfandel Drive at Highway 50 Interchange

This location is challenging for pedestrian activity, because of the existing one and two lane free flow entrance ramps. Pedestrian activity was steady throughout the morning study period with a peak at 7:00 AM – 8:00 AM yielding 12 pedestrians and 13 bicyclists. There was one “Jaywalker” and some cyclists that appear to be commuters. In the evening, pedestrian activity was low with two peak periods from 3:45 PM – 4:45 PM with 11 pedestrians and 2 bicyclists and from 5:00 PM – 6:00 PM with 8 Pedestrians and 5 Bicyclists. There were some small groups coming from the Light Rail Station. Many from these groups had bags or backpacks. Nearby destinations for students include Heald Business College, ITT Technical Institute, or the University of Phoenix.

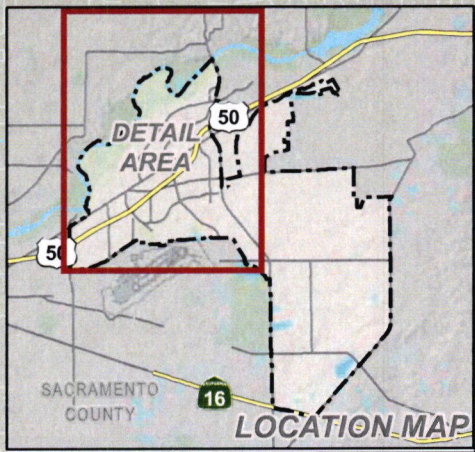




2009 PEDESTRIAN SURVEY LOCATIONS

DRAFT

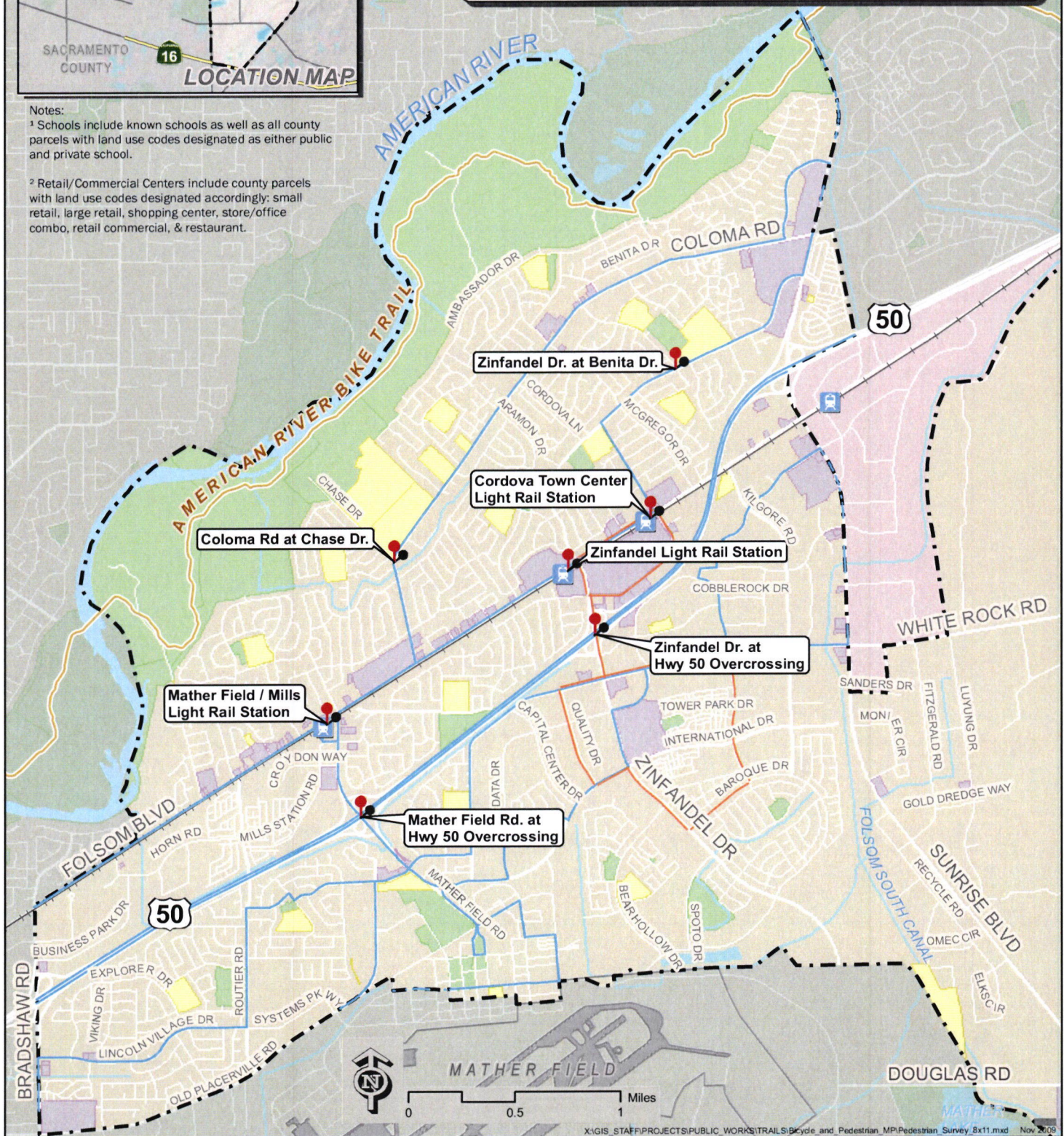
- SURVEY LOCATION
- TRANSIT STATIONS
- REGIONAL TRANSIT ROUTES
- RANCHO CORDOVAN ROUTE
- SCHOOLS¹
- RETAIL/COMMERCIAL CENTERS²
- PARKS & REC AREAS
- RANCHO CORDOVA CITY LIMITS



Notes:

¹ Schools include known schools as well as all county parcels with land use codes designated as either public and private school.

² Retail/Commercial Centers include county parcels with land use codes designated accordingly: small retail, large retail, shopping center, store/office combo, retail commercial, & restaurant.



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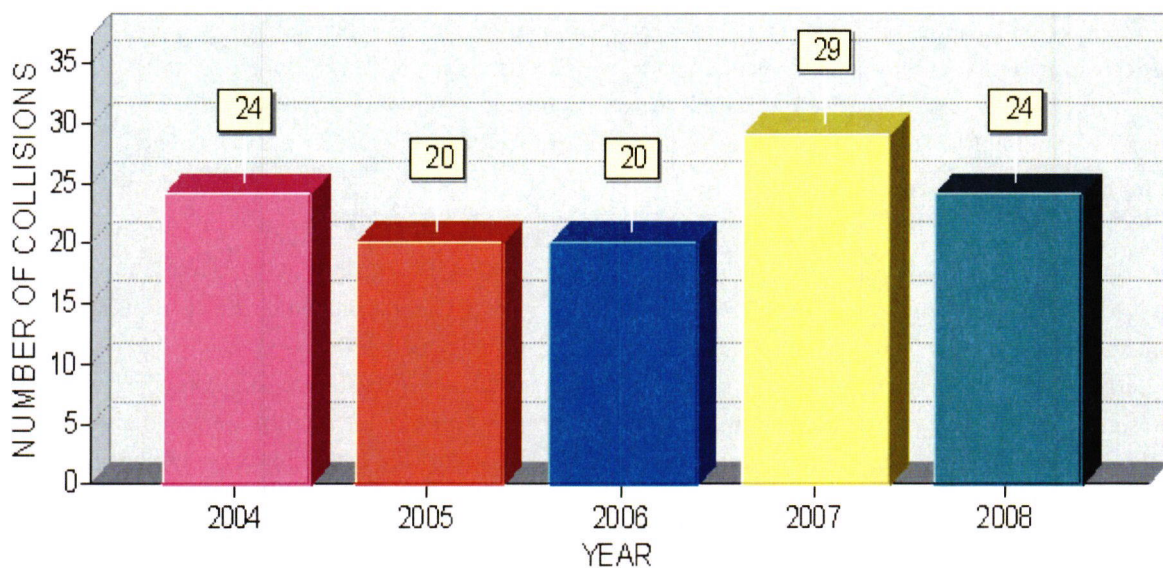
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PEDESTRIAN COLLISION ANALYSIS

Pedestrian collisions in Rancho Cordova have varied since incorporation in 2005. Collision totals vary between 20 and 29 from 2004 to 2008. Pedestrian collisions have been most frequently located around transit stations and commercial areas, with the highest number of pedestrian-involved collisions along Folsom Boulevard, Coloma Road and along Mather Field Road. Pedestrian-involved collisions occur most frequently at intersections, with most collisions occurring during daylight hours, when pedestrian activity is greatest around transit stations and other pedestrian hot spots.

All Pedestrian Collisions By Year



BARRIERS TO PEDESTRIAN ACTIVITY

The city intends to increase the percentage of people who choose to walk to work, school or to other commercial or recreational opportunities. Replacing driving trips with walking trips reduces congestion and automotive emissions. Pedestrians who regularly walk for transportation and recreation gain cardiovascular health and reduce their risk of heart disease and obesity. Both benefits result in overall greater quality of life for the community.

Numerous barriers to pedestrian activity exist in Rancho Cordova, in the form of major transportation corridors and geographic impediments like the American River and the Folsom South Canal. The city is bounded to the North by the American River and is bisected by Highway 50. The Folsom South Canal is generally along the eastern boundary of the existing neighborhoods in the City and currently is not a major impediment to travel.



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However, as new development occurs east of Sunrise Boulevard both the Canal and Sunrise Boulevard will need to be “bridged” so that pedestrian trips can be made that will access City amenities on both sides.

HIGHWAY 50

There are three locations along approximately 8 miles of Highway 50 within the City that provide good connections to neighborhoods on both sides of the Highway. These include Routier Road between Bradshaw Road and Mather Field Road, Folsom Boulevard just west of Sunrise Boulevard and the Citrus Road bike trail under crossings east of Sunrise Boulevard.

Additional pedestrian crossing opportunities are provided at the 5 interchanges along Highway 50. However, free flow on/off ramps can be very challenging for pedestrian travel. Caltrans has initiated a study and has made recommendations for ways that freeway interchanges can be designed to be more bicycle and pedestrian friendly. As the City considers upgrades to the existing interchanges along the Highway and builds a new interchange east of Sunrise Boulevard, these design features should be implemented. In the short term the City will look for retrofit design concepts that can improve pedestrian access at interchanges.

LOCALIZED BARRIERS TO TRAVEL

Localized barriers to pedestrian travel include missing sections of sidewalk, sidewalk in disrepair and long block length along busy roadways with pedestrian generators between intersections. A missing or broken section of sidewalk can be a great impediment, particularly for senior citizens or peoples with disabilities and can make the difference between choosing a walking trip or a driving trip. Major pedestrian generators along streets like Folsom Boulevard such as transit stations, commercial location or apartment complexes could also be greatly enhanced with mid block signalized pedestrian crossing. These facilities are critical to support walking trips.

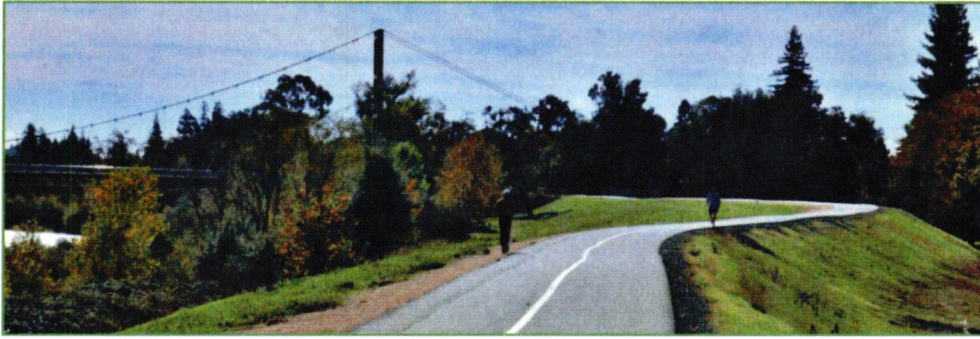
LAND USE CONCEPTS THAT ELIMINATE BARRIERS

According to the Sacramento Area Council of Government’s Metropolitan Transportation Plan 2035, new development areas should consider higher residential and employment densities in the vicinity of transit corridors so that expanded transit service can be successful. These higher density areas would be developed near community activity centers, regional job centers, and along key transit corridors. Balancing commercial sites, residential development and employment centers in close proximity to one another will enable a greater number of Rancho Cordova residents to walk for transportation.

PUBLIC TRANSPORTATION

Walking is often a key component along a travel trip chain that includes walking to a station from home or walking to a work or recreational destination from the train or bus. Eliminating access barriers to transit stations can increase overall walking trips, along with addition transit service such as street car or transit shuttle that connect underserved areas or cross barriers to pedestrian travel such as Highway 50.





5

CHAPTER 5

Implementation

Implementation of pedestrian improvements outlined in this Chapter will require a significant investment from both the City and the community. Many of the improvement projects recommended by this Plan, such as sidewalk infill and repair, are a collection of many relatively small and inexpensive projects that are integrated into the City's annual work plan. Large scale projects, such as pedestrian bridges and trail connections are identified in the Bikeway Master Plan and will require the collaborative work of City staff, the private development community and local advocacy groups. This investment in Rancho Cordova's pedestrian infrastructure will help the City become the walkable community that is envisioned by the City's General Plan.

Capital costs indentified in this plan total approximately \$12 million. Generally these capital investments will be provided through annual or ongoing improvement programs. Major pedestrian infrastructure projects such as The Promenade are identified in the Bikeway Master Plan which builds a trail or route system that will be used by pedestrians.

Table 5.1: Pedestrian Master Plan Cost Summary

Master Plan Cost Categories	Cost (2009 Dollars)
Sidewalk Infill Opportunities (49)	\$8,200,000
Intersection Improvements	\$2,840,000
Sidewalk Repair (290)	\$630,000
Midblock Signalized Crossing (1)	\$300,000
Walkway Upgrades (6)	\$180,000
Lighting Improvements (8)	\$60,000
Total Estimate:	\$12,210,000



SIDEWALK INFILL OPPORTUNITIES

As part of the City's "Complete Streets" initiative, the Pedestrian Master plan identifies street locations where adjacent sidewalk is not provided. The City works to fill these "sidewalk gaps" through an annual program and through other roadway improvement projects.

There are 49 sidewalk infill locations that have been evaluated for cost as part of the Pedestrian Master Plan. The estimated cost to improve these locations is \$8.2mil. These funds will build approximately 78,000 lineal feet of sidewalk with about 4,000 ft of curb and gutter. Approximately half of the \$8.2mil is needed for the purchase of right-of-way.

There are many other locations where sidewalk is needed. Current projects such as the International Drive Extension and the Folsom Boulevard Streetscape Improvements projects will build sidewalks along Sunrise Boulevard and Folsom Boulevard. Other current gap fill projects include Horn Road, International Drive at Capital Center Drive and the Sunrise Boulevard widening project north of White Rock Road. Land developers and other agencies will build sidewalks in the Stone Creek neighborhood and the North Mather Campus as part of ongoing development efforts, and sections of Sunrise Boulevard north of Folsom Boulevard will need to be evaluated for feasibility prior to further project development work.

SIGNALIZED INTERSECTION IMPROVEMENTS

Pedestrian signals and crosswalks should be provided on all legs of every signalized intersection. In addition, the City will consider larger corner pedestrian plazas, pork chop islands and median pedestrian refuges so that intersections are more attractive for pedestrian use.

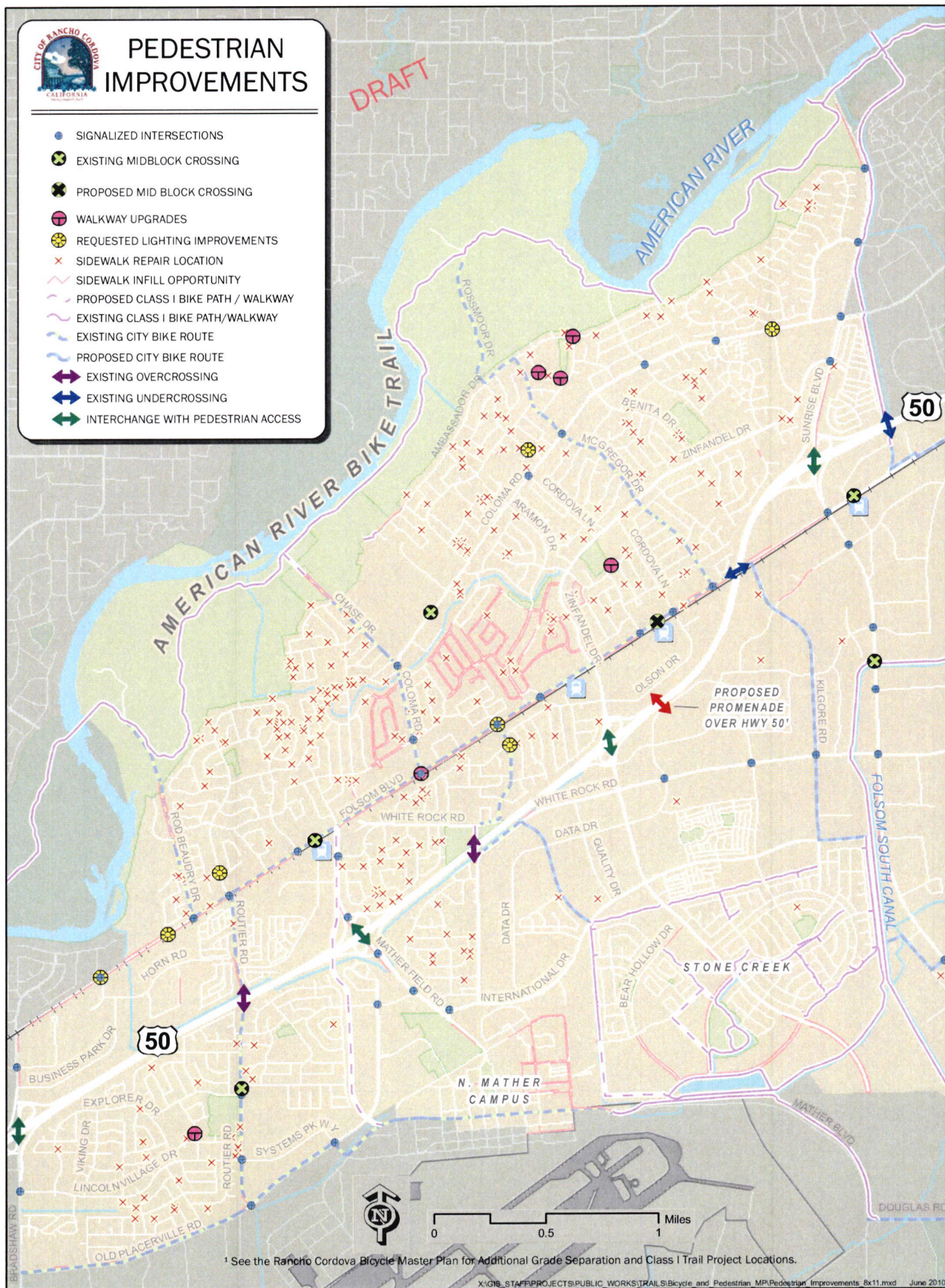
In order to prepare a planning level estimate of cost for these improvements, approximately 50 signalized intersection locations were evaluated for crosswalk, pedestrian push button and pedestrian plaza opportunities. An approximately \$2.8mil funding need was identified at these signalized intersections that would add approximately 40 crosswalks, 80 pedestrian push buttons and 60 pedestrian plazas. This estimate is intended to provide an order-of-magnitude need for these improvements. Detailed evaluation and feasibility will be performed as part of annual improvement projects and other roadway improvement efforts.





PEDESTRIAN IMPROVEMENTS

- SIGNALIZED INTERSECTIONS
- ⊗ EXISTING MIDBLOCK CROSSING
- ⊗ PROPOSED MID BLOCK CROSSING
- ⊕ WALKWAY UPGRADES
- ⊗ REQUESTED LIGHTING IMPROVEMENTS
- ✕ SIDEWALK REPAIR LOCATION
- SIDEWALK INFILL OPPORTUNITY
- PROPOSED CLASS I BIKE PATH / WALKWAY
- EXISTING CLASS I BIKE PATH/WALKWAY
- EXISTING CITY BIKE ROUTE
- PROPOSED CITY BIKE ROUTE
- ↕ EXISTING OVERCROSSING
- ↕ EXISTING UNDERCROSSING
- ↕ INTERCHANGE WITH PEDESTRIAN ACCESS



¹ See the Rancho Cordova Bicycle Master Plan for Additional Grade Separation and Class I Trail Project Locations.

Table 5.2: Planning Estimate for Intersection Improvements

Type of Improvement	Approximate Number of Locations	Estimated Cost Per Location	Total Estimated Cost
Crosswalk Striping	40	\$20,000	\$800,000
Pedestrian Push Buttons	80	\$15,000	\$1,200,000
Pedestrian Plazas	60	\$14,000	\$840,000
Total:			\$2,840,000

SIDEWALK REPAIR

During the 2003 incorporation process, the City inherited a list of over 200 locations where residents identified potential sidewalk repair needs. Many locations have been evaluated and do not need immediate action, but will require continued monitoring for tree root heaving or other degrading environmental effects. The City replaces damaged sidewalk in about 20 locations each year as part of an annual repair program and fixes approximately 10 additional locations by grinding irregularities in the sidewalk surface.

In order to gauge the magnitude of the City-wide sidewalk repair need, the Pedestrian Master Plan estimates the cost of replacing sidewalk in all 290 locations at approximately \$630,000.00. This work would build about 16,000 square feet of sidewalk and replace about 5,600 lineal feet of curb and gutter.

MIDBLOCK CROSSINGS

The Institute of Transportation Engineers has identified a set of criteria for adding a signalized pedestrian crossing of major roadways. These criteria include minimized spacing with signalized intersections, a threshold volume and speed of traffic, crossing of multiple lanes without refuge and pedestrian generators that will be served on either side of the street. There are 5 mid-block signalized pedestrian crossing locations in the City.

1. Folsom Boulevard at the Mather Field/ Mills light rail station
2. Coloma Road at Cordova High/ Mills Middle School site



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3. Folsom Boulevard at the Sunrise light rail station
4. Sunrise Boulevard at the Folsom South Canal
5. Routier Road between Ellenwood Ave. and Vanguard Dr.

A sixth location is planned along Folsom Boulevard at the Cordova Town Center light rail station and a seventh location is identified in the Bikeway Master Plan that will be built on Zinfandel Drive along the North Stone Creek Trail. The anticipated cost for the Cordova Town Center signalized pedestrian crossing is \$300,000. Other locations will be considered in the future as needed.

PEDESTRIAN PATHWAY UPGRADES

There are five pathways within the city, four that provide walking short cuts for residents and school children that are walking to school and one connecting residents to the American River Parkway. A sixth location provides a connection between Mills Tower Drive and Folsom Boulevard at Coloma Road. These connections come in the form of a 12 to 16 foot wide easements or City owned rights-of-way between residential properties. Three additional pedestrian paths have recently been closed due to disuse and safety concerns.

The Mills Tower pathway will be improved through a \$70,000.00 Community Development Block Grant that will upgrade the desirability of the connection, realigning the path, clearing vegetation, building new fences and creating graffiti resistant surfaces. The remaining 5 locations are in need of vegetation clearing, walkway repair, improved lighting and ADA transitions that the ends of the walks. The anticipated cost for each of these locations is \$22,000.00.

STREET LIGHTING

The City inherited 7 citizen requests for street lighting at incorporation. An eighth location was requested in 2008 near an apartment complex along West La Loma Drive. Staff is working to develop criteria for added street lighting and engaging the community to clarify local resident's desires. A planning cost of \$5,000.00 to \$10,000.00 per location is anticipated.



Table 5.3: Planning Estimate for Street Lighting

Locations	Total Estimated Cost
Coloma Road at Vehicle Drive	\$5,000
Mills Park Drive at Mills Tower Drive	\$5,000
West La Loma Dr. at Terra Loma Dr.	\$10,000
Averell Court at Rossmoor Drive	\$10,000
Folsom Boulevard at Tiffany West Way	\$5,000
Folsom Boulevard at Horn Road	\$10,000
Folsom Boulevard at Mills Park Drive	\$5,000
Douglas Road at Grant Line Road	\$10,000
Total:	\$60,000

FUNDING OPPORTUNITIES

Funding opportunities include the following sources: state bond funds, hazard mitigation funds, Transportation Development Act/SAFETEA funds, congestion management and air quality funds, Community Development Block Grants, and the use of Developer Fee Credits. A brief description of each proposed source appears below.

FEDERAL AND STATE FUNDING SOURCES

Transportation Development Act/Surface Transportation Reauthorization

The Transportation Development Act (TDA) is administered by Caltrans and provides funding for transportation through regional transportation planning agencies. Pedestrian and bicycle facility improvements may be eligible for TDA funding. A one-quarter cent sales tax collected by the state and redistributed to each city generates TDA funds. The great majority of the funds go to transit operations. However, if transit needs are met in a given fiscal year, surplus funds may be available for other transportation-related uses. A funding source with similar characteristics is the Safe, Accountable, Flexible and Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU Act), which is the major federal source of transportation grant funding.



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American Reinvestment and Recovery Act funds

The American Reinvestment and Recovery Act (ARRA) provides a diverse range of grants and other funding programs for local governments, including \$77 million in Transportation Enhancements (TE) funds for California. In accordance with state legislation to implement the recovery act, ABX3 20, bicycle and pedestrian projects are the second priority for TE-funding projects. The majority of TE funds will be programmed by metropolitan planning organizations and regional transportation planning. With cooperation from SACOG, the City of Rancho Cordova's bicycle projects may be able eligible for this funding source. In addition, federal energy conservation grant programs may fund bicycle related projects.

Congestion Management and Air Quality

Similar to TDA/SAFTEA, CMAQ funding focuses on mobility projects with the potential to reduce vehicle trips and emissions.

Land and Water Conservation Fund

Last year this National Park Service program, administered at the state level by the Department of Parks and Recreation, had \$1.3 million available statewide for acquisition or development of land and facilities that provide or support public outdoor recreation.

Recreational Trails Program

The Recreational Trails Program is a SAFETEA-LU program administered by the Federal Highway Administration. Nationally, \$80 and \$85 million has been authorized for 2008 and 2009, respectively, to develop and maintain trail and trail-related facilities.

Community Development Block Grants

The Department of Housing and Urban Development provides funds for community-based projects. Neighborhood-based bicycle facilities that improve local transportation options or help to revitalize neighborhoods may be eligible.

California Department of Transportation Bicycle Transportation Account

The State's Bicycle Transportation Account (BTA) funds bicycle projects for commuting purposes. A Bicycle Transportation Plan is required for eligibility. BTA funding can be applied to Class I Trails and grade-separated trail crossings.

Safe Routes to School Funding

The State of California funds \$20 million dollars annually in traffic calming and non-motorized transportation improvements near schools. The City of Rancho Cordova has recently implemented safe routes to school projects after successful bids for funding.



CHAPTER 5 • IMPLEMENTATION

LOCAL FUNDING AND FINANCING SOURCES

Developer Impact Fees and Fee Credits

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

Private Grant Funding

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

PARTNERSHIP OPPORTUNITIES

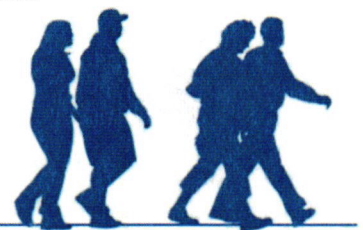
As public funding non-essential programs and services becomes increasingly scarce, jurisdictions nationwide find themselves leveraging their resources in increasingly creative ways. One of the best ways for municipal governments to leverage existing resources is by partnering with organizations that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

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

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

The City should also continue to support community advocacy and stewardship groups who are working to increase ridership and enhance cycling in Rancho Cordova. Jurisdictions throughout California and the nation have long benefited from partnerships with private, nonprofit organizations who are motivated to assist with maintenance, renovations, and new improvements in their communities. Partnerships with nonprofit organizations should be formalized with an MOU, even if no funds are changing hands. Formalizing the partnership through a written agreement helps to manage expectations and ensure accountability for both parties.

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



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



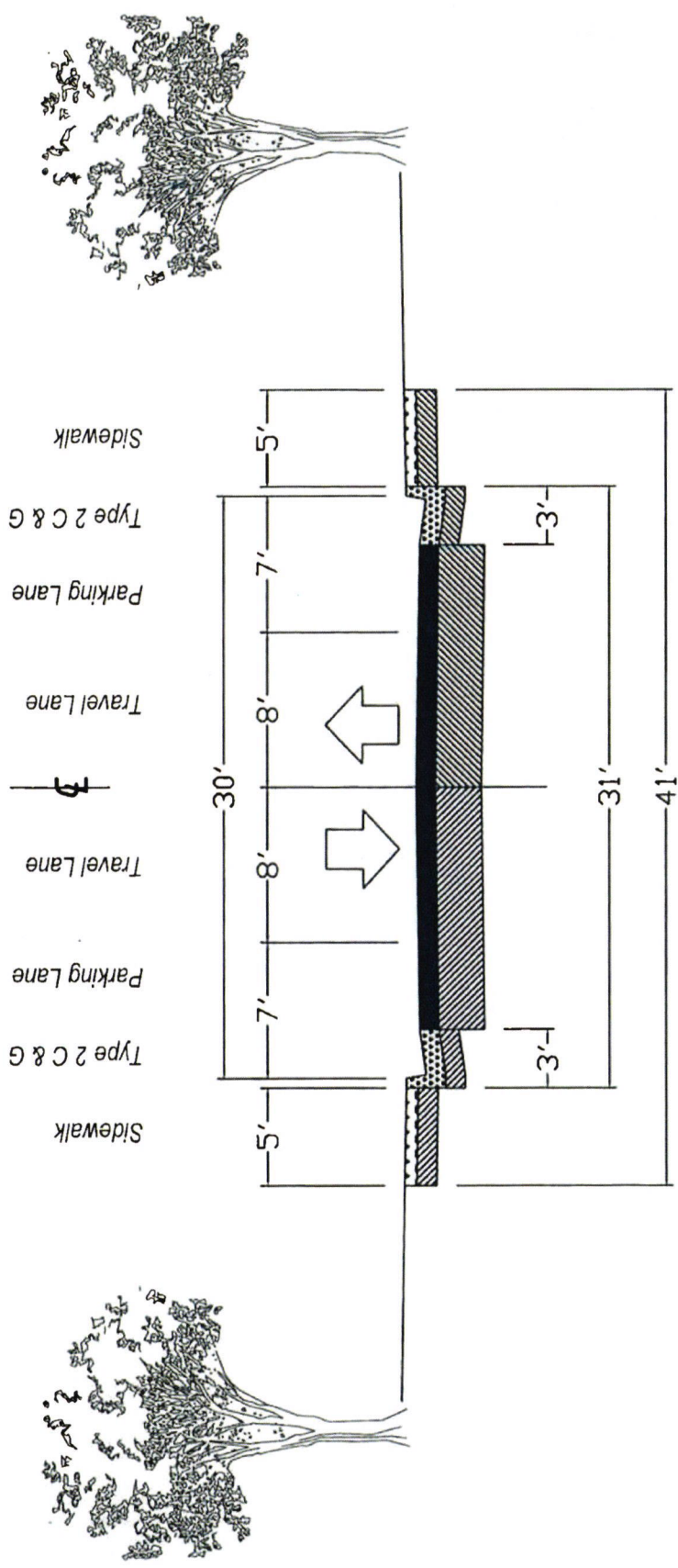


A

APPENDIX A

Pedestrian Standards





Cyrus Ahon

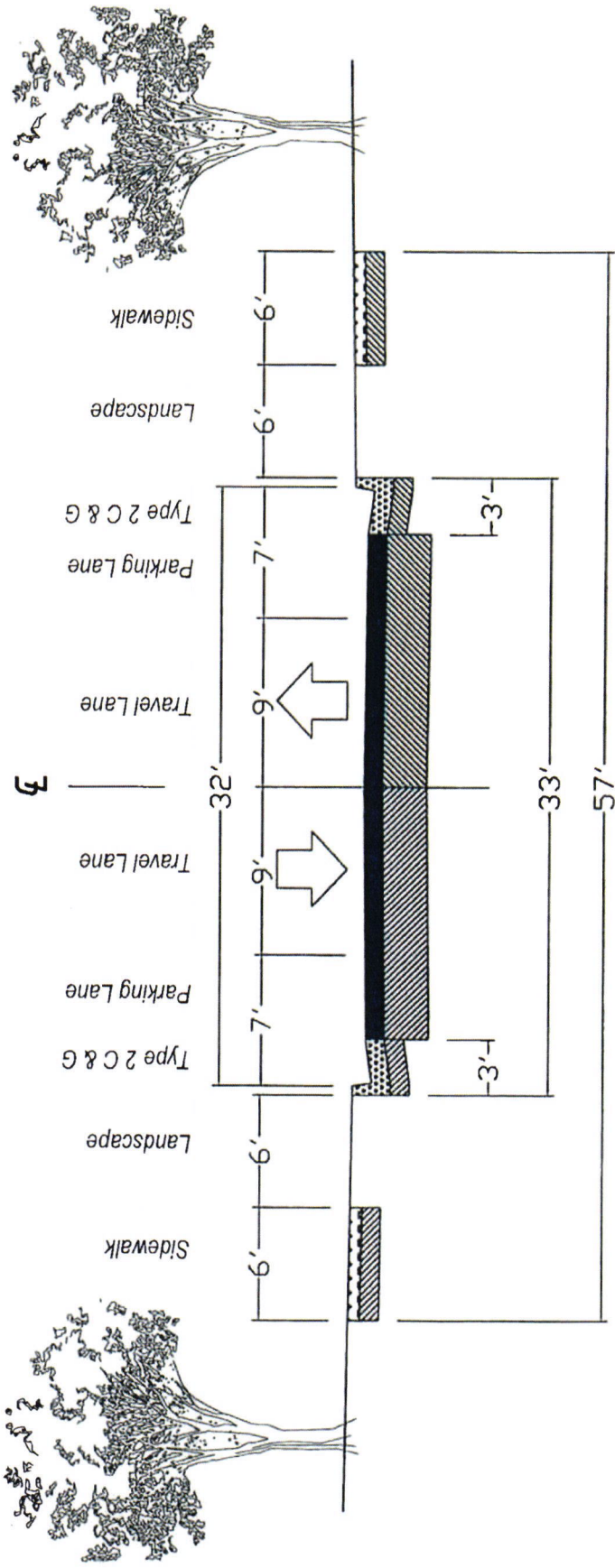
DIRECTOR OF PUBLIC WORKS



CITY OF RANCHO CORDOVA
PUBLIC WORKS

Minor Residential Streets

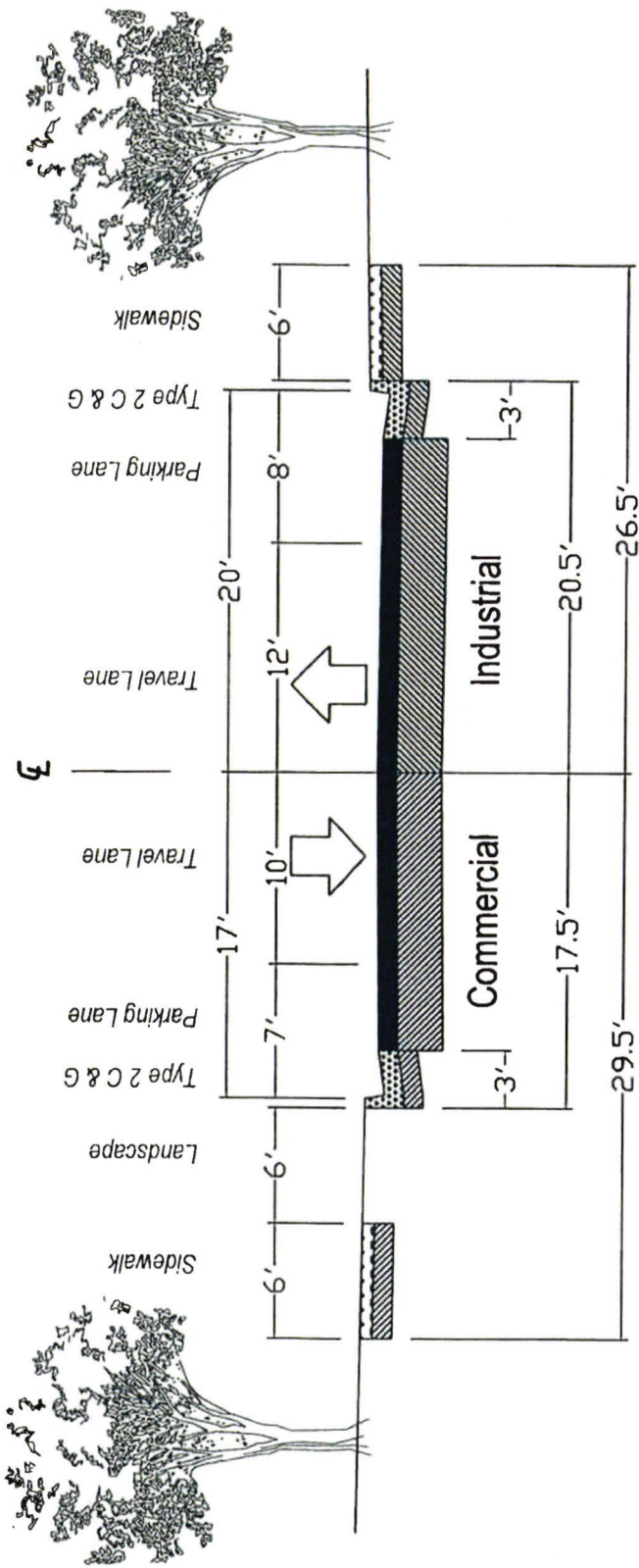
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DATE: JUNE 2006	
DRAWN BY: MATTHEW RUBLE	



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DIRECTOR OF PUBLIC WORKS

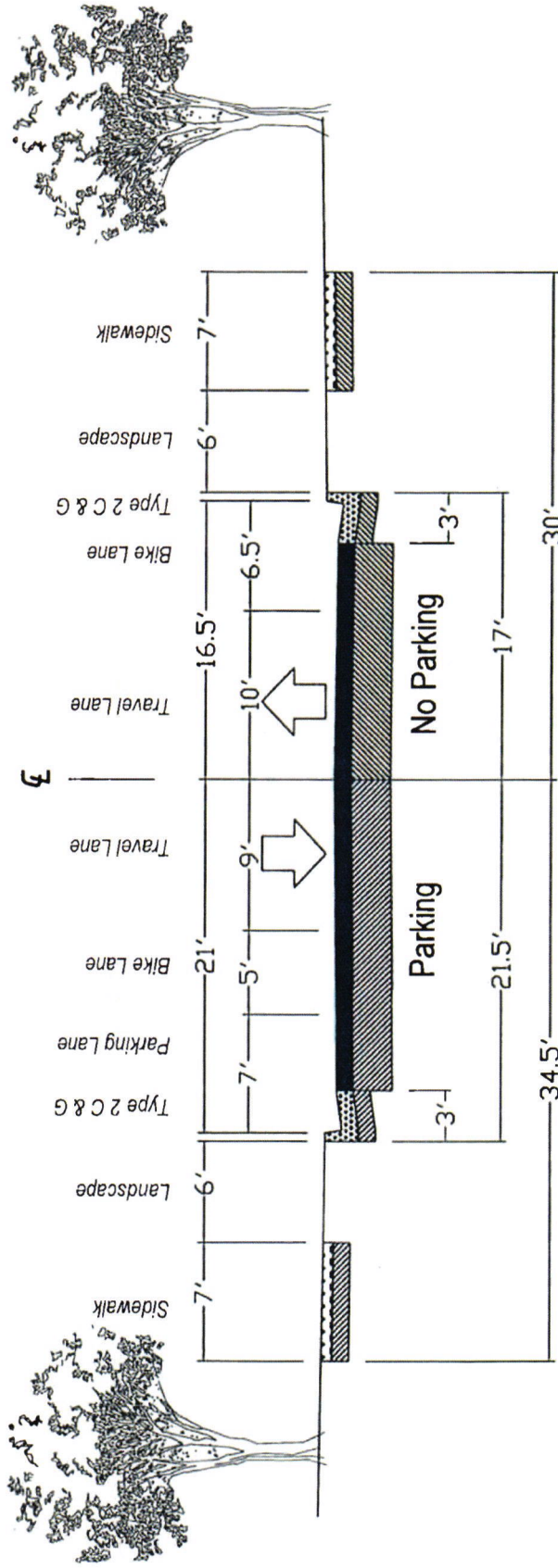
CITY OF RANCHO CORDOVA PUBLIC WORKS		Standard Residential Streets	
		SCALE: NONE DATE: JUNE 2006 DRAWN BY: MATTHEW RUBLE	CS - 02



Cymr Adh

DIRECTOR OF PUBLIC WORKS

CITY OF RANCHO CORDOVA PUBLIC WORKS		Non-Residential Local Streets	
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		DATE: JUNE 2006	
		DRAWN BY: MATTHEW RUBLE	



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DIRECTOR OF PUBLIC WORKS

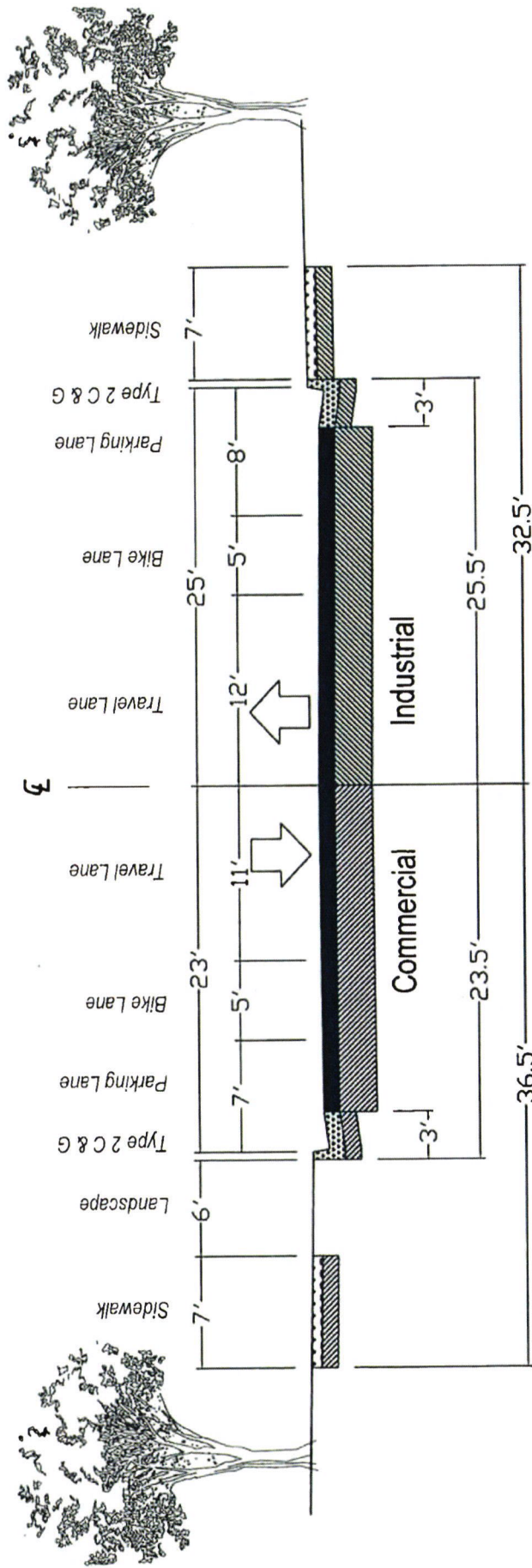


CITY OF RANCHO CORDOVA
PUBLIC WORKS

Residential Collector Street

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

CS - 04



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

Lynn Allen

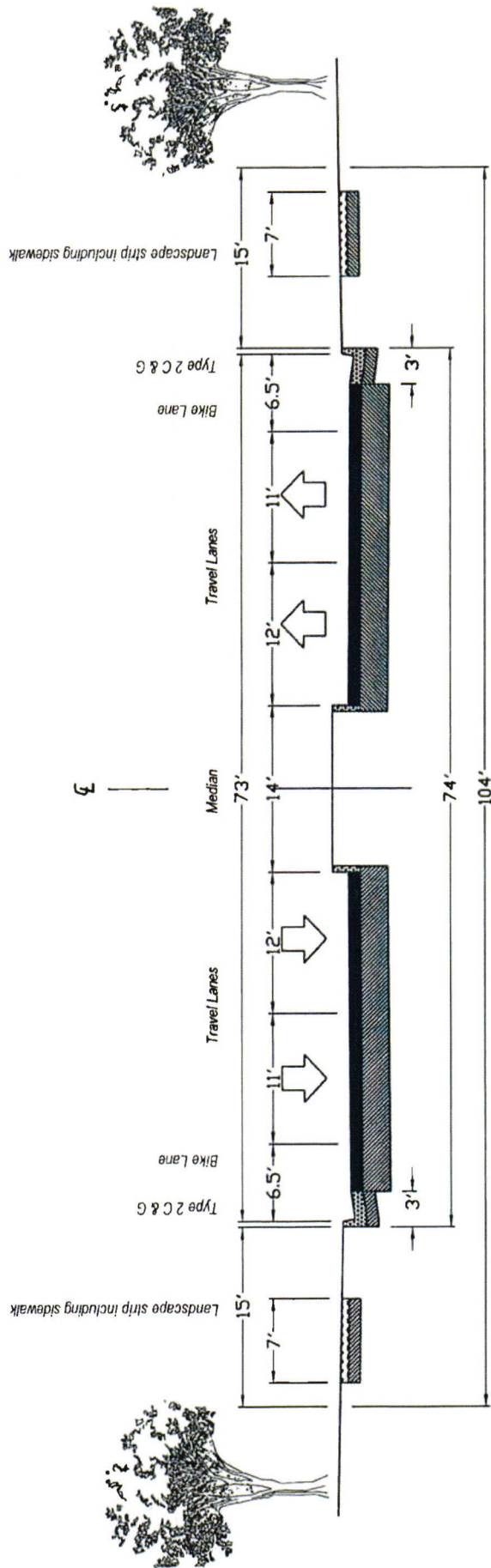
DIRECTOR OF PUBLIC WORKS



CITY OF RANCHO CORDOVA
PUBLIC WORKS

Non-Residential Collector Street

SCALE: NONE	CS - 05
DATE: JUNE 2006	
DRAWN BY: MATTHEW RUBLE	



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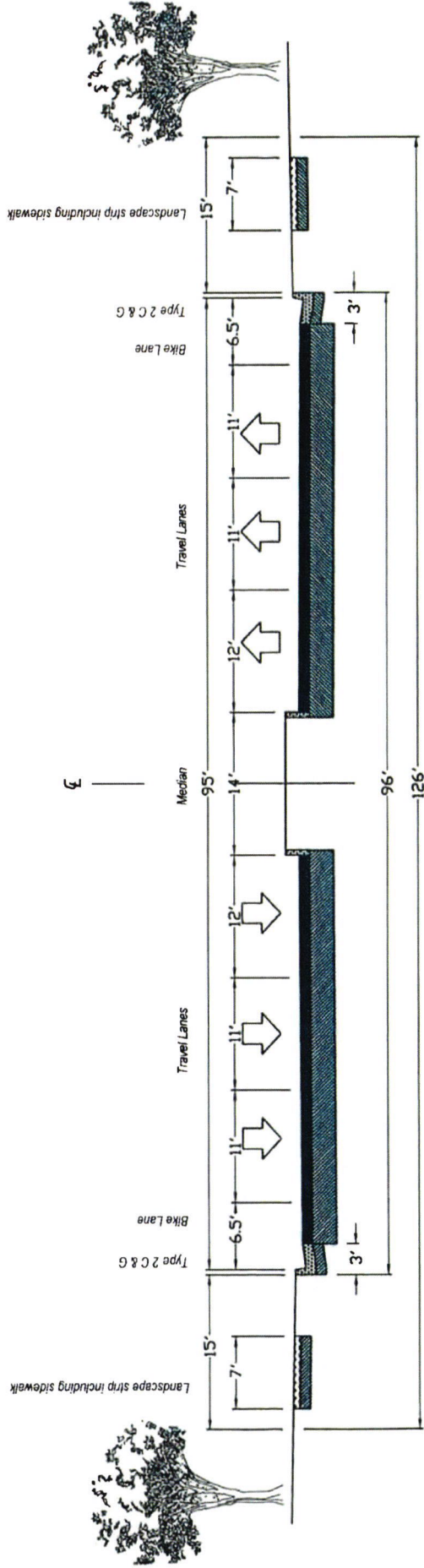
DIRECTOR OF PUBLIC WORKS

Minor Arterial

CITY OF RANCHO CORDOVA
PUBLIC WORKS



SCALE: NONE	CS - 06
DATE: JUNE 2006	
DRAWN BY: MATTHEW RUBLE	

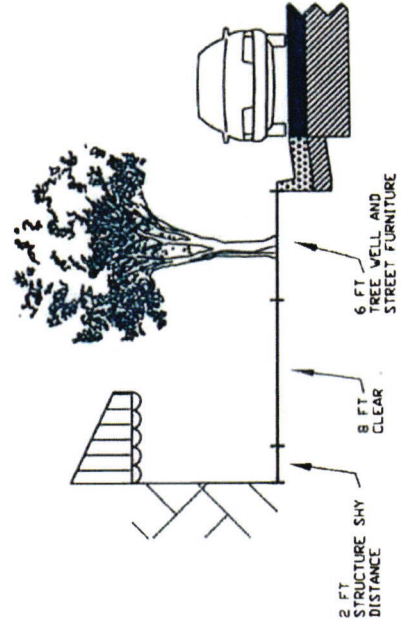
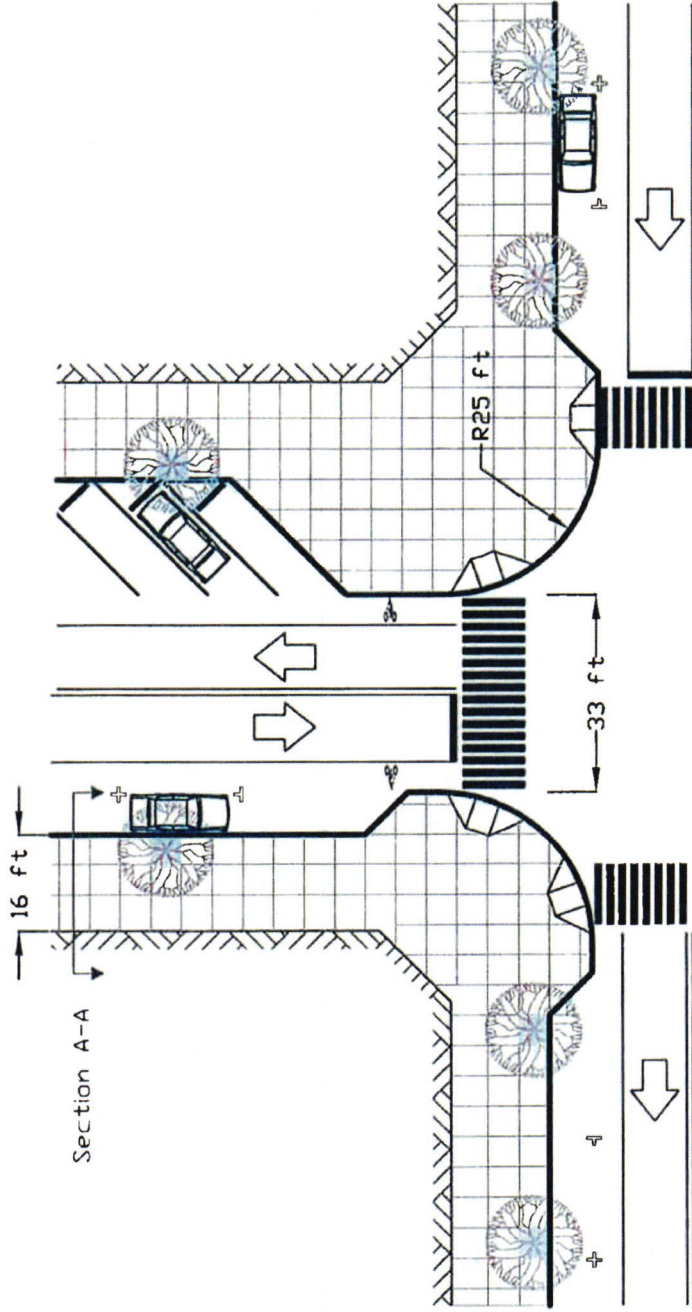


Note: Sidewalk location can vary within 15 ft landscape strip

Lynn Allen

DIRECTOR OF PUBLIC WORKS

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



Lynn Allen

DIRECTOR OF PUBLIC WORKS

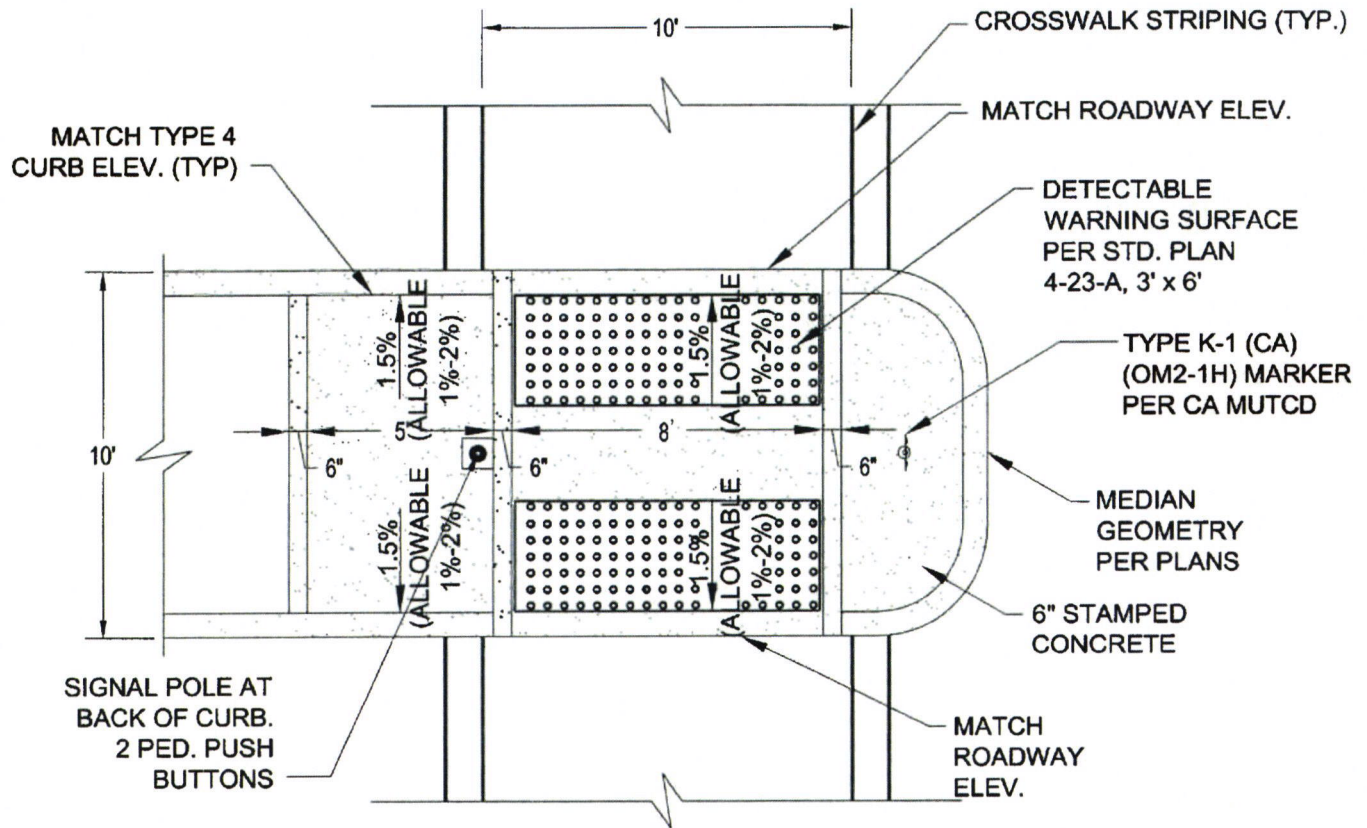


CITY OF RANCHO CORDOVA
PUBLIC WORKS

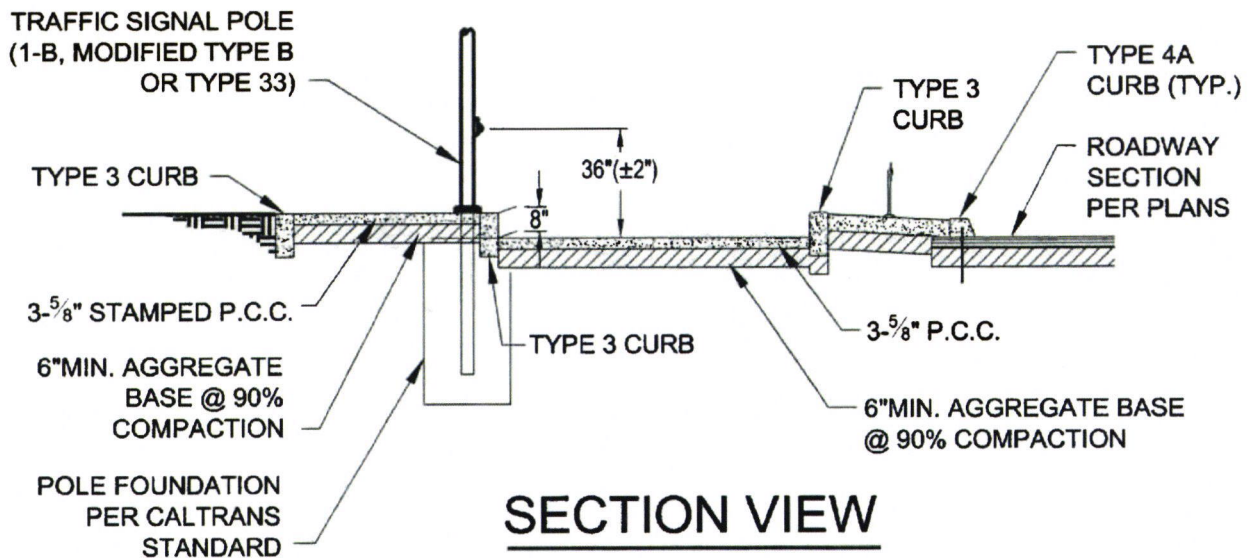
Main Street

SCALE: 1" = 30'
DATE: JUNE 2006
DRAWN BY: MATTHEW RUBLE

MD - 02



PLAN VIEW



SECTION VIEW

NOTES:

1. FOR SIGNAGE CLEARANCES
SEE MUTCD FIGURE 9B-1

Cyrus Shah
DIRECTOR OF PUBLIC WORKS

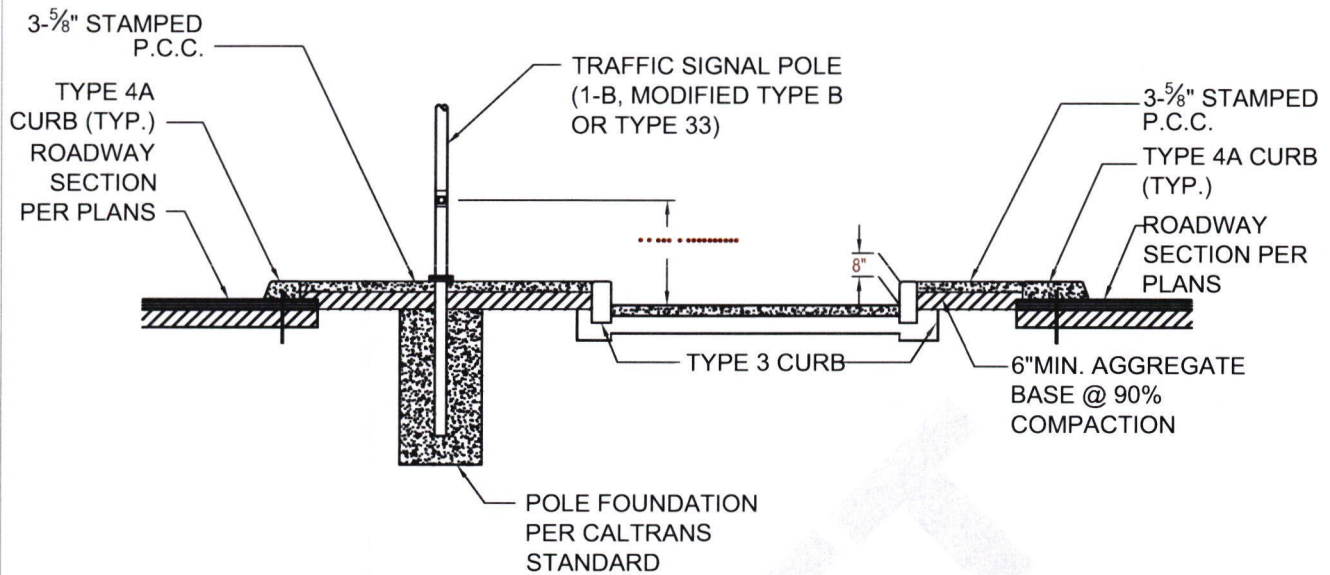
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CORDOVA PUBLIC
WORKS



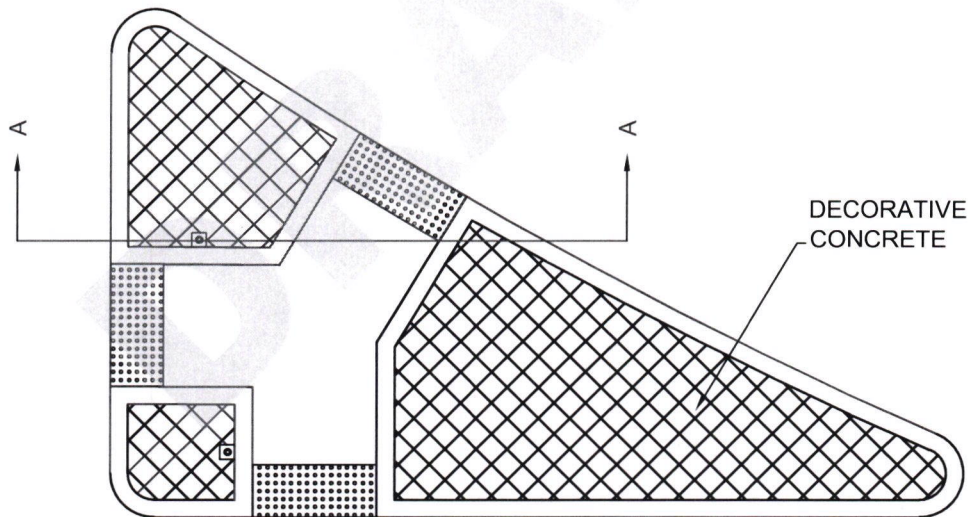
MEDIAN PEDESTRIAN REFUGE

SCALE: 1" = 5'
DATE: JUNE 2009
DRAWN BY: TE

BP - 03



PORKCHOP - SECTION A



PORKCHOP - PLAN VIEW

DIRECTOR OF PUBLIC WORKS

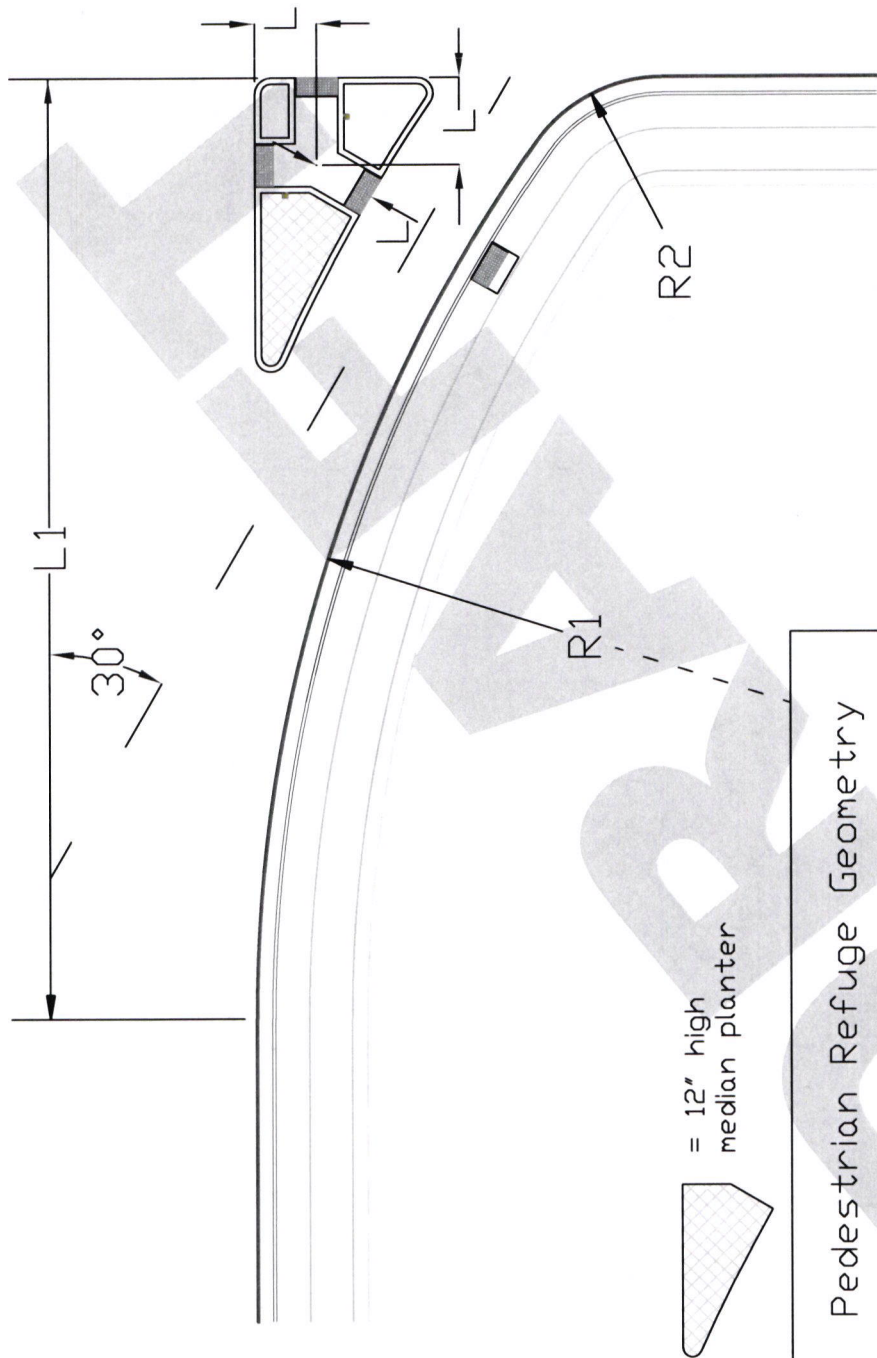
CITY OF RANCHO
CORDOVA PUBLIC
WORKS



RAISED ISLAND
PEDESTRIAN REFUGE

SCALE: NTS
DATE: FEBRUARY 2010
DRAWN BY: TE

XX - XX



Pedestrian Refuge Geometry

	R1	R2	R1 Point of Curvature Offset (L1)	L
No RT Turn Pocket	250	25	155	10 ft
Single RT Turn Pocket	200	25	125	10 ft
Dual RT Turn Pocket	250	25	150	12 ft

Notes - R1 Point of curvature offset should be adjusted for intersection approaches that are skewed or on horizontal curvature. L value should be maintained and an approximately 30 degree angle for right turn traffic should be achieved.

DIRECTOR OF PUBLIC WORKS

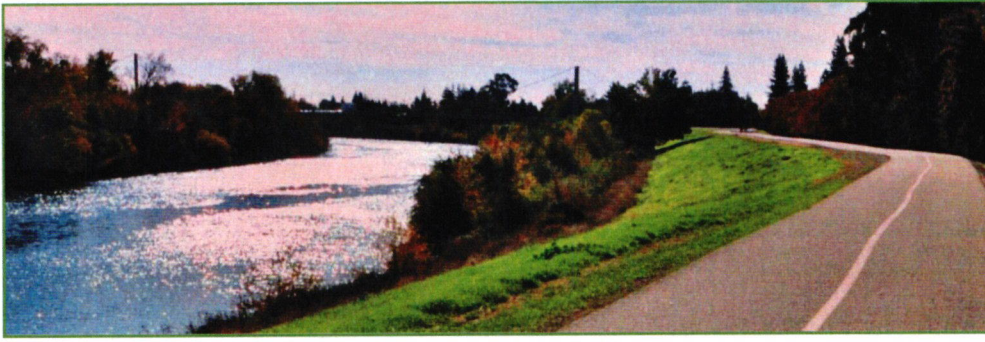


CITY OF RANCHO CORDOVA
PUBLIC WORKS

Raised Island
Pedestrian Refuge Geometry

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

MIS - 03



B

APPENDIX B

Pedestrian Count Details



Zinfandel Dr. at Highway 50 Overcrossing - 9/9/09 - 3:30 PM - 6:00 PM

Zinfandel Dr. - Pedestrian

NB

[illegible]

SB

3:30		3:45		4:00		4:15		4:30		4:45		5:00		5:15		5:30		5:45	
M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
		1	1	5				1						3		2			

Zinfandel Dr. - Bicycle

NB

3:30		3:45		4:00		4:15		4:30		4:45		5:00		5:15		5:30		5:45	
M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
		1				1								2			1		

SB

3:30		3:45		4:00		4:15		4:30		4:45		5:00		5:15		5:30		5:45	
M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
						1								1					1

Comments

3:30	None	4:45	"
3:45		5:00	"
4:00	More people at intersection of Olson and Zinfandel so started counting that as well		"
4:15	Small groups from light rail. Many college aged with backpacks probably going to Mostly students going SB over freeway with backpacks on 4:15-6:00	5:15 5:30	"
4:30	"	5:45	"

Zinfandel Dr. at Highway 50 Overcrossing - 9/9/09 - 6:45 AM - 9:00 AM

Zinfandel Dr. - Pedestrian

NB

6:45		7:00		7:15		7:30		7:45		8:00		8:15		8:30		8:45	
M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
		1						1	1				1			3	

SB

6:45		7:00		7:15		7:30		7:45		8:00		8:15		8:30		8:45	
M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
3	1	2		4	2			1	1		1		2	2	2	1	3

Zinfandel Dr. - Bicycle

NB

6:45		7:00		7:15		7:30		7:45		8:00		8:15		8:30		8:45	
M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
		2	1	1		1		2		1				1			

SB

6:45		7:00		7:15		7:30		7:45		8:00		8:15		8:30		8:45	
M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
				1	1	2		1	1	1						3	

6:45	None
7:00	Lady crosses 5 lanes of traffic in bike, jay walking
7:15	Lots of RT Traffic
7:30	None
7:45	Professional looking cyclist. School traffic/Backpacks

8:00	None
8:15	Jogger
8:30	None
8:45	Lady jaywalked to get to E side of road. Man pulling baby in bike ride-a-long.

Zinfandel Dr. and Olson Dr. 9/9/09 - 3:30 PM - 6:00 PM									
P=Pedestrian					B=Bike				
3:30-3:45	3P 7P 3P 3B 2P 3B 8P 2P 5P 6B 5P 4B	3:45-4:00		4:00-4:15		4:15-4:30	2P 2B 1P 1B	4:30-4:45	3P 1B 4P 3B 3P 1B
4:45-5:00		5:00-5:15	4P 2P	5:15-5:30	1P 2P	5:30-5:45	1B 1P 1B 1B	5:45-6:00	6P 2P 2P 3B
Comments									
2:30	None	3:30	None			3:30	None		
2:45	None					3:45	None		
3:00	None					4:00	None		
3:15	None					4:15	None		

Zinfandel Dr. and Folsom Blvd. - 9/10/09 - 6:45 AM to 9:00 AM

6:45 - 7:00	7:00 - 7:15	7:15 - 7:30	7:30 - 7:45	7:45 - 8:00
1B 1B 1P 1P 2B 2P	1B 1P 1B 1B	1B 2P 2P 1B 1P 2P	2P 2B 1P 7P 2P 1B	1P 2B 1B 2B 1B

8:00 - 8:15	8:15 - 8:30	8:30 - 8:45	8:45 - 9:00
2P 1P 3P 1B 2P 1P	1P 1P 1B 2P 2P 1P	1P 2P 2B 1P 2P	1B 1B 3P 2P 1P

Comments

6:45	None	8:00	None
7:00	None	8:15	None
7:15	None	8:30	None
7:30	None	8:45	None
7:45	None		

Zinfandel Dr. and Benita Dr. 9/8/09 - 1:45 PM - 4:00 PM										P=Pedestrian	B=Bike
1:45- 2:00		2:00-2:15		2:15-2:30		2:30-2:45		2:45-3:00			
3:00-3:15		3:15-3:30		3:30-3:45		3:45-4:00					
Comments											
1:45	Handcapped group of 10 and their supervisors										
2:00	None										
2:15	None										
2:30	None										
2:45	Mom and 3 kids walking										
3:00	None										
3:15	Woman with stroller. 2 children.										
3:30	School traffic. 3 People with 1 stroller with infant										
3:45	Kid purposely crossed the street to get to crosswalk in order to cross zinfandel.										

Zinfandel and Benita 9/9/09 - 7:15AM - 9:15 AM P=Pedestrian B=Bike

Mather Light Rail Station - 9/8/09 - 3:30 PM - 6:00 PM

Jaywalkers															
NB															
	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45					
M	F	M	M	F	M	F	M	F	M	F	M	F	M	F	F
				1P 1B											
SB															
	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45					
M	F	M	M	F	M	F	M	F	M	F	M	F	M	F	F
				1B							1P				
Folsom Blvd															
EB															
	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45					
M	F	M	M	F	M	F	M	F	M	F	M	F	M	F	F
3P 1B	7P	6P 3B	5P	10P 1B	8P 2B	4P 1B	5P	5P 4B	1P	5P 4B	3P	5P 4B	3P 2B	1P	
WB															
	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45					
M	F	M	M	F	M	F	M	F	M	F	M	F	M	F	F
4P 3B	9P 1B	6P 2B	4P 6B	9P 2B	5P 4B	10P 2B	5P	3P 3B	9P	5P 4B	9P	5P 4B	8P 1B	2P	
To / From Parking Lot															
NB															
	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45					
M	F	M	M	F	M	F	M	F	M	F	M	F	M	F	F
10P	3P	13P 1B	15P 2B	5P 3B	15P 2B	12P	11P 1B	12P 2B	17P 1B	11P 1B	13P	9P 1B	15P 1B	3P 1B	7P 2B
SB															
	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45					
M	F	M	M	F	M	F	M	F	M	F	M	F	M	F	F
10P 1B	24P 1B	28P 1B	20P 4B	23P 3B	19P 2B	21P 1B	18P 2B	20P 1B	16P 4B	11P 2B	16P 3B	27P 1B	21P 2B	28P 1B	21P 5B
5P															26P
Crosswalk															
NL															
	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45					
M	F	M	M	F	M	F	M	F	M	F	M	F	M	F	F
3P	2P	1P	1P	3P	3P 1B	4P	2P	5P	1P	5P	1P				1P
WL															
	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45					
M	F	M	M	F	M	F	M	F	M	F	M	F	M	F	F
2P	1P		2B	5P	2P 2B	4P									8P
Comments:															
	3:30	1 Stroller, 1 Wheelchair						4:45	Majority of people are to / from parking lot						
	3:45	1 Stroller, 2 Wheelchairs						5:00	1 Stroller						
	4:00	Lot less "J-walkers" than Zinfandel. People use Ped signal						5:15	No major development across from this LRS unlike Zinfandel LRS.						
	4:15	3 Strollers, 1 Wheelchair						5:30	None						
	4:30	2 Wheelchairs						5:45	2 Wheelchairs						

Mather Light Rail Station - 9/8/09 - 6:45 AM - 9:00 AM

Crosswalk

NB														
6:45														
M	F	M	F	M	F	M	F	M	F	M	F	M	F	
1P	2B			1P						2P	1P			8:45
SB														
6:45														
M	F	M	F	M	F	M	F	M	F	M	F	M	F	
2B		1P				1P	1B			4P	2P			8:45
Folsom Blvd														
EB														
6:45														
M	F	M	F	M	F	M	F	M	F	M	F	M	F	
4P	2B	5P	2P 4B	11P	2P 1B	5P	8P	3B		10P	2B	5P	1P 2B	3P
WB														
6:45														
M	F	M	F	M	F	M	F	M	F	M	F	M	F	
1B		2P		3P	1P 3B	6P	2P	2B		6P	2B	8P	4B	6P
Intersection														
EL														
6:45														
M	F	M	F	M	F	M	F	M	F	M	F	M	F	
		3P		1P						1P			1B	1P
NL														
6:45														
M	F	M	F	M	F	M	F	M	F	M	F	M	F	
1P				1P				3P		1P		1B		1P
WL														
6:45														
M	F	M	F	M	F	M	F	M	F	M	F	M	F	
		1P	1B					5P		5P		4P	1B	2P 1B
SL														
6:45														
M	F	M	F	M	F	M	F	M	F	M	F	M	F	
1P				3P		1P		1P		4P			1B	2P
Summary														
Some people dropped off by car in front of the station (Not Counted). Most people coming in from west of Folsom going Eastbound to station. All bikers male over 25										8:00 More than half of the people using intersection of bikes				
90% of people wearing backpacks/bags. 80% of people come in from parking lot/bus to south. All bikers male over 25										8:15 Many carrying baggage/backpacks. People walking single or in groups of 2. over 50% age less than 25				
majority of people off train gets on bus. People on Folsom use crosswalk farther west. One person walking WB along median.										8:30 Some homeless people pushing carts on North side of Folsom				
7:30 75% of people counted used west side of Folsom. All bikers male over 25.										8:45 None				
7:45 None														

Mather Field Rd. at Highway 50 Overcrossing - 9/8/09 - 6:45 AM - 9:00 AM

Mather Field - Pedestrian

NB

6:45		7:00		7:15		7:30		7:45		8:00		8:15		8:30		8:45	
M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
		1P		1P		1P	5P		1P				3P	2P			4P

SB

6:45		7:00		7:15		7:30		7:45		8:00		8:15		8:30		8:45	
M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
							1P		1P		1P						3P

Mather Field - Bicycle

NB

6:45		7:00		7:15		7:30		7:45		8:00		8:15		8:30		8:45	
M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
	1B	1B		1B						1B			1B				

SB

6:45		7:00		7:15		7:30		7:45		8:00		8:15		8:30		8:45	
M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
2B		1B				1B	1B			1B	1B	1B	1B	2B			

6:45	NB Female wrong side of road, No helmet 14-20 yrs. Old
7:00	Business man on bike. Prob. going to light rail station.
7:15	Bike wrong side of road. High School student. Man with bottles/cans. Guy jaywalked in front of stop light SB
7:30	4 ladies - 2 girls, 2 adults. Professional Bicyclist. Business lady on bike
7:45	None

8:00	Jay walking on train tracks avoiding intersection
8:15	Solo on tandem bike
8:30	None
8:45	None

Cordova Towne Light Rail Station - 9/9/09 - 3:30 PM - 6:00PM

Jaywalkers

3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45
M	F	M	F	M	F	M	F	M	F
4P	1P	2P	1P	1P	8P	3P	4P	9P	1P

Folsom Blvd

EB

3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45
M	F	M	F	M	F	M	F	M	F
5P 1B	3P 1B	5P 2B	5P 5B	3P	6P	4P	4P	2B	4P

WB

3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45
M	F	M	F	M	F	M	F	M	F
	6P	8P 3B	7P 3B	3P 1B	5P 2B	1P 4B	5P 2B	1B	2P 3B

Comments:

3:30	4:45	5:00	5:15	5:30	5:45
3:45 1 Transfer to shuttle	4:45 1 Wheelchair	5:00 1 Jaywalker Cited	5:15	5:30	5:45
4:00					
4:15 2 stroller, 1 shuttle					
4:30 1 Wheelchair					
	5:45 Majority of Jaywalkers not going to apartments. They're going to/ from the intersection.				

Coloma and Chase 9/8/09 - 2:30 PM - 4:30 PM P=Pedestrian B=Bike

2:30-2:45	2:45-3:00	3:00-3:15	3:15-3:30
2B 3P 3B	1P 3B 2B 1B	1P 1B 2P 8P 9B 3P 1B 1P 4B	2P 2B 3P 2B 1P 1B 3P 2B

3:30-3:45	3:45-4:00	4:00-4:15	4:15-4:30
10P 3B 16P 5B 3P 3P 1B	3P 1B 2P 1P 9P 6P 5B	4P 2B 1P 3P 2P 2B	1P 3P 6P

Comments

2:30	Mostly school aged kids riding their bikes down Coloma. Over 13 yrs old less than 18	3:30	Junior High School must have dismissed. Big influx of students from East direction. Higher percentage of students on bicycles.
2:45	Noticed some school aged kids turning onto Chase from side streets close to Coloma. I assume to avoid the high speed and volume on Coloma	3:45	Pedestrian traffic ended the busy phase. Many bicyclists no waiting for light when traveling WB on Coloma crossing Chase on the north side of Coloma.
3:00	Big influx of students. Many cross straight south then down Coloma against traffic.	4:00	Some students walk along inside of fence WB north side to Chase then turn right. Harder to see and track. Vendor packed up and left.
3:15	Vendor opened food and ice cream stand on corner. Could cause some students to go to this corner then cross that normally wouldn't. Also students gathered around making it difficult to count them.	4:15	ROTC must have dismissed. A few students in uniform.

Coloma and Chase 9/8/09 - 7:15AM - 9:15 AM					P=Pedestrian	B=Bike	
7:15 - 7:30	2P 82P 5B 2B 1P 2P 3B	7:30 - 7:45	43P 11B 2P 1B	7:45 - 8:00	1P 1B 1P 43P 11B 7P 3B 1P 1B 1P	8:00 - 8:15	13P 6P 6B 2P 1B 3P 3B
8:15 - 8:30	3P 31P 2B 5P 5B 1P 2B	8:30 - 8:45	13P 23P 12B 2P 1B	8:45 - 9:00	1P 5P 1B 2P 1B 2B	9:00 - 9:15	3B 1P 2P 2B
Comments							
7:15	Mixture of Males/Females	8:15	Kids continually walking through field				
7:30	Some kids walked EB through track field toward middle school	8:30	Kids cutting through field				
7:45	Kids going through field	8:45	1 family going to school track field				
8:00	Kids look like they're going NB and then cut through field. Kids walking WB and EB through field	9:00					

Zinfandel Light Rail Station - 9/10/09 - 3:30 PM - 6:00PM

Jaywalkers

3:30		3:45		4:00		4:15		4:30		4:45		5:00		5:15		5:30		5:45	
M		F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	
1P	1P	1P	1P	1P	1P	1P	1P									1P	2P	1P	

Folsom Blvd

FEB

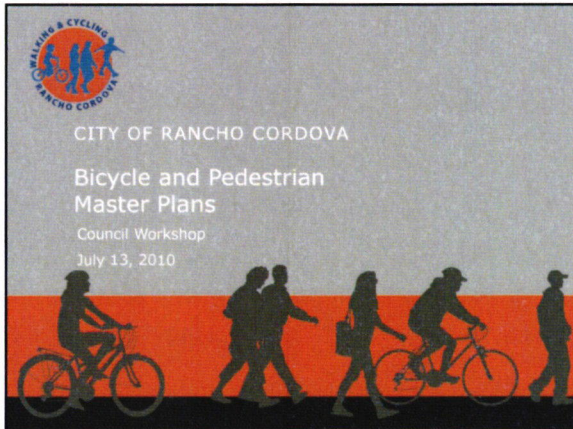
3:30		3:45		4:00		4:15		4:30		4:45		5:00		5:15		5:30		5:45	
M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
5P 3B	6P	5P	5P 1B	1P	7P	2P	2P	4P 3B	3P 1B	8P 1B	4P	6P 1B	5P	1P 2B	5P	4P 3B	5P 1B	7P 1B	5P

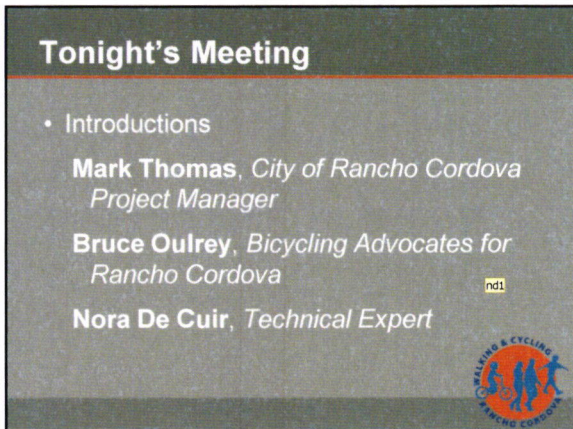
WB

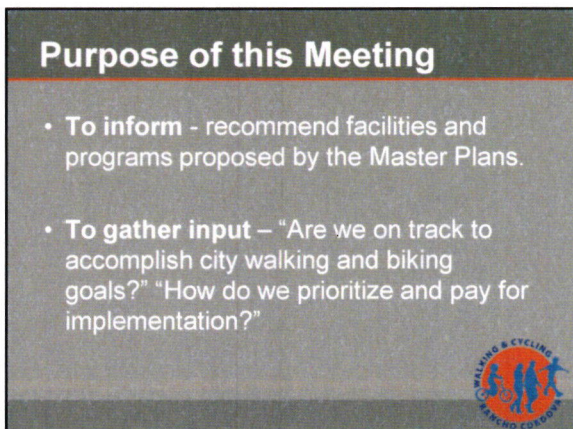
3:30		3:45		4:00		4:15		4:30		4:45		5:00		5:15		5:30		5:45	
M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
11P 3B	9P	5P	1P	8P 1B	6P	6P 1B	2P	5P 2B	1P	8P 2B	3P	6P 2B	5P	2P 2B	4P	5P 2B	2P	6P 2B	3P 1B

Comments:

[illegible]







What Happens After Workshop

- **Address Comments** – Update both Plan Documents based on Council direction and public input.
- **Final Adoption** – Return to a formal City Council meeting, provide disposition of comments and request final plan approval.



Tonight's Meeting

• Meeting Format

Respect the rules regarding City Council procedures

1. Short introduction on Plans by Staff
2. Contemplating the City Vision – Guest Speakers
3. Detailing the Plans/Council Deliberation
4. Public Comment
5. Prioritization and Photo Contest



Plan Introduction

- Refine the strategic direction for the City
- Position the City for funding
- Gather community partners and Input
- Form a list of prioritized projects



General Plan Goals

- Establish an interconnected and continuous bicycle network that is safe and attractive for local and regional trips.
- Require connections to transit centers, community centers, medical facilities, parks, employment centers, etc.
- Require grade-separated crossings or enhanced at-grade crossings at key locations.
- Pursue innovative funding sources and partnership opportunities



General Plan Goals

- Improve the pedestrian network to increase pedestrian activities in Rancho Cordova
- Provide safe and equal access
- Establish and enhance routes to school that will enable and encourage more students to walk to school
- Establish a Bicycle Advisory Committee for guidance; coordinate with other agencies.





BARC Goals

- Improve Safety of Existing Trails
- Improve Access to Folsom South Canal
- Improve Connectivity between Neighborhoods
- Improve Trail Maintenance



The Plan

- Connecting Existing Neighborhoods, \$23mil
- Building a "World Class" trail system in the new area, \$75mil
- Programs to increase walking access in existing neighborhoods, \$12mil



A Future Vision For Cyclists

Guest Speaker

Mr. Owen Howlett, *President*
Sacramento Area Bicycle Advocates

Certified Instructor for the League of
American Bicyclists



Rancho Cordova a Walkable City

Guest Speaker

Mr. Eric Fredericks, *President Walk
Sacramento Board*

Project manager for the Caltrans
District 3 Complete Streets
implementation plan

And, City Resident

nd5



Tying Health to Infrastructure

Guest Speaker

Dr. Charlene Hauser,
UC Davis Medical Center

and member of,

Sacramento Design 4 Health Coalition

nd3



A Recent Patient

27 y/o woman

- Weight 284 lbs, BMI 47
- Diabetes during pregnancy
- Hair loss, fatigue

→ Commutes 1.5 hours to work each way
No time to exercise or cook, eats fast food



Her children?

1,420 calories

7.1 hours of
moderate walking



Are biking and walking a thing of the past?

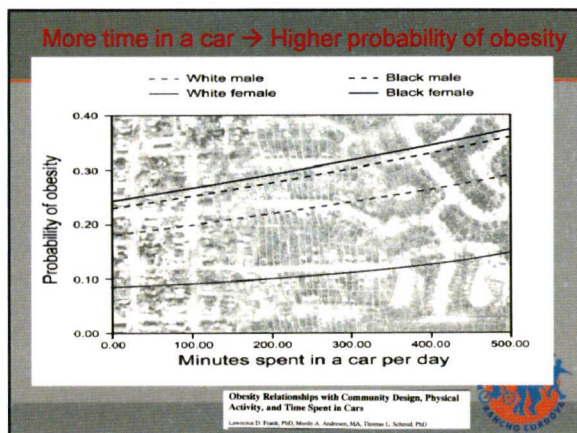
Percent of children who walk or bike to school...

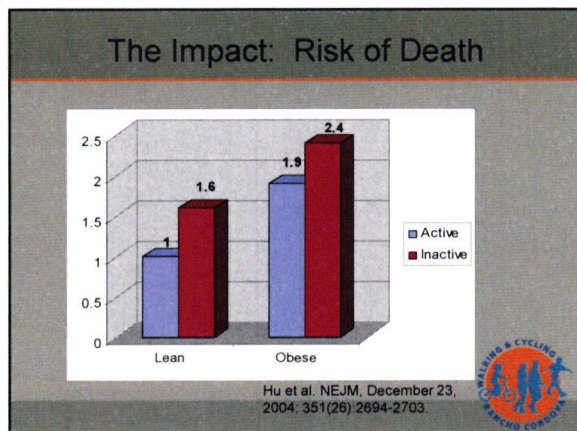
1974: 66% → 2000: 13% !



CDC, 2000







Classroom Benefits

- Improved concentration
- Improved mood
- Improved alertness
- Improved memory
- Improved learning
- Enhanced creativity



Support of the California Medical Association

- Resolved:
 - That the CMA supports efforts to **reduce vehicle trips** by means of land use and **transportation measures** that promote "smart growth," improve air quality, improve community health, and reduce chronic illness;

Resolution 713-09, Adopted 10/18/09



The New Biking Commuter

30 minute trip burns 250 calories each way
(190 lb man)

→ 3 days per week = 1500 calories / week

→ 78,000 calories / year

→ **22 pounds of body fat in 1 yr**



The Future of Rancho Cordova?

- Obesity
- Diabetes
- Poor schoolwork
- Depression
- Isolation



Or the Future of Rancho Cordova?



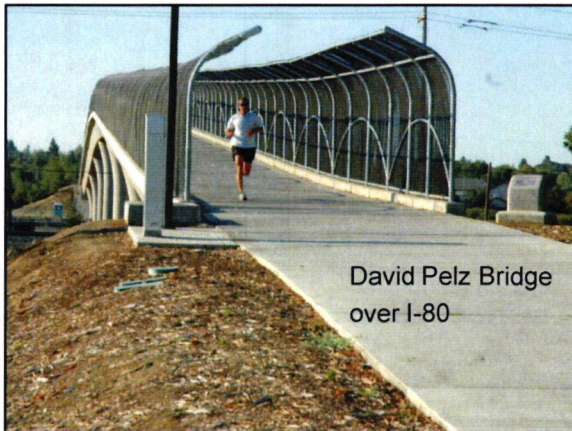
- Happy and healthy!
- Active and energetic
- Community atmosphere
- Safe neighborhoods
- A recreation destination!



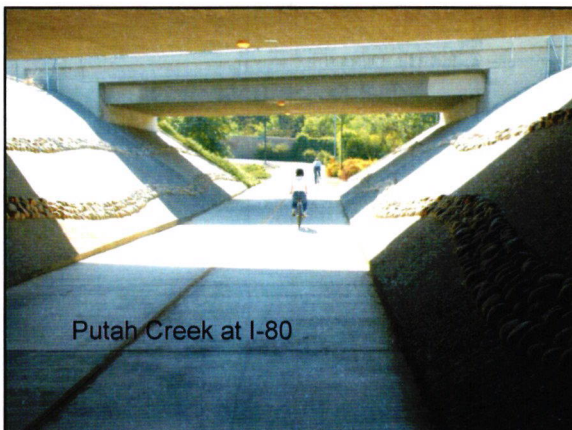
Too much, not enough?

Our Neighbors?

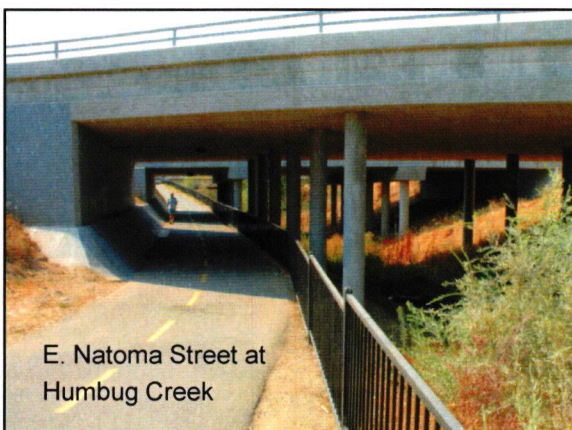




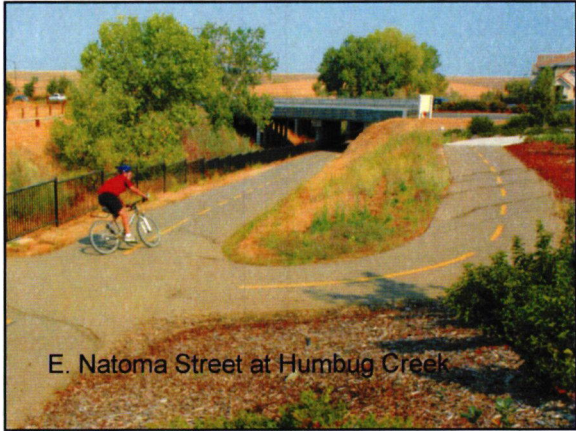
David Pelz Bridge
over I-80

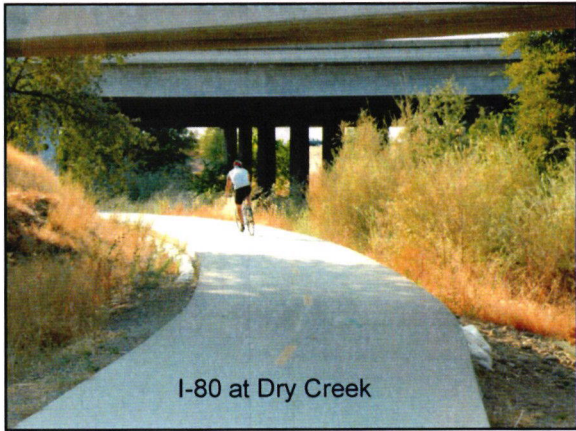


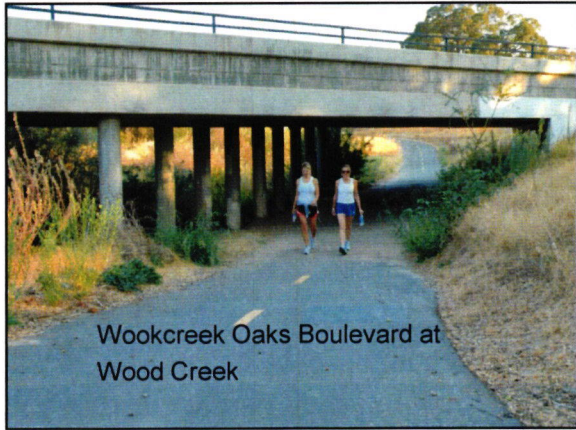
Putah Creek at I-80



E. Natoma Street at
Humbug Creek







Detailing the Master Plans

Building the Plans

Recommending Infrastructure and Programs



Elements of a Bicycle and Pedestrian Master Plan

- Existing Conditions Research
- Needs Analysis
- Mapping
- Project Recommendations
- Program Recommendations
- Funding Opportunities
- Partnership Opportunities
- Project Phasing and Cost Estimates



Project Phases

1	1 st Public Workshop Existing Conditions Research
2	Needs Analysis TAC Meeting
3	Project and Program Recommendations TAC Meeting
4	Cost Estimates and Phasing
5	Draft Plan 2 nd Public/Council Workshop

We are here!



Methodology: Existing Conditions and Needs Analysis

- Review of existing planning documents
- Field study
- Intercept Surveys
- Public workshop and other input
- Mapping



Methodology: Recommendations

- Examination of existing infrastructure versus projections of future demand
 - Where are the facilities now?
 - Where is the demand now?
 - Where will demand be in the future?
 - Where do our facilities need to be in the future?
- Analysis of policy gaps
 - Are the right policies in place now?
 - What do we need to expand or add?



The Plan

- Connecting Existing Neighborhoods, \$23mil
- Building a "World Class" trail system in the new area, \$75mil
- Programs to increase walking access in existing neighborhoods, \$12mil
- Too much, not enough?



Funding Discussion

- Improvements will be included in City Transportation CIP and Funded By:
 - Local Funds
 - State and Federal Grants
 - Developer Impact Fees
 - Community and Agency Partnerships



We Need Your Vote

- Project Prioritization
- Photo Contest

