6.6 Non-Motorized & Low-Speed Transportation

This chapter describes non-motorized and low-speed transportation facilities and programs in Placer County, including neighborhood electric vehicles.

TYPES OF NON-MOTORIZED & LOW-SPEED TRANSPORTATION

Bicycling and pedestrian travel are the two primary forms of non-motorized transportation used in Placer County. Pedestrian travel is commonly used for very short trips, such as for students traveling to and from school. In addition, the health benefits of walking have made this a popular form of exercise. In urban areas, pedestrian facilities most often consist of sidewalks and shared bicycle/pedestrian paths, while in rural areas, hiking trails are the most common facilities.

Bicycling has increased in popularity in recent years, both as a form of recreation and as a commute mode. Technological advances have broadened the profile of the average rider, as bicycles become more comfortable and user-friendly. The incorporation of bicycle facilities in local planning efforts makes riding more convenient and ensures popularity will continue to rise.

Some bicyclists are riding purely as a leisure pursuit while others choose the bicycle as an alternate commute mode. For those unable to drive due to age, health related restrictions, the bicycle is a more timely option than walking. Others ride to enjoy the health or recreation benefits of a trip to and from the workplace. Environmental benefits, energy savings, and relief from congested roadways also entice bicycle commuters.

In Placer County, a variety of terrain and climate are provided for the bicyclist. The western portions of the county are relatively flat, making bicycle use more feasible. In the foothills and eastern portion of the county, the mountainous terrain makes cycling a bit more of a challenge. In the Tahoe area, scenic trails make bicycle use a popular recreation activity, although it is generally not feasible during the winter months due to weather conditions. The foothill region of the county provides cyclists with mild winters and ideal weather conditions during the spring and fall months. Mid-day summer heat in the western portion of the county could discourage even the most avid cyclist.

Another mode, neighborhood electric vehicles or NEVs, are also gaining in popularity. NEVs are, in fact, motorized electric vehicles that travel at low speeds – up to 25 miles per hour. They can be driven on any street that has a speed limit of 35 miles per hour or less. Thus, they are a feasible alternative to a car when making short trips within a community, especially for seniors.

NON-MOTORIZED AND LOW-SPEED TRANSPORTATION FACILITIES

PCTPA is committed to developing programs and projects that encourage the use of alternative transportation modes. This includes the implementation of low-speed NEV, bikeway, and pedestrian projects in concert with urbanization projects and development of business and industry. The projected growth for this region will necessitate the development of safe and efficient facilities to handle current and long-range increases in NEV, bicycle, and pedestrian facilities use.

Low-Speed Vehicles or NEVs

Existing roadways that have speed limits of 35 mph or less can be used by low-speed vehicles. NEVs are the most common type of low-speed vehicle. NEVs may also use existing bike lanes. Primarily, facilitating the use of NEVs involves identifying routes, including closing gaps over bridges or on short segments of higher speed roadways; providing signage and striping to identify routes; and providing charging infrastructure at select locations. The Cities of Lincoln and Rocklin are currently developing implementation plans for expanding the use of NEVs within their cities.

Pedestrian

Placer County requires developers to finance and install pedestrian walkways, equestrian trails, and multi-purpose paths in new development, as appropriate. In addition, the county maintains a listing of roadways with descriptions of right-of-way, curb, gutter and sidewalk presence, bike lane presence, and miles per hour, that is used as a reference for Placer County personnel to utilize for widening or maintenance projects. Placer County considers pedestrian safety issues in the prioritization of sidewalk maintenance projects.

The City of Roseville conducts a sidewalk replacement project annually. The purpose of the program is to repair public sidewalks damaged by tree root or trunk growth. The City of Roseville requires that sidewalks be constructed adjacent to all public streets. Accessible ramps are required at all intersections and driveways and must conform to the requirements of Title 24 of the Office of the State Architect and to the State Standard Drawings.

The less populated cities of Auburn, Loomis, Rocklin, Lincoln and Colfax make pedestrian projects a priority in the more developed areas. Maintenance is handled on a case by case basis. The State guidelines for accessible ramps are followed, and integrated networks of pedestrian connections are incorporated within their general plans.

Bicycle

California Vehicle Code permits bicycling on all streets, with the exception of some highway segments. Although not all streets are designated as bikeways, they are all important to ensure access and connectivity for bicyclists.

In sections of State highways that are prohibited to bicyclists, Caltrans and local jurisdictions work to ensure that there is an alternate route on parallel local streets. Bicycles are permitted on certain State freeways if no suitable alternate route exists, usually on shoulders in rural areas; and are permitted on all expressways and conventional highways.

Several factors are considered during route development. These factors include a needs assessment which identifies the anticipated use, system coverage, connectivity, safety issues. A safe, comfortable, convenient and highly connected system that meets transportation and recreation needs of a broad range of users is emphasized.

The jurisdictions in Placer County use Caltrans' design standards for classifications of bikeways, as described in Chapter 1000 of the Caltrans Highway Design Manual, 2004 edition.

Class I Bike Paths provide a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal crossings by motorists. Caltrans standards call for Class I bikeways to have 8 feet (2.4 meters) of pavement with 2-foot (0.6 meters) graded shoulders on either side, for a total right-of-way of 12 feet (3.6 meters). These bikeways must also be at least 5 feet (1.5 meters) from the edge of a paved roadway. Examples of Class I bike paths found in Placer County include: Miner's and False Ravine trails and Pleasant Grove Creek trail found within Roseville; and Antelope Creek trail located in Roseville and Rocklin

Class II Bike Lanes provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossings by pedestrians and motorists permitted. Caltrans standards generally require a 4 foot (1.2 meters) bike lane with a 6-inch (150 mm) white strip separating the roadway from the bike lane. An example of a Class II bike lane is Auburn-Folsom Road in Placer County. Since 2005, the City of Roseville has been installing bike detection loops at intersections with Class II bike lanes. The detector loops communicate to the traffic signal that there is a bicyclist stopped in the bike lane. Currently, 60 have been installed at 22 city intersections.

Class III Bike Routes provide a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists. Roadways designated as Class III bike routes should have sufficient width to accommodate motorists, bicyclists, and pedestrians. Other than a street sign, there are not special markings required for a Class III bike route.

Jurisdiction municipal codes also address bicycle use on sidewalks. Typically, bicycle use is allowed primarily for the enjoyment of children with their parents and for casual riders; with specific sidewalk prohibited.

Depending on the location, overall development of non-motorized facilities may be a responsibility of local, state, or federal government. Local governments are responsible for the planning and development of bikeways within their incorporated limits, and also work together to plan and construct facilities that cross boundaries. Many bicycle and pedestrian improvements are included as part of street maintenance and construction projects. Caltrans is responsible for the development and maintenance of bikeways along state highways or where established bikeways are interrupted by highway construction. The federal government is responsible for funding bikeways on federal lands, such as national forests, or along interstate highways if their provision will enhance safety.

Bicycle Safety

The most common type of collisions with bicyclists include: broadsides, where the vehicle and bicyclist are traveling at 90 degree angles to each other; rear ends, caused by excessive speed or a lack of awareness; sideswipes, due to failure to yield while changing lanes; head-ons; vehicle collision, due to wrong way riding; pedestrian collision, due sidewalk riding; and hitting an object.

Typically rear-end and sideswipes are scattered throughout the more urbanized areas of Placer County. Broadsides and head-on collisions seem to occur more often at intersections and driveways, or with the bicyclist riding against the normal flow of traffic. Broadsides and head-ons are more likely concentrated along heavily traveled arterials in the urbanized area of the County.

The statewide average (over a two year period) for bicycle related collisions is 22.3 per year, with an average of 0.25 collisions per 1000 persons. Roseville averages 26.5 collisions per year (also for a two year period), with about 0.25 collisions per 1000 persons. In Rocklin the average is for four collisions per year (for a two year period), with 0.08 collisions per 1000 persons. Data was not available for other local jurisdictions.

Existing Bike Plans

In 1988, the Placer County Bikeways Master Plan was adopted by PCTPA, and provided a ten-year policy guide for locations and types of bikeways, including financial analysis, for the western slope of Placer County.

The Placer County Bikeways Master Plan has been supplemented with an updated Regional Bikeway Plan prepared by PCTPA that was approved by the Board of Supervisors in September 2002. The overall goal of the plan is to promote safe, convenient and enjoyable cycling by establishing a comprehensive system of bikeways that link the communities of Placer County. Twelve objectives and policies support this overall goal, and several closely align with those of the Regional Transportation Plan.

The Regional Bikeway Plan includes a list of proposed bikeways using the criteria of existing conditions, mileage, regional connectivity, and priority for implementation. There are a variety of funding sources available for bikeways and related facilities. The major sources applicable to Placer County are described in Chapter 5, Financial Element. The proposed regional bikeway network is shown in Figures 6.6a and 6.6b.

The City of Roseville has developed its own Bicycle Master Plan, which was adopted in September 1994. The plan describes existing conditions, includes a needs analysis, and lays out a ten year prioritized plan for bike paths, lanes and routes including estimated costs. It has been consistently updated, most recently in 2008. The plan outlines goals, objectives, and policies; an ultimate bikeway system; and, a 10-year plan for bikeway facilities. The City recently was awarded Bicycle Friendly Community by the League of American Bicyclists, joining the cities of Davis, Folsom and Sacramento as other locally honored communities.

PCTPA prepared bikeway plans for Auburn, Loomis, and Colfax in 2002 and 2003. All three cities have subsequently adopted the plans. The Colfax bikeway plan was updated in 2008 and the Loomis bikeway plan updated in 2010. The City of Lincoln prepared and adopted its own bike plan in 2001, with the most recent update occurring in 2005. Rocklin's bikeway plan is included in the Circulation Element of the City's General Plan.

Bikeway plans that have been updated within the past five years are eligible for State Bicycle Transportation Account (BTA) funds. The BTA provides State funds for city and county projects that improve safety and convenience for bicyclists. Projects can include, but are not limited to, new bikeways, secure bicycle parking, bicycle carrying facilities on public transit vehicles, installation of traffic control devices to

improve safety and efficiency of bicycle travel, elimination of hazardous conditions on existing bikeways, planning activities, improvement and maintenance of bikeways.

The plans must be in compliance with Streets and Highway Code Section 891.2 and be consistent with the RTP. Plans must be submitted to PCTPA for review and approval. Bikeway plans that have been updated within the past five years and contain all of the required elements, including an inventory of existing bikeways and a list of proposed bikeway facilities, remain eligible for project funding under the BTA.

Other Recent Planning Efforts

Caltrans District 3 Bicycle Plan

Caltrans District 3 is preparing a District Bicycle Plan and a Bicycle Guide. The plan will outline the different bicycle plans in jurisdictions throughout District 3; while the bicycle guide will show the various bicycle routes and topography.

Vision Plan for a Dry Creek Greenway

Placer County, using a CMAQ grant, and working with the Dry Creek Conservancy and local jurisdictions, prepared a Vision Plan for a Dry Creek Greenway, which would include bicycle, pedestrian, hiking, and equestrian facilities connecting the Folsom Lake State Recreation Area on the east to the Sacramento Dry Creek Parkway on the west side. That Vision Plan was completed in 2004.

Figure 6.6a
Regional Bikeway Network – Western County

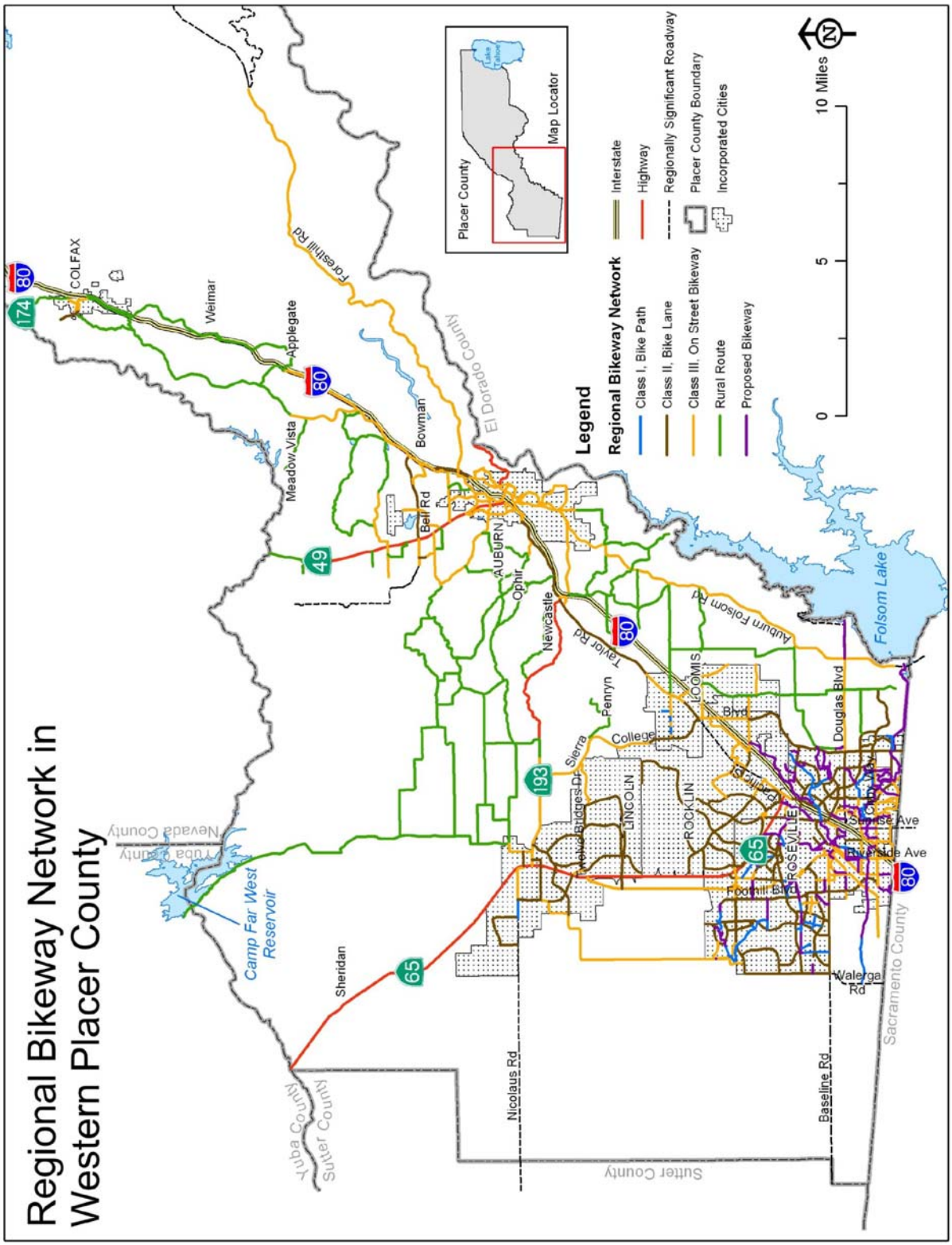
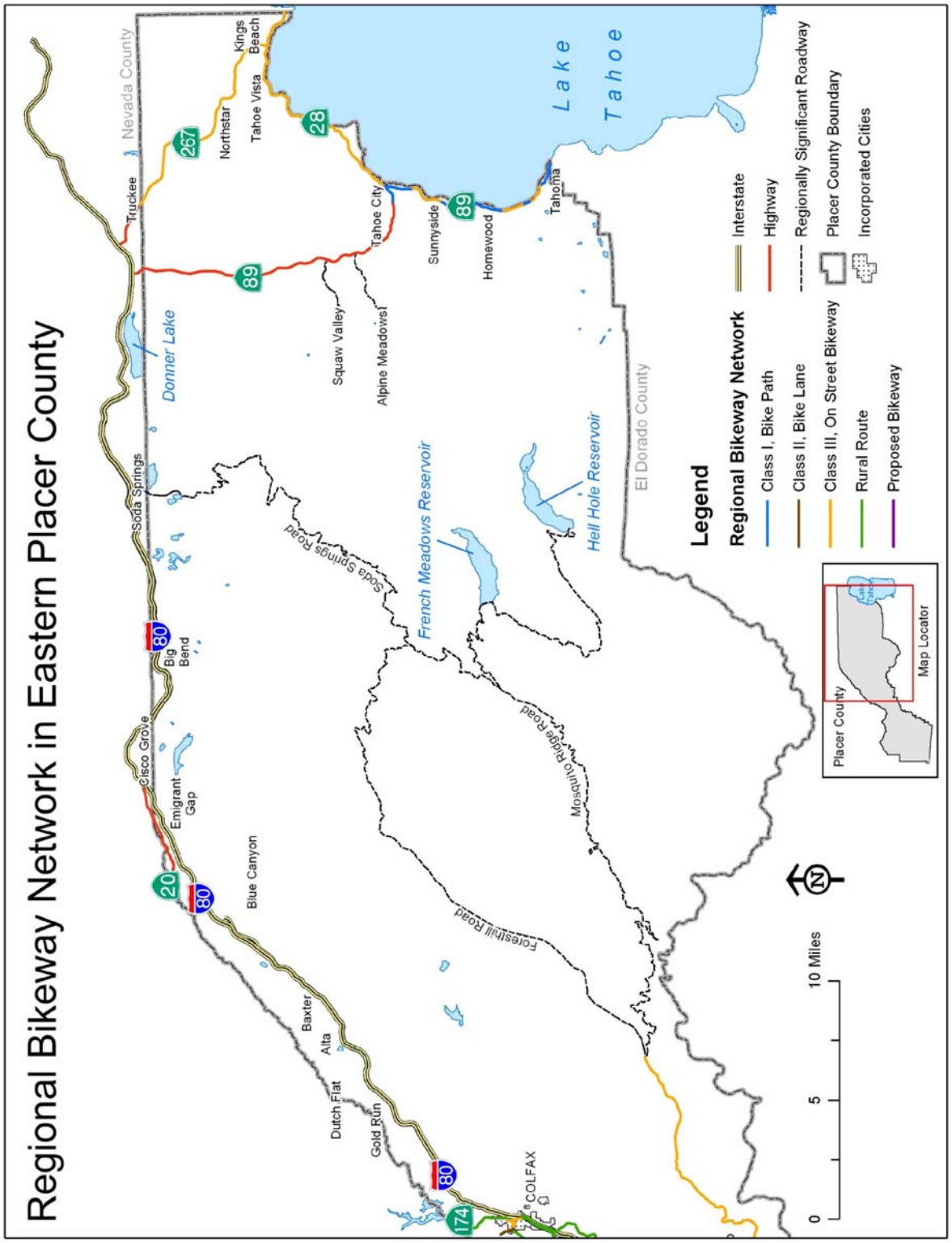


Figure 6.6b
Regional Bikeway Network – Eastern County



Dry Creek Greenway Trail Feasibility Study

The Dry Creek Greenway Multi-use Trail is envisioned as a paved, off-street trail along Dry, Cirby and Linda Creeks. The trail is a component of the City of Roseville bikeway and trail system. It will provide a safe, convenient and highly connected bike route as an alternative to using City streets in an area of the City that is underserved by bicycle facilities. The Dry Creek Greenway trail will connect schools and businesses to residential neighborhoods. The trail will also provide important regional connections as it is part of a series of existing and planned trails that will form a loop around the greater South Placer/ Sacramento area. The Dry Creek Greenway Multi-use Trail is planned for the south side of the City, beginning at the west City limits and extending to the east city limits near Old Auburn Road. Challenges for the project include neighborhood compatibility, limited availability of right-of-way, roadway crossings, existing utilities and environmental factors.

Pedestrian Master Plan, Pedestrian Design Guidelines, and ADA Transition Plan

The City of Roseville is currently developing a Pedestrian Master Plan, Pedestrian Design Guidelines, and an ADA Transition Plan. Together, these three plans are intended to optimize the pedestrian experience; provide safe and useable pedestrian facilities for all pedestrians; and assure compliance with all federal, state and local regulations and standards by providing guidance for the design and installation of a wide variety of pedestrian facilities within the City's public right-of-way.

Pedestrian Master Plan

The Roseville Pedestrian Master Plan establishes goals and objects for pedestrian improvements and programs that are intended to create a safe, efficient, well-connected and aesthetically pleasing pedestrian environment, with the ultimate goal being to increase the number of people who walk in Roseville. The Pedestrian Master Plan identifies a recommended pedestrian network and establishes a Capital Improvement Program for sidewalks that will enhance the pedestrian environment of existing major streets with missing sidewalks.

Best Practices Manual for Pedestrian Design

The Roseville Best Practices Manual for Pedestrian Design is intended to guide the design of sidewalks in Roseville to help achieve a balanced transportation network where walking is safe, comfortable and convenient. The manual will support the City's current efforts to promote pedestrian circulation to improve health and wellness, reduce vehicle emissions and improve air quality.

Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way

The Roseville ADA Transition Plan documents the legal and functional goals and objectives to make existing pedestrian facilities within the public right-of-way accessible to persons with disabilities pursuant to the Americans with Disabilities Act. The plan provides a schedule for curb ramp and other improvements necessary to achieve programmatic accessibility for persons with disabilities. The ADA Transition Plan was adopted by the Roseville City Council in January 2010.

Trail Etiquette Guidelines

The City of Roseville is drafting trail etiquette guidelines, signage and pavement markings to address user behaviors that create potential conflicts between multiple trail users. It is anticipated that the trail etiquette guidelines will be completed in 2010.

Local Transportation Fund for Bicycle and Pedestrian Facilities

The PCTPA Board annually allocates at its discretion two percent of the Local Transportation Fund (LTF) toward bicycle and pedestrian facilities pursuant to PUC Section 99233.3. PCTPA and jurisdictions develop a cash management plan with a five year horizon for the two percent LTF set aside. Allocations are made to each jurisdiction based on existing and future population. If a jurisdiction does not claim its allocation of bicycle and pedestrian funds within the five year window of the cash management plan, the funds revert to the LTF for apportionment.

NON-MOTORIZED AND LOW-SPEED TRANSPORTATION NEEDS ASSESSMENT

According to the 2001 National Household Travel Survey, in urban areas, 50 percent of all trips were less than three miles, and 28 percent of all trips were less than one mile. These trips are ideal for biking, walking and transit or a combination of those modes of travel. According to SACOG, 7.5 percent of the region's residents bicycle or walk as their primary method of transportation. This is higher than the national average of three percent.

Aside from their recreational value, use of low-speed electric vehicles, bikeways, and pedestrian paths are a valuable tool in the quest to improve air quality and relieve traffic congestion. Fewer cars on the road lead to improved air quality and a reduction in the need to build new (and expensive) roadways.

Bikeway and pedestrian paths are widely used for recreation and leisure, and their construction may contribute to increased commuter use. In a 1993 survey done for the City of Roseville Bikeway Master Plan, the results indicated that 59% of the adult population and 55% of the student population would ride more often if more bike lanes and paths were available.

Fragmentation of the bike network makes intercity travel challenging. Commuter trips in Placer County average 20 miles, too far for many bicyclists and pedestrians to travel. Integrating bicycle and transit offers the opportunity to extend the commuting range for many bicyclists. Further, just closing gaps between adjacent communities will enhance connectivity and expand opportunities for non-motorized travel in the county.

In order for low-speed and/or non-motorized transportation to be a viable transportation control measure, it must be safe, attractive, and easy to use. Generally this includes use of design techniques that promote safety and eliminate barriers, such as adding shoulders on existing and new roadways, lighting, striping and loop detectors at intersections; improving the visibility of crosswalks and signage; conducting right-of-way maintenance (street and shoulder sweeping and vegetation control); and the placement of paths in sufficient location and numbers to connect with important activity centers such as schools, parks, shopping centers, and residential areas.

Each jurisdiction prioritizes their own bike projects, based on their respective bicycle master plans. These are shown in the table below.

NON-MOTORIZED AND LOW-SPEED TRANSPORTATION ACTION PLAN

Short Range

1. Identify issues and problems pertaining to non-motorized and low-speed transportation. *(PCTPA, jurisdictions)*

2. Develop policies for the allocation of funds and processing of claims for non-motorized and low-speed projects. *(PCTPA, jurisdictions)*

3. Promote non-motorized and low-speed transportation as a viable transportation control measure for the mitigation of air quality and congestion problems. *(PCTPA, jurisdictions, PCAPCD, SACOG)*

4. Ensure that jurisdictions have current Bikeway Master Plans that comply with state requirements. *(PCTPA, jurisdictions, Caltrans)*

5. Work with jurisdictions and Caltrans to connect the urbanized centers of the region through non-motorized and low-speed transportation facilities, with an emphasis on closing gaps.. *(PCTPA, jurisdictions, Caltrans)*

6. Work with PCTPA jurisdictions to encourage the development of support facilities, such as secure bicycle parking or storage lockers, shower and changing space, appropriate signage, and adequate lighting, at new commercial and industrial sites, transit centers, park-and-ride lots, and all transit buses. *(PCTPA, jurisdictions, Caltrans, transit operators)*

7. Encourage PCTPA jurisdictions to evaluate the feasibility of installing Class II bike lanes as part of street overlay and maintenance projects. *(PCTPA, jurisdictions)*

8. Pursue new revenue sources for non-motorized and low-speed transportation development. *(PCTPA, jurisdictions)*

9. Review existing abandoned railroad corridors for possible conversion to non-motorized and low-speed transportation facilities. *(PCTPA, jurisdictions)*

10. Promote the beneficial aspects of non-motorized and low-speed transportation through Spare the Air, Bike-to-Work Month, and other similar programs. *(PCTPA, jurisdictions, Caltrans)*

11. Expand the use of the Safe Routes to Schools program, conduct bicycling and walking audits, in an effort to make bicycling, walking and crossing the street safer enroute to and from school. *(Jurisdictions, school districts, Caltrans, local law enforcement, CHP, PCTPA)*

12. Encourage jurisdictions to identify and upgrade intersections that have sub-standard or are missing pedestrian crosswalks and curb cuts. *(Jurisdictions, Caltrans)*

Long Range

1. Continue to implement the actions outlined in the short range action plan. *(PCTPA, jurisdictions)*

NON-MOTORIZED AND LOW-SPEED TRANSPORTATION PROJECTS

Table 6.6-1
Non-Motorized and Low-Speed Transportation Projects List

Lead Agency	SACOG Project ID	SACOG MTP	SACOG MTIP	Project Title	Project Description	Year Complete	Status	Current Year (2010) $	Expenditure Year $
Town of Loomis Dept of Public Works	PLA19100	'07-00	11-00	Loomis Rail Station Enhancements	Design & construct pedestrian & landscaping improvements at the multimodal center including a Class I bike facility adjacent to Taylor Road. from downtown Loomis to Sierra College Boulevard (Emission benefits in kg/day: 6 ROG, 8 NOx, 3 PM-10)	2011	Programmed	$659,225	$685,594
SACOG	VAR56041	07-00	11-00	Safe Routes to School	For all schools in the six-county region, including Placer County: create tools, programs, & materials that promote safe walking & bicycling; conduct outreach & educate partners (SRTS#S0203019).	2012	Programmed	$240,000	$259,584
City of Roseville Dept of Public Works	PLA25366	'07-00	11-00	Bicycle Detection	Traffic signal detection for bicycles at various locations in Roseville.	2011	Programmed	$350,000	$364,000
City of Roseville Dept of Public Works	PLA25385	'07-00	11-00	I-80 To Royer Park Bikeway Phase 2 - Segment 2	Roseville, Harding Boulevard @ Dry Creek, I-80 to Royer Park: Construct class 1 bikeway in 2 phases. Phase 1 from I-80 to Harding Boulevard completed in 2004 (PLA20870) completed in 2004. Phase 2 construction is separated into 3 segments: Segment 2 is Located from East Street to Folsom Road.	2011	Programmed	$413,592	$430,136
City of Rocklin Division of Engineering	PLA25357	'07-00	11-00	Safe School Route Phase 5	In downtown Rocklin: Construct new sidewalks & bicycle lanes on remaining unimproved existing streets, allowing access to Springview School, downtown, & adjacent residential neighborhoods. (Emission Benefits in kg/day: ROG 0.26, NOx 0.15, PM10 0.03)	2011	Programmed	$2,989,955	$3,109,553
City of Lincoln Dept of Public Works	PLA25208	'07-00	11-00	Auburn Ravine Phase 2 Bike/Ped Bridge	Phase 2: Class I pedestrian/bikeway along Auburn Ravine paralleling Ferrari Ranch Road from Ingram Parkway west to SR 65 & bridge crossing over Auburn Ravine.	2011	Programmed	$1,849,109	$1,923,073
City of Roseville Dept of Public Works	PLA25500	07-00	11-00	Pedestrian Facilities Improvement Project	In Roseville, construct sidewalks along various arterial & collector roadways. (Emission benefits in (kg/day) 0.45 ROG, 0.27 NOx, 0.05 PM10).	2012	Programmed	$522,450	$565,082
Placer County Dept of Public Works	PLA25126	'07-00	11-00	Coon Creek Regional Park Bike Trail Project	Placer County intends to construct multi-use trails, parking lot & staging area & related improvements. LIMITS: Garden Bar area of Placer County .25 miles north of Mears Road between the Cities of Lincoln & Auburn. STREET NAME: Mears Road	2012	Programmed	$946,194	$1,023,403

Lead Agency	SACOG Project ID	SACOG MTP	SACOG MTIP	Project Title	Project Description	Year Complete	Status	Current Year (2010) $	Expenditure Year $
Placer County Dept of Public Works	PLA25472	07-00	11-00	Auburn-Folsom Road Class 2 Bike Lane	On Auburn-Folsom Road between Douglas Boulevard & Joe Rodgers Road, construct a Class 2 bike lane including signage & striping.	2013	Programmed	$800,000	$899,891
Placer County Dept of Public Works	PLA25390	'07-00	11-00	Sheridan Elementary School Frontage Improvements SRTS	Sheridan ES & Lincoln MS: Improvements shall consist of a multi-purpose pedestrian path along the school frontage with curb ramps plus the installation of 2 4-way stops at the intersections of H Street/10th Street & Riosa Road/10th Street. (SRTS# S0203018)	2012	Programmed	$329,800	$356,712
City of Roseville Dept of Public Works	PLA19860	'07-00	11-00	Roseville Bikeway Master Plan Implementation	In Roseville, provide signs & striping for new class 2 & 3 bikeways.	2012	Programmed	$105,000	$113,568
City of Roseville Dept of Public Works	PLA19910	'07-00	11-00	Dry Creek Greenway Trail	In Roseville, along Dry Creek, Cirby Creek & Linda Creek, construct Class 1 Bike Trail.	2015	Programmed	$2,265,875	$2,756,783
City of Roseville Dept of Public Works	PLA25386	'07-00	11-00	I-80 To Royer Park Bikeway Phase 2 - Segment 3	Roseville, Harding Boulevard @ Dry Creek, I-80 to Royer Park: Construct class 1 bikeway in 2 phases. Phase 1 from I-80 to Harding Boulevard completed in 2004 (PLA20870) completed in 2004. Phase 2 construction is separated into 3 segments: Segment 3 is Located from Folsom Road to Lincoln Street/Royer Park.	2012	Programmed	$938,108	$1,014,658
City of Lincoln Dept of Public Works	PLA25311	'07-00	11-00	NEV Transportation Project - Phase 2	In Lincoln: Various streets within Lincoln; striping, pavement markings, & signage on various roadways for NEV Transportation Project.	2012	Programmed	$273,430	$295,742
City of Colfax Dept of Public Works	PLA25024	'07-00	11-00	South Auburn Street Bike Lanes	On South Auburn Street from Mink Creek to Colfax/Grass Valley Overcrossing: Add bike lanes on both sides of street.	2012	Programmed	$115,000	$124,384
City of Colfax Department of Public Works	PLA25439	07-00	11-00	Grass Valley Street Railroad Crossing Pedestrian Improvements	Pedestrian improvements across UP railroad tracks to improve pedestrian safety.	2012	Programmed	$244,000	$263,910
City of Auburn Dept. of Public Works	PLA25226	'07-00	11-00	Palm Avenue Sidewalks / Bicycle Lane	Installation of sidewalks & Class 2 bike lanes from SR 49 to Nevada Street.	2012	Programmed	$889,090	$961,640
City of Auburn Dept. of Public Works	PLA25229	'07-00	11-00	Nevada Street Improvements	Various improvements on Nevada Street from SR 49 to I-80, including widening 2 to 3 lanes, signalization, bike lanes, sidewalks, & bus turnouts.	2012	Programmed	$225,000	$243,360
City of Auburn Dept. of Public Works	PLA25471	07-00	36831	Nevada Street Pedestrian & Bicycle Facilities	Class 2 bike lane & adjacent sidewalks along Nevada Street from Placer Street to Fulweiler Avenue to allow for continuous pedestrian & bicycle access from Old Town Auburn to the Auburn Station & EV Cain Middle School. (Emission reduction benefits (kg/day) ROG 0.03, NOx 0.02, PM10 0.01).	2013	Programmed	$444,526	$500,031
Town of Loomis Dept of Public Works	PLA20910	'07-00	11-00	Taylor Road Bike & Turn Lane	In Loomis, Taylor Road from King Road to north town limits: add turn lane & bike lanes. STREET NAME: Taylor Road	2013	Programmed	$690,000	$776,156
City of Roseville Dept of Public Works	PLA25469	07-00	11-00	Oak Street Extension of Miners Ravine Trail	In Roseville, extend Class 1 trail from Lincoln Street to Royer Park.	2013	Programmed	$854,770	$961,500
City of Roseville Dept of Public Works	PLA25465	07-00	11-00	Downtown Roseville Transportation Enhancement Project	In Roseville, conduct Washington Boulevard pedestrian/bike undercrossing study; improve Civic Center transit transfer facility; & construct other transit/bicycle/pedestrian related improvements.	2013	Programmed	$793,750	$892,861
City of Auburn Dept. of Public Works	PLA25255	'07-00	11-00	Auburn Infill Sidewalk Program	Construction of new curbs, gutters, & sidewalks that complete the existing sidewalk network, & connects existing areas throughout the City of Auburn.	2013	Programmed	$200,000	$224,973
Town of Loomis Dept of Public Works	PLA20920	'07-00	11-00	Horseshoe Bar Road	In Loomis, Horseshoe Bar Road from Walnut Extension to Taylor Road: add 1,000 feet of two-way left turn lane (for safety) & bike lanes.	2014	Programmed	$700,000	$818,901

Lead Agency	SACOG Project ID	SACOG MTP	SACOG MTIP	Project Title	Project Description	Year Complete	Status	Current Year (2010) $	Expenditure Year $
Placer County Dept of Public Works	PLA25473	07-00	11-00	Highway 49 Pedestrian Facilities & Landscaping	Construct pedestrian & landscaping facilities along SR49 from New Airport Road to Bell Road.	2014	Programmed	$1,587,925	$1,857,648
City of Lincoln Dept of Public Works	PLA25464	07-00	09-38	G Street Bicycle/Pedestrian/ NEV/ITS Improvements	Construct various pedestrian, bicycle, NEV, and ITS improvements along the Highway 65 / G Street corridor from Sterling Parkway to 7th Street. Improvements will consist of gap sidewalk construction, pedestrian improvements to railroad crossings, pedestrian crossings along Highway 65 / G Street, bicycle and NEV lanes, connection to the existing trail along Auburn Ravine east of Highway 65, roadway narrowing through the construction of landscape medians and frontage improvements where appropriate, and traffic signal interconnection and coordination along the corridor. The first step of the project will be to prepare a master plan identifying and analyzing the improvements needed along the corridor. Based on the results of the master plan the project will then be designed and constructed in phases as multiple City capital improvement projects.	2014	Programmed	$3,288,796	$3,847,426
City of Colfax Dept of Public Works		07-00		S Auburn Street Pedestrian / Bicycle Improvements	Add bike lanes on both sides of South Auburn Street from Mink Creek to Colfax / Grass Valley overcrossing.	2014	Planned	$360,000	$421,149
City of Colfax Dept of Public Works	PLA25158	'07-00	11-00	Downtown Colfax Bike Lane Extension	From Downtown Multi-modal station, construct bike path extension to the intersection of Main Street & SR174 (Main Street) at Depot.	2014	Programmed	$562,500	$658,045
City of Auburn Dept. of Public Works	PLA25256	'07-00	11-00	Auburn Sidewalk Reconstruction & Tree Planting	Removal & replacement of damaged sidewalks in various locations throughout the City of Auburn, including installation of irrigation & tree/landscape planting where separated sidewalks exists.	2014	Programmed	$400,000	$467,943
City of Roseville Dept of Public Works		07-00		UP Railyard Bicycle/Pedestrian Bridge	Construct a bicycle/pedestrian bridge to span the UP Railyard.	2015	Planned	$4,000,000	$4,866,612
City of Colfax Department of Public Works		07-00		Colfax Gateway Project	Construct pedestrian and bicycle paths, sidewalks, park-and-ride lots, an "open air" museum, and landscaping near the Historic Freight Depot building.	2015	Planned	$500,000	$608,326
City of Auburn Dept. of Public Works	PLA25228	'07-00		Bike Facilities	Construct: various bike lane facilities throughout the City of Auburn.	2015	Planned	$125,000	$152,082
City of Roseville Dept of Public Works	PLA25318	'07-00		Dry Creek	Bikeway Trail: from Darling Way. to western Roseville City limits along Dry Creek.	2020	Planned	$5,500,000	$8,141,344
City of Colfax Dept of Public Works	PLA20450	'07-00		Bicycle Improvements	Bicycle Path Network: Develop throughout Colfax, connecting to major transportation centers.	2025	Planned	$1,000,000	$1,800,944
Town of Loomis Dept of Public Works	PLA25263	'07-00		Secret Ravine	Bike/Pedestrian Pathway: In Loomis, construct Class I bike & pedestrian facility along Secret Ravine creek system from north Town limits of Loomis to south Town limits of Loomis.	2030	Planned	$600,000	$1,314,674
Town of Loomis Dept of Public Works	PLA25264	'07-00		Antelope Creek	Bike/Pedestrian Pathway: In Loomis, construct Class I bike & pedestrian facility along Antelope Creek. Federal permitting may be required as part of this project.	2030	Planned	$500,000	$1,095,562

2010-2015	$28,663,095	$32,444,727
2016-2024	$5,500,000	$8,141,344
2025-2035	$2,100,000	$4,211,179
Total	$36,263,095	$44,797,250