

**CITY OF WEST SACRAMENTO  
REGULAR MEETING OF THE TRANSPORTATION, MOBILITY & INFRASTRUCTURE COMMISSION  
MARCH 5, 2018 AGENDA**

Alex Hirsch, Chair

Christopher Ralston, Vice-Chair  
Ioannis Kazanis, Commissioner  
Teresita Sablan, Commissioner

Steve Peterson, Commissioner  
Leonard Johnson, Commissioner  
Vince Wetzel, Commissioner  
Dean Haakenson, Alternate Commissioner

Denix Anbiah, Director, Public Works Department  
Gary Predoehl, Engineering and Transportation Manager  
Jason McCoy, Supervising Transportation Planner

**6:00 PM** Pledge of Allegiance

***Anyone wishing to address the Commission should fill out the Request to Speak form and present it to the Clerk prior to the completion of staff presentation.***

*If you need special assistance to participate in this meeting, please contact the Public Works Department, (916) 617-4850. Notification of at least 48 hours prior to the meeting will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting. Assisted listening devices are available at this meeting.*

**GENERAL ADMINISTRATION FUNCTION – PART I**

- 1A. PRESENTATIONS BY THE PUBLIC ON MATTERS NOT ON THE AGENDA WITHIN THE JURISDICTION OF THE COMMISSION**  
The Commission is prohibited by law from discussing issues not on the agenda brought to them at this time.
- 1B. COMMISSIONER COMMUNICATIONS**

**PRESENTATIONS**

NONE

**CONSENT AGENDA**

- 2. CONSIDERATION OF APPROVAL OF THE MINUTES OF THE FEBRUARY 5, 2018, TRANSPORTATION, MOBILITY & INFRASTRUCTURE COMMISSION MEETING (SCHMIDT)**

**REGULAR AGENDA**

- 3. UPDATE ON THE PIONEER BLUFF AND STONE LOCK REUSE MASTER PLAN: MOBILITY NETWORK AND INFRASTRUCTURE POLICY CONSIDERATIONS (YANCEY)**

**Comment:** In 2014, the City Council approved the Pioneer Bluff Transition Plan. In 2015, the City was awarded a Strategic Growth Council Sustainable Communities Planning grant for the development of the Pioneer Bluff and Stone Lock Reuse Master Plan.

**Recommendation:** Staff respectfully recommends that the Transportation, Mobility and Infrastructure Commission receive staff's presentation and provide comments regarding the recommended Mobility Network and other related infrastructure components of the Pioneer Bluff and Stone Lock Reuse Master Plan.

- 4. CONSIDERATION OF TRAFFIC COMMITTEE QUARTERLY PROJECT RECOMMENDATION REPORT (NESSAR)**

**Comment:** In December 4, 2017, The Transportation, Mobility, and Infrastructure (TMI) Commission was updated on the Traffic Committee's administrative processes and roles as established by Section 10.08.080 of the Municipal Code as well as the structure and process for continued reporting and engagement with the TMI Commission. As part of the continued reporting and engagement, staff is providing a quarterly update of the unfunded/unbudgeted public concern transportation related improvement recommendation prioritization procedure.

**Recommendation:** Staff respectfully recommends that the TMI Commission receive, review and discuss the Traffic Committee's recommended public concern transportation improvement prioritization procedure.

**5. CONSIDERATION OF APPLICATION TO JOIN THE TRANSPORTATION FOR AMERICA (T4AMERICA) SMART CITIES COLLABORATIVE AND APPROPRIATION OF \$10,000 IN MEASURE E FUNDS FOR PROGRAM EXPENSES (STRAND/ROBINSON)**

**Comment:** The City of West Sacramento has been invited to join an exclusive, membership-based Smart Cities Collaborative facilitated by the nationally recognized policy think-tank, Transportation for America (T4America). The City Manager's Office will be requesting \$10,000 in Measure E funds to cover the cost of one staff member to participate for FY2018-19, which covers all costs associated with attending four (4) quarterly collaborative events, as well as presentation materials. The City's participation could yield many benefits, including technical assistance, a peer-learning network, access to industry leaders, and enhanced positioning for grant funding. Staff has prepared a report to inform the Commission of this opportunity and ask for their positive recommendations to the City Council in advance of the request for funds.

**Recommendation:** Staff respectfully requests that the TMI Commission make a recommendation to the City Council to approve staff's request for an appropriation of \$10,000 in Measure E (Smart City) funds to cover the City's Smart Cities Collaborative membership and related expenses for FY 2018-19.

**6. CONSIDERATION OF A WORKSHOP ON THE WEST SACRAMENTO/VIA ON-DEMAND RIDESHARE PILOT (STRAND)**

**Comment:** Over the past year, staff has made progress towards the procurement of a service provider to help design, plan, market, launch, operate, maintain and evaluate the performance for a one year, citywide, on-demand rideshare pilot. Staff has solicited feedback from the Transportation, Mobility and Infrastructure Commission and City Council on multiple occasions, and a contract was executed in January 2018 with Via Transportation Inc. ("Via"). Staff has continued to work closely with the Via team to focus on preliminary service design, planning, and preparation for an initial service launch on May 14<sup>th</sup>, 2018. Staff prepared this report to provide the Commission with an update on progress to-date, and to conduct a workshop and solicit Commissioner feedback on some of the key proposed service features in advance of a detailed City Council workshop on March 21, 2018.

**Recommendation:** Staff respectfully recommends that the Commission receive staff's presentation and conduct a workshop to discuss the key proposed features of the pending West Sacramento/Via On-Demand Rideshare Pilot.

**7. CONSIDERATION OF A WORKSHOP ON THE 2018 BICYCLE, PEDESTRIAN, AND TRAILS MASTER PLAN (DOUGHERTY)**

**Comment:** This workshop seeks the Commission's feedback on the update to the 2018 Bicycle, Pedestrian, and Trails Master Plan.

**Recommendation:** Staff respectfully recommends that the Commission review and provide comments on the update to the 2018 Bicycle, Pedestrian, and Trails Master Plan.

**8. CONSIDERATION OF AN AGREEMENT WITH ELECTRIC SCOOTER OPERATOR LIMEBIKE (DOUGHERTY)**

**Comment:** This report provides the Transportation, Mobility & Infrastructure Commission information concerning LimeBike's proposal to operate an Electric Scooter Share Program in the City.

**Recommendation:** Staff respectfully recommends that the Transportation, Mobility & Infrastructure Commission review and provide comments on LimeBike's proposal to operate the One Year Pilot Electric Scooter Share Program in the City.

**GENERAL ADMINISTRATION FUNCTION – PART II**

- 9.**
- A. Transportation, Mobility & Infrastructure Commission Calendar – The next regular meeting is scheduled for Monday, May 7, 2018.
  - B. Reports from City Staff
  - C. Future Agenda Item Requests by the Transportation, Mobility & Infrastructure Commission
  - D. Adjourn

**THE MEETING WILL BE HELD AT CITY HALL, COUNCIL CHAMBERS, 1110 WEST CAPITOL AVE., WEST SACRAMENTO, CA.**

I, Jennifer Schmidt, Commission Clerk, declare under penalty of perjury that the foregoing agenda for the March 5, 2018, special meeting of the Transportation, Mobility & Infrastructure Commission was posted on Thursday, March 1, 2018, in the office of the City Clerk, 1110 West Capitol Ave., West Sacramento, CA, and was available for public review.



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Jennifer Schmidt, Commission Clerk

***All public materials related to an item on this agenda submitted to the Transportation, Mobility & Infrastructure Commission after distribution of the agenda packet are available for public inspection in the Public Works Office at 1110 West Capitol Avenue during normal business hours. Any document provided at the meeting by staff will also be available to the public. Any document provided at the meeting by the public will be available the next business day following the meeting.***

***The Transportation, Mobility & Infrastructure Commission meetings are broadcast live on AT&T Channel 99 and Wave Cable Channel 20. This meeting will be repeated the following day on Tuesday at 12:00 p.m. and the following Friday at 7:00 p.m. The agenda and agenda reports are also available on the City's website at [www.cityofwestsacramento.org](http://www.cityofwestsacramento.org).***

**DRAFT**

**SPECIAL MEETING OF THE  
CITY OF WEST SACRAMENTO  
TRANSPORTATION, MOBILITY & INFRASTRUCTURE COMMISSION  
February 5, 2018  
Minutes**

The special meeting was called to order at 6:00 p.m. in the Council Chambers, 1110 West Capitol Avenue, West Sacramento, California. Chair Peterson, Commissioner Wetzel, and Commissioner Haakenson were absent and all other Commissioners were present. Vice-Chair Hirsch presided.

The Pledge of Allegiance was led by Commissioner Ralston.

Entry No. 1

Heard the General Administration Function – Part I as follows:

There were no presentations by the public on matters not on the agenda.

There were no Commissioner communications.

Election of Commission Chair:

Commissioner Ralston nominated Vice-Chair Hirsch as Chairperson. There were no other nominations.

MOTION: Ralston SECOND: Johnson AYES: Kazanis, Sablan, Hirsch

NOES: None ABSTAIN: None ABSENT: Peterson, Haakenson, Wetzel

Election of Vice-Chair:

Commissioner Kazanis nominated Commissioner Ralston as Vice-Chairperson. There were no other nominations.

MOTION: Kazanis SECOND: Sablan AYES: Hirsch, Johnson, Ralston

NOES: None ABSTAIN: None ABSENT: Peterson, Haakenson, Wetzel

Entry 2

Approved the minutes of the December 4, 2017, meeting of the Transportation, Mobility & Infrastructure Commission.

MOTION: Ralston. SECOND: Johnson. AYES: Sablan, Kazanis, Hirsch

NOES: None ABSTAIN: None ABSENT: Peterson, Wetzel, Haakenson

Entry 3

Heard the Update of the 2018 Bicycle, Pedestrian, and Trails Master Plan and heard an update on the Bikeshare program. The Commission provided comments and recommendations.

Entry 6

Heard the General Administration Function – Part 2 as follows:

The next regular meeting of the Transportation, Mobility and Infrastructure Commission will be on Monday, March 5, 2018.

Reports from City staff: Update on noticing procedures for the Grand Gateway Washington District Infrastructure Project at B and 3<sup>rd</sup> Street. All noticing procedures were followed by contractor per contract specifications.

A previous request by the Commission for a presentation on utilization of parking meters in the Bridge District was forwarded to the Economic Development and Housing Department and as soon as the proper venue is decided upon the Commission will be notified.

Future item requests: An update on the Via program will be presented at the next Commission meeting.

Motion to adjourn:

MOTION: Sabian SECOND: Ralston AYES: Kazanis, Hirsch, Johnson

NOES: None ABSTAIN: None ABSENT: Peterson, Haakenson, Wetzel

The meeting adjourned at 6:32 p.m.

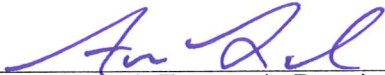
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Jennifer Schmidt, Commission Clerk

Minutes approved as presented by a majority  
vote of the Commission on March 5, 2018.

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Jennifer Schmidt, Commission Clerk

MEETING DATE: March 5, 2018	ITEM # 3
<b>SUBJECT:</b>	
<b>UPDATE ON THE PIONEER BLUFF AND STONE LOCK REUSE MASTER PLAN: MOBILITY NETWORK AND INFRASTRUCTURE POLICY CONSIDERATIONS</b>	
INITIATED OR REQUESTED BY:	REPORT COORDINATED OR PREPARED BY:
<input type="checkbox"/> Commission <input checked="" type="checkbox"/> Staff <input type="checkbox"/> Other	Katie Yancey, Senior Program Manager   Aaron Laurel, Economic Development & Housing Director
ATTACHMENT <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Information <input checked="" type="checkbox"/> Direction <input type="checkbox"/> Action	

**OBJECTIVE**

The purpose of the report is to provide the Commission with an update on the transportation and infrastructure analyses and policy considerations for the Pioneer Bluff and Stone Lock Reuse Master Plan ("Master Plan").

**RECOMMENDED ACTION**

Staff respectfully recommends that the Commission hear the presentation and provide comments.

**BACKGROUND**

In late 2014, the City Council approved the Pioneer Bluff Transition Plan (PBTP) which included an action plan for commencing the City's efforts for de-industrializing Pioneer Bluff into an urban mixed-use neighborhood. The PBTP identified two major inputs that needed to be known before the City could complete a reuse master plan: 1) defining the amount of developable land and 2) defining the access and circulation network. In mid-2015, the City commenced its reuse master planning efforts for the Master Plan area which is funded, in part, by a grant from the State's Strategic Growth Council Sustainable Communities Planning Grant Program (SGC Grant) in the amount of \$377,561.

Staff has made significant progress in defining the amount of developable land. On June 28, 2017, the City Council received an update on the Master Plan related to the due diligence staff had been conducting on the flood protection improvements and establishing the levee setback in the Master Plan area. Since then, Wood Rodgers, Inc. has delivered a series of technical memorandums that describe the levee setbacks for all future flood control features and fully document the process and procedures for establishing the levee setback. As a pilot for this process, Wood Rodgers prepared 60% design drawings for a joint-use flood protection and trail improvement along the southern edge of the Barge Canal. In late 2017, the City received a permit from the Central Valley Flood Protection Board to construct those improvements.

Staff has also made significant progress in defining the future access and circulation system for the Master Plan area. On May 2, 2016, staff presented to the Commission an update on the preliminary transportation and infrastructure components of the Master Plan. On September 20, 2017, the Council awarded a contract to AECOM Technical Services for the preparation of a municipal utilities assessment report and the design of streetscape improvements within the Master Plan area. Their scope of work will result in preliminary engineering of the roadway elements of the Mobility Network. On January 17, 2018, staff presented to the City Council four draft Mobility Network alternatives for the Master Plan area and requested the approval of four recommendations included in the staff report. The City Council directed staff to modify the recommended Mobility Network, effectively combining two alternatives, and approved staff recommendations related to the selection of the Mobility Network Alternatives and their use for the Broadway Bridge's traffic impact analysis.

**ANALYSIS**

At the May 2016 Commission meeting, staff recommended that a Mobility Network be developed in consideration of six draft policy objectives. In December 2016, the City adopted a General Plan Update that included many similar policy objectives. Listed below are the Commission's draft policy objectives and some of the key General Plan polices that correspond to the Commission's draft objectives that were considered during the development

of the recommended Mobility Network. The recommended Mobility Network, conceptually-approved by the City Council in January, is shown in Attachment 1.

1. *Develop a street network that fosters compact urban development.* This draft objective was addressed by General Plan Polices LU 1.1, M 1.1, M 1.3, and M 3.8.
2. *Promote walkable development through mixed-use pedestrian-oriented streetscape design.* This draft objective was addressed by General Plan Polices LU 3.8 and M 2.5.
3. *Provide new transit options including streetcar and added bus service.* This draft objective was addressed by General Plan Polices M 4.5 and 4.9.
4. *Provide enhanced and connected pedestrian facilities.* This draft objective was addressed by General Plan Polices M 6.1 and 6.3.
5. *Develop a connected network of bikeways and trails for community and recreational purposes.* This draft objective was addressed by General Plan Polices M 5.1 and PR 2.2
6. *Provide public access to the Sacramento River, Deep Water Ship Channel, and the Lock Facility.* This draft objective was addressed by General Plan Polices PR 3.3, 3.5 and 3.7.

A companion to the recommended Mobility Network is its Layered Network shown on Attachment 2. The Layered Network illustrates the combined priority and secondary pedestrian, transit (e.g. streetcar), bicycle and automobile corridors.

#### Mobility Network Policy Considerations

Although the recommended, and conceptually- approved, Mobility Network and Layered Network is based on the before mentioned General Plan policies, certain aspects still require additional policy interpretation or changes to other existing plan documents. A brief summary of those policy issues are summarized below.

1. General Plan Policy M 2.5 and 2.7 requires, to the extent possible, that all new streets be designed to achieve complete streets and accommodate public transit, bicycle and walking amenities in the street design. In other urban areas in the City, staff has used the layered network approach as a tool for developing cross-sections and for ranking trade-offs of various functions within a right-of-way. The purpose is to balance the high cost of urban right-of-way acquisition with the mandate for the design and construction of "complete streets." With this approach, not every street in the network is "complete" (i.e. not every user's needs are being meet), but every user's need is accommodated throughout the overall system.
2. The General Plan Policy M 3.2 and the Circulation Diagram and Standards require that arterials, such as Jefferson Boulevard function and operate to maximize automobile through-traffic. The PBTP acknowledges the severe access, circulation, and development constraints to Pioneer Bluff imposed by the rail line along Jefferson Boulevard. The City Council's recent prioritization of the Rail Relocation Project introduces, the possibility to alter the design, operations and integration of Jefferson Boulevard with the waterfront.
3. The General Plan Policy LU 1.1, M 1.8 and M 3.8 requires the promotion of compact and connected development patterns and a grid-based roadway system in infill areas. The Southport Framework Plan and Bridge District Specific Plan both contain existing direction regarding their circulation systems that could be modified. The Stone Lock District land use is flexible and would allow for densities that are not typically considered urban. With changes to the circulation system, it is possible to further inform and direct the development patterns. Also, the Rail Relocation Project would allow a different configuration of the future Rail Street to add connectivity between the riverfront and the Civic Center. Additionally, and in consideration of the Broadway Bridge, it is also possible to alter the configuration of Riverfront Street to protect its purposed operations and function.

#### Infrastructure Policy Considerations

The recommended and conceptually-approved Mobility Network has other infrastructure related policy considerations. A brief summary of those policy issues are summarized below.

1. The recommended Mobility Network proposes to relocate approximately 80% of South River Road's right-of-way. AECOM's scope of work includes developing interim streetscape improvements for South River Road. Installation of any improvements outside of the area to remain would be throw-away. Additionally, AECOM is finalizing a baseline municipal utilities assessment report which indicates that, while there is some existing wet-utility capacity remaining the system, almost all remaining capacity in Pioneer Bluff will be lost due to the roadway shift.
2. The General Reevaluation Report, a United States Army Corp of Engineers' report, recommends as the installation of a new levee across the Barge Canal opening east of the Mike McGowan Bridge ("GRR

Solution”). This improvement would reconnect the levees to the north and south and could be used for additional connectivity. Wood Rodgers Inc. is finalizing a Bulkhead Alternatives Analysis report that analyzed alternatives to the GRR Solution. This report recommends a different and less-costly solution that would involve retrofitting and re-electrifying the existing eastern Stone Lock sector gate to provide adequate flood protection and permit water and fish passage which better support the recreational reuse of the Stone Lock facility.

#### Environmental Considerations

The SGC grant work program explicitly states that the Master Plan must be in a format that does not trigger California Environmental Quality Act (CEQA) requirements and that the land uses described in the Master Plan must be consistent with the City’s General Plan. This was an intentional concession, and not a requirement of the grant, as the PBTP states that the transition potential within the Pioneer Bluff District will be shaped by several major projects (de-industrialization and transportation) both within and outside the Master Plan area. These projects are proceeding on independent paths without an overreaching strategic approach to reconcile their timing and relationship to the redevelopment of the Master Plan area. Given that challenge, it would be highly speculative to complete environmental analysis of foreseeable impacts associated with all the recommendations to be included in the Master Plan.

However, following the Council’s January approval of the recommended Mobility Network, the Broadway Bridge consultant team did insert the road network into the traffic model to analyze circulation and air quality-related environmental impacts (if any) associated with the bridge and street network. The Broadway Bridge environmental document will detail the design year analysis, potential bridge opening day conditions (assumed at 2030) for the network in both West Sacramento and Sacramento, as well as cumulative traffic impacts.

Environmental technical studies are underway for the current planning phase of the Broadway Bridge. The traffic analysis had been on hold for approximately three months pending completion of the Master Plan network alternatives. Council approval of the street network enabled the Broadway Bridge project to continue moving forward with traffic analysis scheduled to be completed by the end of the second quarter of 2018. Completion of the traffic analysis is required to commence the air quality/greenhouse gas emissions analysis for the project. The Administrative Draft Environmental Assessment/Environmental Impact Report is expected to be completed for Caltrans review by the end of 2018. The Public Review Draft is scheduled for release in early 2019.

#### Commission Recommendation

On May 2, 2016, staff presented an update on coordination activities related to the Master Plan and the staff report and presentation included a discussion of Council direction and staff recommendations related to the design of the future street network. The proposed content in the Master Plan incorporates the guidance and comments previously expressed by the Commission.

#### Strategic Plan Integration

This item advances the 2016 Strategic Plan Policy Agenda High Priority item “Pioneer Bluff/Stone Lock De-industrialization and Reuse.”

#### Alternatives

As an alternative to staff’s recommendations, the Commission could choose to not hear staff’s presentation or direct staff to return with additional or supplemental information at a later date. This is not advised as the SGC grant deadline is approaching.

#### Coordination and Review

The recommended Mobility Network and Layered Network Exhibits were developed in coordination with the Community Development Department’s Planning Division and the Public Works Department’s Transportation Division.

#### Budget/Cost Impact

There are no cost implications currently.

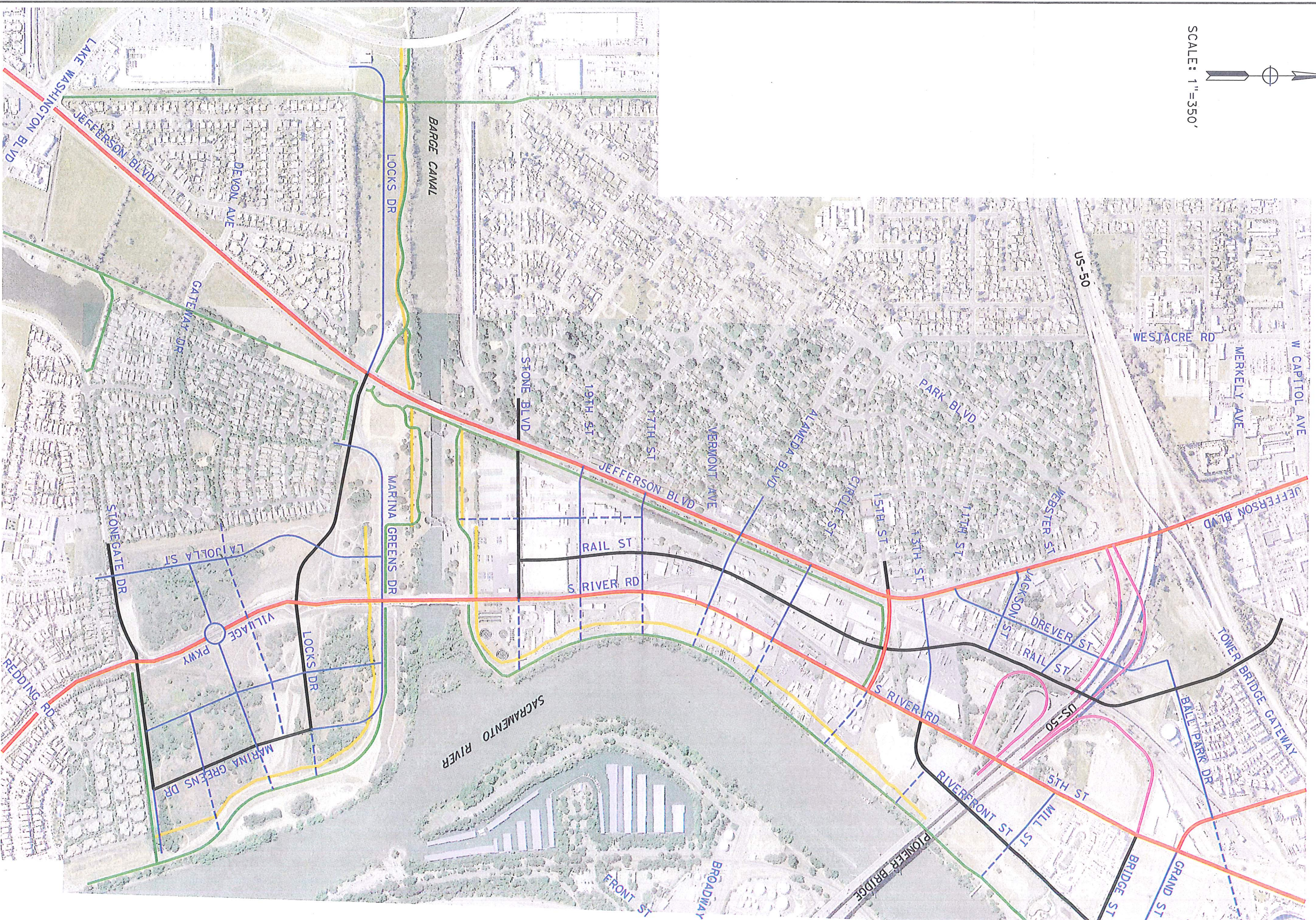
### **ATTACHMENTS**

1. Recommended Mobility Network Exhibit
2. Recommended Layered Network Exhibit





SCALE: 1"=350'



- LEGEND**
- ARTERIAL
  - COLLECTOR
  - FREEWAY RAMP
  - MULTI-USE TRAIL
  - LEVEE SETBACK
  - LOCAL
  - - - UNIVERSAL ST

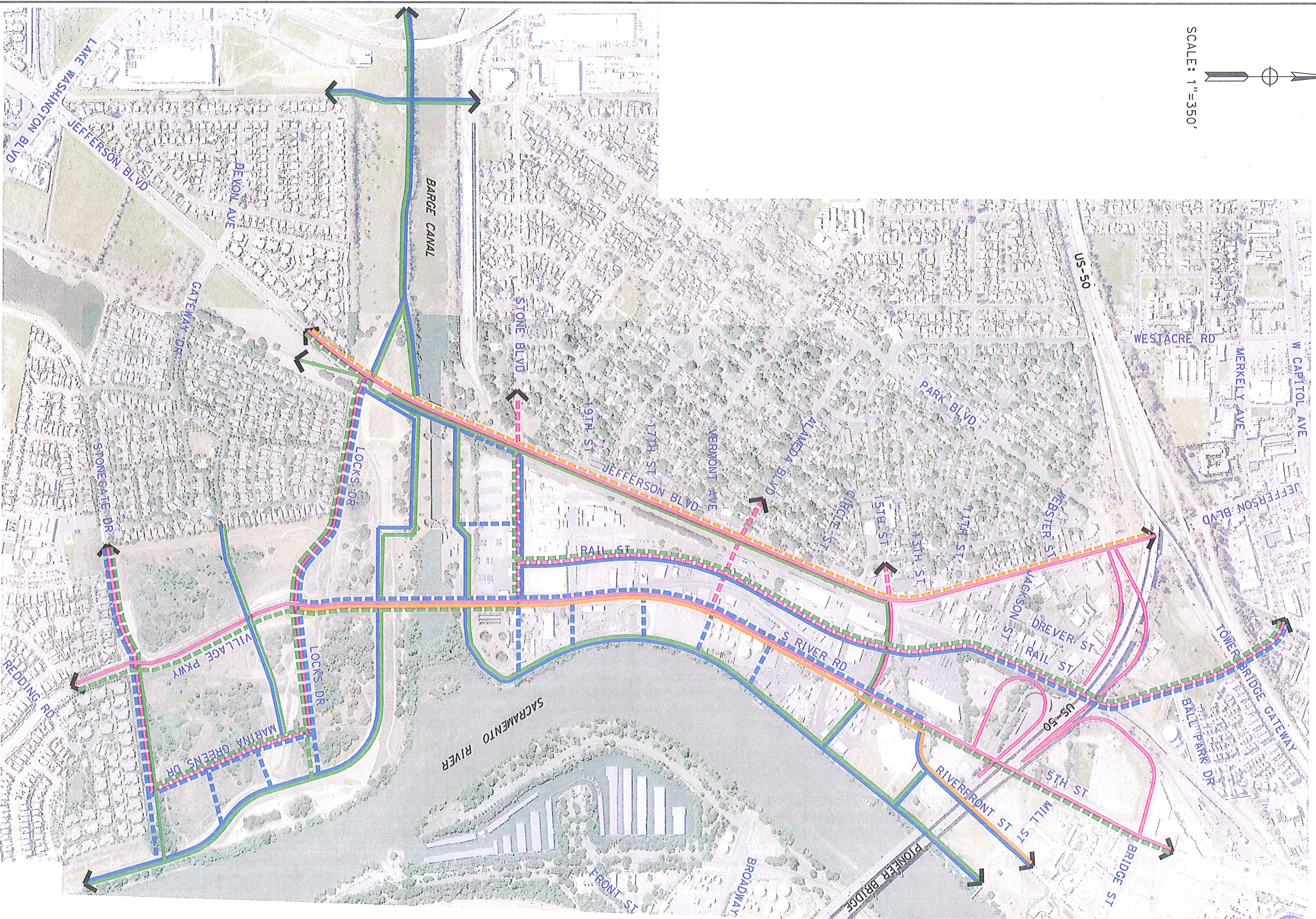
CITY OF WEST SACRAMENTO  
ECONOMIC DEVELOPMENT &  
HOUSING DEPARTMENT  
1110 WEST CAPITOL AVENUE  
WEST SACRAMENTO, CALIFORNIA 95691



PIONEER BLUFF & STONE LOCK  
REUSE MASTER PLAN  
**MOBILITY NETWORK**  
ALTERNATIVE 5 - FEBRUARY 2018

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SCALE: 1"=350'



**LEGEND**

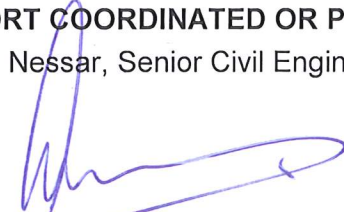
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CITY OF WEST SACRAMENTO  
ECONOMIC DEVELOPMENT &  
HOUSING DEPARTMENT  
1110 WEST CAPITOL AVENUE  
WEST SACRAMENTO, CALIFORNIA 95691



PIONEER BLUFF & STONE LOCK  
REUSE MASTER PLAN  
**LAYERED NETWORK**  
ALTERNATIVE 6 - FEBRUARY 2018

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MEETING DATE: March 5, 2018		ITEM # 4
<b>SUBJECT:</b>		
<b>CONSIDERATION OF TRAFFIC COMMITTEE QUARTERLY PROJECT RECOMMENDATION REPORT</b>		
<b>INITIATED OR REQUESTED BY:</b>	<b>REPORT COORDINATED OR PREPARED BY:</b>	
<input type="checkbox"/> Commission <input checked="" type="checkbox"/> Staff <input type="checkbox"/> Other	Nawid Nessar, Senior Civil Engineer  <hr style="width: 50%; margin-left: auto; margin-right: 0;"/> Denix Anbiah, Director Public Works Department	
<b>ATTACHMENT</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Information <input type="checkbox"/> Direction <input type="checkbox"/> Action		

**OBJECTIVE**

The purpose of this report is to provide a quarterly update to the Transportation, Mobility, and Infrastructure (TMI) Commission on the Traffic Committee’s Citywide public concern transportation recommendation prioritization procedure and current unfunded/unbudgeted recommendation list.

**RECOMMENDED ACTION**

Staff respectfully recommends that the Commission review and discuss the information presented by staff in this report and provide feedback.

**BACKGROUND**

The City established the Traffic Committee in 1988 (Ord. 99-2 § 1, Exh. A; Ord. 88-17 Art. III § 8) to serve as a regular forum for coordination and oversight of traffic engineering, safety and enforcement concerns. Membership in the Traffic Committee was defined to include the Chief of Police, the Fire Chief, the Director of Public Works, and the City’s Traffic Engineer or their designees.

The Traffic Committee intends to supplement staff expertise and provide ongoing coordination between key departmental staff relating to transportation safety, operations and public transportation concerns. Further, the Traffic Committee serves as the primary channel for public comments, complaints, and suggestions related to transportation safety, education, enforcement, and engineering concerns. As such, the Traffic Committee generally operates in compliance with the Brown Act, despite not being mandated to do so by municipal code or other regulation.

As stated in Municipal Code Section 10.08.090 Traffic committee—Powers and duties:

*It shall be the authority of the traffic committee to oversee the duties of the city traffic administrator and chief of police as related to the authority granted to them by this title; to suggest the most practicable means for coordinating the activities of all officers and agencies of the city having authority with respect to the administration and enforcement of traffic regulations; to initiate and assist in the preparation and review of traffic studies; to receive and respond to complaints regarding traffic matters; and to recommend to the city council of the city, to the supervising officer of the traffic enforcement division, to the city traffic administrator and to other city officials, ways and means for improving traffic conditions and the administration and enforcement of regulations. The traffic committee shall review and, except where city council approval is required, authorize the placement of certain traffic control devices, and signs as defined in this title. (Ord. 99-2 § 1, Exh. A; Ord. 88-17 Art. III § 9).*

In December 4, 2017, the TMI Commission was updated on the Traffic Committee’s administrative processes and roles as established by Section 10.08.080 of the Municipal Code as well as the structure and process for continued reporting and engagement with the TMI commission. Since then, the Traffic Committee has generally met on a monthly basis to discuss Citywide transportation concerns, improvement recommendations, and draft prioritization procedure.

The primary role of the Traffic Committee is to:

- 1) Take immediate actions to address transportation related concerns that fall within the Traffic Committee's powers and duties, and with the current available resources.
- 2) Develop and present to the Commission a list of unfunded/unbudgeted improvement recommendations compiled throughout the year by receiving, reviewing, analyzing transportation-related concerns submitted to the committee by members of the public, or by relevant departmental staff, including the Public Works, Fire, Police, and Community Development departments.
- 3) Present the list of unfunded/unbudgeted recommended improvements to Council to consider allocating funds and/or be added to Capital Improvement Program (CIP).

### **ANALYSIS**

The Traffic Committee is responsible for recording all actions taken as a result of the coordination meetings and maintaining a running list of citywide traffic operations, education, enforcement, engineering improvements. In addition to supporting interdepartmental communication, the Traffic Committee regularly facilitates more equitable consideration of requests and complaints submitted by members of the public through West Sacramento Connect, phone, email, verbal, or relevant departmental staff. Rather than responding piecemeal to public comments, the Traffic Committee applies staff expertise to analyze traffic concerns, make determinations about the existence and/or severity of said concerns, and propose cost-efficient and operationally effective, education, engineering and enforcement solutions. Further, the Traffic Committee streamlines the coordination, review, and recommendation process as it relates to all traffic safety, education, engineering, and enforcement requests received from the public, ultimately making the most efficient use of staff time by convening all relevant staff on a monthly basis.

As presented in **Attachment 1**, the Traffic Committee received over 320 transportation related concerns through the Report a Problem West Sacramento Connect online engagement only within the last year. The Traffic Committee has been meeting regularly on a monthly basis to review and address concerns, within the current available resources, to create a log of and develop prioritization procedures for the recommended unfunded/unbudgeted improvements. Approximately 300 transportation related concerns are resolved with the current available resources leaving approximately 26 unfunded/unbudgeted recommended improvements. The unfunded and unresolved recommended actions are summarized in the Traffic Committee Recommendation Log, as presented in **Attachment 2**. As part of the quarterly update, the recommendation log has been brought to the TMI Commission for review. To better align the recommendations with the City's goals and policies relating to traffic safety and enforcement, the TMI Commission may provide additional policy guidance on the criteria by which projects are prioritized by the Traffic Committee. The TMI Commission recommendations should not be made without a policy basis, and are not to be construed as a substitute for technical engineering analysis or recommendations at the project level. Prioritization of the recommended unfunded/unbudgeted improvements would be based on:

- Safety
- Severity
- Operations
- Multi-modal Mobility and Access
- Environmental Impact
- System and Preservation

The Traffic Committee will utilize the above prioritization procedure to prioritize the list of unfunded and unresolved recommendations to present to the City Council along with rough cost estimates. This would occur annually (or more frequently if necessary) to coincide with the regular budgeting and allocation process, at which point the Council would also provide feedback on the Traffic Committee's prioritized recommendations, and may elect to allocate or decline funding for implementation of the recommended action.

### **Environmental Considerations**

The majority of the recommended actions are not anticipated to have environmental impacts. Recommended actions that could trigger environmental impacts will be discussed with the City's environmental staff to analyze the appropriate course of action.

### **Strategic Plan Integration**

The Traffic Committee, including its organization, power and duties, is established by Chapter 10.08 Administration and Enforcement of the Municipal Code. The Traffic Committee supports the Strategic Plan goal of maintaining a safe community in which people feel and are safe.

Alternatives

As an alternative to the recommended action, the Commission could:

- 1) Decline to receive staff's proposed unfunded/unbudgeted prioritization procedure; or
- 2) Request modification to the basis which the proposed unfunded/unbudgeted projects are prioritized.

Coordination and Review

The Traffic Committee's quarterly update outlined in this report was coordinated with staff from the Police Department, Fire Department, Community Development Department, Finance Department, Administrative Services and the City Clerk's office.

Budget/Cost Impact

The cost to administer the Traffic Committee has been and continues to be paid for by the General Fund. The Traffic Committee allows staff to coordinate more effectively, analyze and resolve transportation-related issues more efficiently, resulting in greater staff productivity.

**ATTACHMENT(S)**

- 1) Summary of Report a Problem West Sacramento Connect Concerns
- 2) Traffic Committee Recommendation Log

# ATTACHMENT 1

## Report a Problem West Sacramento Connect

ID	Description	Address	Assigned To	Date Created
<a href="#">3597363</a>	Why does the City not enforce the laws? I've complained about this residence MULTIPLE times and nothing ever happens. You guys drive by during the day when everyone is at work. Usually they have cars parked 2-3 wide in the street, now they are blocking the sidewalk.	2975 Stable Dr, West Sacramento, CA 95691, USA	Marc Marquez	31-Dec-17
				5:20 PM
<a href="#">3591423</a>	A Diesel Excavations truck with a trailer carrying a backhoe has been parked here since Saturday, December 23. See photo taken today, Thursday, Dec. 28. License plate of the truck is 9F51429.	3145 Promenade St, West Sacramento, CA 95691, USA	Marc Marquez	28-Dec-17
				7:24 PM
<a href="#">3581859</a>	This white Chevy SUV license number 5HRH945 has been parked in the handicap section of the apartment complex at the above address for over a month during the mornings before 8am and evenings after 5pm. The driver, Elizabeth Sewell-Lerma, resides at 1621 Lisbon Avenue, Apt 10. Despite repeated calls from the owner Bobby Rich (eastsacmanagement@gmail.com), this tenant continues to park in that...	1617-21 Lisbon Ave, West Sacramento, CA 95605	Marc Marquez	26-Dec-17
				4:51 PM
<a href="#">3574157</a>	Dodge pickup has not moved in at least a week possibly longer.	1830 Donner Road, West Sacramento, CA, United States	Marc Marquez	22-Dec-17
				8:12 AM
<a href="#">3572384</a>	vehicle has not moved in a week.	2500 La Jolla St, West Sacramento, CA 95691, USA	Marc Marquez	21-Dec-17
				1:33 PM
<a href="#">3523661</a>	Hello, I work in West Sacramento and I feel that the intersections of 5th Street/Tower Bridge Gateway and 4th Street are not a safe area for drivers. You have two intersections very close together. Two big issues. First, the lights seem to be slow and don't allow traffic to flow especially during rush hour. Second having two intersections so close together also causes problems as drivers...	751 5th St, West Sacramento, CA 95605, USA	Joshua Bailey	7-Dec-17
				12:48 PM
<a href="#">3521766</a>	Hello, I am a retired traffic engineering professional from City of Sacramento. I have created a website about Traffic Calming. Access to the site is free for anyone, there are no ads or distractions. I would like to invite you to visit the site. If you find it useful, please share the link with others. Thank You. <a href="https://sites.google.com/view/TrafficCalmingDevices">https://sites.google.com/view/TrafficCalmingDevices</a>	1110 W Capitol Ave, West Sacramento, CA 95691, USA	Jesse Khatkar	<del>Completed</del>
				7-Dec-17
				8:16 AM

ID	Description	Address	Assigned To	Date Created
<a href="#">3520013</a>	Where is the public parking for River Walk Park? Thanks.	River Walk Trail, West Sacramento, CA 95691, USA	Marc Marquez	6-Dec-17 2:34 PM
<a href="#">3518621</a>	At this intersection people go really fast and there should be a slow sign or a yield or even consider a stop sign .	1525-1599 Fernwood St, West Sacramento, CA 95691, USA	Jesse Khatkar	6-Dec-17 11:02 AM
<a href="#">3513104</a>	Shoe hanging from traffic signal arm on WB West Capitol at Merkley	West Capitol at Merkley, West Sacramento, CA, United States	Joshua Bailey	5-Dec-17 8:48 AM
<a href="#">3502759</a>	Box Trailer with solar panels on top of trailer parked for more than a week here. Not sure if that's legal?	Shell Street, West Sacramento, CA 95691, USA	Marc Marquez	1-Dec-17 7:31 PM
<a href="#">3502292</a>	You claim you have done a survey that supports no 4 way stop sign at Rivermont and Marshall but you did not address the issue of motorists constantly exceeding the posted speed.limits which has been the cause of the 4 accidents at Rivermont and Marshall and the 2 power poke knocked down last winter at Seymore and Marshall. Don't you think we would have fewer accidents on Marshall if the speed...	2925 Marshall Rd, West Sacramento, CA 95691, USA	Jesse Khatkar	1-Dec-17 2:36 PM
<a href="#">3498200</a>	where the train tracks cross Jefferson blvd., here, North of West Capitol, the road Cement is raised in these hills, and it's horrendious to cross with a bicycle... huge bump, rattles the bike, feels like it will break a bike, could make somebody lose control of their bike... ---- please grind down the cement to be flat with the street? please and thank you	555 Jefferson Blvd, West Sacramento, CA 95605, USA	Frank Dorris	30-Nov-17 4:04 PM
<a href="#">3498167</a>	This stretch of Sacramento Ave. is hellish for bicyclist and pedestrians. I've reported it before, here and to city "bicycle liaison" Chris Dougherty (please inform him of this report), and the city put down "bots dots", raised plastic circles that rumble under car's tires... That was nice to see. THANK YOU, CITY, for reacting. BUT, IN A SHORT AMOUNT OF TIME, those dots are half gone,...	602 Sacramento Ave, West Sacramento, CA 95605, USA	Chris Dougherty	30-Nov-17 3:51 PM
<a href="#">3496884</a>	Intersection of Poplar and West Capitol. The light is taking ages to change, even when there is no other traffic, in any direction.	1900 W Capitol Ave, West Sacramento, CA 95691, USA	Joshua Bailey	30-Nov-17 12:23 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">3491111</a>	Red Dodge Caravan has been parked in front of house for last 4 days.	3420 Greenmeadow Avenue, West Sacramento, CA, United States	Marc Marquez	29-Nov-17 10:35 AM
<a href="#">3480193</a>	I am writing in reference to a ticket dispute submitted on 11/6 for citation #91006 - please advise of status. Thanks in advance. Rachel@landbasedlearning.org is my contact info.	5th St, West Sacramento, CA, USA	Marc Marquez	27-Nov-17 10:55 AM
<a href="#">3480187</a>	2 large trucks parked on sidewalk repeatedly on corner of Cassleman and Andrew drive. One truck is red, one is white. Trucks are parked up on the sidewalk and are blocking pedestrian passage . Please tell owners not to block the sidewalk.	Corner of Andrew and Casselman	Marc Marquez	27-Nov-17 10:55 AM
<a href="#">3473151</a>	I just moved in. The parking signage indicates that I need a"B". What do I do? Ajit de Silva 510-499-2548	323 4th St, West Sacramento, CA 95605, USA	Marc Marquez	24-Nov-17 1:53 PM
<a href="#">3453736</a>	Street lane striping is not visible for left turn onto freeway. Re-striping needed.	1201 S River Rd,West Sacramento, CA 95691	Treasure Acevedo	18-Nov-17 12:32 PM
<a href="#">3447505</a>	There used to be signs that said no parking of detached trailers. Now there are no signs. I come to work at 1650 Cebrian St at 0500 each morning and there are numerous tractor/trailers and detached trailers and detached tractors parked on both sides of Cebrian St.....none with any lighting as it appears they are all unmanned. Problem is fog. As it gets foggy and most of these units are...	1650 Cebrian St, West Sacramento, CA 95691, USA	Marc Marquez	16-Nov-17 1:31 PM
<a href="#">3432449</a>	The lane striping northbound is almost non existent at the freeway on ramp and drivers are not pulling into the turn lane fully so cars that are going past pull into the already narrow shoulder making a poor bike area much worse.	1201 S River Rd,West Sacramento, CA 95691	Joshua Bailey	13-Nov-17 2:39 PM
<a href="#">3432440</a>	Parking on grass	700 Julian Dr, West Sacramento, CA 95605, USA	Josh Hurley	13-Nov-17 2:38 PM



ID	Description	Address	Assigned To	Date Created
<a href="#">3432177</a>	Another close. all with cars not slowing or stopping at the intersection at highland and lake Washington. Even with the yellow caution lights. This needs to be a STOP sign and move the flashing yellow from the east side of the intersection to the West Side since the curve of the road makes it hard to see. This is a bad situation just waiting to happen. Last week I had to drive my motorcycle...	2655 Del Monte St, West Sacramento, CA 95691, USA	Marc Marquez	13-Nov-17 2:04 PM
<a href="#">3430842</a>	Complaint phoned in with an issue at 1913 Carrigan Ct. Code Enforcement will address he parking on the grass. Parking Enforcement will address the illegal parking on the street.	1913 Carrigan Court, West Sacramento, CA, United States	Marc Marquez	13-Nov-17 11:45 AM
<a href="#">3421081</a>	In favor of the driverless shuttle proposed for the West Sacramento waterfront.		Joshua Bailey	9-Nov-17 3:30 PM
<a href="#">3411176</a>	Incident is at intersection of Reed and Harbor. Left turn signal on East Bound Reed Ave will stay green without any vehicles there for extended periods of time. This causes a delay especially for traffic that should normally have a green light going West on Reed.	1728 Reed Ave, West Sacramento, CA 95605, USA	Joshua Bailey	7-Nov-17 3:02 PM
<a href="#">3410553</a>	lights are not working correctly. traffic is sucking up and light does not turn green from Terminal to Industrial.	2224-2498 Industrial Blvd, West Sacramento, CA 95691, USA	Joshua Bailey	7-Nov-17 1:14 PM
<a href="#">3403489</a>	When will the Transportation Department do something about the traffic issues on Marshall Road. Since your department decided to turn Marshall Road into a Collector Road, there have been too many accidents on this road. There has been 4 auto accidents at the corner of Marshall Road and Rivermont in the last 3 years and two power poles knocked down last winter at the corner of Seymore and...	Marshall Rd, West Sacramento, CA 95691, USA	Nawid Nessar	6-Nov-17 9:57 AM
<a href="#">3393259</a>	People are driving very fast on Linden and by where the bus lets out kids at Summerfield Park, this has gotten worse since the new traffic patterns were implemented. Please install some physical speed bumps, post more clear speed limit signs and have patrols enforce speed limits esp. during school and bus hours. Thank you	Summerfield Park, West Sacramento, CA 95691	Nawid Nessar	2-Nov-17 3:32 PM
<a href="#">3393177</a>	There is a boat that has been parked on the street for at least a week. According to the municipal Code, the city can remove a vehicle if it has been left for 72 hours.	West Sacramento, CA 95691, West Sacramento, CA 95691	Marc Marquez	2-Nov-17 3:12 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">3388071</a>	Three way stop of Promenade and Golden Gate. My previous submission wasn't complete. This stop sign is a joke. Nobody ever stops! Rolling stops all the time. It's because when they come down Golden Gate, they are going way faster than the posted 30 mph speed limit that they don't want to be bothered with a complete stop. Dangerous at school crossing time!	3345-3399 Promenade Way, West Sacramento, CA 95691	Marc Marquez	1-Nov-17
				2:37 PM
<a href="#">3385446</a>	May I get a Parking Violations Form emailed to me? Thanks in advance.	5th St, West Sacramento, CA, USA	Marc Marquez	1-Nov-17
				9:08 AM
<a href="#">3383746</a>	Golden gate and promenade three way stop	3345 Golden Gate Dr, West Sacramento, CA 95691	Marc Marquez	31-Oct-17
				9:43 PM
<a href="#">3380722</a>	The light going straight from Lowes to Southport Parkway is very short. It only allows one car to go or makes the other car practically run a red light. Please look at the timing of the light.	2244 Lake Washington Blvd, West Sacramento, CA 95691, USA	Joshua Bailey	31-Oct-17
				9:28 AM
<a href="#">3378650</a>	This black car along with their grey van park on this corner like this EVERY DAY! I've complained before but when some supposedly came by they were at work. This is a huge safety concern parking like this on the corner. I know the code talks about not parking by the yellow handicap ramps but this road was put in before that code.	3010 Stable Dr, West Sacramento, CA 95691, USA	Marc Marquez	30-Oct-17
				6:56 PM
<a href="#">3378526</a>	Home owners parking on grass in front of home and neighbors house	801 Kagle Dr, West Sacramento, CA 95605, USA	Josh Hurley	30-Oct-17
				5:22 PM
<a href="#">3378495</a>	4th auto accident in 3 years. isn't it time for a 4 way stop sign?	2925 Marshall Rd, West Sacramento, CA 95691, USA	Treasure Acevedo	30-Oct-17
				5:13 PM
<a href="#">3371891</a>	Can you please look into installing a few speed bumps down Pheasant Hollow, leading out to Higgins. We live at the corner of Pheasant Hollow and Meadowlark and by the time cars reach our house coming down from the turn (and small park) you would think this is a speed track that people are seeing how quickly they can make it to 30 or 40 miles per hour.	2552 Pheasant Hollow Dr, West Sacramento, CA 95691, USA	Jason McCoy	28-Oct-17
				10:03 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">3370547</a>	Our neighbors across the street at 2761 Mojave Drive constantly harass us and our guests when parking on the street in front or to the side of his home. He states that he does not want us parking there and if we continue to he will call the police. Recently he moved his trash cans in these spaces. I have family members that help care for my sick father, and he has made it difficult to park on...	2764 Mojave Dr, West Sacramento, CA 95691, USA	Marc Marquez	27-Oct-17 10:04 PM
<a href="#">3365962</a>	I'm trying to understand what you were thinking when you put parking lanes on linden rd which is okay, but I'm struggling with the side we have to drive on. You send a crew out to do a little patch work over the manholes instead of doing it right , you made it worse. We are spending so much time making things like the trolley and riverfront projects happen that we are forgetting to take care...	Linden Rd, West Sacramento, CA 95691, USA	Jesse Khatkar	26-Oct-17 6:56 PM
<a href="#">3358323</a>	Traffic making a left turn on C Street to cross the I Street bridge are not yielding to cars making a right hand turn on the green light to cross the I street bridge, this happens almost every afternoon going home from work going north on 3rd Street, making a right turn on C Street, to go over the I Street Bridge. Those cars making the left turn don't pay any attention to the Yield to traffic...	C St & 3rd St, West Sacramento, CA 95605, USA	Joshua Bailey	25-Oct-17 10:24 AM
<a href="#">3354106</a>	Theres has been big rigs trucks parking here all the time . The owners live on 2205 hearst st, i work at 3am , and they come and go all night long, they leave them on for long periods of time. Its loud with all the air brakes n diesel they use, we are not suppose to have commercial trucks on street like that. . Theres even signs that say No Trucks coming in to the neighborhood. Also along same...	2205 Hearst St, West Sacramento, CA 95691, USA	Marc Marquez	24-Oct-17 12:38 PM
<a href="#">3346036</a>	Car parked on sidewalk all weekend	729 Kagle Dr, West Sacramento, CA 95605, USA	Marc Marquez	23-Oct-17 8:31 AM
<a href="#">3336538</a>	camping trailer parked in street, attached to pick up but stairs down and electrical cord attached	Summerfield Dr & Betty Way, West Sacramento, CA 95691, USA	Marc Marquez	19-Oct-17 3:38 PM
<a href="#">3336530</a>	camping trailer blocked up and parked on street with electrical cord attached. has been there since last Thursday.	Betty Way & Kimberly Ct, West Sacramento, CA 95691, USA	Reggie Lawson	19-Oct-17 3:35 PM
<a href="#">3334497</a>	Sacramento Auto Sales vehicle parked across sidewalks in violation of Muni Code. Also street is used to store lot cars. Complaint phoned in	1011 Drever Street, West Sacramento, CA, United States	Josh Hurley	19-Oct-17 10:41 AM

ID	Description	Address	Assigned To	Date Created
<a href="#">3326568</a>	multiple vehicles parked in private shared driveway blocking access.	2922 Condor St, West Sacramento, CA 95691, USA	Marc Marquez	17-Oct-17 5:38 PM
<a href="#">3315366</a>	People drive way too fast on Lisbon Ave. especially at the intersection of Lisbon Ave and Solano St. May we get a 4 way stop or a speed bump there please. There's a market and a barbershop there and everyone speeds up even more when they drive past those buildings.	1545-1599 Lisbon Ave, West Sacramento, CA 95605, USA	Treasure Acevedo	15-Oct-17 <del>11:43 PM</del> 11:43 PM
<a href="#">3315199</a>	The hashes on the road is very confusing, some stretches of the linden loop has dashes with hashes. I see vehicles turning into these lanes to make turns and nearly hitting me when I go pick up my son from daycare. These new road markings are one of the most confusing ever even compared to the ones I have seen in Asian countries.	Linden Rd, West Sacramento, CA 95691, USA	Jesse Khatkar	15-Oct-17 6:25 PM
<a href="#">3314978</a>	vehicles blocking shared private driveway	2922 Condor St, West Sacramento, CA 95691, USA	Marc Marquez	15-Oct-17 <del>3:43 PM</del> 3:43 PM
<a href="#">3314933</a>	This crosswalk has no stop sign or light. With the new road open leading to the freeway so many cars speed on this road. Many children, mine included, walk to and from Stonegate Elementary across this intersection. Cars do not stop unless there is a crossing guard. Even then with a crossing guard present they still rarely stop. Something needs to be done about this before a pedestrian is hit. A...	Redding Rd & Bear River Ct, West Sacramento, CA 95691, USA	Jesse Khatkar	15-Oct-17 3:03 PM
<a href="#">3312394</a>	It is such an unsafe area for pedestrians and bicyclers. No crosswalk or bike lane on the main route for the High School Students going to River City High School so the kids walk, skate and ride bikes in the middle of the road because the option is the muddy road shoulder. I hope no one gets killed ..	Constitution Ave & Hart Ave, West Sacramento, CA 95691, USA	Treasure Acevedo	13-Oct-17 4:08 PM
<a href="#">3304661</a>	The eastbound light on Industrial Blvd at Harbor Blvd has a straight lane and a left turn only lane. The light is green for both lanes an equal amount of time. There is no apparent reason why the left tun only lane could not be converted to a left turn/straight through lane. During the evening rush hour, traffic gets backed up at that light for vehicles attempting to go straight. ...	2951-2975 Industrial Blvd, West Sacramento, CA 95691, USA	Joshua Bailey	12-Oct-17 8:46 AM
<a href="#">3298677</a>	There is an RV, CA license 7RWW370, that has been parked in the street in front of this house since Sunday, Oct. 8.	3230 Kelly's Island Rd, West Sacramento, CA 95691, USA	Marc Marquez	11-Oct-17 7:12 AM

ID	Description	Address	Assigned To	Date Created
<a href="#">3296455</a>	Trucks turning right on to village parkway from locks drive. The bridge is a not truck zone. The trucks should be taking locks drive to Jefferson and not crossing the bridge. This would require a special permit to allow the trucks in the no truck zone. The trucks were from Benjamin international. Please address these violations.	2100-2112 S River Rd, West Sacramento, CA 95691	Marc Marquez	10-Oct-17 1:24 PM
<a href="#">3295042</a>	I want to complain about the traffic now that the new road has opened. Traffic down Davis Road has increased significantly and they drive WAY TOO FAST. It is a rural community with lots of families and pets. I would like more policing on speeding etc.	2215 Davis Rd, West Sacramento, CA 95691, USA	Marc Marquez	10-Oct-17 10:37 AM
<a href="#">3287055</a>	Large truck parked in driveway blocking sidewalk	1497 Cedarbrook Rd, West Sacramento, CA 95691	Marc Marquez	8-Oct-17 7:41 PM
<a href="#">3286758</a>	Please consider installing traffic cameras at Southport and Lake Washington Blvd. Many drivers fail to stop for a red light when turning left onto Southport from southbound Lake Washington. Also please consider lengthening the green light times for both the left turn and the through lanes for traffic leaving the shopping center as it usually is green long enough for only 3 or 4 cars to get...	Southport Pkwy, West Sacramento, CA 95691, USA	Joshua Bailey	8-Oct-17 3:35 PM
<a href="#">3286674</a>	broken traffic light (blinking red)	Jefferson Blvd, West Sacramento, CA 95691, USA	Joshua Bailey	8-Oct-17 2:39 PM
<a href="#">3286673</a>	broken traffic light (blinking)	1901-1903 Devon Ave, West Sacramento, CA 95691, USA	Joshua Bailey	8-Oct-17 2:44 PM
<a href="#">3286112</a>	at Linden and Jefferson near the Power Mart, the traffic light sensor in the new bike liane does not work. I waited through three cycles on Jefferson and since no cars came up Linden i had to move to the crosswalk. please fix. i think the new lane alignment including the bike lane are good	3185 Jefferson Blvd, West Sacramento, CA 95691	Joshua Bailey	8-Oct-17 7:42 AM
<a href="#">3283305</a>	I applaud the city for partnering with WALKSacramento to raise awareness for the need for safe walking routes to school. My kids walk to school daily; however, there is currently no safe route for them to get to their school from our house on St John Rd since they must cross Oakland Bay Drive, a through-way with no crosswalks except at the major intersections at Southport Parkway and at...	Oakland Bay Dr, West Sacramento, CA 95691, USA	Chris Dougherty	6-Oct-17 1:39 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">3279768</a>	Would it be possible to evaluate the lighting at the roundabout on Marshall? I am pretty sure additional signage has been added to alert drivers, but once again someone crashed into the roundabout in the early hours of the morning today. In the darkness it is difficult to see the roundabout for someone that knows it's there as the circle is in the shadows of two street lights. There is a...	Marshall Rd, West Sacramento, CA 95691	Jason McCoy	5-Oct-17 8:17 PM
<a href="#">3279747</a>	The northbound left turn lane at Southport Pkwy and Promenade Way is not working.	Promenade Way, West Sacramento, CA 95691	Joshua Bailey	5-Oct-17 7:38 PM
<a href="#">3279744</a>	The northbound left turn traffic light on Southport Pkwy at Promenade is not working.	Southport Pkwy, West Sacramento, CA 95691	Joshua Bailey	5-Oct-17 7:38 PM
<a href="#">3279738</a>	Neighbor is consistently parking in the grass area between my driveway and their driveway. There is no concrete in this area.	1908 Aster Ave, West Sacramento, CA 95691	Gabriel Torres	5-Oct-17 7:35 PM
<a href="#">3279694</a>	Please mark these better with signs or red curb. They are blocking the bike lane and making bigger problems. This whole traffic diet has ruined Linden road	Summerfield Park, 2950 Linden Rd, West Sacramento, CA 95691, USA	Jesse Khatkar	5-Oct-17 6:55 PM
<a href="#">3279689</a>	You force this traffic diet on us. People are parking in no parking zones. Back into these spots and block the bike lane. It needs a red curb and no parking signs.	Summerfield Park, 2950 Linden Rd, West Sacramento, CA 95691, USA	Jesse Khatkar	5-Oct-17 6:55 PM
<a href="#">3277985</a>	There needs to be a road closed sign at Linden Road and Village Parkway. Numerous RV's drive east on Linden Road trying to get to Snug Harbor on the River Road and Linden road is closed. They then have to turn around in the construction zone.	Linden Rd, West Sacramento, CA 95691, USA	Frank Dorris	5-Oct-17 12:29 PM
<a href="#">3274635</a>	Boat on a trailer located at the above address. Trailer has been parked in front of the address for over 96 hours. This exceeds the legal time frame.	3729 Bridgeway Lakes Dr, West Sacramento, CA 95691, USA	Marc Marquez	4-Oct-17 7:09 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">3258681</a>	left turn signal on northbound jefferson blvd is not working. straight signal is fine.	3395 Jefferson Blvd, West Sacramento, CA 95691	Joshua Bailey	2-Oct-17 7:18 AM
<a href="#">3256546</a>	Blue SUV With silver trim parked in handicap spot with no handicap placard in front of donut shop.	1015 Jefferson Blvd, West Sacramento, CA 95691	Marc Marquez	1-Oct-17 8:35 AM
<a href="#">3255686</a>	A motorhome with Minnesota plates has been parked on the street for over two weeks. It is blocking drivers going north on highland from seeing oncoming traffic around the corner	1418 Highland Dr, West Sacramento, CA 95691, USA	Marc Marquez	30-Sep-17 3:20 PM
<a href="#">3255334</a>	The traffic headed south on Harbor toward industrial is bad and it seems like it could be easily fixed. If you are getting off the freeway headed eastbound and want to turn left on Industrial you have to get over in to the left lane of Harbor. On the weekdays around 3-6 this is difficult to do. There are many trucks headed to the industrial warehouse area of Southport and turning left on...	1450 Harbor Blvd, West Sacramento, CA 95691, USA	Joshua Bailey	30-Sep-17 2:04 PM
<a href="#">3254109</a>	Car has been parked on the street with a broken Axel for 3 weeks.	3130 Carmel Bay Rd, West Sacramento, CA 95691, USA	Marc Marquez	29-Sep-17 6:19 PM
<a href="#">3248295</a>	Bike lanes were put in on Gateway, but the resident at 2350 Sansome Street parks his truck there anyways. Picture attached.	2350 Sansome St, West Sacramento, CA 95691, USA	Marc Marquez	28-Sep-17 1:21 PM
<a href="#">3243980</a>	Vehicle has been parked on street in front of this address for at least 72 Days. Has not moved at all. Can tell by the dirty glass, spider webs and weeds growing under it. possibly abandoned or inoperable.	733 Kagle Dr, West Sacramento, CA 95605, USA	Marc Marquez	27-Sep-17 3:40 PM
<a href="#">3238919</a>	Thanks so much for changing the traffic pattern on Lake Washington at Jefferson heading east. It is a huge improvement!	2501-2515 Jefferson Blvd, West Sacramento, CA 95691, USA	Joshua Bailey	26-Sep-17 5:03 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">3237410</a>	Wants to know why the trucks working on the levee setback can't use Village Parkway instead of Linden Road. They seem to be going all day long.	Linden Road, West Sacramento, CA, United States	Joshua Bailey	26-Sep-17
				12:41 PM
<a href="#">3230964</a>	This is not an issue more of a question: in the parking structure next to the CalSTRS building, what are the rules for motorcycle parking in the public parking section of the structure? Is a motorcycle ok to park in the white lines area?	3rd St, California, USA	Marc Marquez	25-Sep-17
				11:14 AM
<a href="#">3219965</a>	No bike lane?	2920-2984 Linden Rd, West Sacramento, CA 95691	Marc Marquez	21-Sep-17
				6:11 PM
<a href="#">3219886</a>	Illegal parking in the bike lane. Every single weekday evening between 5 pm & 7 pm. This is dangerous to cyclists.	Summerfield Park, West Sacramento, CA 95691	Marc Marquez	21-Sep-17
				5:31 PM
<a href="#">3219554</a>	Summerfield at Gadwell and Teal extremely dangerous due to U turns. Teal to Higgins dangerous due to increased speed of drivers before and after school hours.	Summerfield Drive, West Sacramento, CA, United States	Marc Marquez	21-Sep-17
				3:38 PM
<a href="#">3213948</a>	I'm not sure my concern falls under this category. My apologies if I am submitting this in the wrong area. I was wondering if it is possible to install a few speed bumps on this street. Vehicles speed down this street frequently and with a school located here, it is very concerning that it is quite dangerous for children, or anyone for that matter, to be out and about here. I anticipate...	Cummins Way, West Sacramento, CA 95605, USA	Marc Marquez	20-Sep-17
				3:26 PM
<a href="#">3208751</a>	Cars are parked in the no parking area all over on Linden Rd. Can you paint no parking on the road or at least close the white lines so the diagonal lines dont look like parking spaces?	2791-2799 Linden Rd, West Sacramento, CA 95691, USA	Chris Dougherty	19-Sep-17
				6:45 PM
<a href="#">3208002</a>	There is a motorhome that has been parked on the street at Betty Way and Denise Court for over 3 months. It appeared to have been ticketed and the tires chalked last week. Whoever owns it moved it backwards just a bit to appear as though it has been driven. It has only left one time in the past 3+ months and that was only for 1 day.	Betty Way & Denise Ct, West Sacramento, CA 95691, USA	Marc Marquez	19-Sep-17
				2:54 PM



ID	Description	Address	Assigned To	Date Created
<a href="#">3203184</a>	Resident has painted the curb white to denote resident parking only. Picking up kids from Southport is busy as it is. These residents will come out and walk you till you get off "their" property when really Mandelville Way is under the city's property.	2648 Mandelville Way, West Sacramento, CA 95691, USA	Reggie Lawson	18-Sep-17
				9:43 PM
<a href="#">3202165</a>	Seem to be an increase in number of vehicles parked on the street in the last few weeks - despite most houses having 3+ garages, the number of vehicles parked on the street along with RVs, trailers etc has increased. Isn't there a city code that requires owners to park their vehicles in their garages first and then on their driveways before they park on the street? There is a daycare...	3725-3735 Henshaw Rd, West Sacramento, CA 95691, USA	Marc Marquez	18-Sep-17
				2:52 PM
<a href="#">3182139</a>	LICENSE PLATE #4VSY380 GREY/SILVER 4 DOOR SEDAN ON CORNER OF STONE AND VIRGINIA HAS BEEN THERE FOR 2 WEEKS. ON VIRGINIA .	VIRGINIA & STONE	Marc Marquez	13-Sep-17
				2:56 PM
<a href="#">3181798</a>	Property owner is reporting that he has received parking tickets from the Rivers HOA despite being on Lighthouse Dr, a public street. Seems like this would be a PD matter, not HOA.	898 Lighthouse Drive, West Sacramento, CA, United States	Marc Marquez	13-Sep-17
				2:07 PM
<a href="#">3180982</a>	a full size motorhome has been parked on the street for at least 3 months.	2687 Betty Way, West Sacramento, CA 95691, USA	Marc Marquez	13-Sep-17
				12:31 PM
<a href="#">3180973</a>	huge trailer has been parked on street for at least a week. Impedes visibility.	2946 Claudia Ct, West Sacramento, CA 95691, USA	Marc Marquez	13-Sep-17
				12:34 PM
<a href="#">3180953</a>	This trailer has been parked on the street for at least 2 months; impedes visibility.	2523 Betty Way, West Sacramento, CA 95691, USA	Marc Marquez	13-Sep-17
				12:28 PM
<a href="#">3180948</a>	Huge trailer parked on street; impedes visibility.	2980 Sharon Ct, West Sacramento, CA 95691, USA	Marc Marquez	13-Sep-17
				12:29 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">3177331</a>	FOUR WAY STOP SIGN DESPERATELY NEEDED. When doing site survey please do so Monday-Friday, between hours of 7:30am-8:30am, 2pm-3pm, or 4:30pm- 6:30pm. These are the times you'll truly see the danger that this intersection has	Village Pkwy,West Sacramento, CA 95691	Treasure Acevedo	12-Sep-17
				10:45 PM
<a href="#">3177214</a>	The crossing from Bear River to Redding Road is badly in need of a stop sign or flashing lights. I've seen many drivers not even slow down when kids are present going to and from school or to the park. They cars go at such high speeds that it is difficult for a child, or an adult for that matter, to get out of the way. Especially with the new development and the new Mike McGowan Bridge (all of...	Village Pkwy,West Sacramento, CA 95691	Treasure Acevedo	12-Sep-17
				8:37 PM
<a href="#">3177190</a>	It is dangerous to cross this intersection (Bear Valley to Redwood and Village Parkway) especially with children. Please put in a stop sign, speed bump, or flashing lights- cars have trouble seeing pedestrians and children use this daily.	Village Pkwy,West Sacramento, CA 95691	Treasure Acevedo	12-Sep-17
				8:15 PM
<a href="#">3177152</a>	Submitted a prior request for a stop sign at Village Parkway and Barona, and was told that assessment concluded no need for a stop sign. If traffic assessment is done during commuting hours, it's pretty obviously needed- Especially in the morning when children are trying to cross Village Parkway for school. Please reassess before someone gets hurt.	Village Pkwy,West Sacramento, CA 95691	Treasure Acevedo	12-Sep-17
				7:50 PM
<a href="#">3177067</a>	Yet again. Illegal parking in the bike lane	2981-2999 Linden Rd,West Sacramento, CA 95691	Marc Marquez	12-Sep-17
				7:07 PM
<a href="#">3177066</a>	Even more cars parked illegally in the bike lane. This is dangerous for cyclists and children on bikes	2919-2979 Linden Rd,West Sacramento, CA 95691	Marc Marquez	12-Sep-17
				7:02 PM
<a href="#">3177061</a>	More cars parked illegally in the bike lane	2920-2984 Linden Rd,West Sacramento, CA 95691	Marc Marquez	12-Sep-17
				7:03 PM
<a href="#">3177053</a>	Multiple cars parked illegally in the bike lane. Every night	2981-2999 Linden Rd,West Sacramento, CA 95691	Marc Marquez	12-Sep-17
				6:59 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">3174568</a>	There is a blue Ford, License Plate Number 5LSM525 that was parked in front of our house on Saturday and has not been moved since. We want to make sure this is not a stolen car and are hoping to have the vehicle cited with a warning to please move.	3605 Silverwood Rd, West Sacramento, CA 95691, USA	Marc Marquez	12-Sep-17
				12:29 PM
<a href="#">3171407</a>	Mr. John Gabry had someone drive through his wall over Labor Day weekend at the intersection of Village Parkway and Gregory Avenue. He would like to talk to someone in Public Works and can be reached at 916-612-4812. Thank you.	4250 Gregory Ave, West Sacramento, CA 95691, USA	Steve Gunn	12-Sep-17
				8:21 AM
<a href="#">3143488</a>	Heading south on Harbor at Del Monte, the traffic is terrible at this intersection due to the two turning lanes the city provided for the trucks. It would be nice if the city provided two lanes heading south with a line painted on the right side of the left southern lane through the intersection to direct drivers to the left turning lane for the left turn onto Industrial so that the right...	1450 Harbor Blvd, West Sacramento, CA 95691, USA	Joshua Bailey	10-Sep-17
				10:46 PM
<a href="#">3143475</a>	Why does the city continually create unsafe intersection for its drivers and pedestrians. There are at least five in the city where a driver has to swerve while going through the intersection in order to stay in their lane. Traveling south on 5th street, this lane and the one exiting the freeway and also turning right (South) should have no problem except that the city painted the lines so...	920 S River Rd, West Sacramento, CA 95691, USA	Joshua Bailey	10-Sep-17
				10:31 PM
<a href="#">3143464</a>	Can we please, please, please finish this intersection?! It's only been 10 years since the project was started! There is no reason why two lanes of traffic do not travel east from Lake Washington towards the Town Center shopping center. Does the city not have a traffic engineer with any common sense? Every day people cut other off to get into the one lane that goes east across Jefferson. ...	2204 Lake Washington Blvd, West Sacramento, CA 95691, USA	Chris Dougherty	10-Sep-17
				10:23 PM
<a href="#">3137986</a>	Signs that used to inform people that there was no parking along Glide avenue are no longer there for various reasons. When will the signs be replaced? When church at Flossie and Glide Avenue meets their parishoners park along Glide and it causes problems. People are parking on his private property where his water and sewer boxes are located and they could be breaking them.	Glide Avenue, West Sacramento, CA, United States	Treasure Acevedo	8-Sep-17
				1:36 PM
<a href="#">3135306</a>	Good morning. I would like to submit a complaint about the timing of the traffic signal at Marshall Rd. and Jefferson Blvd.. Heading east on Marshall the traffic light doesn't stay green long enough causing a huge back up during heavy traffic periods. Thank you for providing the area for my concern. Roy Campbell.	3395-3399 Jefferson Blvd, West Sacramento, CA 95691, USA	Joshua Bailey	8-Sep-17
				7:42 AM
<a href="#">3133513</a>	Is there anything being done about the traffic situation in West Sacramento. I am in Bridgeway and have to take my kids to Southport. It takes almost 30 mins to go less than 5 miles. Now that you have taken away lanes on linden, increased residents in our area with new housing, we are forced on to certain streets. Any thoughts to opening up access to the linden area through southport? With...	2975-3099 Marshall Rd, West Sacramento, CA 95691, USA	Joshua Bailey	7-Sep-17
				3:30 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">3131218</a>	There are no sidewalks for kids to walk and ride coming from Bridgeway area going east on Marshall to northbound Jefferson. Creates an unsafe transit path for a large population of West Sacramento to commute to school and work.	Jefferson Blvd & Marshall Rd, West Sacramento, CA 95691, USA	Chris Dougherty	7-Sep-17
				10:20 AM
<a href="#">3130132</a>	It seems like the traffic signal sensor could use an adjustment for cars going from Marshall turning left (north) onto Jefferson. Often it will only stay green for a brief period (4-5 cars) and during the morning (school commute; ~8am) traffic can backup to Seymour Ave. forcing residents to seek alternate routes.	3410 Jefferson Blvd, West Sacramento, CA 95691, USA	Joshua Bailey	7-Sep-17
				8:26 AM
<a href="#">3129843</a>	The new "traffic diet" is ridiculous. People are confused with the lines in the right lane, and are parking in them, when actually it's for no parking. the city needs to go out and write NO PARKING in these areas. This is accidents waiting to happen.	Linden Rd, West Sacramento, CA 95691, USA	Treasure Acevedo	7-Sep-17
				7:56 AM
<a href="#">3128745</a>	West Bound exit from 80, can the left turn dotted lines onto Harbor be repainted? People in far outside lane always turn into the inside lane because the lines are fading. Accidents are bound to happen.	925-993 Harbor Blvd, West Sacramento, CA 95691	Joshua Bailey	6-Sep-17
				9:28 PM
<a href="#">3122051</a>	2 issues : 1. Parked on a corner, grey van parked there. This is not a 1x occurrence, this is on a daily basis after work. Not sure if this is a violation as I'm not able to find the actual WS Parking Code but it's definitely a safety hazard. 2. Directly across the road where the Black Ram truck is, they have household goods piled in yard and it's very common for them to double park...	2985 Stable Dr, West Sacramento, CA 95691, USA	Marc Marquez	5-Sep-17
				5:02 PM
<a href="#">3117685</a>	THERE'S A GRAY CAR IN FRONT OF MY HOUSE 1831 madrone ave , IS BEEN THERE FOR A A WEEK ALREADY AND IS LEAKING FLUID OIL THE OWNER LEAVES ON THE 3RD HOUSE FROM ME BUT SHE WON'T MOVED IT SOMEONE NEEDS TO DO SOMETHING ABOUT THIS BECAUSE SHE DOES THIS EVERY OTHER DAY AND STOPS AND DOES IT AGAIN THANKS	1831 Madrone Ave, West Sacramento, CA 95691, USA	Marc Marquez	5-Sep-17
				8:31 AM
<a href="#">3112057</a>	Throughout West Sacramento I have seen some of the worst drivers ever. I have seen people driving on Southport and Jefferson in excess of 80mph, and last night I had someone run me off the road. There seems to be NO SPEED ENFORCEMENT! This is a serious safety issue for our community and yet I see constant accidents and people ignoring stop signs, and speeding constantly. What do we need to do...	Southport Pkwy, West Sacramento, CA 95691, USA	Marc Marquez	2-Sep-17
				11:56 AM
<a href="#">3105788</a>	Vehicle propped up on a jack on the public street.	1510 Madrone Ave, West Sacramento, CA 95691, USA	Marc Marquez	31-Aug-17
				5:32 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">3104760</a>	I already paid the parking citation but now that I have to register my vehicle it still shows up that I have to pay for it. My Vehicle Registration Fee is now at \$151 and I am not paying for the parking violation twice once i already paid for it.	Waterfront Pl, West Sacramento, CA 95605, USA	Marc Marquez	31-Aug-17 2:25 PM
<a href="#">3101844</a>	For about the tenth time today I witnessed a school aged child almost get hit by a car trying to cross Village Parkway to get to Stonegate Elementary. In the past, there has been a crossing guard present, whom I have seen almost also get hit crossing kids on Village Parkway. The round-a-bouts have turned into a "sling-shot" for cars as once they clear them, they FLY down Village Parkway. The...	Village Pkwy, West Sacramento, CA 95691, USA	Marc Marquez	31-Aug-17 8:25 AM
<a href="#">3099305</a>	They put a no u-turn sign up on Linden and summerfield this morning I saw at least 10 people doing it and it makes it very hard for people that are try to turn on to linden from summerfield. I think the sign was just put up recently so I think we need a deputy out here until people are aware that there is no u-turn there it took me 10 minutes to turn onto Linden this.	Linden Rd & Summerfield Dr, West Sacramento, CA 95691, USA	Chris Dougherty	30-Aug-17 2:10 PM
<a href="#">3098483</a>	I previously reported the two cars in the back of the photo (#3048922) and my request was "completed." However the cars are still there (at least 6 weeks now) nor have I seen any notices placed on the vehicles. The BMW in front has also been parked there for nearly 2 weeks now. Please cite and/or remove these vehicles. It is our only neighborhood parking as we can't park on Linden in front of...	2801-2857 Condor St, West Sacramento, CA 95691	Marc Marquez	30-Aug-17 12:21 PM
<a href="#">3097514</a>	Green Toyota 4Runner - 3MNY635 has been parked on Linden for over a week without moving. Was previously stored in the Lindenwood Community and was towed multiple times for being a non-operating vehicle with cobwebs, flat tires, etc. and is now being stored on a public street where there is minimal parking.	2732-2736 Linden Rd, West Sacramento, CA 95691, USA	Marc Marquez	30-Aug-17 10:27 AM
<a href="#">3094816</a>	There is an RV parked in their driveway for several weeks now.	3311 Bermuda Ct, West Sacramento, CA 95691, USA	Reggie Lawson	29-Aug-17 7:28 PM
<a href="#">3080870</a>	There is a travel trailer parked on South bound Teal, between Pekins Court and Baldpate Court. it's been there over 2 weeks. Thank you	Teal Dr, West Sacramento, CA 95691, USA	Marc Marquez	26-Aug-17 1:16 PM
<a href="#">3075076</a>	Illegally parking in striped zones.	2986-2998 Linden Rd, West Sacramento, CA 95691	Chris Dougherty	24-Aug-17 7:17 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">3074497</a>	I have lived on Maui street for 2 years and for 2 years when school at Bridgeway is in session I have almost been hit pulling out of my driveway about 3 times a week. Speeding is an issue on this street when school is in session. This morning at approx. 750 am a orange colored, what looked like a scion, not sure because it was going to fast, came speeding on to Maui from Oakland bay drive...	3252-3258 Maui St, West Sacramento, CA 95691, USA	Marc Marquez	24-Aug-17
				3:21 PM
<a href="#">3063011</a>	RV parked here for months at a time	2642-2648 Linden Rd, West Sacramento, CA 95691	Marc Marquez	22-Aug-17
				6:45 PM
<a href="#">3063010</a>	Cars parking illegally in new striped areas blocking bike lane	Summerfield Park, West Sacramento, CA 95691	Chris Dougherty	22-Aug-17
				6:41 PM
<a href="#">3062258</a>	Lights out	130 Jefferson Blvd, West Sacramento, CA 95691, USA	Marc Marquez	22-Aug-17
				2:58 PM
<a href="#">3048922</a>	These two vehicles have been parked here for over a month, haven't been moved once. Many spiderwebs accumulated will show that. I live Nextdoor at 1921 Linden rd and have no idea who the cars belong to.	2840 Mojave Dr, West Sacramento, CA 95691	Marc Marquez	19-Aug-17
				10:17 AM
<a href="#">3046607</a>	18 wheel commercial vehicles are using Marshall Road as a shortcut to the trucking companies from Clarksburg and Jefferson Blvd. They are destroying the road surfaces.	Marshall Rd, West Sacramento, CA 95691, USA	Marc Marquez	18-Aug-17
				12:18 PM
<a href="#">3045204</a>	Completely blocking sidewalk	1720 Alabama Ave, West Sacramento, CA 95691	Marc Marquez	18-Aug-17
				9:26 AM
<a href="#">3038536</a>	left turn signal, red arrow, at Jefferson and Linden near Target, working intermittently.	Jefferson Blvd & Linden Rd, West Sacramento, CA 95691, USA	Joshua Bailey	17-Aug-17
				6:35 AM

ID	Description	Address	Assigned To	Date Created
<a href="#">3034015</a>	Today, I was in the right lane in front of Raley's HQ heading south. Someone cut in front of me from the middle lane (which should turn left) and gave me a disrespectful gesture. This happens quite often at that intersection. Is there a way to provide enforcement for this very unsafe behavior?	701-799 4th St, West Sacramento, CA 95605, USA	Marc Marquez	16-Aug-17 9:04 AM
<a href="#">3028838</a>	The intersection of 5th Street and Tower Bridge Gateway is a traffic hazard due to lane designations. S/B 5th Street has three lanes at the Tower Bridge intersection. Two lanes are left turn only onto Tower Bridge Gateway while one lane continues S/B 5th Street. Due to a traffic signal on 5th Street just prior to Tower Bridge Gateway at West Capital Ave and a slight curve in the roadway the...	Tower Bridge Gateway, West Sacramento, CA 95605, USA	Marc Marquez	15-Aug-17 10:22 AM
<a href="#">3027869</a>	Speeding cars at all hours of the day, including night and commuting hours. The speed limit is only 25 but the vast majority of cars are going at least 35-40 down this street. Drivers/commuters are using this road to speed on and to avoid traffic at the Jefferson/Marshall Rd intersection This is creating a dangerous situation for the horseback riders and kids who play in this area. ...	3300-3390 Partridge Ave, West Sacramento, CA 95691, USA	Marc Marquez	15-Aug-17 8:41 AM
<a href="#">3027774</a>	With school starting tomorrow (August 16), please have traffic enforcement presence to remind drivers to be more mindful about illegal parking and traffic maneuvers. Nip it now, before it extends throughout the school year. Thank you in advance.	1100 Clarendon St, West Sacramento, CA 95691, USA	Marc Marquez	15-Aug-17 8:31 AM
<a href="#">3025154</a>	My neighbor has a ski boat parked in the street. Its been there since July 4th. The city came out and marked the tires about two weeks ago, and since then he leaves it parked in the street, attached to his truck. Can someone come address the issue? Thank you, Adrian McKown 916-752-1432 adrianmckown@yahoo.com	2938 Apache St, West Sacramento, CA 95691, USA	Marc Marquez	14-Aug-17 2:17 PM
<a href="#">3021511</a>	There are "doughnuts" and "burnouts" on Park from 15th/Westacre to Stone. A high concentration of them are in front of this house, including leading out of the driveways.	1629 Park Blvd, West Sacramento, CA 95691, USA	Marc Marquez	14-Aug-17 8:04 AM
<a href="#">3020190</a>	The street markings on West Capitol Avenue between Harbor Boulevard and Garnet Street are especially bad, especially in the dark. And with rain, it's really hard to see anything at all on the road. I travel westbound from Harbor Blvd to Industrial Blvd daily. There are many bicyclists on that stretch of road to the causeway and it really needs to be marked better with reflective paint. Thank you.	W Capitol Ave, West Sacramento, CA, USA	Treasure Acevedo	13-Aug-17 10:35 PM
<a href="#">3012481</a>	Widespread ignorance of yield signs and of the signage of the peanut at 16th/Fallbrook St make this a very dangerous intersection. I have recently seen RT busses and City/School District vehicles fail to yield at the peanut. The speeds on this lower part of Park Blvd (15th/Westacre to Stone) add to the perception that Park has the right of way through the peanut. A few days ago I was almost...	1557-1579 Park Blvd, West Sacramento, CA 95691, USA	Marc Marquez	10-Aug-17 5:04 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">3010874</a>	Crosswalk across Lake Washington... we have watched the city spend way too much on making this crossing safe. We went through all those barriers, with the posts being destroyed and replaced for a year+. Now, the flashing lights are great... IF anyone used them. I am constantly having to stop for a runner, biker, or just those that feel they "don't have to" use the button!?!? Plus, why...	1990 Lake Washington Blvd, West Sacramento, CA 95691, USA	Jason McCoy	10-Aug-17 12:00 PM
<a href="#">3010813</a>	Traffic light timing... why is it that what I know is a simple "fix" of the computer boards that operate the signals at the various signals in West Sacramento, especially the one at Lake Washington and Jefferson where you can sit waiting for the left turn (coming south of Jefferson) to change, while the left turn coming North just goes on and on and on, with or WITHOUT ANY traffic. There are...	2204 Lake Washington Blvd, West Sacramento, CA 95691, USA	Joshua Bailey	10-Aug-17 11:55 AM
<a href="#">3010366</a>	PICK UP AND CATERING TRAILER BLOCKING DRIVEWAYS. NO ROOM FOR WASTE PICK UP AT CURB FRIDAY AUGUST 11. PLEASE REMEDY. THANK YOU	1630 Randolph Rd, West Sacramento, CA 95691, USA	Marc Marquez	10-Aug-17 11:00 AM
<a href="#">3010169</a>	I would like to make a suggestion to improve traffic flow/congestion at the intersection of Linden and Jefferson. Coming from Linden (Target and High School side)and turning right on to Jefferson toward Lake Washington Blvd. there are currently three lanes on Linden. One lane is designated to turn left onto Jefferson and the other two lanes are designated as going straight. I would like to...	2298 Linden Rd, West Sacramento, CA 95691, USA	Jason McCoy	10-Aug-17 10:34 AM
<a href="#">3007287</a>	large Armstrong Plumbing truck parked in residential area. Driver lives at Riva.	1310 Cold Springs Road, West Sacramento, CA, United States	Marc Marquez	9-Aug-17 5:44 PM
<a href="#">3006057</a>	The new "calming improvements" on Linden loop are the most foolish/ traffic hindering "improvements" the city has EVER enacted! WHO was behind this???? Gary Clements 2784 Pintail Ct.	2747 Linden Rd, West Sacramento, CA 95691, USA	Jason McCoy	9-Aug-17 1:24 PM
<a href="#">3001094</a>	At the corner of shell and greenbrier there are two tractors parks on the street one has caused scrapping damage to the road.	1472-1490 Greenbrier Rd, West Sacramento, CA 95691	Steve Gunn	8-Aug-17 1:53 PM
<a href="#">3000017</a>	abandoned vehicle with expired 2016 tags, grey in color, economy class, in front of 1009 Taber st. residence. license number 4VX659	1008-1010 Pierce St, West Sacramento, CA 95605, USA	Marc Marquez	8-Aug-17 11:36 AM



ID	Description	Address	Assigned To	Date Created
<a href="#">2995091</a>	Recreational Vehicle being parked/stored on the street.	3079 Nancy Ln, West Sacramento, CA 95691, USA	Marc Marquez	7-Aug-17 1:08 PM
<a href="#">2988484</a>	this morning the Tower Bridge and roads around Raley Field were closed with no notice. some of us work in downtown sacramento on weekends and need to know of road closures . the city did really well with this type of communication on multiple channels for a while but it seems to have stopped. please start doing this again. thank you.	Tower Bridge,West Sacramento, CA 95691	Marc Marquez	5-Aug-17 9:54 AM
<a href="#">2978810</a>	Raised yellow pavement markers were installed at this corner at the end of July 2017. Days later they are shattered, falling apart. We are interested in getting a STOP SIGN here, not pavement markers that break in a few days. How do we go about getting a stop sign at this dangerous corner? In the past there have been numerous crashes and incidents here. The West Sac PD and Dept of...	6th St & Cummins Way, West Sacramento, CA 95605, USA	Chris Dougherty	3-Aug-17 9:07 AM
<a href="#">2978323</a>	Same old motorhome parked for over a month. Dumping trash. People in and out all day.	6th St & Cummins Way, West Sacramento, CA 95605, USA	Marc Marquez	3-Aug-17 8:16 AM
<a href="#">2973372</a>	Several months ago I got into a traffic collision on my bicycle with a motor vehicle. I was pedaling eastbound on Reed when the driver made a right turn in front of me, causing me to crash into her van. The collision wrecked my bike and injured me. I was almost crushed by her vehicle. The accident was caused in part because the bike lane inadequacies along Sacramento and Reed Avenue. Those...	1849-1873 Reed Ave, West Sacramento, CA 95605, USA	Treasure Acevedo	2-Aug-17 9:10 AM
<a href="#">2971443</a>	Has been stored on street for over a week without moving.	2938 Apache St,West Sacramento, CA 95691	Marc Marquez	1-Aug-17 7:47 PM
<a href="#">2967866</a>	The street lights at the southern most side of the intersection on Jefferson Blvd. at Park Blvd. southbound are tilted downward and not visible to drivers until they are at the intersection. Multiple accidents have occurred at this location. I suspect the misaligned street lights are the reason. I understand these street lights are the responsibility of Cal Trans, however, this is a life...	Jefferson Blvd & Park Blvd., West Sacramento, CA	Joshua Bailey	1-Aug-17 9:23 AM
<a href="#">2965517</a>	pick up truck parked has two different license plates. front is shown in the picture. back side license plate number is 8W93612.	1301 Cold Springs Rd, West Sacramento, CA 95691, USA	Marc Marquez	31-Jul-17 7:49 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">2961374</a>	The stoplight at Reed and Ikea Ct/Riverpoint drive is mistimed in the morning. It stays green for Riverpoint drive/Ikea even though no cars are present for over one minute. Meanwhile, traffic turning left onto Riverpoint drive backs up and fills the left turn lane sometimes obstructing traffic going straight. Traffic going straight on Reed backs up to the 80 off ramp light. Both are traffic...	805 Ikea Ct, West Sacramento, CA 95605, USA	Joshua Bailey	31-Jul-17 9:06 AM
<a href="#">2957338</a>	Car parked on street in front of house. It has been there over a week. Never moved, and not property of (resident) 1036 Elliot St. Light Silver/Green 4 door sedan.	1036 Elliot St, West Sacramento, CA 95605, USA	Marc Marquez	29-Jul-17 5:34 PM
<a href="#">2956430</a>	Traffic enforcement at the peanut on Park. Had another car on Park blow through the yield signs, insisting that 1) Park does not have Yield to Circle signs, 2) there are Yield signs within the circle to other traffic, and 3) that 16th/Fallbrook have Stop signs to the circle. My brother has had the same conversation with someone that lives 1 block from the peanut! Enforcement of the signage and...	1566-1600 Park Blvd, West Sacramento, CA 95691, USA	Marc Marquez	29-Jul-17 7:38 AM
<a href="#">2955961</a>	I live in the Habitat apartments in the Bridge district and want to let my frustration known about the traffic control set up for the baseball game at Raley field on 7/28. There are three possible ways to get to the apartments from the rest of the city and all three of them were blocked by road closed signs. I understand that some traffic control is needed in order to direct everyone out of...	5th St, West Sacramento, CA 95691, USA	Marc Marquez	28-Jul-17 11:20 PM
<a href="#">2955142</a>	The lights at the intersection of Poplar and West capital are taking ages to change, even when there is no other traffic on the road.	1841-1857 W Capitol Ave, West Sacramento, CA 95691, USA	Joshua Bailey	28-Jul-17 2:33 PM
<a href="#">2953621</a>	The northwest caution signal on the west bound lane is defective as is the west bound northwest pedestrian signal. The former has recently failed while the latter has been defective for several months.	1648-1698 W Capitol Ave, West Sacramento, CA 95691, USA	Joshua Bailey	28-Jul-17 10:40 AM
<a href="#">2953406</a>	Trying to understand parking permit owning since website link says warnings are being issued til the 15th , after that tickets are being issued. I have a ticket dated for the 7th not a warning.	324 4th St, West Sacramento, CA 95605, USA	Paul Blumberg	28-Jul-17 10:12 AM
<a href="#">2929652</a>	Two heaps of dirt on street for more than 3 months now covered in blue sheet, very hard to see at night and blocks part of the street. Please have owner remove ASAP. Is this an infringement?	3780 Bridgeway Lakes Dr, West Sacramento, CA 95691, USA	Bill Burke	24-Jul-17 7:45 AM

ID	Description	Address	Assigned To	Date Created
<a href="#">2928151</a>	When will the US A markings be removed in front of my house that are part of the city water meter project. A condition of the the standard city EP is to remove the markings. This has not happen yet. Please advise 916.919.4881.	2644 Duet Dr, West Sacramento, CA 95691, USA	Steve Gunn	23-Jul-17
				6:52 PM
<a href="#">2921577</a>	This morning I was almost killed driving eastbound on Del Monte St. because I have gotten a ticket in the past on this street, I literally set my cruise control at 30 mph which is the speed limit. As I was approaching Terminal street which has a stop sign. Driver in a burgundy Nissan Frontier heading north on terminal driving at least 60 mph does not even brake and blows through the stop sign....	2399 Del Monte St, West Sacramento, CA 95691, USA	Marc Marquez	21-Jul-17
				8:30 AM
<a href="#">2921310</a>	Cars speeding through intersection at 16th and Park, well over the 25 MPH street limit, not to mention the 15 MPH intersection warning signs posted on Park Blvd... Can an enforcement officer specifically monitor cars traveling through the traffic circle intersection? This is a 24-hour-a-day problem! Thank you-	1600 Park Blvd, West Sacramento, CA 95691	Marc Marquez	21-Jul-17
				7:57 AM
<a href="#">2919792</a>	SE Corner yellow signal broken	Harbor Blvd & Del Monte St, West Sacramento, CA 95691	Joshua Bailey	20-Jul-17
				4:59 PM
<a href="#">2913128</a>	Speeding vehicle in the area of Alabama Ave, and Alameda St.	Alabama Avenue, West Sacramento, CA, United States	Marc Marquez	19-Jul-17
				1:13 PM
<a href="#">2906942</a>	My name is Raul Campos Perales and I was hit by a car last night. MASOUD KAMAL STANACKZAI was driving the wrong way on tower bridge gateway on 7/17/17 approximately at 10:30 pm and hit my car on the side of the driver. He tried to escape the accident but I was able to follow him until he stopped and exchanged his insurance information with me. I called the cops to file a report but they asked...	784 Ironworks Ave, West Sacramento, CA 95691, USA	Marc Marquez	18-Jul-17
				11:27 AM
<a href="#">2903687</a>	the reflector on the cement divider has been down for a very long time and I had a family member almost damage their car turning on to Stone because it was night time and they did not know that that concrete divider went out so far. Please consider reinstalling a reflector Pole on the end of the concrete divider or even reflector paint on the edge would be helpful	1073-2249 Stone Blvd, West Sacramento, CA 95691, USA	Frank Dorris	17-Jul-17
				9:13 PM
<a href="#">2903629</a>	Is it permissible for a large recreational vehicle to be used for living on a residential street or even for parking? Wouldn't that be illegal camping? I didn't know if it was prohibited but it is an eyesore. The gray pickup in the driveway has never been driven since parked there, at least a year. I don't know if it is registered. Thanks.	1801 Rockrose Rd, West Sacramento, CA 95691, USA	Bill Burke	17-Jul-17
				8:04 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">2894553</a>	Added pictures of car parked across sidewalk in half-driveway on 16th St side of 1601 Alabama Ave.	101-199 16th St, West Sacramento, CA 95691, USA	Marc Marquez	15-Jul-17
				9:49 AM
<a href="#">2888590</a>	North of 15th St. on S River Rd., the marking of the left turn lane to the 50/80 east onramp is gone. I've seen several people stop in the middle of S River Rd. to turn left because they don't even realize there's a left turn lane. The south bound right turn lane at the same location has also been obliterated and needs repainting.	1501 S River Rd, West Sacramento, CA 95691, USA	Treasure Acevedo	13-Jul-17
				4:23 PM
<a href="#">2879534</a>	Since the construction of the new apartment complex on the corner of Delta and Tower Bridge Gateway, cars park along the edge of the shuttered truck depot along Delta Lane. Today, the entrance in and out of the Ironworks development was blocked by two parked cars. I understand parking is at a premium in our neighborhoods now but this is legitimately unsafe. See attached photo. Thank you!	852-854 Delta Ln, West Sacramento, CA 95691, USA	Marc Marquez	12-Jul-17
				8:59 AM
<a href="#">2867487</a>	As of ~9:15am today, vehicle parked on the west side of Southbound Southport Pkwy just North of Carlin Dr. in a No Parking Anytime zone. Partially blocking Southbound right turn lane	2940 Southport Pkwy, West Sacramento, CA 95691, USA	Marc Marquez	10-Jul-17
				9:32 AM
<a href="#">2863911</a>	Black Honda License plate 7LWJ592. Has been parked here for over two weeks. Cobwebs are forming under the car.	Havasu, West Sacramento, CA 95691	Marc Marquez	9-Jul-17
				11:44 AM
<a href="#">2862255</a>	Speed on Park Blvd, especially the portion between 15th St and Stone Blvd. New "speed stripes" at peanut (Fallbrook St and Park Blvd) seem to encourage some to speed for the "buzz saw" sound before flying through the peanut. Cars use center lane to pass. Have frequently had cars veer into center or bike/parking lanes when crossing Park on foot. During school year saw many cars passing busses...	1721-1725 Park Blvd, West Sacramento, CA 95691, USA	Marc Marquez	8-Jul-17
				10:53 AM
<a href="#">2862224</a>	Sidewalk frequently blocked by car parked in half-length driveway on 16th St side of 1601 Alabama Ave. Impossible for wheelchair to get around, Dangerous for cane/crutch users.	101-199 16th St, West Sacramento, CA 95691, USA	Bill Burke	8-Jul-17
				10:37 AM
<a href="#">2861468</a>	Are the black vehicles parked legally?	3370 Tobago St, West Sacramento, CA 95691, USA	Marc Marquez	7-Jul-17
				6:36 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">2853412</a>	There is a high number of speeding cars passing through and there are children in the neighborhood including my own who most times play outside in hot summer days.	Rockrose Rd, West Sacramento, CA 95691, USA	Marc Marquez	6-Jul-17 10:26 AM
<a href="#">2844254</a>	Cars always parked in front of fire hydrant	1870 Chinook Rd, West Sacramento, CA 95691	Marc Marquez	4-Jul-17 1:56 PM
<a href="#">2843350</a>	There must be a cross walk and a stop sign on 3rd Street after the rail road crossing and before the railroad crossing to enable pedestrians to cross the street safely. Motorists completely disregard the fact that there are two corners upon which corners, pedestrians can cross 3rd Street. Motorists speed and fail to yield to pedestrians. I have complained repeatedly to the City but no...	328 3rd St, West Sacramento, CA 95605, USA	Joshua Bailey	3-Jul-17 8:35 PM
<a href="#">2834250</a>	There is two black teens doing stunts on off motorcycle and causing mayhem in the neighborhood...pretty sure they don't have a license..can we get some more patrols in the area	952 Anna St, West Sacramento, CA 95605, USA	Marc Marquez	30-Jun-17 12:18 PM
<a href="#">2829403</a>	Turning from the lane heading south on Jefferson on to S River Road is an accident waiting to happen. There is a curbed median separating the lanes where river road meets Jefferson. It is unexpected position. When a person turns off jefferson to enter S River road, they must make the turn very wide to BYPASS the curbed median and get into the correct lane. That curb should be marked with...	2335-2345 S River Rd, West Sacramento, CA 95691, USA	Joshua Bailey	29-Jun-17 12:04 PM
<a href="#">2820746</a>	Blocking the sidewalk	3220 San Salvador St, West Sacramento, CA 95691	Bill Burke	27-Jun-17 8:14 PM
<a href="#">2820741</a>	Blocking sidewalk	3220 San Salvador St, West Sacramento, CA 95691	Marc Marquez	27-Jun-17 8:07 PM
<a href="#">2819495</a>	We get cars driving at excessive speed past our office daily and were hoping you may be able to provide some speed enforcement to discourage them. Some go in excess of 60mph	3000 Duluth St, West Sacramento, CA 95691, USA	Marc Marquez	27-Jun-17 1:53 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">2793171</a>	We went to Burgers and Brew on Sunday and found out that the paved lot that used to be the main parking for Burgers and Brew is now valet parking only. We were told this is a City decision as the City owns the lot. I think it is a terrible decision and wasting limited parking that is already available. I understand they had to add parking for Bean and Barrel, which seemed like an excessive...	317 3rd St, West Sacramento, CA 95605, USA	Aaron Laurel	21-Jun-17
				9:45 AM
<a href="#">2791705</a>	Traffic consistently does not yield to pedestrians crossing Park Boulevard. When walking my dog each morning I stand in the bike lane at the edge of the traffic lane, waiting to cross the street at this intersection, and the vast majority of morning commuters do not yield to the pedestrian. People have raced past in the center turn lane and then moved back into the traffic lane after passing....	1801 Park Blvd, West Sacramento, CA 95691, USA	Marc Marquez	21-Jun-17
				7:00 AM
<a href="#">2791576</a>	24/7 cars travel well over the 25 MPH speed limit, and often double the limit, in both directions of Park Blvd. There are 15 MPH warning signs approaching both directions of the "peanut" at 16th and Park, yet most traffic travels through this busy pedestrian intersection at well over 30MPH. Even with the new "traffic calming" rumble strips the speeding and recklessness continues. Is it...	1601 Park Blvd, West Sacramento, CA 95691	Marc Marquez	21-Jun-17
				6:42 AM
<a href="#">2790549</a>	I have been a resident of west Sacramento for about a year and a half now, i pay taxes and i spend my money in the city. I live in the Capitol yards apartments and the complex doesnt have enough parking so i am forced to park on the street. I have tried getting a parking permit but was informed that residents here cant get them due to a dispute between the developers and the city. I...	313-399 G St, West Sacramento, CA 95605, USA	Aaron Laurel	20-Jun-17
				5:08 PM
<a href="#">2785170</a>	Can you tell me if there are any parking meters in West Sac??	1817 Laurel Ln, West Sacramento, CA 95691, USA	Chris Dougherty	19-Jun-17
				10:00 PM
<a href="#">2778898</a>	Blocking the sidewalk	3220 San Salvador St, West Sacramento, CA 95691	Marc Marquez	18-Jun-17
				5:12 PM
<a href="#">2771746</a>	Stop sign at Lisbon and N.Hobson is down.	708 N Hobson Ave, West Sacramento, CA 95605, USA	Marc Marquez	15-Jun-17
				10:12 PM
<a href="#">2770030</a>	Lane Realignment request. I'd like to request that the two east-bound lanes of Industrial Blvd be configured to both cross Harbor, not just the right-hand lane. During rush hour most cars traveling this direction on Industrial desire to continue on and have to all merge into the right hand lane. This line often get very long and takes multiple light rotations to progress. Thanks	2951-2975 Industrial Blvd, West Sacramento, CA 95691, USA	Joshua Bailey	15-Jun-17
				12:23 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">2769867</a>	Lane Realignment request at Harbor-Del Monte intersection. I'd like to request that both south bound lanes on Harbor be directed into the two left turn lanes by default, with the right hand lane having the option to move over. During rush hour most cars desire to turn left onto Industrial Blvd and traffic flow is not good as cars have to all merge into the left lane before Del Monte and then...	Del Monte St, West Sacramento, CA 95691, USA	Joshua Bailey	15-Jun-17
				11:59 AM
<a href="#">2769801</a>	Lane Realignment request. When traveling east on Industrial Blvd and approaching Jefferson, it would very helpful if both lanes could travel straight through the intersection. From my experience, the majority of traffic in this direction either wants to turn right (S. on Jefferson) or travel straight and all these cars have to merge into the right lane. This has always seemed incorrect to...	2204 Lake Washington Blvd, West Sacramento, CA 95691, USA	Joshua Bailey	15-Jun-17
				11:51 AM
<a href="#">2765497</a>	For that past 6 months, the number of cars speeding on this street has dramatically increased. I'm not sure if they are not making a full stop at Redwood and Lemontree, however, when they turn the corner, it is safe to assume that they have already exceeded the 25 mph speed limit and they continue to increase their speed as they go down the street. However, similarly, in the opposite...	1535 LemonTree Rd, West Sacramento, CA 95691, USA	Marc Marquez	14-Jun-17
				2:00 PM
<a href="#">2755822</a>	On weekdays at about 7:15 am, numerous vehicles travel across the tower bridge in both directions at very high rates of speed--at least 40mph in the 25mph zone.	101-295 Tower Bridge Gateway, West Sacramento, CA 95605, USA	Marc Marquez	12-Jun-17
				6:41 PM
<a href="#">2755640</a>	There has been a large boat parked on the street in front of this vacant house. I'm not sure which house the owners live in.	1527 Alabama Ave, West Sacramento, CA 95691, USA	Marc Marquez	12-Jun-17
				5:01 PM
<a href="#">2755487</a>	Madrone between West Acre and Poplar. CARS AR TRAVELING TOO FAST!!! Citizen doesn't want to give her name or address as she is afraid of reprisals.	Madrone Avenue, West Sacramento, CA, United States	Marc Marquez	12-Jun-17
				4:17 PM
<a href="#">2754063</a>	People asking for money almost every day in narrow median - see behind truck in pic- very dangerous- please install something to prohibit standing in intersection	791-899 Ikea Ct, West Sacramento, CA 95605	Joshua Bailey	12-Jun-17
				12:46 PM
<a href="#">2749975</a>	Excessive speed on Davis Road ever since new road was built.	2215 Davis Road, West Sacramento, CA 95691, USA	Marc Marquez	12-Jun-17
				5:27 AM

ID	Description	Address	Assigned To	Date Created
<a href="#">2748185</a>	18-wheel bottom-dump trucks are going back and forth on Burrows (about one every half hour.) I called the city police and was told that this was an approved use, the weight limit not withstanding. The street has a 5-ton weight limit while these trucks are hauling 20 tons of asphalt grindings. In addition, the "street" is very narrow, has no center line or shoulders and barely allows two...	3535-3549 Burrows Ave, West Sacramento, CA 95691, USA	Marc Marquez	11-Jun-17
				12:22 AM
<a href="#">2741649</a>	Is rv supposed to be parked on property 24/7?	3640 Bali Pl, West Sacramento, CA 95691	Marc Marquez	8-Jun-17
				4:32 PM
<a href="#">2737796</a>	Commercial truck being parked on residential street	1485 Cedarbrook Rd, West Sacramento, CA 95691, USA	Marc Marquez	8-Jun-17
				6:52 AM
<a href="#">2719402</a>	This type of parking is daily, getting worse on weekends. Loud music	3629 Bali Pl, West Sacramento, CA 95691	Marc Marquez	4-Jun-17
				7:52 PM
<a href="#">2718332</a>	resident keeps parking on grass Overnight	729-733 Kegle Drive, West Sacramento, CA 95605, USA	Bill Burke	4-Jun-17
				8:12 AM
<a href="#">2715511</a>	The listed speed limit on Stone Blvd. is I believe between 25 mph - 30 mph. Vehicles are typically going between 45 mph - and up to 55 mph. If you are able to allocate an officer to come an observe you will see a lot of speeding in progress. Maybe some speed bumps and some road signs would also help. Thank you in advance.	455-499 Stone Blvd, West Sacramento, CA 95691, USA	Marc Marquez	2-Jun-17
				1:27 PM
<a href="#">2699802</a>	Hi, I submitted this query a few months ago but never received a specific response after following up via email/phone. I'm curious about the traffic pattern at the intersection of Industrial and Harbor heading east on Industrial. The left hand lane is left turn only and the right hand lane is a right hand turn or straight option. However, at rush hour the majority of traffic is headed east...	1604-1610 Harbor Blvd, West Sacramento, CA 95691, USA	Rafael Martinez	30-May-17
				8:13 PM
<a href="#">2693268</a>	Traffic flies down Village Parkway since the new portion of the road opened! There have been a lot of near misses as pedestrians try to cross to go to the park. We "need "a four way stop before some child or old lady (me) gets hit. PLEASE thoughtfully consider this!	Village Pkwy, West Sacramento, CA 95691	Joshua Bailey	29-May-17
				6:43 PM



ID	Description	Address	Assigned To	Date Created
<a href="#">2691705</a>	Chevy sport utility vehicle parked on street for over a week concerned it was stolen or dumped here.	3296 Aruba St, West Sacramento, CA 95691, USA	Marc Marquez	28-May-17 2:04 PM
<a href="#">2689791</a>	Trailer parked on street for over a week.	Shell Street, West Sacramento, CA 95691, USA	Marc Marquez	26-May-17 4:57 PM
<a href="#">2685638</a>	Parking of commercial paving truck vehicles in residential neighborhood. If possible, I am requesting these trucks be cited. They are in violation of CC&Rs for our subdivision.	3348 Guadalupe St, West Sacramento, CA 95691, USA	Marc Marquez	25-May-17 8:21 PM
<a href="#">2680408</a>	the traffic markings for the turn pockets on the street in both directions leading to the east bound fwy 80 on-ramp are badly faded and hardly visible. appreciate someone checking out this traffic safety issue in my opinion. thank you.	1101-1119 S River Rd, West Sacramento, CA 95691, USA	Joshua Bailey	24-May-17 3:49 PM
<a href="#">2678340</a>	What are rules for street parking? Can you park this close to a street entrance where it is difficult to see around the cars to pull into on-coming traffic?	2706-2716 Linden Rd, West Sacramento, CA 95691, USA	Marc Marquez	24-May-17 10:37 AM
<a href="#">2677478</a>	Neighbor is running a B&B or Air B&B. Clients are parking around his house. Would like to know if owner of the house is required to have parking for his guests since he is running a business.	4045 Perris Court, West Sacramento, CA, United States	Bill Burke	24-May-17 8:51 AM
<a href="#">2673533</a>	There needs to be a four way stop sign at the corner of Marshall Road and Rivermont Street. People trying to enter traffic from Rivermont or Allan Ave cannot enter Marshall Road without almost causing accidents. People on Marshall do not allow people to enter Marshall Road when they are in such a hurry.	Allan Dr & Rivermont St, West Sacramento, CA 95691, USA	Joshua Bailey	23-May-17 11:23 AM
<a href="#">2669962</a>	Concerned about certain individuals speeding down the street at all hours of the day. These individuals all live on Pecan. One drives a white car, one drives a black car. They are suspected of killing 4 dogs within the last month. No one has witnessed this however. Caller requested information on how to get speed bumps installed in front of her house. Very upset about these 2...	Maple Street, West Sacramento, CA, United States	Marc Marquez	22-May-17 3:29 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">2667519</a>	We need some traffic enforcement on Marshall Road. There are commercial trucks using Marshall Road for through traffic and are exceeding the posted speed limit. Vehicles are traveling in excess of 45 mph.	Marshall Rd, West Sacramento, CA 95691, USA	Marc Marquez	22-May-17
				10:28 AM
<a href="#">2663478</a>	I was hoping you can help. Two questions for either Parking or WSPD: First, is parking in the narrow strip between two closely spaced houses illegal (see photo)? Second, if it's legal, how far into my driveway can the vehicle legally park? I'm going to talk to my neighbor, but I want to know whether this is a legal or courtesy issue (neighbor is a lawyer so like to know). Thanks in advance!	West Sacramento, CA, USA	Marc Marquez	21-May-17
				6:32 AM
<a href="#">2662405</a>	There is a huge pile of glass in the middle of Stone blvd near Alabama Ave.	201-221 Stone Blvd, West Sacramento, CA 95691	Joshua Bailey	20-May-17
				7:38 AM
<a href="#">2652859</a>	Every Wednesday afternoon/night this Truck enters our neighborhood. Stops at this residence and is parked. The 'owner' washes his truck before driving away. This is becoming a nuisance. I have been reporting this Truck since last Fall. Please advise.	2422 N Beach Ave, West Sacramento, CA 95691	Marc Marquez	17-May-17
				8:19 PM
<a href="#">2649673</a>	At the intersection of Del Monte and Terminal there are only stop signs on Terminal. I think the people who are on Terminal waiting to enter the intersection are confused because they think there is stop signs on Del Monte as well. I believe this fact has caused numerous near hits and I'm sure collisions as well, like the one that occurred on 5/17/2017. I would recommend making this...	2401 Del Monte St, West Sacramento, CA 95691, USA	Joshua Bailey	17-May-17
				9:33 AM
<a href="#">2644713</a>	Commercial trailer permanently stored in front of house.	3383 Tobago St, West Sacramento, CA 95691	Marc Marquez	16-May-17
				9:47 AM
<a href="#">2641339</a>	This boat has been parked here for over a week now. This guy has been told numerous times to not leave it parked there, but he always brings it back. Thanks for your help!	3421-3437 Martinique St, West Sacramento, CA 95691, USA	Marc Marquez	15-May-17
				2:30 PM
<a href="#">2635113</a>	Shutting down Village Parkway without adequate street closure signs warning of the event has caused chaos and numerous annoyed and inconvenienced West Sac residents. All residents who live between Village Parkway and the river are trapped for an indeterminate amount of time. Officers handling the closure have been unnecessarily rude and disrespectful. In the future we hope that requisite...	Village Pkwy, West Sacramento, CA 95691, USA	Marc Marquez	13-May-17
				1:31 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">2634139</a>	Hi I'm brad Barroso and my Mercedes got impounded for a thirty day hold and I need to go pick it up so I don't lose it and every day that passes cost me more money and I can't wait till Monday so I really wanted to get my realese slip from u if u could email me I would appreciate it thanks alimohom1947@gmail.com	2230 Rice Ave, West Sacramento, CA 95691, USA	Joshua Bailey	12-May-17
				5:45 PM
<a href="#">2621089</a>	This trailer has been parked on Tobago Street for weeks. It is plugged into a power cord that runs to 3450 Trinidad Road. We've been very patient in reporting this -- but it has literally been there for weeks. Even with cones marking it, it is a large obstacle and sticks far out into the road.	3450 Trinidad Rd, West Sacramento, CA 95691, USA	Marc Marquez	9-May-17
				7:41 PM
<a href="#">2615964</a>	Large Ford pickup with boat trailer and a yellow boat parked in the street at this address for at least two days. Do not recognize vehicle or boat as being from this neighborhood. Parked in front of 93 year old woman's home. Certain it is. It her vehicle or boat.	601 Yolo St, West Sacramento, CA 95605, USA	Marc Marquez	8-May-17
				7:03 PM
<a href="#">2608664</a>	Street racing occurs near the school/Bryte parking lot on Riverback Road almost nightly. Can the City please install a couple of speed bumps on that stretch of road before someone gets killed? Thank you!	1021-1125 Riverbank Rd, West Sacramento, CA 95605, USA	Marc Marquez	6-May-17
				12:34 PM
<a href="#">2606939</a>	This is Rachel from the Center for Land Based Learning - we lease an apartment over by the Barn. Our parking permit is expired -- how do I request a new one? What documents are needed to do so? Thanks in advance for your help!	Riverfront St, West Sacramento, CA 95691, USA	Marc Marquez	5-May-17
				12:35 PM
<a href="#">2604042</a>	Vehicle parked for over a week	2790 Cascade St, West Sacramento, CA 95691	Marc Marquez	4-May-17
				6:11 PM
<a href="#">2587591</a>	There is a resident at the address noted whom operates a limo company out of their home. They are parking their commercial vehicles (limo) in the neighborhood.	2488 Pheasant Hollow Dr, West Sacramento, CA 95691, USA	Bill Burke	1-May-17
				11:23 AM
<a href="#">2583607</a>	Negligent driving is becoming a HUGE issue in the Bridgeway Lakes II area. Speeding and running stop signs is common and there is a growing trend in drivers passing other cars in residential sections which is very alarming due to pedestrians. Something needs to change ASAP before there is a tragedy. Please help! My name is Chris Acosta and I can be reached at 916 - 284-6646. Than you.	3989 Turlock St, West Sacramento, CA 95691, USA	Marc Marquez	30-Apr-17
				11:45 AM

ID	Description	Address	Assigned To	Date Created
<a href="#">2582808</a>	New traffic light triggering sensors for going North across Tower Bridge Gateway on Garden are great! However, the green light stays on only about 4 seconds. Cars get about 3/4 across before it goes red but bicycles, even triggering the light at speed only get half way across before cross traffic gets a green light. It's pretty scary!	Garden St, West Sacramento, CA 95691	Joshua Bailey	29-Apr-17
				4:56 PM
<a href="#">2580787</a>	Kris Griffin (916-508-2027) called to express her concerns about the gate arms guarding the railroad crossing at Third Street near the Washington Firehouse. She says that she routinely sees cars driving around the single gate arms, which she believes contributes to the train operator's propensity to sound their horns repeatedly as they approach this crossing. She would like the City to...	396 3rd St, West Sacramento, CA 95605, USA	Joshua Bailey	28-Apr-17
				12:59 PM
<a href="#">2576409</a>	Green light on stop light going straight on southport parkway heading towards bridgeway island is out on the left straight lane.	2900-2998 Southport Pkwy, West Sacramento, CA 95691	Joshua Bailey	27-Apr-17
				12:35 PM
<a href="#">2563769</a>	An apology from me may be in order I want to apologize for any problem I may have caused last Friday to an ambulance at the corner of Jefferson and West Capitol At about 130 pm on Friday, I was driving down West Capitol, coming to Jefferson. The light was green for me, and traffic headed perpendicular (I noticed) was stopped, as the light was red for them. As I approached the intersection...	Jefferson Blvd & W Capitol Ave, West Sacramento, CA 95691, USA	Joshua Bailey	24-Apr-17
				4:47 PM
<a href="#">2523409</a>	On going - oil leaking into gutter under derelict vehicle in front of residence.	840 Fairway Dr, West Sacramento, CA 95605, USA	Marc Marquez	11-Apr-17
				6:28 PM
<a href="#">2523029</a>	Commercial truck in residential. Is brought into neighborhood twice a week and washed on street by owner. Stays over night or is parked in Target parking lot. Becoming a neighborhood annoyance.	1688 Columbus Rd, West Sacramento, CA 95691	Marc Marquez	11-Apr-17
				3:30 PM
<a href="#">2517404</a>	Many vehicles out front that just sit there and don't move the street is too crowded to have cars just sit on the street that don't run and are not registered.	806 Greenwood Ave, West Sacramento, CA 95605	Marc Marquez	10-Apr-17
				11:34 AM
<a href="#">2505721</a>	Green Honda Civic, license 4KZC856, has been parked and unmoved on Sherman Island Rd near Ryer Island St for at least 2 months now.	3001-3061 Sherman Island Rd, West Sacramento, CA 95691	Marc Marquez	6-Apr-17
				7:54 AM

ID	Description	Address	Assigned To	Date Created
<a href="#">2497874</a>	I would like to apply for residential B parking permit, but the webpage has been under construction for months. I live close enough to work to walk or bike, but am forced to drive until I can get a permit for street parking. I do not have driveway/garage, so street parking is my only option. If there's another way to apply for a permit, please let me know. Thanks!	334-398 G St, West Sacramento, CA 95605, USA	Marc Marquez	4-Apr-17
				9:42 AM
<a href="#">2493068</a>	Large RV parked on-street obstructing corner visibility.	1213 Cold Springs Road, West Sacramento, CA, United States	Marc Marquez	3-Apr-17
				9:36 AM
<a href="#">2488887</a>	Owner regularly parks his car(s) totally blocking the sidewalk, typically evenings.	3737 Cat Island Rd, West Sacramento, CA 95691, USA	Marc Marquez	31-Mar-17
				5:52 PM
<a href="#">2486727</a>	Wendy Williams ( not our Wendy Williams from Engineering mind you) who lives at 516 3rd st. called to find out why there is a no parking sign in front of her house that says "SPECIAL EVENT - NO PARKING 5 AM TO 11:30 PM, SUNDAY, APRIL 2ND" She is very upset and wants to know how she is going to get her car in and out.	516 3rd St, West Sacramento, CA, United States	Marc Marquez	31-Mar-17
				8:57 AM
<a href="#">2480181</a>	cul-de-cal parking problems	Denise Ct, West Sacramento, CA 95691, USA	Marc Marquez	29-Mar-17
				12:37 PM
<a href="#">2480179</a>	Vehicles are constantly driving dangerously fast on this turn. Many children live on this street and I have seen so many cars come to a screeching halt to avoid children after they turn the corner alarmingly fast. Last night my neighbors car was hit as I was parked outside her home. Something needs to be done speed bumps should be installed.	699 Elizabeth St, West Sacramento, CA 95605, USA	Rafael Martinez	29-Mar-17
				12:37 PM
<a href="#">2476985</a>	Car needs to be towed on drive way. It has not been moved in months and is an eye sore.	2005 Park Blvd, West Sacramento, CA 95691, USA	Bill Burke	28-Mar-17
				3:54 PM
<a href="#">2476122</a>	cars parking so you cant turn around in the cul-de-sac	Denise Ct, West Sacramento, CA 95691, USA	Marc Marquez	28-Mar-17
				12:45 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">2474385</a>	I live in the Riva on the River Condo's. Our HOA prohibits owners to park in the "Guests Only" parking spaces. There are several owners who still park there but one in particular is using an expired disable parking placard. I don't think our security company checks the disable placard when they come by to ticket people or tow their vehicle. I can provide the make, model, and license plate...	2487 Torino St, West Sacramento, CA 95691, USA	Marc Marquez	28-Mar-17
				8:01 AM
<a href="#">2465796</a>	Two cars have been parked on the street for many weeks They prevent adequate street sweeping and make it difficult for trash collection on the cul-de-sac. One is an unlicensed older Altima and the other is a Volvo station wagon with Oregon plates.	Deerwood Cir, West Sacramento, CA 95691, USA	Marc Marquez	24-Mar-17
				2:59 PM
<a href="#">2461270</a>	Large boat from Bodega Bay is parked here. Is this allowed in a residential neighborhood?	1301 Cold Springs Rd, West Sacramento, CA 95691, USA	Marc Marquez	23-Mar-17
				12:32 PM
<a href="#">2459848</a>	There is illegal parking on Pine Avenue everyday. There are signs posted "No Parking," however, people still park on this street which causes a dangerous turn at the corner of Pine Avenue and Evergreen Avenue.	827 Pine Ave, West Sacramento, CA 95691, USA	Marc Marquez	23-Mar-17
				8:38 AM
<a href="#">2454642</a>	Lindenwood HOA implemented new parking rules within the streets north of Linden. This has resulted in a large number of vehicles parked along Linden in recent weeks. Many of the vehicles park densely and close to the corners which blocks the view pulling out onto Linden as well as the crosswalks. As a new dad it makes me nervous pulling out onto Linden with the car seat. The traffic moves way...	2718-2720 Linden Road, West Sacramento, CA 95691, USA	Marc Marquez	21-Mar-17
				7:14 PM
<a href="#">2444748</a>	This car is blocking side walk from pedestrian most nights and early mornings	729-733 Kagle Drive, West Sacramento, CA 95605, USA	Marc Marquez	19-Mar-17
				1:46 AM
<a href="#">2443403</a>	I am sad to have to "tell" on a neighbor but this trailer is here so often (across the street from the owner's house). It's parked and left like this on a regular, on-going basis. Thank you.	3383 Tobago St, West Sacramento, CA 95691, USA	Marc Marquez	17-Mar-17
				4:18 PM
<a href="#">2439563</a>	Parking on the lawn day and evening.	1916 Park Blvd, West Sacramento, CA 95691, USA	Bill Burke	16-Mar-17
				3:56 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">2438000</a>	The problem here is that when I'm on my bike, the light goes for a REALLY long time even though there were no cars at all in the morning. I feel that the traffic would be much better suited by sensors rather than having long periods of green lights when there are no cars. Also given the number of riders, it seems that West Sac should ensure that bikes are able to trigger the signal. From the...	Tower Bridge Gateway, West Sacramento, CA 95691, USA	Joshua Bailey	16-Mar-17
				11:10 AM
<a href="#">2433102</a>	I'm a resident at Monticello at Southport. The traffic on Jefferson is ridiculous. The speed limit says 45 mph, but daily the cars are going too fast, I'm sure anywhere between 65-70 mph. Daily red lights are being ran. Every morning going to work I have to wait at least 5 - 10 seconds before going because cars are constantly running the red lights on Jefferson Blvd in West Sacramento. ...	2150 Valley Oak Ln, West Sacramento, CA 95691, USA	Marc Marquez	15-Mar-17
				9:53 AM
<a href="#">2432365</a>	My office faces C Street. I am at my desk each day facing C Street. The morning traffic from 6am to 9am is not obeying the 25MPH laws. There has been no enforcement of traffic violations that I have witnessed. Drivers are speeding and running red lights to ensure they make it to the I Street bridge. I was informed before that they would put a exceeding speed trailer in the area, that has never...	317 C St, West Sacramento, CA 95605, USA	Marc Marquez	15-Mar-17
				7:56 AM
<a href="#">2422761</a>	Failure of West Sacramento retailers to provide safe and secure bicycle parking. Nearly all the bicycle parking offered by West Sacramento retailers is irregular and ineffective or defective, deficient, and security lacking bicycle racks that are 100 feet or more from the entrances to the retailer. The retailers fail to provide security cameras on their rental property for the safety of...	West Sacramento, CA, USA	Chris Dougherty	11-Mar-17
				5:33 PM
<a href="#">2422758</a>	West Sacramento bicyclists fail to observe the law regarding passing, by failing to shout out that they are passing a bicyclist or pedestrian while traveling along the left side of the bicyclist. West Sac should have signs reminding Bicyclists of the need for safety of their fellow bicyclists and pedestrians. The new 3 feet passing law which applies to drivers, also applies to bicyclists....	1455-1515 Linden Rd, West Sacramento, CA 95691, USA	Chris Dougherty	11-Mar-17
				5:27 PM
<a href="#">2422751</a>	The traffic or speed lines that were placed on 3rd Street near the railroad tracks are now gone. There were speed lines placed on Third Street by either Traffic and or the Police of West Sacramento, California. I mentioned the fact that the speed lines were there to an owner named "Mike" who did not introduce himself to me, but to whom was identified by a John Garrison of the Elks Club. The...	423 3rd St, West Sacramento, CA 95605, USA	Marc Marquez	11-Mar-17
				5:13 PM
<a href="#">2408535</a>	Per a request from Sarah Cassidy, extra traffic enforcement will be conducted near the intersection of 6th St. and Cummins Way.	17 6th St, West Sacramento, CA 95605, USA	Marc Marquez	7-Mar-17
				9:29 AM
<a href="#">2406698</a>	Caller has questions/concerns regarding on-street parking in the vicinity of 1500 Virginia	1500 Virginia Ave, West Sacramento, CA 95691, USA	Marc Marquez	6-Mar-17
				4:51 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">2404906</a>	*There are two left turn lanes on Harbor Blvd after Del Monte Rd. to Industrial. However, the driver on the far right lane cannot make a left turn onto Industrial. He/she must stay in the second lane from the right before Del Monte in order to turn left onto Industrial. My suggestion is 1) to make the second lane from the right ONLY go to the leftmost lane after Del Monte; and to make the...	Harbor Blvd, West Sacramento, CA, USA	Joshua Bailey	6-Mar-17
				10:29 AM
<a href="#">2402605</a>	Traffic is permitted to make a left turn at the Eastbound Interstate 80 Off Ramp at Reed Ave while the Walk sign allows Pedestrians to cross. In addition, there is no Yield to Pedestrian Sign at this intersection. Please adjust the Traffic Signal so it is red while the walk sign is lit and post a Yield to Pedestrian Sign.	Dwight D. Eisenhower Hwy & I-80 & CA-84, West Sacramento, CA 95605, USA	Joshua Bailey	5-Mar-17
				11:23 PM
<a href="#">2400096</a>	To City Traffic Engineer: thank you for your information and update on my inquiry on the roundabout. As a suggestion, could WS possibly put flashers on the warning signs before the roundabouts also? By flashers, I mean the type used on traffic barriers; small ones that are not overly distracting, but still give drivers a heads up? Maybe give them a test try to see if improvement occurs?	3070 Stable Dr, West Sacramento, CA 95691, USA	Joshua Bailey	3-Mar-17
				3:38 PM
<a href="#">2395715</a>	Hello my name is Robert Blea, homeowner! I am interested in possibly adding a stop sign on the 4 way intersection on the corner of Hobson Ave. and Solano St. There is an existing stop along Hobson Ave. Considering cars fly thru Solano St coming in from Sacramento Ave. And driving from Lisbon. I've spoke with some/most of the homeowners around my residence and majority feel its a necessity. I...	1609 Hobson Ave, West Sacramento, CA 95605, USA	Rafael Martinez	2-Mar-17
				11:56 AM
<a href="#">2388853</a>	Why are there now two vehicles one hauling a mobile sauna and another hauling some contraption parked on a residential street. Are commercial vehicles allowed to park on the streets advertising their products! Unbecoming of neighborhood.	3800 Fowler Rd, West Sacramento, CA 95691, USA	Marc Marquez	28-Feb-17
				12:35 PM
<a href="#">2387189</a>	Blue Ford F150 Triton, license plate 8D96250 parked at the end of the driveway of 3412 Bridgeway Lakes Drive (belongs to 3424 Bridgeway Lakes Drive owner, Rick Faiola). this truck has been parked here for weeks on end (going on 4 weeks). Please enforce parking enforcement rules as the homeowners of 3412 Bridgeway lakes Drive are tired of backing their cars out of their driveway directly...	3424 Bridgeway Lakes Dr, West Sacramento, CA 95691, USA	Marc Marquez	28-Feb-17
				8:03 AM
<a href="#">2380779</a>	Need street lines repainted. Very dangerous turn on to on ramp to freeway in both directions. Also no bike lane. Someone's going to get hurt here. Traffic light would be nice also. Visited city today and almost got hit at that intersection by some one turning right in front of me getting on freeway onramp. Someone is going to get hurt or killed.	1092-1146 S River Rd, West Sacramento, CA 95691, USA	Joshua Bailey	25-Feb-17
				5:19 PM
<a href="#">2373157</a>	Numerous vehicles and a boat stored adjacent to Delta Gardens park, some for weeks at a time. Request Parking Enforcement verify compliance with 72 hour rule and valid registration for all vehicles.	1310 Cold Springs Rd, West Sacramento, CA 95691, USA	Marc Marquez	23-Feb-17
				7:11 AM



ID	Description	Address	Assigned To	Date Created
<a href="#">2372534</a>	There is a large commercial trailer (mobile sauna) parked on the street for approximately a week. It hasn't moved since being parked.	3437 Martinique St, West Sacramento, CA 95691	Marc Marquez	22-Feb-17
				8:56 PM
<a href="#">2372343</a>	Tower Bridge park parkway has two "No turn on Red" signs on that stretch of road right across from the ball park. I come home every day on that route and see most people disregard those signs. My question is are those signs seasonal? Running stop signs is a huge pet peeve of mine and wonder if they are not going to be enforced, can they be removed off season. I am very aware that West...	763 Tower Bridge Gateway, West Sacramento, CA 95605, USA	Marc Marquez	22-Feb-17
				5:22 PM
<a href="#">2361623</a>	Left turn lane light from tower bridge gateway eAstbond to north bound 5th st is not secure to the post.	Tower Bridge Gtwy, West Sacramento, CA 95605	Joshua Bailey	19-Feb-17
				2:22 PM
<a href="#">2356303</a>	Add red light camera. Nearly avoided an accident because of a red light runner. This happens constantly throughout the day. The camera will pay for itself in a week.	2500-2504 Jefferson Boulevard, West Sacramento, CA 95691, USA	Marc Marquez	16-Feb-17
				8:54 PM
<a href="#">2355376</a>	Toyota Corolla Lic# 7TXA912 driving on the closed section of the levy at approximately 7:52 a.m. on 02/16/17. Vehicle turned right onto South River Road at new bridge and proceeded to drive approx. 55 m.p.h. until "she" came to a line of traffic. Appeared to be a female driver as "she" was fluffing her hair.	Riverfront St, West Sacramento, CA 95691, USA	Marc Marquez	16-Feb-17
				12:53 PM
<a href="#">2352937</a>	Traffic light at Higgins and Jefferson now takes abnormally long to turn green when traveling from Higgins onto Jefferson or turning out of rec center. Is the traffic sensor working? Cars back up on Higgins now during peak times.	Higgins Rd, West Sacramento, CA 95691, USA	Joshua Bailey	15-Feb-17
				10:04 PM
<a href="#">2349349</a>	The light at Harbor Blvd. and Industrial Blvd. is skipping sequences for the direction of east bound Industrial/turning left onto Harbor. Last week it skipped one cycle, while today it was two. Causing increasing traffic delays.	Industrial Blvd, West Sacramento, CA 95691	Joshua Bailey	14-Feb-17
				9:34 PM
<a href="#">2345896</a>	The bike lane at this location is frequently blocked by parked cars -- this is due to the lack of no "no parking" signage in this location. Per the California Highway Design Manual, section 1003.2(1)(b), bike lanes with parking allowed must be a minimum of 3.6 meters wide with the vertical curb (with 3.9m or the design in subdivision (a) on fast, busy streets like West Capitol strongly...	900 W Capitol Ave, West Sacramento, CA 95691, USA	Chris Dougherty	13-Feb-17
				10:58 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">2341760</a>	Stop sign needed at Redding and Village Parkway. Crosswalk is a major pathway for children to get to school on one side and to park on the other side. Since the village Parkway extension, cars have been flying through the intersection and it is not safe for children (or anyone) to cross. Intersection is quite large and needs additional precautions in place to ensure people can cross between...	Village Pkwy, West Sacramento, CA 95691	Joshua Bailey	12-Feb-17
				7:51 PM
<a href="#">2338967</a>	People are always running red lights especially when turning right onto Southport from Lake Washington and onto Marshall Rd from Jefferson Blvd. I see such things as motorcycles parking on the sidewalk at Target also. We do not have the police presence in this area like I believe should be. We had a rash of car break ins and also package theft in Bridgeway Island during Christmas, one of which...	Bridgeway Lakes community park, 3650 Southport Pkwy, West Sacramento, CA 95691, USA	Sal Lombardo	10-Feb-17
				1:19 PM
<a href="#">2338321</a>	Large mobile sauna parked on street for more than 2 weeks now. Legal?	3805 Fowler Rd, West Sacramento, CA 95691, USA	Marc Marquez	10-Feb-17
				10:55 AM
<a href="#">2337434</a>	Need stop sign at Santa Cruz and golden gate kids cross street to go to and from school and cars are speeding.	3179 San Nicolas Rd, West Sacramento, CA 95691	Joshua Bailey	10-Feb-17
				8:10 AM
<a href="#">2334980</a>	North bound Enterprise Blvd from Industrial Blvd past the small bridge needs a solid line painted on the roadway to help prevent drivers with poor lane discipline from making a straight line out of the S-bend in the road and is putting drivers at an increased risk of a sideswipe collision, and I have received numerous complaints recently about this section of roadway from my employees. The...	1401-1419 Enterprise Blvd, West Sacramento, CA 95691, USA	Lyle Waite	9-Feb-17
				10:49 AM
<a href="#">2333316</a>	We need to have more police patrolling Village Parkway from Linden road to Davis road during commute hours. During the morning commute you will have cars not even stop at the stop sign at Linden and Village Parkway. During the afternoon commute starting at 4pm there are cars speeding/racing down this road. These cars are so loud as they speed from the stop sign that I can hear them from...	Village Pkwy, West Sacramento, CA 95691, USA	Marc Marquez	8-Feb-17
				5:18 PM
<a href="#">2331497</a>	How do we get some speed patrol in our business District - the speed on this street at times is crazy and someone is going to get hurt. Not just the UPS drivers but Big rig trucks and private vehicles as well. We need some speed enforcement soon. I know your office is busy and we appreciate your service. Delmonte Ave / Shore St thank you	1309 Shore St, West Sacramento, CA 95691, USA	Marc Marquez	8-Feb-17
				9:41 AM
<a href="#">2331080</a>	The southmost entrance to River city high school on Jefferson. People ignore the triangle with the no left turn sign and they enter from Jefferson with a big U-turn into the high school. I was under the impression that the shape of the island was to dictate the traffic flow direction... Perhaps the sticks can be installed like the ones near the Lowe's shopping Center and Taco Bell to prevent...	2855 Jefferson Blvd, West Sacramento, CA 95691	Joshua Bailey	8-Feb-17
				8:29 AM

ID	Description	Address	Assigned To	Date Created
<a href="#">2323511</a>	Good Morning: Attached is a copy of a reckless driver that passed me on the right to get ahead in the traffic. Not only did he pass me on the right. He stayed in the right lane until he got up to where you can merge on the fwy and cut across in front of the long line there waiting to merge onto the fwy. The license is 6ZYU146 I believe. You may be able to see it better than me. Silver...	1201 S River Rd, West Sacramento, CA 95691, USA	Marc Marquez	6-Feb-17
				8:52 AM
<a href="#">2319632</a>	Grey Trailer parker for over a week on street. Hard for students leaving parking lot to see on coming traffic.	2500-2538 Del Monte St, West Sacramento, CA 95691, USA	Marc Marquez	3-Feb-17
				2:26 PM
<a href="#">2316925</a>	Road striping has deteriorated to the point that it cannot be seen easily, in particular the middle "suicide" lane.	2289-2355 Linden Rd, West Sacramento, CA 95691	Lyle Waite	2-Feb-17
				7:02 PM
<a href="#">2316883</a>	I'm requesting extra patrol during the morning from about 7:40 - 8:00 on school days. Twice this week alone, I witnessed kids almost get hit by speeding cars/drivers not paying attention while kids were trying to cross Oakland Bay to get to school.	3367-3411 Oakland Bay Dr, West Sacramento, CA 95691	Marc Marquez	2-Feb-17
				5:28 PM
<a href="#">2316602</a>	Almost a year ago my son filed the form to have additional stop signs put at the intersection of Hobson and Arthur to make it a 4 way stop but nothing has happened. We received a call from Peter that the form was received but nothing has happened. How can I check on this?	1048 Hobson Ave, West Sacramento, CA 95605, USA	Rafael Martinez	2-Feb-17
				3:10 PM
<a href="#">2308542</a>	Bees staged in field off of SRR one mile north of Linden road need to be moved this week. Unsure if they can have access due to South River Road closure. How do they obtain legal access?? Owners need 3-4 days needed to move hives to new location. Please reply ASAP.	South River Road @ Linden Road, West Sacramento	Joshua Bailey	31-Jan-17
				10:34 AM
<a href="#">2299386</a>	large white truck #7N84660 always parking in front and taking two spaces. usually everyday.	1035 Jefferson Boulevard #7, West Sacramento, CA 95691, USA	Marc Marquez	27-Jan-17
				10:44 AM
<a href="#">2271224</a>	There are no light posts on the Southport Parkway stretch from cross street Lake Washington and Southport all the way to Marshall Road, which is very unsafe for drivers during the night.	Southport Pkwy, West Sacramento, CA 95691, USA	Joshua Bailey	21-Jan-17
				12:11 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">2270577</a>	Southport Parkway from Lake Washington Blvd all the way to Promenade has no street lighting. It is very dark at night and dangerous to drive at night. Please put street lighting on this stretch of road leading to Bridgeway Island development. Thank you for your consideration. I look forward to hearing from you. Srinapa Watanakunchai	Southport Pkwy, West Sacramento, CA 95691, USA	Joshua Bailey	20-Jan-17
				6:25 PM
<a href="#">2260230</a>	Hello my name is Eve Lopez and I also agree with all the other complaints about the round about circle that always getting hit and knocking out power for several hours. I have a disabled son who requires machines that he needs on a daily basis, Suction machine, breathing machine, feeding machine, plus he needs the heater during the winter& air conditioner during the summer. We can't...	3350 Seymore Avenue, West Sacramento, CA 95691, USA	Joshua Bailey	17-Jan-17
				7:10 PM
<a href="#">2257478</a>	Traffic signal for going North across Tower Bridge Gateway from Delta will not trigger. This has been a long time problem since construction first began. The LEFT ARROW light DOES trigger (I can even get detection in this lane on my bicycle!) but going straight does not and one can sit a long time in the car. THANKS!	840 Delta Ln, West Sacramento, CA 95691, USA	Joshua Bailey	17-Jan-17
				8:49 AM
<a href="#">2255141</a>	several cars not running, being repaired in the street in front of the residence.	1330 Alabama Ave, West Sacramento, CA 95691, USA	Marc Marquez	16-Jan-17
				10:27 AM
<a href="#">2253423</a>	There is a trailer full of garbage in our cul-de-sac. how long can they have it sit there? it's been about 3 day's. the owner is at 3068 Lassik Street. THANK YOU	3068 Lassik St, West Sacramento, CA 95691, USA	Marc Marquez	14-Jan-17
				7:40 PM
<a href="#">2248596</a>	I can't pass smog on this vehicle because I'm still fixing the car and I get a ticket for parking it on the street during the storm to avoid a tree falling on it? Now this is milking a mosquito guys. I mean seriously you guys? Or there is a cop living next to me that is picking on me? Are we now going to start giving out tickets for every car that goes 36mph on 35mph zone? Really? This is so...	2300 Holly St a, West Sacramento, CA 95691, USA	Marc Marquez	12-Jan-17
				12:33 PM
<a href="#">2246844</a>	The Traffic Unit received a letter from an unknown person asking for extra patrol for speeding vehicles on F St between Jefferson Blvd. and 5th St.	F Street, West Sacramento, CA, United States	Marc Marquez	12-Jan-17
				7:11 AM
<a href="#">2246150</a>	Please paint this section of the curb white. People park here even though there's a driveway right there. I need that space to maneuver a 53ft. trailer into the Tricor parking lot. I have to find owners of cars regularly to ask them to move so I don't hit their car with the back of my trailer.	1550-1650 Parkway Boulevard, West Sacramento, CA 95691, USA	Joshua Bailey	11-Jan-17
				6:09 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">2246145</a>	I was involved in a hit and run on 12/17/16, at approximately 1:06 AM. I am hoping that I can get a license plate of the vehicle that ran from the scene of my accident. I have a witness and a police report. Witness described the vehicle as a black ford SUV, possibly an expedition. I was driving a 2007 silver camry. Please let me know what will be the correct way of obtaining this info and...	Harbor Blvd, West Sacramento, CA, USA	Joshua Bailey	11-Jan-17
				6:04 PM
<a href="#">2238787</a>	Can you put S. River Rd. closed signs on Village Parkway so people aren't coming down Linden and making U-turns in front of peoples houses on their grass and driveways		Joshua Bailey	9-Jan-17
				2:00 PM
<a href="#">2230165</a>	6 power outages in 8 years lasting up to 20 hours. Most recent one on New Year's Eve was over 11 hrs. All caused by drivers failing to navigate the city's only traffic circle. We have 38 new houses being built--are we all going to need generators? Put in speed bumps or better warning signs if you insist on the circle but a 4 way stop is what we need for safety and electric reliability. I pay a...	Marshall Rd & Seymore Ave, West Sacramento, CA 95691, USA	Joshua Bailey	5-Jan-17
				1:49 PM
<a href="#">2229232</a>	RV has been parked a property across from caller for weeks at a time. Shouldn't RV be parked off of the street. Please investigate.	2496 Barona Street, West Sacramento, CA, United States	Marc Marquez	5-Jan-17
				10:59 AM
<a href="#">2226335</a>	My husband and I have lived on Stable Dr. for 5 months. During that time the power pole on Marshall at Seymore has been hit at least twice with power outages to our neighborhood. I have been almost been hit twice by people driving on Marshall in the round-about, and I clearly had the right of way. People driving on Marshall DO NOT know how to use a round-about!! The intersection of Seymore...	3365 Seymore Ave, West Sacramento, CA 95691, USA	Joshua Bailey	4-Jan-17
				1:46 PM
<a href="#">2225168</a>	Hi. Please address the problem with traffic circle on Marshall and Seymour. The circle is poorly designed. I have lived here for almost ten years and watched at least a few accidents. The problem is drivers drive too fast hit the curve ended up hitting the utility pole and knocked out power. The latest happened on new year eve and we lost power for twelve hours. The pge crew is out working...	3155 Stable Dr, West Sacramento, CA 95691, USA	Joshua Bailey	4-Jan-17
				10:42 AM
<a href="#">2224704</a>	I am writing to express my concerns about the numerous accidents at the roundabout on Marshall Road. I have lived in the area less than three years and have honestly lost count of the number of accidents that have occurred there. Often, including as recently as New Year's Eve, my entire neighborhood (and, at times, all of Southport) loses power for hours because of these accidents. Although...	2975 Marshall Rd, West Sacramento, CA 95691, USA	Joshua Bailey	4-Jan-17
				9:27 AM
<a href="#">2223170</a>	It never stops. Again a person with a self sense of entitlement parking in an area marked "NO PARKING" in front of the post office. This makes people that use the drive up mail box get jambed up because they cannot always clear the parking violator.	900 Sacramento Avenue, West Sacramento, CA 95605, USA	Marc Marquez	3-Jan-17
				10:37 PM

ID	Description	Address	Assigned To	Date Created
<a href="#">2221390</a>	To: West Sacramento Traffic Engineer The roundabout at Marshall Wy X Seymour Ave has created an unsafe environment to drive thru. Speed/lack of recognition are factors that make the intersection dangerous. Persons do not realize the roundabout is there soon enough to slow down at an appropriate speed. This issue has caused numerous traffic accidents in the intersection, the interruption of...	3399-3525 Seymore Ave, West Sacramento, CA 95691, USA	Rafael Martinez	3-Jan-17 1:11 PM
<a href="#">2217670</a>	The traffic lights at Higgins and Jefferson have been blinking red for all four directions since the power outage on the evening of December 31. I am submitting this issue in the afternoon of January 2. I know it's a holiday weekend, but traffic lights along major roads should be fixed within a timely manner, regardless of holidays. Flashing lights for nearly 48 hours is not timely.	2385 Higgins Rd, West Sacramento, CA 95691, USA	Joshua Bailey	2-Jan-17 1:51 PM

**ATTACHMENT 2**

**Traffic Committee Recommendation Log** DRAFT

DATE	TASK DESCRIPTION	RECOMMENDATION / ACTION	RESPONSIBLE STAFF	ACTION STATUS**
10/11/2017	Tree Trimming & Sign Relocation	Field Visit Made; Work Order needs to be put in for tree trimming; staff meeting to address capacity/work order system for signage	Bailey	PENDING
10/11/2017	Add striping and signage (No Trucks) @ Harbor & Industrial	Should be considered with comprehensive analysis of intersection and be brought back to TC for further consideration	Nessar / Khatkar	PENDING
10/11/2017	Oakland Bay Drive Crosswalks	TC recommended that engineering analyze the roadway and develop locations and cost-estimate for appropriate treatments.	Nessar / Khatkar	PENDING
10/11/2017	Lake Washington Blvd & Highland Dr	TC recommended radar feedback sign installation in the near-term, and noted that a cycle track will re-engineer this intersection long term.	Bailey	PENDING
10/11/2017	Higgins Blvd Sidewalks	TC recommends obtaining cost estimate for ROW acquisition & sidewalk installation	Nessar / Khatkar	PENDING
10/11/2017	Poplar btw Merkley & Evergreen Speeding	Place Radar Speed Feedback (RSF) sign at location to collect speed data to better assess problem	Bailey	PENDING
10/11/2017	NB Jefferson & 15th St	Install raised-curb delineators to prevent left turns into AM/PM from NB Jefferson	Nessar / Khatkar	PENDING
10/11/2017	Lake Washington Blvd & Panda Express	Replace/install additional delineators to prevent illegal left and U-turns.	Nessar / Khatkar	PENDING
10/11/2017	Rogers St	Recommend additional enforcement during school pick-up/drop-off times	Marquez	PENDING
10/11/2017	Harbor Blvd & Evergreen	Coordinate w Caltrans to install louvers or PV heads	Bailey	PENDING
10/11/2017	West Village Aptmnts	Submit a work order to remove No Parking signs	Acevedo	PENDING
10/11/2017	Marshall Traffic Circle	Consider conducting light analysis, adding flashing beacon or signage; request update on redesign from engineering	Nessar / Khatkar	PENDING

## Traffic Committee Recommendation Log **DRAFT**


DATE	TASK DESCRIPTION	RECOMMENDATION / ACTION	RESPONSIBLE STAFF	ACTION STATUS**
10/11/2017	Citywide Truck Routes	Identify locations and new placements for improved truck route signage citywide	Strand / Marquez	PENDING
10/11/2017	"Shields" RFS signs	Procure "shields" and look into integrating with existing PD system	Bailey / Marquez	PENDING
10/11/2017	Parking/BoF	Add "no parking in bike lane" provision in Book of Fees	Marquez / PSM	PENDING
11/8/2017	Lisbon & Sunset	Engineering will analyze the addition of a shoulder striping on Sunset btw Lisbon & N Harbor	Nessar / Khatkar	PENDING
11/8/2017	Standard Response for Stop Sign Requests	Develop standard response regarding requests for stops signs	Nessar	PENDING
11/8/2017	Speed Enforcement Awareness	Send Marquez language from other City's Speed Enforcement Awareness campaign; consider doing something similar in WS	Khatkar / Marquez	PENDING
11/8/2017	Click-to-Enter	Provide FD with locations of any broken locks/opticom and request any needed keys; continue larger C2E discussion outside of TC	Marquez / Jonson	PENDING
1/4/2019	Bear River and Village Parkway flashing beacons / Additional Signage	Conduct traffic counts and analyze intersection crossing enhancement options	Nessar / Khatkar	PENDING
1/4/2018	Half Moon Bay / Golden Gate Request for a stop sign	Add additional signage and striping to enhance crossing visibility and awareness	Nessar / Khatkar	PENDING
1/4/2018	Fernwood Request to do something because of a speed compliant		Khatkar	PENDING
1/4/2018	Traffic camera not recording in the parking lot		Josh	PENDING
1/4/2018	Speed Limit Sign Update	Inventory existing speed limit (and possibly other) signs and install new signs where feasible	Khatkar	PENDING



## Traffic Committee Recommendation Log **DRAFT**

DATE	TASK DESCRIPTION	RECOMMENDATION / ACTION	RESPONSIBLE STAFF	ACTION STATUS**
1/9/2018	Industrial and Parkway Blvd left turn bay	Restripe median to include an eastbound left-turn lane	Nessar / Khatkar	<b>PENDING</b>
2/2/2018	Missing Sidewalk	Add sidewalk connectivity	Khatkar	<b>PENDING</b>
2/16/2018	Remove Cross Walk	As part of WDSCI, remove West Capitol Ave Ped Crossing at 5th Ave, north of Tower Bridge Gateway	Khatkar	<b>PENDING</b>
2/14/2018	Add Pavement Marking	Add "BUS ONLY LANE" pavement marking on hatched portions	Khatkar	<b>PENDING</b>

\*\* **STATUS** may be **SUBMITTED** for consideration by the Traffic Committee, **PENDING** action by staff, **COMPLETED** and implemented by staff, on **HOLD** pending CIP or other funding request, or **DENIED** by the Traffic

<b>MEETING DATE:</b> March 5, 2018		<b>ITEM # 5</b>	
<b>SUBJECT:</b>			
<b>CONSIDERATION OF APPLICATION TO JOIN THE TRANSPORTATION FOR AMERICA (T4AMERICA) SMART CITIES COLLABORATIVE AND APPROPRIATION OF \$10,000 IN MEASURE E FUNDS FOR PROGRAM EXPENSES</b>			
<b>INITIATED OR REQUESTED BY:</b>		<b>REPORT COORDINATED OR PREPARED BY:</b>	
<input type="checkbox"/> Commission <input checked="" type="checkbox"/> Staff  <input type="checkbox"/> Other		Sarah Strand, Assistant Transportation Planner Jon Robinson, Deputy City Manager   <hr style="width: 50%; margin: 0 auto;"/> Denix Anbiah, Director Public Works Department	
<b>ATTACHMENT</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Information <input type="checkbox"/> Direction <input checked="" type="checkbox"/> Action			

**OBJECTIVE**

The purpose of this staff report is to inform the Transportation, Mobility & Infrastructure (TMI) Commission about an opportunity for the City to participate in the Transportation for America (T4America) Smart Cities Collaborative, and ask for the Commission to recommend that the City Council approve staff’s request to appropriate \$10,000 in Measure E funds to cover expenses related to participation in the Collaborative.

**RECOMMENDED ACTION**

Staff respectfully requests that the Transportation, Mobility & Infrastructure Commission:

- 1) Receive staff’s presentation on the Transportation for America (T4America) Smart Cities Collaborative; and
- 2) Recommend that Council appropriate \$10,000 in Measure E (Smart City) funds to cover the City’s membership fee and related expenses for FY 2018-19.

**BACKGROUND**

Transportation for America (T4America) is a nationally recognized alliance of elected, business and civic leaders from communities around the country collaborating to promote investment in smart, home-grown, locally-driven transportation solutions. T4America was founded by James Corless, who was recently appointed as Chief Executive Officer (CEO) for the Sacramento Area Council of Governments (SACOG), in April 2017, after serving as the Director of T4America for eight years. In 2016, T4America launched the Smart Cities Collaborative (Collaborative) to build a national forum for collaboration and to provide direct technical assistance to a number of leading-edge cities advancing smart mobility policies and projects. The Collaborative facilitates a peer-learning network enabling cities to share lessons learned and avoid “re-inventing the wheel,” while also connecting cities with some of the leading transportation minds in the private sector and academia.

Participation in the Collaborative is competitive and fee-based. T4America invites a limited number of cities each year based on their demonstrated efforts to implement new mobility and smart city projects. In its first year, the Collaborative received nearly 60 applications to participate, of which only 16 cities were selected to participate, including: Austin TX, Denver CO, Los Angeles and San Francisco CA, Portland OR, Seattle WA, Minneapolis/St. Paul MN and Washington DC. In year one, the Collaborative convened participants to learn from their peers and test concepts, understand market potential, assess regulatory and political hurdles, address environmental and equity issues and refine their approach to implementing smart mobility concepts.

Now preparing to launch its second year, T4America contacted City of West Sacramento staff to strongly encourage submission of an application to join the Smart Cities Collaborative (Year 2) after hearing about the City’s pending Mobility Action Plan (MAP) and associated partnership with Via Transportation, Inc., to deploy a one-year, citywide On-Demand Rideshare/Microtransit service, anticipated to launch in May 2017.

**ANALYSIS**

The second year of the Smart Cities Collaborative will focus on how emerging technologies and new mobility are reshaping the right-of-way and will consist of quarterly in-person workshops wherein participants will discuss

approaches to these topic areas and develop best practices alongside other city leaders. Content and curriculum will be separated into four sub-topics: design, measure, manage and price. Collaborative workshops and resources will explore how the right-of-way and curb space are evolving, measuring and analyzing project, modal and system performance, managing public and private mobility providers in tandem and pricing road and curb space in service of long-term outcomes. Additional information on the curriculum for Year 2 is provided in **Attachment 1**.

In addition to peer agency sharing, participants will also engage in an open and informal environment with the private sector, academia, nonprofits and other experts from around the country. In between quarterly in-person meetings, the Collaborative will host monthly online discussions to continue the conversation and keep participants up to date on how their peers are progressing with their project and tackling their challenges.

With the understanding that the City's participation remains subject to City Council approval, staff applied to join the T4America Smart Cities Collaborative on February 16<sup>th</sup>, 2018, in order to meet the T4America submission deadline. Staff has since been notified that the City of West Sacramento was successfully selected from a pool of over 70 applicants to join the Collaborative, should City Council approve.

Membership in the Smart Cities Collaborative costs \$7,500 per participating staff, which covers all expenses associated with attending the T4America-sponsored quarterly events throughout the year including all flights, lodging, food and materials, as well as T4America staff time and overhead. The City Manager's office is proposing to send one (1) staff member to attend T4America events in FY 2018-2019, and adding \$2,500 to cover materials and other expenses associated with preparing presentations and project collateral on the City's smart city efforts, bringing the total request to \$10,000. On March 21, 2018, the City Manager's office will request from City Council an appropriation of Measure E funds in this amount.

The City stands to reap significant benefits from joining the Collaborative, not only through the peer learning network and technical assistance, but also by better equipping the City to pursue a growing pool of grant programs targeted at Smart Cities and innovative transportation models (i.e., federal Smart City Challenge, DOT Mobility on Demand Sandbox, SACOG TDM Innovations program). The City's participation could also boost interest from start-ups, various technology and new mobility companies, and innovators at-large, as West Sacramento would be one of a few small Cities joining the ranks of a collaborative comprised primarily of major metropolitan cities and leaders in this sector. Key benefits of participating in the Collaborative include:

<b>Capacity Building</b>	Participating staff would increase their knowledge of emerging transportation issues and new mobility models.
<b>Networking</b>	City staff would have the opportunity to network with transportation experts from the public, private, non-profit and academic sectors.
<b>Technical Support</b>	T4AMERICA members gain access to a nationwide network of transportation experts who can provide technical assistance with grants and other funding opportunities.
<b>Publicity</b>	The City would have the opportunity to amplify its voice on national transportation policy issues.
<b>Advocacy</b>	T4AMERICA advocates for strong state and federal transportation programs, which would benefit City initiatives such as the Downtown/Riverfront Streetcar, Bridge projects, and shared mobility programs.

Staff is proposing an initial year of T4America membership during FY 18-19, after which staff would report back to the Transportation, Mobility and Infrastructure Commission and the City Council on progress to date to assess whether sufficient value was realized to justify continued membership.

Environmental Considerations

N/A

Strategic Plan Integration

The recommended action would support multiple Strategic Plan priorities, including the Mobility Action Plan (MAP), Streetcar Development, Bridges Infrastructure, I Street Bridge Deck Conversion, and Smart City Framework and Implementation.

### Alternatives

The Commission's primary alternatives are summarized below:

- 1) Receive staff's presentation and recommend that City Council approve an appropriation of \$10,000 in Measure E (Smart City funds) to cover the City's Smart Cities Collaborative membership fee and related expenses for FY 2018-19;
- 2) Support the recommendation noted in Alternative 1 above, but increase the recommended appropriation to \$20,000, which would allow a second staff person or elected official to participate; or
- 3) Decline to support staff's recommended action and recommend that staff not pursue participation in the Smart Cities Collaboration with T4America.

Alternative 1 is staff's recommended action. Staff is prepared to recommend Alternative 2 to Council should the Commission deem it important for Council to consider sending more than one representative to participate in the Collaborative. T4America will need to know by March 30 2018, whether the City intends to join the collaborative. Staff does not recommend Alternative 3 because working with T4America would strengthen the City's ability to be successful with its multiple transportation-related projects and better position the City to compete for Smart Cities funding and resources to support planning and implementation.

### Coordination and Review

The Public Works Traffic and Transportation Division and the City Manager's Office collaboratively prepared and reviewed this report.

### Budget/Cost Impact

This report requests the appropriation of \$10,000 in Measure E Smart City funds. The Measure E analysis for this request is included as Attachment 2.

### ATTACHMENT(S)

- 1) T4America 2018 Smart Cities Collaborative Overview
- 2) Measure E Analysis



## T4AMERICA'S 2<sup>ND</sup> ANNUAL SMART CITIES COLLABORATIVE

Last year, Transportation for America (T4A) launched the "Smart Cities Collaborative" to build a forum for collaboration and provide direct technical assistance to 16 leading-edge cities advancing smart mobility policies and projects. The Collaborative addressed topics such as Automated Vehicles (AVs), Shared Mobility and Data Analytics. During this work it became clear that an overall theme was emerging – how technology and new mobility are creating the Street of the Future. This is the Smart Cities Collaborative theme and focus for the coming year.

Content and curriculum will be separated into four sub-topics; design, measure, manage and price. We'll cover how the right of way and curb space are evolving, measuring and analyzing project, modal and system performance, managing public and private mobility providers in tandem and pricing road and curb space in service of long term outcomes.

### DESIGN

With rare exception, city streets across the United States were and continue to be designed, operated and managed for use by the single occupant automobile. But transportation has changed and new demands create conflicts – ride share pick up and drop off, increased delivery in residential and commercial areas, separated and combined lanes for bike and transit use, pedestrian crossing and safety – are substantial, widespread and are currently being addressed on a piecemeal basis. Solutions are frequently Band-Aids, making amendments to the existing streetscape rather than fundamentally redesigning the street for the new needs.

Cities have recognized the need to redesign and reinvest in our streets as cherished public spaces for people, as well as critical arteries for traffic. And, as cities look to integrate innovative technologies and transportation models, readjust to shared mobility solutions and prepare for the coming wave of automation, there is significant need to reassess current street design guidelines.

The Collaborative will address the design implications of new mobility and how cities can adapt and evolve their infrastructure reallocating space and using technology to manage the public realm dynamically to accommodate new needs while meeting best practices for designing safe and complete streets.

### MEASURE

Advances in technology have provided a wealth of detailed, real-time data that cities can use to measure operations and inform decision-making. A robust system of measuring performance will prevent cities from getting lost in the web of information and help anchor projects toward long-term outcomes. This data-driven approach ensures that new technologies are implemented in ways that tackle priorities and mitigate potential negative impacts.

The Collaborative will introduce participants to the fundamentals of data science and cover best practices in data collection and analyzation. We'll also determine and develop metrics that best indicate success for desired outcomes and how internal governance needs to change to reflect a data-driven approach and ensure that resulting analyses are fed back into planning and real-time dynamic operations.

Additionally, developing and using similar and shared metrics to evaluate projects will allow cities to compare the success of projects within their own jurisdictions and across cities, learn from each other

and speed their development cycles. Consistent data gathering and sharing across cities will help cities discover the best applications of innovative technologies and better determine how to affect positive change in their own community.

## MANAGE

The Collaborative will continue to serve as a forum for sharing strategies to effectively manage partnerships with the private sector and address how cities can get what they want, and need. We'll cover what causes breakdowns in negotiations and the positive leverage points cities have at their disposal such as curb space access and high volume loading zone configurations as well as the negative incentives such as licensing requirements or enforcement strategies and work to develop standardized templates for agreements that can be adapted for each city's needs. The Collaborative will also identify opportunities to ensure that new automated and shared mobility services deployed in their communities augment or incorporate transit systems and secure a future in which public transit continues to function as the core of an integrated, multimodal transportation system.

New strategies to manage curb space can also be a valuable tool to achieve the city's wider transportation, land use and economic development goals and cities are thinking about the tools, strategies and levers of power at their disposal to more efficiently control this space while using it to drive their desired outcomes. We'll examine ways cities are creating strong foundations to manage their curb space effectively by developing accurate inventories and explore various approaches such as performance-based parking, time of day management, dynamic pricing and other context-sensitive prioritization strategies. We'll also address the organizational changes cities are making to help manage the curb more holistically, as different city departments often oversee parking, ride hailing, urban delivery or transit and rarely collaborate on curbside management.

## PRICE

Automated vehicles, shared mobility and other innovations have tremendous power to transform mobility options and the essence of how our cities are designed and operate. Left unchecked, the private sector alone will not ensure that the benefits accrue to all parts of society or mitigate potential negative impacts, thus it is crucial for cities to engage proactively and create new tools to drive the outcomes they seek with emerging technologies and mobility options.

New mobility models and the coming wave of automated vehicles also threaten the viability of various revenue streams at the municipal level. Innovative pricing mechanisms will not only ensure cities have adequate funding for transportation but also present an opportunity to drive behaviors, manage demand and contribute to long-term goals. Cities around the world have implemented pricing policies in an effort to not only raise new sources of revenue, but mitigate congestion, reduce vehicle miles traveled, lower emissions, create safer streets and drive myriad long-term outcomes. The Collaborative will examine the results of these pricing programs and determine which tools and assets cities have at their disposal.

We'll review various pricing strategies such as congestion or cordon pricing along with other effective schemes such as dynamically priced parking as part of larger curb management strategies. The Collaborative will explore the various hurdles that come along with the development of new pricing strategies - political, technological and financial - develop best practices for implementation and cover effective strategies to message new pricing mechanisms.

## APPLY

The second year of the Collaborative will consist of quarterly in-person meetings where participants will discuss approaches to these topic areas and develop best practices alongside other city leaders. Participants will also engage in an open and informal environment with the private sector, academia, nonprofits and other experts from around the country. In between in person meetings, the Collaborative will host monthly online discussions to continue the conversation and keep participants up to date on how their peers are progressing with their project and tackling their challenges.

Cities selected to participate in the Collaborative must commit to open-sourcing their processes and lessons learned and to share their experience and knowledge with their peers interested in implementing similar technologies.

To apply for membership, applicants must identify at least one new mobility based project they're committed to working on that is either in progress or would like to begin in the next six months. Examples include projects related to: shared mobility services, microtransit, first mile/last mile solutions, automated vehicles, data collection, aggregations or analysis projects, urban delivery, parking and curb management strategies, congestion, cordon or other dynamic pricing programs.

Applications must be submitted by a government official on behalf of a city, county, transit agency or MPO. Project specific partnerships may consist of more than one city or agency per project, but all partners should be from the same region. Similar to the first year, there is a fee associated with participating in the Collaborative that will be directly applied to fund each participant's travel and workshop expenses.

***Applications are due February 16th, 2018. To apply, visit [t4america.org/smart-cities-year-two](http://t4america.org/smart-cities-year-two).***

***If you have questions, please contact Russ Brooks, Director of Smart Cities at 612.460.8181 or [russ.brooks@t4america.org](mailto:russ.brooks@t4america.org).***

## ATTACHMENT 2

### Measure E Analysis

#### **Project Description**

The requested \$10,000 expenditure is to fund the participation of one City of West Sacramento staff member in the T4A collaborative, a national alliance of elected, business and civic leaders from communities around the country that promotes locally-driven transportation solutions. The attached staff report also presents an alternative whereby the Council could choose to increase the appropriation to \$20,000, which would allow two City representatives to participate.

#### **Policy Context**

The proposed use of Measure E funds is directly relevant to multiple 2017 Council Strategic Plan priorities, including Streetcar Development, Bridges Infrastructure, and Smart City Framework and Implementation.

#### **Supplementary Funds**

This project is proposed initially as an unleveraged expenditure; however, it should be noted that the City's participation in T4A should help the City identify and successfully pursue outside transportation funding. Additionally, participation in T4A should generate insights that will facilitate qualitative improvements to City transportation projects. After the first year of participation, the Council will have the opportunity to assess progress to date and determine whether continued funding from Measure E is warranted based on the value received.

#### **Staff Costs**

This proposed Measure E expenditure would not be used to pay any staff salaries or benefits. The funds would be used to pay for membership in T4A, and for expenses related to staff's attendance at T4A-sponsored events.

#### **Desired Outcome**

Participation in T4A is intended to help the City identify and successfully pursue funding for its transportation projects; enhance the effectiveness of the City's transportation-related advocacy efforts at the state and federal level; better connect with and leverage partnerships with innovative private industry firms; and to yield insights that improve the design, construction and operation of City transportation projects.

#### **Theory of Change**

This proposal is premised on three key assumptions: (1) the national transportation experts already participating in T4A possess insights that the City could access by joining T4A, (2) the cumulative value of those insights exceeds the proposed \$10,000 expenditure; and (3) those insights could not be obtained less expensively through other means. Based on staff's experience and T4A's national reputation in the transportation field, staff believes these assumptions are reasonable. The key risk to realizing a positive value from this proposal is a lack of actionable insight from membership in T4A. Staff proposes to mitigate this risk by aggressively leveraging its involvement in T4A to maximize tangible benefits to the City. The risk of low return on investment is also mitigated by the initial one-year term of the City's participation, which will allow the Council to empirically assess progress to date before deciding whether to continue its affiliation with T4A.



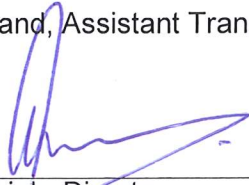
**Project Budget**

The total cost for this proposal is \$10,000, unless the Council wishes to add a second City participant, in which case the cost would be \$20,000.

**Performance Metrics**

The effectiveness of the proposed one-year participation in T4A can be measured in terms of the benefits the City receives from its interactions with T4A. Some of these benefits may be qualitative, and some may take longer than one year to fully realize. However, the City should see demonstrable progress in at least the following dimensions:

- Dollar value of transportation grants received, and/or which the City has become aware of through T4A and may credibly pursue;
- The value of technical assistance received through T4A (estimated at the rates that might have been charged by relevant consultants on a paid basis)
- Positive publicity for the City facilitated by T4A (qualitative)
- Insights from T4A-related interactions that result in positive changes to existing City transportation projects and proposals (qualitative)
- Enhanced access and visibility for the City's transportation-related legislative advocacy interests (qualitative)

<b>MEETING DATE:</b> March 5, 2018	<b>ITEM # 6</b>
<b>SUBJECT:</b> <b>CONSIDERATION OF A WORKSHOP ON THE WEST SACRAMENTO/VIA ON-DEMAND RIDESHARE PILOT</b>	
<b>INITIATED OR REQUESTED BY:</b>  <input type="checkbox"/> Commission <input checked="" type="checkbox"/> Staff  <input type="checkbox"/> Other	<b>REPORT COORDINATED OR PREPARED BY:</b> Sarah Strand, Assistant Transportation Planner   <hr style="width: 20%; margin-left: auto; margin-right: 0;"/> Denix Anbiah, Director Public Works Department
<b>ATTACHMENT</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Information <input checked="" type="checkbox"/> Direction <input type="checkbox"/> Action	

**OBJECTIVE**

The purpose of this staff report is to provide an update to the Transportation, Mobility & Infrastructure Commission on the status of the pending deployment of the Pilot On-Demand Rideshare service in West Sacramento in partnership with Via Transportation, Inc., and to discuss key features of the Pilot service in advance of a City Council workshop.

**RECOMMENDED ACTION**

- Staff respectfully recommends that the Transportation, Mobility & Infrastructure (“TMI”) Commission:
- 1) Receive staff’s presentation and conduct a workshop to discuss the proposed features of the pending West Sacramento/Via On-Demand Rideshare Pilot; and
  - 2) Make a recommendation to the City Council in support of the service parameters presented by staff for implementation during the initial launch of the West Sacramento/Via On-Demand Rideshare Pilot.

**BACKGROUND**

Over the course of the past year, staff has made multiple reports to the TMI Commission and City Council to introduce and develop the concept for an on-demand, flexible transportation service aimed at enabling car free living and enhancing mobility for community members underserved by existing public transit. The Pilot Flexible Transportation Service concept, now referred to as the “West Sacramento/Via On-Demand Rideshare Pilot”, (“the Pilot”) was first presented as a component of the City’s broader Mobility Action Plan (MAP) to the TMI Commission on March 6, 2017, and to the City Council on April 19th, 2017. Since then, staff has taken actions to procure a service provider to enable the deployment of a citywide, on-demand rideshare service aimed at reducing vehicle miles travelled (VMT) by providing a viable alternative to driving, and improving access for residents by introducing more sustainable, affordable mode choices. Commission and City Council engagement completed to-date is summarized as follows:

Meeting	Report Topic/Action Taken
<b>March 6, 2017 TMI Commission</b>	Introduced Mobility Action Plan & Pilot On-Demand Flexible Transportation Service. Provided input on service accessibility and features to relay to City Council.
<b>April 19, 2017 City Council</b>	Introduced Mobility Action Plan & Pilot On-Demand Flexible Transportation Service. Directed staff to release a Request for Proposals.
<b>July 26, 2017 City Council</b>	Workshopped conceptual service designs for the Pilot service. Directed Pilot scope to be citywide, encourage pooling, and provide point-to-point service.
<b>August 15, 2017 TMI Commission</b>	Presented shortlist of proposals from RFP for the Pilot service. Supported staffs recommended shortlist to advance to evaluation and selection.
<b>August 16, 2017 City Council</b>	Presented shortlist of proposals from RFP for the Pilot service. Approved staff’s recommended shortlist to advance to evaluation and selection.
<b>November 1, 2017 City Council</b>	Presented the evaluation panel’s top-ranked, recommended firm, Via Transportation Inc. Approved the recommendation and directed staff to proceed to contract development.
<b>January 17, 2018 City Council</b>	Submitted request for Award of Contract and allocation of funding for contract expenses. Executed contract, approved funding and directed staff to give monthly Council updates.

Under the executed service contract, Via (contracted under the name NoMad Transit, LLC) will scale to deploy a city-wide, network-optimized, on-demand rideshare service using up to ten (10) donated Mercedes Metris vans driven by locally sourced Transportation Network Company (TNC) driver partners. Users will be able to hail a shared ride on the co-branded Via-West Sacramento service using a smartphone app, or by calling in to book a ride. In the event demand for the service exceeds the Metris fleet supply, Via will be permitted to invite TNC drivers onto the network using their personal vehicles to maintain a high quality of service.

The Pilot will be rolled out in three service phases: **Phase 1**, the preliminary service design, planning and preparation phase wherein the acquisition and customization of all labor, equipment, technology, and materials necessary to launch the service will occur (2-4 months); **Phase 2**, an Initial Launch period (4-6 weeks), wherein service parameters may be adjusted slightly more and scaled up over time alongside initial market analysis and promotions of the service; followed by **Phase 3**, the Full Launch period (~11 months), wherein changes to the service parameters would be more limited as the Pilot operated through the remaining term of the contract. Service performance will be continually monitored and reported quarterly; ultimately resulting in a comprehensive Final Performance Evaluation Report, which would be independently completed by the UC Berkeley Transportation Sustainability Research Center (TSRC).

The Pilot is currently in **Phase 1**. This phase is focused on establishing the new service on the ground in West Sacramento, including the localization and customization of Via's proprietary technology allowing it to operate on the local roadway network. Prior to the rollout of the Pilot service, Via is also working to grow the local operations through coordinated outreach to key businesses and stakeholders, driver acquisition, procurement of Wheelchair Accessible Vehicle (WAV) services, vehicle delivery and branding, and preliminary development of a marketing plan. Phase 1 includes targeted outreach to key stakeholders such as YCTD and the regional Bike Share vendor to identify any possible opportunities to encourage multi-modal linked trips in the City. At this time, a key step in Phase 1 is identifying the key service parameters that will define the Pilot on its first say of service (Initial Launch date).

Staff has been working closely with the Via deployment team to identify important trade-offs related to the service features in order to effectively communicate the rationale for the proposed service design to the TMI Commission and City Council, and in turn facilitate ample opportunities for both governing bodies to provide critical feedback on the potential policy implications of the service as a result. Key discussion topics will be presented by staff to the TMI Commission and will ultimately inform both the content of a planned March 21, 2018, City Council workshop, and will help shape the service model that will be deployed on the anticipated Initial Launch date of May 14, 2018.

## **ANALYSIS**

At this time, staff is recommending the following service features, as described below and in staff's presentation. The Commission's feedback is requested to inform both the upcoming City Council workshop in March, as well as the initial launch of the Pilot service in May.

**Phased Launch Plan Approach:** The Pilot is proposed to be scaled up in two phases, meaning that the Initial Launch will only cover a portion of the City and will operate on slightly more limited hours. This allows Via to more efficiently use limited resources while building a demand base, collecting early user feedback, and leveraging the branded vehicles as a highly effective marketing strategy. This also allows for iteration and learning through data collection and observations of how the Pilot is used in the first 4 to 6 weeks, after which service would be expanded to provide citywide service (Phase 2).

**Initial Coverage Area:** The phased approach would result in roughly half of the City receiving service coverage during Phase 2 (the initial 4-6 week Pilot launch period) to allow for scaling and iteration while a demand base builds. Staff recommends the areas East of Jefferson Boulevard (approximately) to serve as the Initial Coverage Area during the Initial Launch period due to the location of major hubs and destinations, and in order to get a more representative cross-section of the City's population. Staff does not recommend a north/south bisection of the City to develop the Initial Launch zone due to significant discrepancies in the demographics and land uses, which would skew the initial ridership data and feedback on the service and would be less useful in determining how best to modify service parameters in preparation for the Phase 3 Full Launch.

**Initial Hours of Operation:** The Initial Launch (Phase 2) is proposed to operate with slightly limited hours Monday through Friday, 7am to 7pm and Saturdays from 9am to 7pm to start. The service is not proposed to operate on Sundays and Holidays at this time. Based on experience in other cities, the Via team hypothesizes that demand will be greatest during weekday commuting hours, but will retain the flexibility to tweak hours of operation to be highly demand responsive. Phase 3 is anticipated to operate Monday through Friday from 7am to 10pm, and Saturday from 9am to 10pm, but may be modified based on actual demand and user feedback during the Initial Launch period, or to accommodate City direction. Additional opportunities will be brought to the Commission and Council as data and feedback is collected to discuss opportunities to provide special event service for major trip generators, such as River Cats baseball games at Raley Field, or whether there is sufficient demand to consider introducing weekend "Late-Night" service with slightly higher fares.

**Initial Fares:** Beginning on the Initial Launch date (May 14), Via proposes operating the Pilot, which will provide nearly door-to-door service for a flat fare anywhere within the City boundary, for \$3.50 per trip per person. In addition to purchasing rides on a per-trip basis, a subscription based "ViaPass" will also be considered to encourage consistent ridership, similar to a monthly transit pass. The price point for the service may be modified based on demand and customer feedback. Changes to the fare will be made conservatively to support a perception of consistency and reliability, however the Initial Launch phase will also allow the Via team to adjust fares within a range of \$2 to \$5 in order to identify the optimal rate that balances affordability and ridership with financial feasibility. The ultimate fare will be subject to Council approval. Special discounted fares may be developed for special populations, subject to Commission input and Council direction, as well (i.e. - \$2 rides for eligible low-income Seniors).

**Service Standards:** A critical component of the service which the City must consider is the standard for service, which includes the walk distance and wait time the City deems acceptable for users to access a Via ride after making a ride request. The Via team has proposed high quality service standards when compared with traditional transit, which staff fully endorses and recommends.

*Wait Times:* Via expects the average wait time for any user of the Pilot to be 6-8 minutes, with 80% of customers expected to be picked up in under 10 minutes and 90% of customers expected to be picked up in under 15 minutes. The Maximum ETA, or the absolute longest amount of time a customer would have to wait for a Via van to arrive after requesting a ride is expected to be 21 minutes, which is anticipated to occur for less than 10% or less of all customers.

*Walking Distance:* The longest distance the Via Pilot service would ask a customer to walk to meet the Via van is 1/10 mile, or approximately 500 feet, although most walking distances will be shorter than the maximum and some may even be door-to-door if it is optimal for the network. This distance has been identified as the "sweet spot" for maximum walking distance through experience in other locations. In addition, staff expects to work closely with the Via team, and with input from the Commission and City Council, to consider defining limited "door-to-door" service areas to serve specific use cases, such as locations where the typical use may have impaired mobility (i.e. – Senior facilities) or for places of business with large parking lots (i.e. – shopping centers, hotels).

**Vehicle & Smartphone App Branding:** In addition to extensive digital and traditional marketing and outreach strategies, the dedicated Metris van fleet will serve as a critical marketing strategy to spur interest in the Pilot service from the community. This will be achieved by creating a visually interesting vehicle brand that ignites community curiosity, then provides adequate information for community members to learn more about the service. Simultaneously, the team is seeking to cost effectively brand the ten (10) dedicated vehicles and is therefore limited to some extent in the elaborateness of the design. Multiple alternatives will be presented to the Commission for feedback, and staff will identify their recommendation at that time. Staff is requesting feedback from the Commissioners on the branding and service name, and welcomes additional suggestions at this time.

**Community Hubs & Partnerships:** Staff has been working closely with Via to begin identifying key community hubs and potential partnerships. Major hubs and destinations would be visually highlighted in the Smartphone Application, and a discounted fare promotion is currently being discussed in coordination with the Yolo County Transportation District (YCTD) which may provide a free/discounted Via or Yolobus ride for Via users transferring to the Yolobus Downtown Shuttle, or vice versa. To avoid conflicts with existing fixed route services, the Via vans will be directed to avoid stopping in dedicated bus turn outs during the initial service. Staff is exploring installation of dedicated wayfinding signs to direct passengers to designated Via pick-up/drop-off points at the Transit Center and potentially other locations to ease transit service and avoid conflicts. This promotional model has not been finalized as coordination with YCTD is continuing throughout the remainder of Phase 1 as feedback and alternative ideas are requested. In addition, staff is actively seeking coordination with JUMP, the incoming regional bike share provider, to explore similar co-promotional activities that would encourage linked and active multi-modal trips. Similarly, staff is currently exploring opportunities to equip some or all of the Via vans with 1-2 capacity bike racks.

Lastly, the Via team is interested in exploring various partnerships with local businesses and employers. Local businesses could participate by providing a discount on their goods/services for customers who arrive by Via to help alleviate parking demand challenges. Separately, Via is currently developing a corporate portal to allow for major employers to subsidize employees with free or discounted Via fares as part of their Commuter Benefit programs.

**Age Restrictions:** Per federal law, children between the ages of 13 and 18 will be legally able to use the Pilot service unaccompanied under two conditions: 1) they have the express consent of the parent or guardian and 2) they are signed up for their own, individual Via account in compliance with the Children's Online Privacy Protection Act (COPPA). Children under the age of 13 are not permitted without a parent or guardian accompanying them on their trip. Staff will be requesting feedback from the Commission and Council to determine the benefits of service of younger community members, or whether additional local restrictions should be applied to the service.

Subject to Commission and Council input, staff has identified preliminary opportunities for the Pilot Via Rideshare service to support community youth as transportation is a key barrier for many young people to access opportunities. Young community members may use the service to access River City High School, the Recreation Center, or jobs. Staff has been internally exploring the use of the service to support the transportation of Summer STEPS (Career Pathways) students to/from internships.

### **Planned Council & Commission Engagement**

**Attachment 1** provides a high level overview of the 2018 Council & Commission schedule for the Via On-Demand Rideshare Pilot, including key meetings and milestones. This schedule is subject to minor deviations. Per City Council direction, staff will be making monthly reports to City Council to provide project updates and allow for additional opportunities to workshop potential policy implications of the service in greater depths as data from the operational Pilot service is collected and analyzed. As such, staff also plans on returning regularly to the TMI Commission, as indicated in Attachment 1. Said regular reports will include information, as appropriate, on:

- Work Completed To-Date
- Overview of Ridership Trends & Customer Feedback
- Issues that have arisen/been resolved
- Proposed/Implemented Service Modifications
- Workshops/Discussions on key policy issues, such as performance evaluation
- Development of Ongoing Marketing/Partnerships
- Quarterly Performance Reports
- Other Topics/Issues, as directed by the TMI Commission or City Council

Staff is requesting that the Commission identify specific questions or topics related to the Pilot service that they would like for staff to present/report on at future Commission or Council meetings.

### Environmental Considerations

On January 17, 2018, the City Council approved a Categorical Exemption for this project under Class 6, Guidelines Section 15306 (Information Collection) of CEQA since the Pilot will focus on data collection, research and evaluation activities which do not result in a serious or major disturbance to an environmental resource and will inform the City's consideration of approving and funding the service for additional years. A Notice of Exemption has been submitted to the County Clerk's Office.

### Strategic Plan Integration

This project advances the Strategic Plan Management Agenda item, "Mobility Action Plan."

### Alternatives

The Commission's primary alternatives are summarized below:

- 1) Receive staff's presentation and conduct a workshop to discuss the proposed features of the West Sacramento/Via On-Demand Rideshare Pilot, and make a recommendation to the City Council in support of the service parameters presented by staff for implementation during the Initial Launch phase of the Pilot.
- 2) Receive staff's presentation and conduct a workshop to discuss the key features of the pending West Sacramento/Via On-Demand Rideshare Pilot, and make a recommendation to the City Council to approve staff's recommendation with specific alterations to the service parameters proposed by staff.
- 3) Receive staff's presentation and conduct a workshop to discuss the key features of the pending West Sacramento/Via On-Demand Rideshare Pilot, and decline to endorse staff's recommendations and/or decline to make a recommendation to City Council for specified reasons.
- 4) Decline to receive staff's presentation and request that this item be reschedule for a future meeting.

Alternative 1 is staff's recommended action. Staff is prepared to follow direction under Alternatives 2, subject to additional budgetary impact analysis that would need to accompany the Commission's recommendation to Council. Alternatives 3 or 4 would hinder staff's ability to incorporate TMI Commission feedback in advance of the March 21 City Council meeting and could result in a delay in the launch of the Pilot service.

### Coordination and Review

This report was prepared by the Traffic and Transportation Division of the Public Works Department in coordination with the Via Transportation, Inc. project team. Vehicle branding alternatives were developed in coordination with the Communications and Media Division of the City Manager's Office.

### Budget/Cost Impact

This project has an approved budget of \$749,000 funded by a \$149,999 SACOG TDM Innovation Grant and a Council allocation of \$599,001 from using local Transportation Development Act (TDA) funds [a combination of State Transit Assistance (STA) and Local Transportation Funds (LTF)].

Of the total project, roughly \$460,000 is obligated for purchased transportation services, which covers the subsidization of the cost to provide flat-rate rides anywhere in the City by paying for variable driver-partner wages, fuel and overhead for the hours the service it is in operation. Should the proposed service parameters be altered dramatically (i.e. – increasing to 24 hour service, or reducing fares to \$1), it would expend funds at a faster rate than planned, and could have ripple effects on the ability to: operate the Pilot for the full year, provide as many rides, or recoup revenues for reinvestment into additional service. Dependent upon proposed alterations to the recommended service parameters, staff will need to conduct a budget impact analysis in conjunction with the Via team to fully understand potential trade-offs.

### ATTACHMENT(S)

- 1) 2018 Council & Commission Schedule Overview – West Sacramento/Via On-Demand Rideshare Pilot

ATTACHMENT 1

# 2018 COUNCIL & COMMISSION SCHEDULE OVERVIEW VIA ON-DEMAND RIDESHARE PILOT

PROJECT PHASE	STARTING	ENDING	PROJECT PHASE	SUBMIT BY	COUNCIL
CONTRACTING & NEGOTIATIONS	10/01/2017	01/05/2018	QUARTERLY REPORT #1	08/06/2018	09/19/2018
CITY CONTRACT EXECUTED	01/08/2018	01/17/2018	QUARTERLY REPORT #2	11/16/2018	12/05/2018
SACOG GRANT AGMNT	12/05/2017	02/23/2018	QUARTERLY REPORT #3	02/28/2019	03/2019
PHASE 1 PRELIMINARY WORK	02/13/2018	05/13/2018	FINAL PERFORMANCE REPORT	07/2019	08/2019

- TMI Commission Meeting
- Council Meeting (Regular Update)
- Council Meeting (Workshop)

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<b>MEETING DATE:</b> March 5, 2018		<b>ITEM # 7</b>	
<b>SUBJECT:</b>			
<b>CONSIDERATION OF A WORKSHOP ON THE 2018 BICYCLE, PEDESTRIAN, AND TRAILS MASTER PLAN</b>			
<b>INITIATED OR REQUESTED BY:</b>		<b>REPORT COORDINATED OR PREPARED BY:</b>	
<input type="checkbox"/> Commission <input checked="" type="checkbox"/> Staff <input type="checkbox"/> Other		Chris Dougherty, Senior Analyst  <hr/> Denix Anbiah, Director Public Works Department	
<b>ATTACHMENT</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Information <input checked="" type="checkbox"/> Direction <input type="checkbox"/> Action	

**OBJECTIVE**

The objective of this report is to facilitate the Transportation, Mobility & Infrastructure's discussion and direction regarding the update to the 2018 Bicycle, Pedestrian, and Trails Master Plan.

**RECOMMENDED ACTION**

Staff respectfully recommends that the Transportation, Mobility & Infrastructure Commission review and provide comments on the update to the 2018 Bicycle, Pedestrian, and Trails Master Plan.

**BACKGROUND**

On May 8<sup>th</sup> of 2013, the City adopted the 2013 Bicycle, Pedestrian, and Trails Master Plan (BPTMP). The BPTMP outlined the City's goals and plans to increase walking and bicycling throughout the City. The plan was funded through a grant from Caltrans and was reviewed by both Caltrans and SACOG as required by the grant. The BPTMP was two years in the making and involved extensive outreach to the community and to the region. Projects and their ranking were derived from a combination of City staff, City Council, and public and stakeholder input.

An active transportation plan like the BPTMP is required to be adopted and kept current for a jurisdiction to be eligible for State and Federal funding. Since the adoption of the 2013 BPTMP the City has built or funded 4 miles of new bicycle/walking trails (Class 1), 10.4 miles of new bike lanes (Class 2), and 2.25 miles of new bike routes (Class 3). This increase in bicycle facilities constitutes a 115% increase in Class 1 trails, a 35% increase in Class 2 bike lanes, and a 125% increase in Class 3 bike routes. The increase in bicycle facilities has earned the City of West Sacramento its first Bicycle Friendly Community designation of Bronze from the League of American Bicyclists. To continue the successful funding strategy, an update to the BPTMP is needed.

This item was previously heard at the February 5<sup>th</sup>, 2018 meeting of the Transportation, Mobility, and Infrastructure Commission. That presentation provided a preview of several changes to the updated plan. Those changes include an infographic style and a deeper analysis into the level of traffic stress.

**ANALYSIS**

Staff initiated an update to the 2013 Bicycle, Pedestrian, and Trails Master Plan in May 2016. The original goal was to update only the project list to both add new projects and remove funded and completed projects. Once the revised BPTMP was underway it became clear to staff that a full update was needed to better align the document with the current City priorities, update the analysis to current standards, and to craft a document that better serves the residents of the City.

Public outreach included two community meetings in May 2016. To ensure that a diverse cross section of the community was able to attend and provide comments staff held one meeting in the afternoon and the second meeting in the evening. Approximately 50 people attended the meetings which were presented in an open house format. Participants were asked to identify areas and corridors that served as barriers to active transportation throughout the community. The feedback received at both meetings has been incorporated into the updated BPTMP. In addition to the two community meetings, the Parks and Open Space Master Plan Update, that is currently underway, completed a statistically accurate survey of the residents of West Sacramento. One result of that survey reflected that the most requested amenity across the community are new walking and biking trails.



An updated BPTMP project list will help the City prepare for future funding opportunities. Active transportation projects are generally eligible for the following funding programs: The State and Regional Active Transportation Program, Sacramento Area Council of Governments Regional Funding Program, State Urban Greening Grant Program, and Affordable Housing and Sustainable Communities Program (Cap and Trade Funded). In addition to these programs, staff is exploring other opportunities such as Rails to Trails programs and State and federal park programs.

The attached version of the 2018 BPTMP is the internal review draft. There are several placeholders and errors that are in the process of being corrected. The 2018 BPTMP will incorporate some changes from the 2013 BPTMP. Those changes include the following:

### **The Infographic Style**

The new plan will incorporate a more graphic style that is less dependent on text; communicating content in a format that is easier for readers that are unfamiliar with technical bicycle and pedestrian infrastructure terms to read and understand, while still meeting the goals of the funding agencies.

### **Level of Traffic Stress Analysis**

Level of Traffic Stress (LTS) is a methodology that aims to quantify the stress that a cyclist feels riding in traffic on various types of streets. Through the analysis, each roadway receives a rating of LTS 1 through LTS 4 depending on several variables, the LTS 1 rating being the most comfortable for the cyclist. Some examples of those variables include traffic speed and volume, number of travel lanes, and the type of bicycle infrastructure. While the 2013 BPTMP was the first in the region to incorporate Level of Traffic Stress analysis into the plan, the concept was relatively new. The new plan takes advantage of new methodologies and techniques to better analyze the City's road network to select the best bicycling infrastructure for the user.

In addition to the changes above, there will be two new appendices in the BPTMP, the Safe Routes to School Plan and the Safe Routes for Seniors Plan. These new appendices will incorporate existing work into an implementation plan to ensure that planned and implemented road improvements meet the needs of all of the users of the City's road network.

### Strategic Plan Integration

The update of the West Sacramento BPTMP is a strategic planning document that aids in the creation of vibrant neighborhoods (City Strategic Plan Principle E) and facilitates comfortable living standards (City Strategic Plan Principle H). The draft plan promotes pedestrian-friendly neighborhoods that are walkable and neighborhoods connected by trails and paths.

### Alternatives

This presentation provides an update to the Commission on the status of the updated 2018 BPTMP. The Commission could postpone this workshop to a future meeting. Staff does not recommend postponing receiving information on the BPTMP as it is the goal of staff to adopt the plan prior to the July application submission deadline for the Active Transportation Program.

### Coordination and Review

Preparation of the BPTMP is prepared by the Public Works Department Transportation Division in coordination with Parks and Recreation, as well as the Finance Division for funding the update. The Transportation, Mobility and Infrastructure Commission will review the Draft 2018 BPTMP document upon completion for final comment prior to adoption.

### Budget/Cost Impact

The cost for the BPTMP update has been funded through a combination of Strategic Planning funding and Measure E.

## **ATTACHMENT(S)**

- 1) Internal Draft of the 2018 Bicycle, Pedestrian, and Trails Master Plan

# MASTER PLAN

Bicycle · Pedestrian · Trails



## 2018

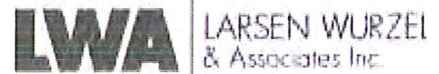
## 2018 West Sacramento Bicycle, Pedestrian, and Trails Master Plan



February 2018



DOUGLAS  
ENVIRONMENTAL



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**\* TO BE COMPLETED  
ONCE ALL  
CONTENT IS FINAL**

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DRAFT



## INTRODUCTION

### 1.1 Our Vision, Our Goal

To be one of the United States' top bicycle- and pedestrian-friendly communities through the creation of a world-class bicycle and pedestrian trails network that efficiently and safely connects users of all ages to work, school, shopping and recreational amenities throughout the City.

This seamless network will benefit all travelers by:



reducing roadway congestion



improving roadway safety



reducing emissions



enhancing community health



reducing the need for road expansions and new parking infrastructure



improving the overall commuting experience



By enhancing the current pedestrian, bicycle and trails network, the City of West Sacramento will offer attractive travel alternatives to motor vehicle use. The network will capitalize on the City's key strengths including:

- an existing robust bicycle and trail network
- dense downtown development areas
- flat terrain
- mild weather
- extensive linear infrastructure along its rivers and canals, and
- regional connections to the cities of Sacramento and Davis, both of which are also official Bicycle Friendly Communities according to the League of American Bicyclists.

West Sacramento has made substantial progress towards being more bicycle and pedestrian friendly by implementing significant infrastructure improvements. The City has identified four signature projects that, in combination with other improvements identified in this report, will substantially accelerate the City's ability to achieve our vision. Signature projects include the following:

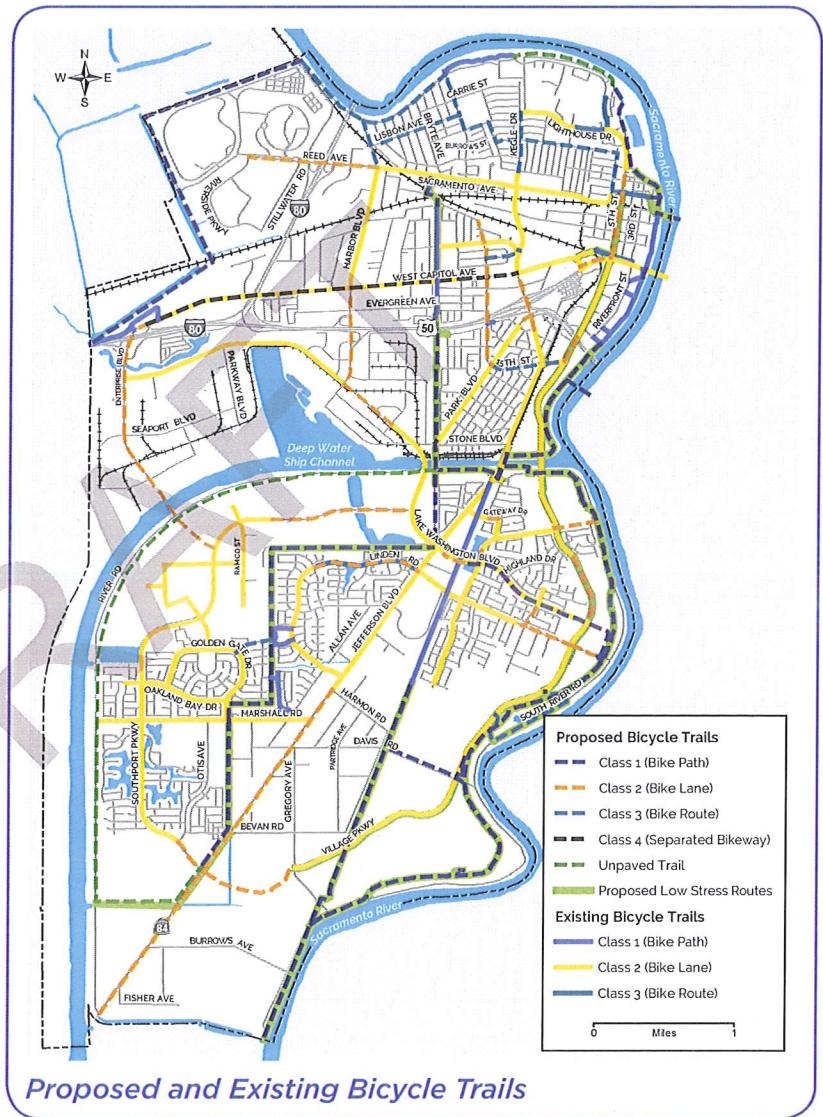
### Signature projects:

- Sycamore Trail Extension
- Southport Setback Levee Recreational Trail
- I Street Bridge Deck Conversion
- West Capitol Avenue Improvements

## 1.2 Purpose

West Sacramento strives to provide well-designed and maintained facilities that promotes public use and fosters cycling and walking as viable and preferred modes of transportation. The purpose of this update to the 2013 Bicycle, Pedestrian, and Trails Master Plan (BPTMP) is to lay out a renewed vision of connected bikeways, walkways, and trails that link together neighborhoods, places of employment, shopping centers, parks, and schools.

Biking and walking are low-cost, non-polluting, healthy, fun and sustainable forms of transportation that are ideal for many people and types of trips. The success of this BPTMP depends upon the communities' ongoing commitment to acting as stewards of the vision and remaining involved. The BPTMP update seeks to build awareness and support for a shared roadway with equal use by bicyclists, pedestrians and drivers. The ultimate goal of the BPTMP is to increase the number of people in West Sacramento who choose to bike or walk to work, school, errands or recreation.



## 1.3 Benefits

West Sacramento has dense, urban redevelopment areas where biking and walking are convenient forms of transportation. The City features several corridors with opportunity for high-quality bike paths along its rivers and canals. The level terrain, combined with its abundant sunshine, low levels of precipitation, and relatively dense land use pattern help make biking and walking viable travel options and recreational activities year-round.

Bicycling and walking benefits include:



Biking and walking are viable alternatives for many short trips at a reduced travel cost



Cardiovascular exercise + improved health and well-being = reduced healthcare costs



Reduced air pollution and consumption of non-renewable resources



Offers enjoyment for all ages/ experience levels = enhanced quality of life

## 1.4 Background

The Active Transportation Program (ATP) created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) encourages increased use of active modes of transportation, such as biking and walking. To qualify for funding through the California Transportation Commission (CTC), an ATP (such as this updated BPTMP) must include, but not be limited to 16 specific elements (see [Table 1](#)), or explain why the element is not applicable. This 2018 Updated Plan contains all 16 elements and will once again qualify West Sacramento to receive CTC grant funds.



As envisioned by the West Sacramento General Plan, the BPTMP has established goals, policies, implementation actions, and priorities for the development of bike and pedestrian facilities in West Sacramento. This Updated Plan builds upon the existing plan and furthers its efforts to find ways to reduce traffic stress.

Key elements of the updated plan include:

- Maps of existing and proposed bicycle facilities
- Proximity to major activity centers
- Thorough level of traffic stress analysis

This Updated Plan also includes a revised prioritized projects list with cost estimates.

**Table 1. Active Transportation Plan (ATP) Required Elements**

Location addressed within Updated Plan	Required Element
SECTION 1.8	<p><i>Active Transportation Plan</i></p> <ul style="list-style-type: none"> <li>• Description of community involvement in development of plan</li> </ul>
CHAPTER 2	<ul style="list-style-type: none"> <li>• Description of how plan coordination with neighboring jurisdictions</li> </ul>
SECTION 4.1 SECTION 4.4 SECTION 4.5 SECTION 4.6 SECTION 4.8 SECTION 4.9 SECTION 4.10	<ul style="list-style-type: none"> <li>• Map of existing/proposed bicycle facilities</li> <li>• Map of existing/proposed multimodal connections</li> <li>• Description of existing/proposed bicycle parking facilities</li> <li>• Map of existing/proposed land use and settlement patterns</li> <li>• Description of past expenditures and future financial needs for bike/pedestrian facilities</li> <li>• Estimated existing bike/pedestrian trips and projected increase following Plan implementation</li> <li>• Number and location of bike/pedestrian collisions, serious injuries, and fatalities. Goals for reducing accidents</li> </ul>
SECTION 5.1 SECTION 5.6	<ul style="list-style-type: none"> <li>• Map of existing/proposed bicycle facilities</li> <li>• Map of existing/proposed bicycle parking facilities Section</li> </ul>
CHAPTER 6 & 7	<ul style="list-style-type: none"> <li>• Map of existing/proposed pedestrian facilities</li> </ul>
CHAPTER 8	<ul style="list-style-type: none"> <li>• Description of bike/pedestrian safety, education, and encouragement programs</li> </ul>
CHAPTER 9	<ul style="list-style-type: none"> <li>• Descriptions of projects/programs proposed, priorities for implementation</li> </ul>
SECTION 9.3 SECTION 9.4 SECTION 9.6	<ul style="list-style-type: none"> <li>• Description of proposed signage providing way-finding</li> <li>• Description of steps to implement this plan and report progress</li> <li>• Description of policies/procedures for O &amp; M of existing/proposed bike/pedestrian facilities</li> </ul>



## 1.5 Setting



One of the premier cities in Yolo County and the Sacramento metropolitan area

Population:



53,160

Southport (incorporated city south of the Deep Water Ship) is West Sacramento's major growth area

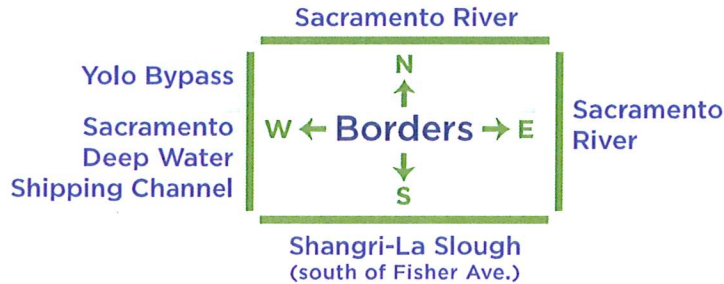
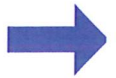


Figure 1 shows the West Sacramento city limits and the study area for the BPTMP.



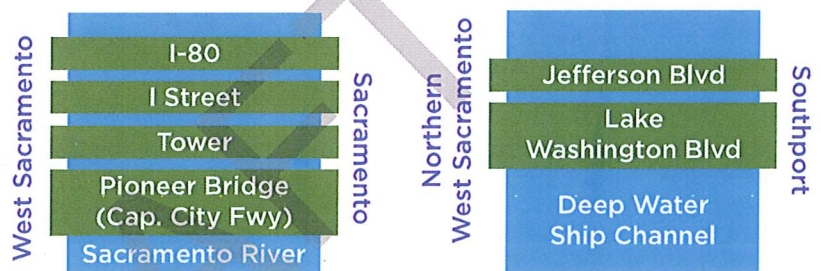
### Regional Connections



Regional automobile transportation is accommodated via Interstate 80 (I-80) and the Capital City Freeway (US Highway 50)

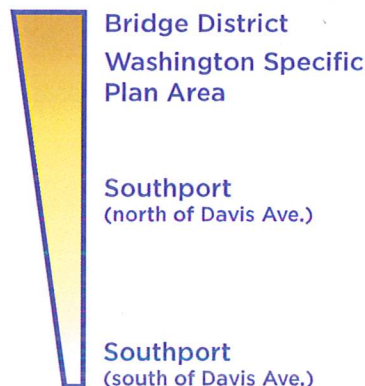


### Bridge Connections



Commercial land uses range from neighborhood commercial uses such as those on West Capitol Avenue at Jefferson Boulevard to regional commercial centers such as Riverpoint Marketplace, which includes Ikea, Walmart, and Home Depot. The City has a significant industrial area and the Port of West Sacramento.

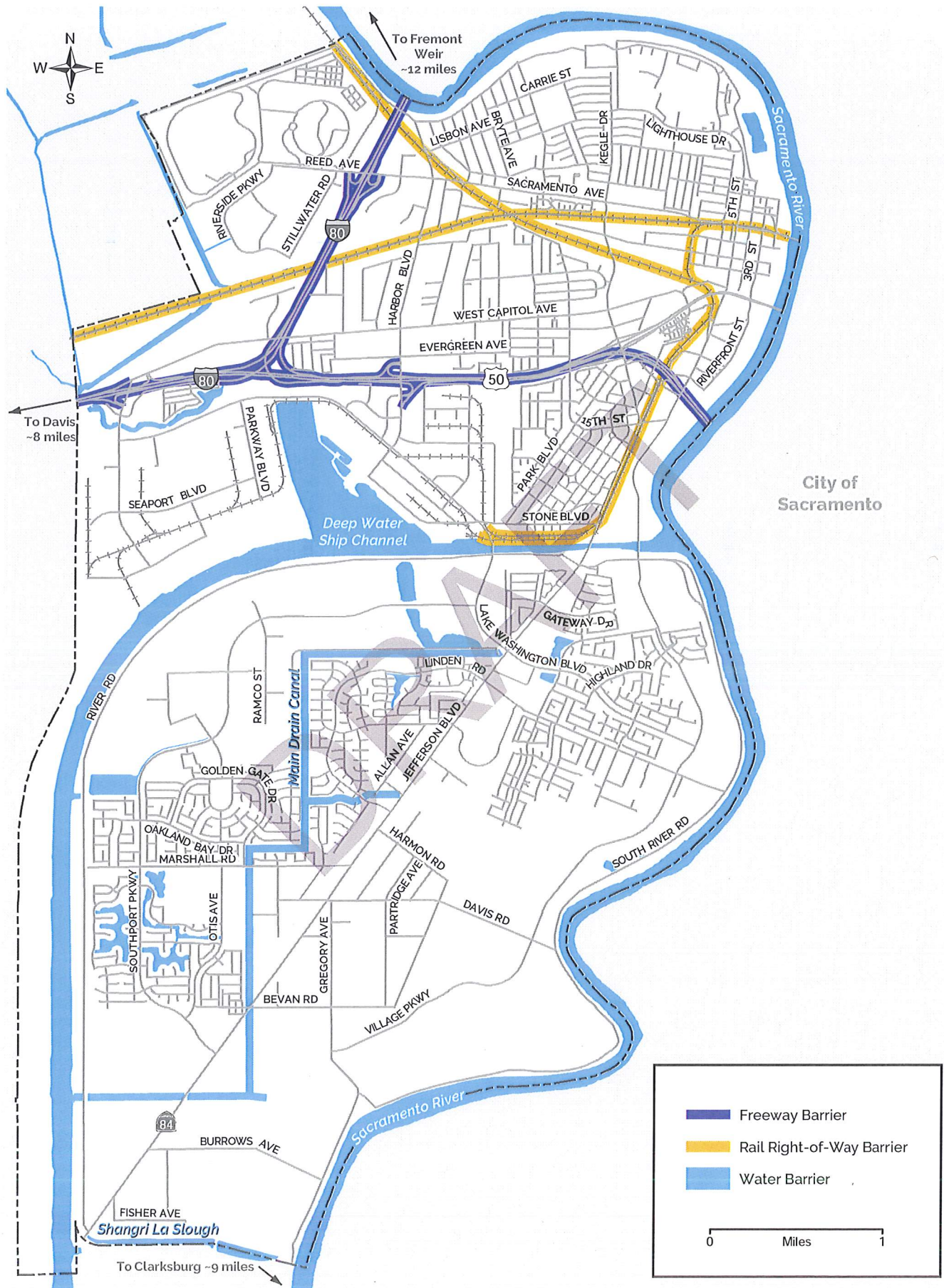
### Residential Density



Regional bicycle travel generally occurs between Davis, West Sacramento and Sacramento; this includes a significant demand for commuter and recreational travel between Davis and Sacramento, passing through West Sacramento. Most Davis to Sacramento commuters use the bike path on the Yolo Causeway and pass through West Sacramento on West Capitol Avenue, Tower Bridge Gateway, and Tower Bridge. The City owns the entire 10-mile length of the Clarksburg Branch Line abandoned railroad right-of-way between the Deep Water Ship Channel and Clarksburg in unincorporated Yolo County. Within the City limits, this right-of-way forms the Clarksburg Branch Line Trail. Additionally, the City is studying the possibilities for a bicycle trail north, through the Elkhorn Basin on the east side of the Yolo Bypass and continuing across the bypass, north of Interstate 5, and into Woodland.

Many of West Sacramento's transportation facilities and nearby waterways pose barriers to bicycling and walking; however, some also provide opportunities for bicycle facilities. Figure 1 also shows barriers and opportunities in West Sacramento.

**Figure 1 - City Overview and Barriers to Bicycle, Pedestrian & Trail Connectivity**



## 1.6 Achievements

Since the 2013 BPTMP update, West Sacramento has moved forward in implementing the proposed improvements shown below.



The City has implemented the Bike Share Program which services downtown and across the river to Sacramento. This program is discussed in detail in [Chapter 4](#).



Currently, West Sacramento is rated as a **BRONZE** Bicycle Friendly Community by the League of American Bicyclists

The City is focused on elevating our rating to advance to Silver by reducing the Level of Traffic Stress (LTS) score for its overall trail network, increase the number of miles of trails and providing more access to all communities. Ongoing education of the public about bike safety and shared roadways will continue to be a focus for the City.

## 1.7 Public Participation

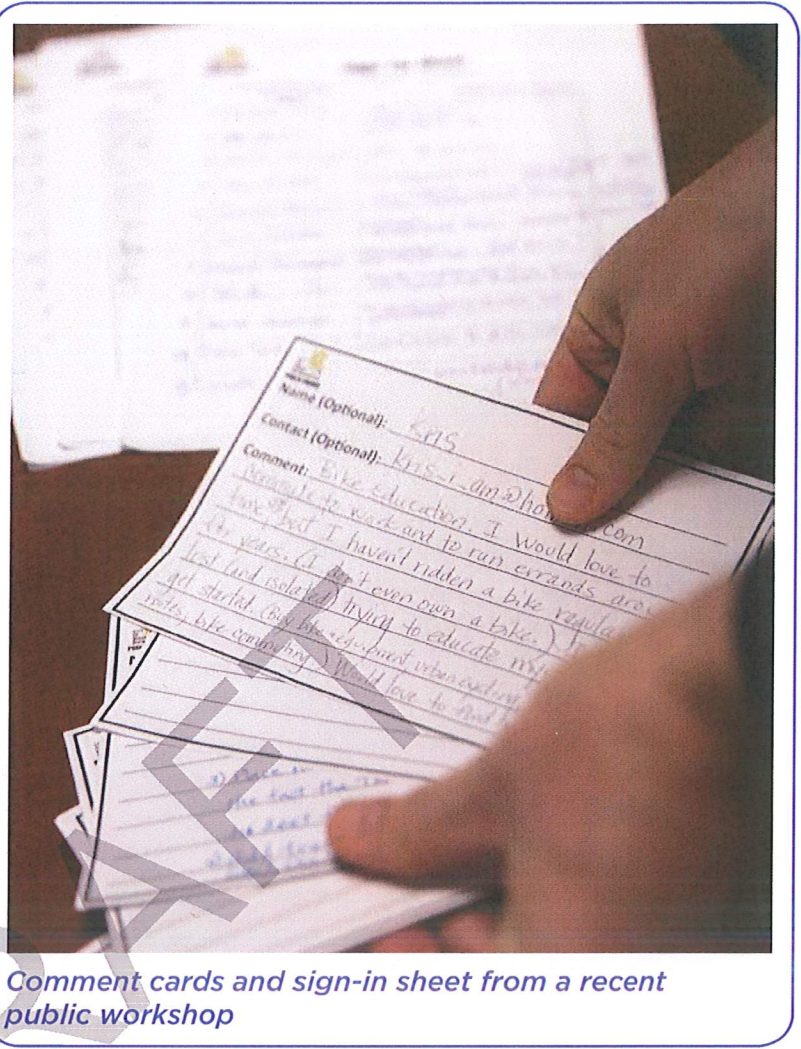
Public participation played an essential role in the update of this plan. The City presented the 2013 BPTMP to the public in May 2016 and solicited input regarding existing conditions for bicyclists and pedestrians; desired biking and walking infrastructure; and types of support facilities or programs needed to improve biking in West Sacramento.

Public input was used to develop and prioritize the recommended network of bikeways and to develop complementary educational, encouragement, and enforcement programs. The public participation included the following elements:

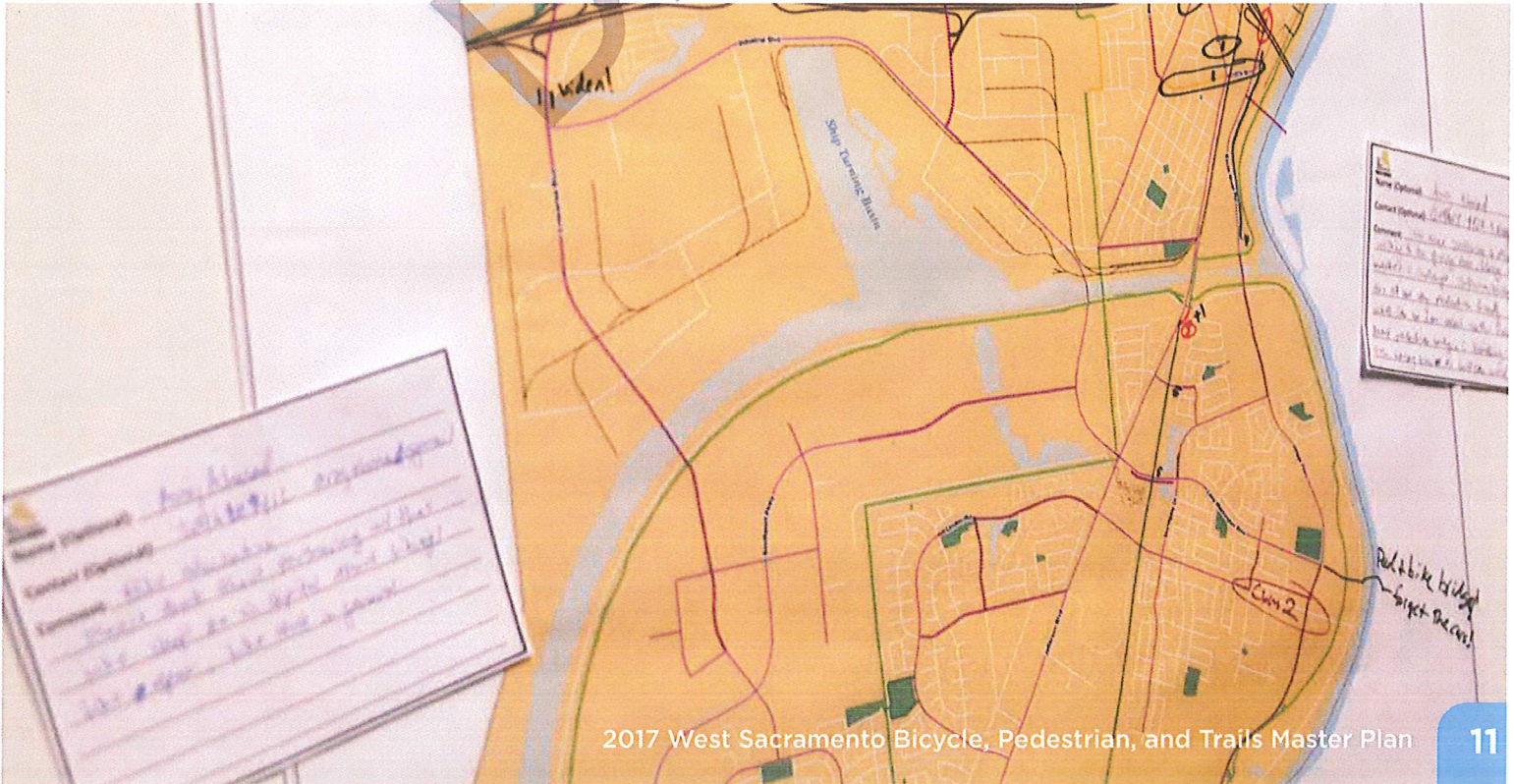
### 1.7.1 Public Workshops

The City hosted two public workshops on May 17, 2016 from 12:00 PM to 2:00 PM and May 18, 2016 from 5:00 PM to 8:00 PM. The workshops were promoted through direct mail invitations to the stakeholder and property owner database. Participants were asked to attend one of the workshops and provide valuable feedback regarding the BPTMP. Input was gathered through comment cards, on easel pads and through discussions at the workshops. Following are several verbatim comments received:

- *Great session and very informative.*
- *Would love to get more information regarding bike education. I would love to commute to work and to run errands around town now, but I haven't ridden a bike regularly for years.*
- *I'd love to see the trail go along the river.*
- *Walking to the grocery store, library, and the farmers market is a challenge. What can be done about traffic slow down?*



Comment cards and sign-in sheet from a recent public workshop

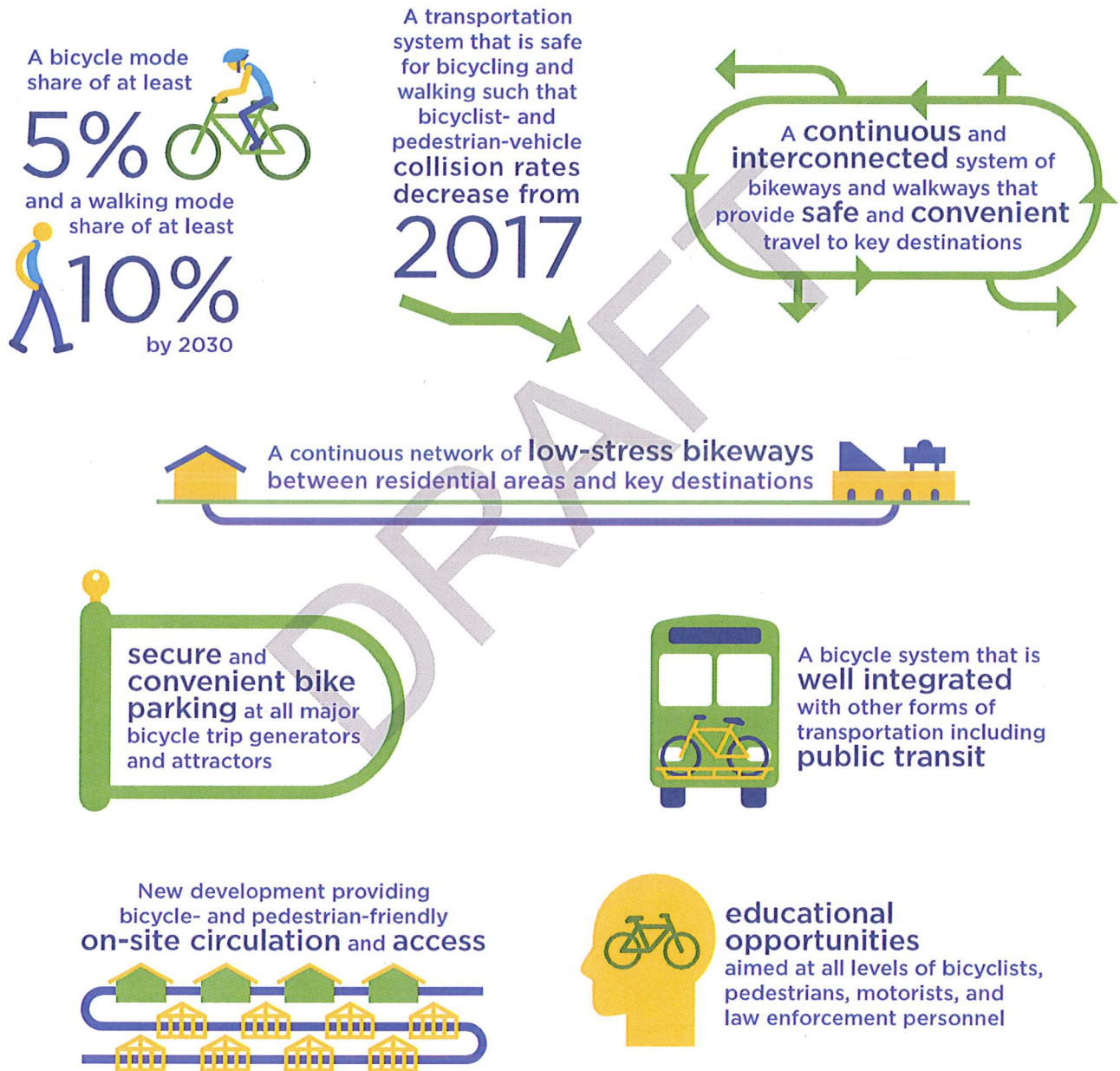




## MASTER PLAN GOALS AND RELATIONSHIP TO OTHER PLANS

### 2.1 Master Plan Goals

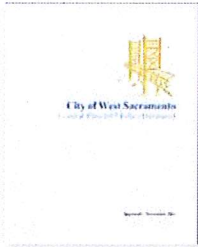
Specific goals have been identified for the BPTMP to provide a framework for future decisions regarding bicycle, pedestrian, trail planning and infrastructure within the City. The goals identified below are intended to guide long-term BPTMP implementation.



An implementable BPTMP must be consistent with adopted plans and local, regional, and statewide policies that affect the construction and use of bicycle and pedestrian transportation facilities. The following planning documents, policies, and legislation are supportive of the BPTMP goals and have been taken into consideration during the development of this plan.

## 2.2 Citywide Plans

### 2.2.1 West Sacramento General Plan 2035



The City of West Sacramento General Plan 2035 Policy Document (*General Plan 2035*) (City of West Sacramento, 2016) was adopted by the City Council on November 16, 2016 after a comprehensive update process that originally began in 2007. The *General Plan 2035* establishes the vision for future growth within the City. The elements of the General Plan form the framework for this vision and intertwined through the elements are goals and policies that ensure West Sacramento remains a safe, healthy, socially and economically viable and sustainable community.

The goals and policies of the General Plan reflect the City's vision of an interlinked bicycle, pedestrian, and trails system that becomes a critical part of the community's transportation infrastructure and provides a key community amenity. The City envisions that its regional and local bicycle/pedestrian trail network will continue to expand and be enhanced, providing active transportation and connections to a range of urban and delta destinations for its citizens and the region to a range.

Goals and policies specifically applicable to the City's bicycle, pedestrian, and trails network are included in the majority of the General Plan's elements, including:



#### Land Use

ensures development is sustainable, neighborhoods walkable, and open space protected and interconnected.



#### Urban Structure and Design

identifies City's visual land use pattern - focusing on overall structure and how different areas connect and transition from rural landscapes to the urban core.



#### Mobility

policies supporting increased densities and mixed uses in multi-modal districts to make walking practical for short trips and biking an option for both short- and long- distance trips • helps walking become more practical for short trips, supports bicycling for both short- and long-distance trips while also improving transit to serve highly-frequented destinations • conserves energy resources, reduces greenhouse gas emissions and air pollution, while continuing to accommodate auto mobility through creation of complete streets.



#### Parks and Recreation

sets framework for an expanded park system and a greater variety of recreational activities. West Sacramento's riverfront and natural open spaces are envisioned to be linked enhancing opportunities to walk, bike, picnic, participate in water sports and appreciate natural open spaces and conservation areas.



#### Natural and Cultural Resources

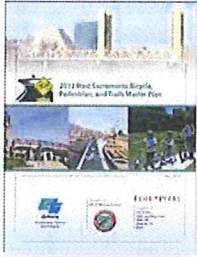
ensuring trails and other recreational improvements are sited to minimize impacts on sensitive wildlife habitat.



#### Healthy Community

results in health benefits associated with a network of parks, trails, open space and green spaces including the ability for children to safely get to and from school.

## 2.2.2 2013 West Sacramento Bicycle, Pedestrian, and Trails Master Plan



The *2017 West Sacramento Bicycle, Pedestrian, and Trails Master Plan* (City of West Sacramento, 2017) will supersede the *2013 West Sacramento Bicycle, Pedestrian, and Trails Master Plan* (City of West Sacramento, 2013).

## 2.2.3 West Sacramento Parks Master Plan (2003)



The *West Sacramento Parks Master Plan* (City of West Sacramento, 2003) is a long-range plan that guides the development, operation, and maintenance of the City's park and open space system. The plan includes a description of recreation corridors with multi-purpose pathways that can be used for walking, running, biking, and equestrian use. The City is currently in the process of updating the *Parks Master Plan*, which will be informed by the *2018 West Sacramento Bicycle, Pedestrian, and Trails Master Plan*.

## 2.2.4 West Sacramento Standard Specifications and Details (2002)



*West Sacramento's Standards Specifications and Details* (City of West Sacramento, 2002 with amendments in 2009, 2010 and 2015) provide minimum standards for the design, construction, repair, and alternation of streets. Several design standards are relevant to bicycling and walking infrastructure.

## 2.2.5 West Sacramento Municipal Code (2016)



*West Sacramento Municipal Code* (City of West Sacramento, 2016) includes several regulations that apply to bicyclists and pedestrians. It also includes building standards for new development.

The City's Transportation Systems Management Ordinance (section 17.67 West Sacramento Municipal Code) aims to reduce single-occupant vehicle commute trips from employers/developers with 25 or more employees.

To achieve this goal:

- Minor Employers/Developers (25 and 99 employees): Required to implement a Transportation Systems Management program
- Major Employers/Developers (100 or more employees): Required to submit a Transportation Management Plan to the City outlining the list of programs and assets to facilitate alternative commute modes for the site and to hire an employee transportation coordinator.

Several of the measures required to be included in the Transportation Management Plans promote bicycling and pedestrian commutes such as additional bicycle parking or shower facilities for commuters.

## 2.2.6 Other Plans

Through the Planning Division, West Sacramento has completed several other plans or documents relevant to development and infrastructure:

- *Washington Realized, A Sustainable Community Strategy* (City of West Sacramento, 2015)
- *Pioneer Bluff Transition Plan* (City of West Sacramento, 2014)

- *West Sacramento Grand Gateway Master Planning Document* (City of West Sacramento, 2013)
- *Bridge District Specific Plan* (City of West Sacramento, 2009)
- *Phase 1 Summary Report, Downtown/Riverfront Streetcar Study* (City of West Sacramento et al., 2012)
- *West Capitol Avenue Streetscape Master Plan* (City of West Sacramento, 2007)
- *Riverfront Master Plan* (City of West Sacramento, 2003)
- *Southport Framework Plan* (City of West Sacramento, 1998)
- *Washington Specific Plan* (City of West Sacramento, 1996)

## 2.3 Regional Plans

### 2.3.1 SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) 2035 (2016)

The BPTMP maintains consistency with regional programs that seek to reduce single-occupant motor vehicle travel. *The Metropolitan Transportation Plan/Sustainable Communities Strategy* (MTP/SCS) (Sacramento





Area Council of Governments [SACOG], 2016) recognizes the importance of bicycling and walking as a component of an effective transportation system and as a means for reducing greenhouse gas emissions to meet requirements set by the California Air Resources Board. The MTP/SCS envisions a larger and more complete bicycle and pedestrian network that will provide greater mobility through walking and biking and associated transit use. Additionally, the MTP/SCS identifies the streetcar corridor and many bus and bus rapid transit routes in the City as Transit Priority Areas (TPAs); TPAs feature existing or planned high-quality transit, transit-oriented development, and equitable housing and transportation options.

### **2.3.2 California Delta Trail**

The California Delta Trail is envisioned as a continuous recreational corridor trail network through all five Delta counties linking the San Francisco Bay Trail system to the planned Sacramento River trails in Yolo and Sacramento Counties. The plan for the Great California Delta Trail is to include routes for bicycling and hiking, with interconnections to other trails, recreational facilities, and public transportation. Water trails are proposed to be identified to ensure trail continuity in places where land trails are not feasible.

The California Delta Trail concept originated through grass-roots support and was formalized by Senate Bill 1556 (Torlakson), which facilitates the planning and feasibility process for trail implementation. In 2010, the Delta Protection Commission issued *The Great California Delta Trail Blueprint Report for Contra Costa and Solano Counties*. In December 2015, the West Sacramento City Council adopted Resolution 15-64, which approved the designation of the existing segments of the Clarksburg Branch Line Trail, the Riverwalk Trail and the Sycamore Trail as part of the Great California Delta Trail.

### **2.3.3 Sacramento River Crossings Alternatives Study (2011)**

*The Sacramento River Crossings Alternatives Study* (City of West Sacramento and City of Sacramento, 2011) evaluates potential new crossings of the Sacramento River to provide connectivity to communities on both sides of the river. The study evaluates a variety of alternatives and considers land-use implications, transportation effects, environmental constraints, costs, and other related issues. As an outcome of the study, the cities of West Sacramento and Sacramento are pursuing three new Sacramento River crossings: a new all modes bridge between C Street in West Sacramento and the Railyards in Sacramento, a bicycle- and pedestrian- only bridge between the Bridge District in West Sacramento and R Street in Sacramento, and an all modes bridge between Pioneer Bluff in West Sacramento and Broadway in Sacramento.

### **2.3.4 Sacramento Riverfront Master Plan (2003)**

*The Sacramento Riverfront Master Plan* (City of West Sacramento and City of West Sacramento, 2003) presents a vision for the future of the Sacramento Riverfront. It includes elements that address land use, transportation, open space, infrastructure, and other issues. Within West Sacramento, its study area extends from The Rivers to Pioneer Bluff.

### **2.3.5 Other Bicycle Plans**

The BPTMP is consistent with the following bicycle plans of neighboring jurisdictions:

- *City of Sacramento Bikeway Master Plan* (City of Sacramento, 2016)
- *County of Yolo Bicycle Transportation Plan – Bicycle Routes and Priorities* (County of Yolo, 2006)

## **2.4 Statewide Initiatives and Legislation**

### **2.4.1 Assembly Bill 32 (2006) and Senate Bill 375 (2008)**

*Senate Bill 375* (SB 375) (Steinberg, 2008) is the implementation legislation for *Assembly Bill 32* (AB 32) (Nunez and Pavley, 2006). AB 32 requires the reduction of greenhouse gases (GHG) by 28 percent by the year 2020 and by 50 percent by the year 2050. Reducing automobile trips is one method of reducing GHG emissions. This may be achieved by promoting modes other than the automobile, such as walking, bicycling, or riding transit.

#### **2.4.2 Assembly Bill 1358 (2007)**

*Assembly Bill 1358* (Leno and Levine, 2007), also known as the Complete Streets Act, requires that all Cities and Counties “upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.”

#### **2.4.3 Assembly Bill 1581 (2012)**

*Assembly Bill 1581* (Wieckowski and Wolk, 2012) provides direction that projects constructing new actuated traffic signals or modifying existing traffic signals include technology that has the ability to detect bicycles and motorcycles. It also calls for the timing of actuated traffic signals to account for bicycles.

#### **2.4.4 Assembly Bill 1193 (2014)**

*Assembly Bill 1193*, known as the Protected Bikeways Act (2014), recognizes Class IV “protected” bikeways as a legal bicycle facility and requires Caltrans to establish and maintain minimum safety design criteria for their planning and construction. Caltrans subsequently published Design Information Bulletin Number 89 with design guidelines for local agencies. Collectively, these documents provide the legal groundwork for the implementation of Class IV bikeways in the State of California.

#### **2.4.5 California State Bicycle and Pedestrian Plan**

In 2014, Caltrans released the *Complete Street Implementation Action Plan 2.0* in an effort to integrate complete street functionality into all of Caltrans’ projects. One of the action items resulting from this document was the development of the California State Bicycle and Pedestrian Plan, which is entitled *Toward an Active California* (May 2017). This document guides the planning and development of non-motorized facilities on State facilities. The plan includes recommendations for improving connections between the State’s bicycle facilities with the existing and planned network of local and regional bicycle routes.

# Chapter 3



## EXISTING TRAILS

### 3.1 - Existing Trails

Existing trails were inventoried in 2017 primarily using aerial photography. Based on that inventory, West Sacramento has 48 miles of existing trails, as shown in **Figure 2** and described in **Table 3**. The classifications of these bikeways and trails are described in more detail in **Appendix A**.

The League of American Bicyclists Bicycle Friendly Communities (BFC) program uses criteria or metrics to track and rate all Bicycle Friendly Community applicants. West Sacramento applied, was accepted and rated

“Bronze” in 2016. On a scale that goes up to Diamond, Bronze is the entry level; but, most communities are not rated as Bicycle Friendly at any level. West Sacramento is **one of only 61 communities in the state of California** to be given any Bicycle Friendly Community rating.

The League’s building blocks of a Bicycle Friendly Community include **high speed roads with bicycle facilities**. This means bicycle facilities on roads with posted speed limits of more than 35 mph. The previous building block was **percentage of arterials and major collectors with bicycle facilities**. The average Bronze community has bicycle facilities on 19% of its high speed roads. As shown in **Table 3** below, the City of West Sacramento has nearly 30% of its existing trails on high speed roads.



### KEY STEPS TO SILVER

- » The 2013 West Sacramento Bicycle, Pedestrian, and Trails Master Plan has a goal to double the share of people biking in West Sacramento. To achieve this goal the city should establish benchmarks or dashboard-style metrics that can track implementation of the Master Plan.
- » Create a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in West Sacramento. Mobile counters can provide periodic or before/after data related to a change in your community's road or bicycle network.
- » Develop outreach methods that specifically target families, women, and other relevant communities in addition to general

non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.

- » Brand your bicycle improvements and network in a way that makes them easy to communicate to the public. West Sacramento has made significant improvements in the past 3 years, including a 115% increase in Class 1 bike trails, and this accomplishment deserves to be branded and celebrated.
- » Ensure that there is dedicated funding for the implementation of the bicycle master plan. Ensure to specifically allocate bicycle-related funding to low-income/minority communities.

LEARN MORE » [WWW.BIKELEAGUE.ORG/COMMUNITIES](http://WWW.BIKELEAGUE.ORG/COMMUNITIES) SUPPORTED BY **planet bike** AND LEAGUE MEMBERS

Table 3 - Existing Trails

CLASSIFICATION	ATTRIBUTES	MILEAGE
<b>Class I Bike Path</b>	exclusive right of way for bicyclists and pedestrians, away from roadway and with cross flows by motor traffic minimized	5.7
<b>Class II Bike Lanes (roads with speeds &lt; 35mph)</b>	established along streets, defined by pavement striping and signage	20
<b>Class II Bike Lanes (roads with speeds &gt; 35mph)</b>		14.3
<b>Class III Bike Route (roads with speeds &gt; 35mph)</b>	designated preferred route for bicyclists on streets shared with motor traffic, defined by signage and optional road markings	1.8
<b>Class III Bike Route (roads with speeds &gt; 35mph)</b>		0
<b>Unpaved Trail</b>	multipurpose facilities suitable for recreational use by hikers, pedestrians, equestrians, and off-road cyclists	6.2
<b>TOTAL:</b>		<b>48</b>

The existing bicycle and pedestrian trail network, while improved since the original 2013 BPTMP, still has many gaps and higher stress routes. Improving the entire network such that it is composed of low-stress trails is economically infeasible. However, focusing improvements within the network that create a continuous interconnected system of low stress routes between residential and key destinations is feasible.



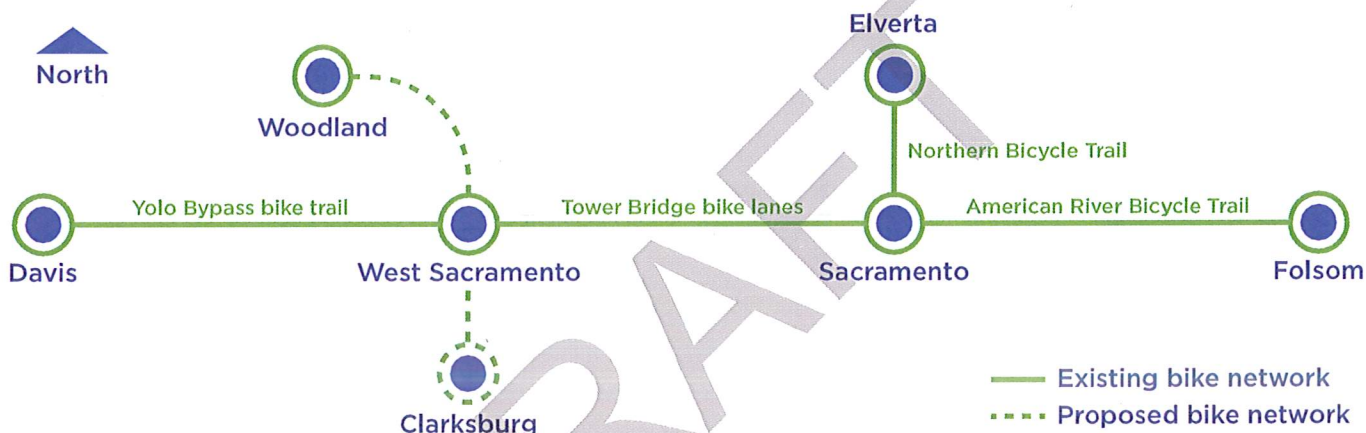
### 3.2 Regional Connections

Daily use of the bike paths between the cities of Sacramento and Davis occur in the following areas:

- north side of I-80 (across Yolo Bypass)
- West Capitol Avenue
- Tower Bridge

Once across the Sacramento River, users can connect to an extensive regional network that runs to the east in Sacramento County by accessing the Jedediah Smith Memorial Trail (American River Bicycle Trail) to the City of Folsom or to the north along the Sacramento Northern Bicycle Trail to Elverta.

However, existing trail connections are limited to the north, south and west of the City. West Sacramento plans to greatly improve its regional connections through the Regional Trails Initiative that identifies West Sacramento as a central hub to the region-wide trail network. The initiative identifies expansion to the North and West further into Yolo County and south through Clarksburg linking to the Great California Delta Trail. These new extensions will link the metropolitan areas of Woodland, Davis, Clarksburg and Sacramento which provides the necessary infrastructure to attract bicyclists and biking as an alternate mode of travel.



### 3.3 Multimodal Connections

West Sacramento is pursuing multiple transit mode options for its residents to provide multi-modal travel options. Adaptable transit integration allows the City to bring together bicycle and transit facilities to move people their first and last mile.

Yolobus is the primary transit provider in West Sacramento and offers both fixed-route and demand-response bus service. Currently, eight fixed local routes provide hourly or peak-only service within West Sacramento; service hours vary by route and day of the week.



#### Yolobus Bike Access:

- Accommodates up to three bikes at a time
- No extra charge or special permit required to use racks
- Bus bike racks available on a first-come, first-served basis
- Cyclists responsible for loading/unloading (bus driver may be available to assist if it is safe to do so)
- Bikes are not allowed inside the buses at any time
- Bus stops do not typically feature bike racks

The Downtown Riverfront Streetcar is currently under design and will provide transit service between West Sacramento and Sacramento. Within West Sacramento there will be transit stops at the Civic Center, along Tower Bridge Gateway and the Riverfront District.



Additionally, West Sacramento has received a grant from the Sacramento Area Council of Governments and voter-approved City Innovation Funds to contract with Via, a leading technology developer and provider of dynamic on-demand ride share. Via will provide a comprehensive on-demand public transit service that will offer an innovative and dynamic city-wide amenity to complement other public transportation options.



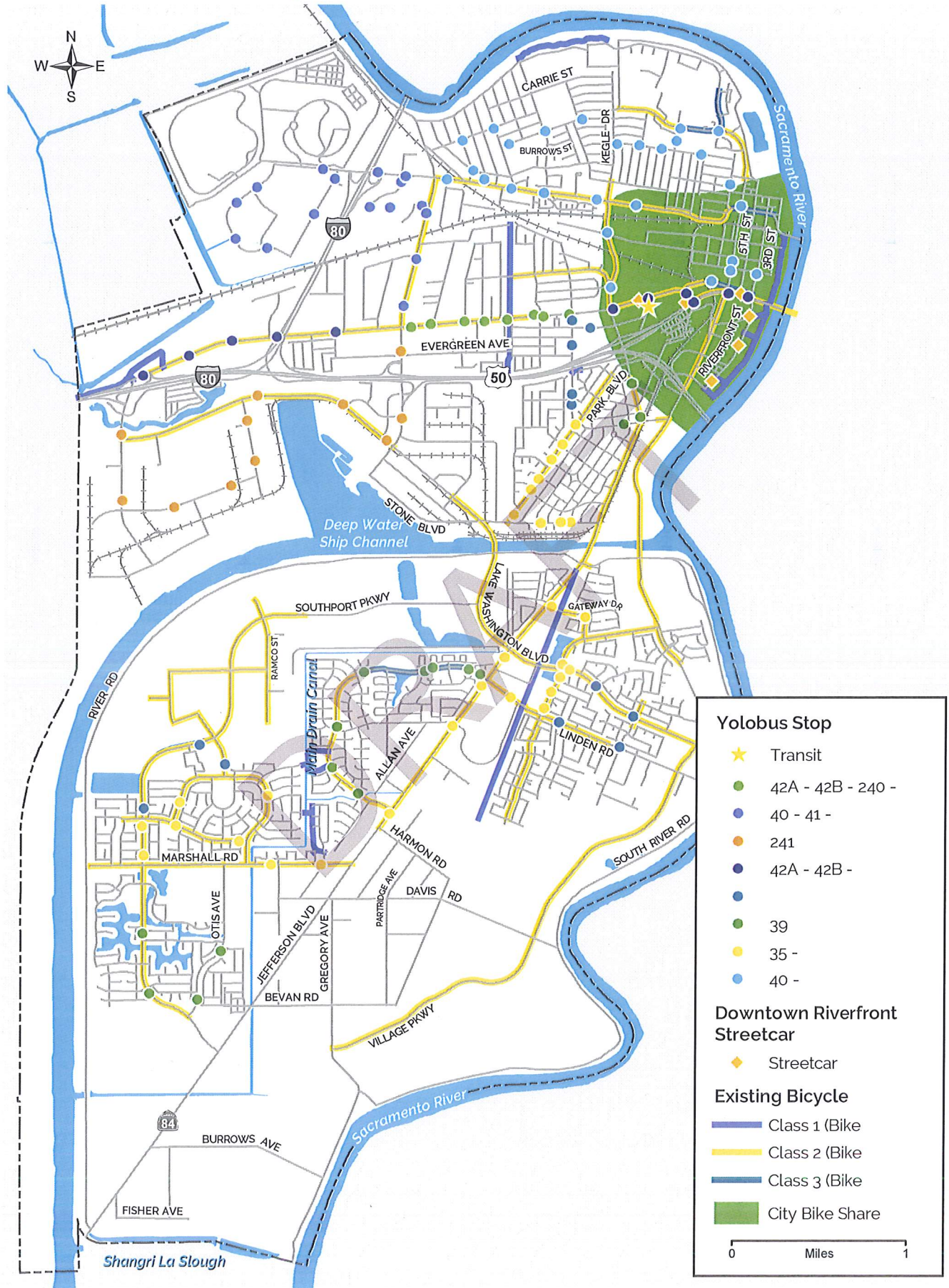
**Via Pilot Program:**

- The City approved the initial one-year program in late 2017
- Starting in Spring 2018, Via will deploy a fleet of 10 Mercedes-Benz vans that will function like a hybrid of ride share and buses
- Book a seat in a shared, dynamically-routed vehicle using the Via app
- Via's sophisticated algorithm will instantly match passengers with other riders going their direction
- Vehicle follows an optimized, flexible route that minimizes detours and delays
- Vans will pick up several riders and make multiple stops, similar to buses
- Riders may be asked to walk a block or two, but the City will try to avoid the half-mile walk required for some public transit riders to get to their destinations

**Figure 2** shows existing multimodal connections in West Sacramento, including Yolobus routes, park-and-ride locations, Streetcar stops, and the West Sacramento Transit Center.



Figure 2 - Current Multimodal Connections



### 3.4 Support Facilities



Bicycle support facilities include bicycle parking, shower/changing space, and secure storage for bicycle gear. While short-term bicycle parking is provided at several locations in West Sacramento including schools, commercial centers, parks, and municipal buildings, it is missing at many older commercial centers and some major trip attractors like Raley Field. However, short-term bicycle parking is. Further, there are few long-term bicycle parking and shower/locker facilities existing today with some exceptions including a limited number of bike lockers available at City Hall. **Figure 4** shows the locations of existing bicycle parking at bicycle and pedestrian trip generators and attractors in West Sacramento (**MISSING FIGURE and incorrectly numbered**).



In 2017, West Sacramento partnered with Sacramento Area Council of Governments (SACOG) and the City of Sacramento to initiate a bike share program. The Tower Bridge Bike Share Preview started on May 18, 2017 with a total of 50 bikes and eight bike share stations located in West Sacramento (see **Figure 3 (MISSING FIGURE and incorrectly numbered)**).



The initial preview is transitioning to the JUMP Bike Share Program that will be implemented by Social Bicycles in contract with SACOG. The JUMP Bike Share Program will initially consist of 300 electric-assist bicycles (e-bikes) distributed throughout the cities of West Sacramento, Sacramento, and Davis beginning May 15, 2018 with an additional 600 electric-assist bicycles coming summer 2018. The e-bikes will be accessible through a smart phone app, as well as indoor and outdoor kiosks located at select parking stations and future partner locations. For users without credit cards, there is an option for cash payments. Visit <http://socialbicycles.com> to learn how this system works and view app download options.

Currently, the City has adopted the *2016 California Green Building Standards Code* (California Building Standards Commission, 2016) as mandatory provisions in *West Sacramento Municipal Code* Section 15.12.040. The mandatory provisions include the following language regarding bicycle parking requirements at non-residential buildings:

#### Short-Term Bicycle Parking (Buildings anticipated to generate visitor traffic)

Provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for five percent of the visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.

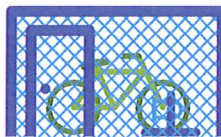


#### Long-Term Bicycle Parking (Buildings with over ten tenant-occupants)

Provide secure bicycle parking for five percent of motorized vehicle parking capacity, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and shall include one of the following:



Covered, lockable enclosures with permanently anchored racks for bicycles



Lockable bicycle rooms with permanently anchored racks



Lockable, permanently anchored bicycle lockers

In addition to the *2016 California Green Building Standards Code* (California Building Standards Commission, 2016) the City's Transportation Systems Management Ordinance includes measures to promote bicycling and pedestrian commutes such as additional bicycle parking or shower facilities for commuters.



### 3.5 Existing and Future Land Use Patterns

West Sacramento includes a diversity of land uses as shown in **Figure 4**. A goal of the BPTMP is to provide the plan for a continuous, interconnected trail system with low stress routes between residential areas and key destinations (See **Chapter 4** for further explanation and discussion of Low Stress Routes). The City has gone a long way toward achieving this goal in the Bridge District, the Stonegate area of Southport, and the Westfield Village neighborhood with the addition of the Sycamore Trail (as shown in **Figure 3**). But the City is still particularly challenged in achieving this goal in the Bryte and Broderick neighborhoods, as well as the west side and southeastern corner of Southport.

To achieve this goal, future land use plans, particularly new residential areas, will drive need for additional low stress trails. **Figure 4** also shows the future planned land use.

- Completion of the Clarksburg Branchline Trail as well as the Southport Setback Levee Trail will be critical to providing a low stress network for the Liberty and Riverpark developments.
- Completion of the Stone Locks Trail will be critical for the Stone Lock area.
- Extension of the Riverwalk Trail south from the Bridge District and through the Pioneer Bluff area will be critical establishing a complete north-south low stress route on the east side of Jefferson Boulevard.
- Completion of the Main Drain Canal Trail and connection with the trail along the Ship Channel will provide a key low stress route in Southport on the west side of Jefferson Boulevard.

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Figure 3 - Current Bicycle Facilities and Low Stress Routes

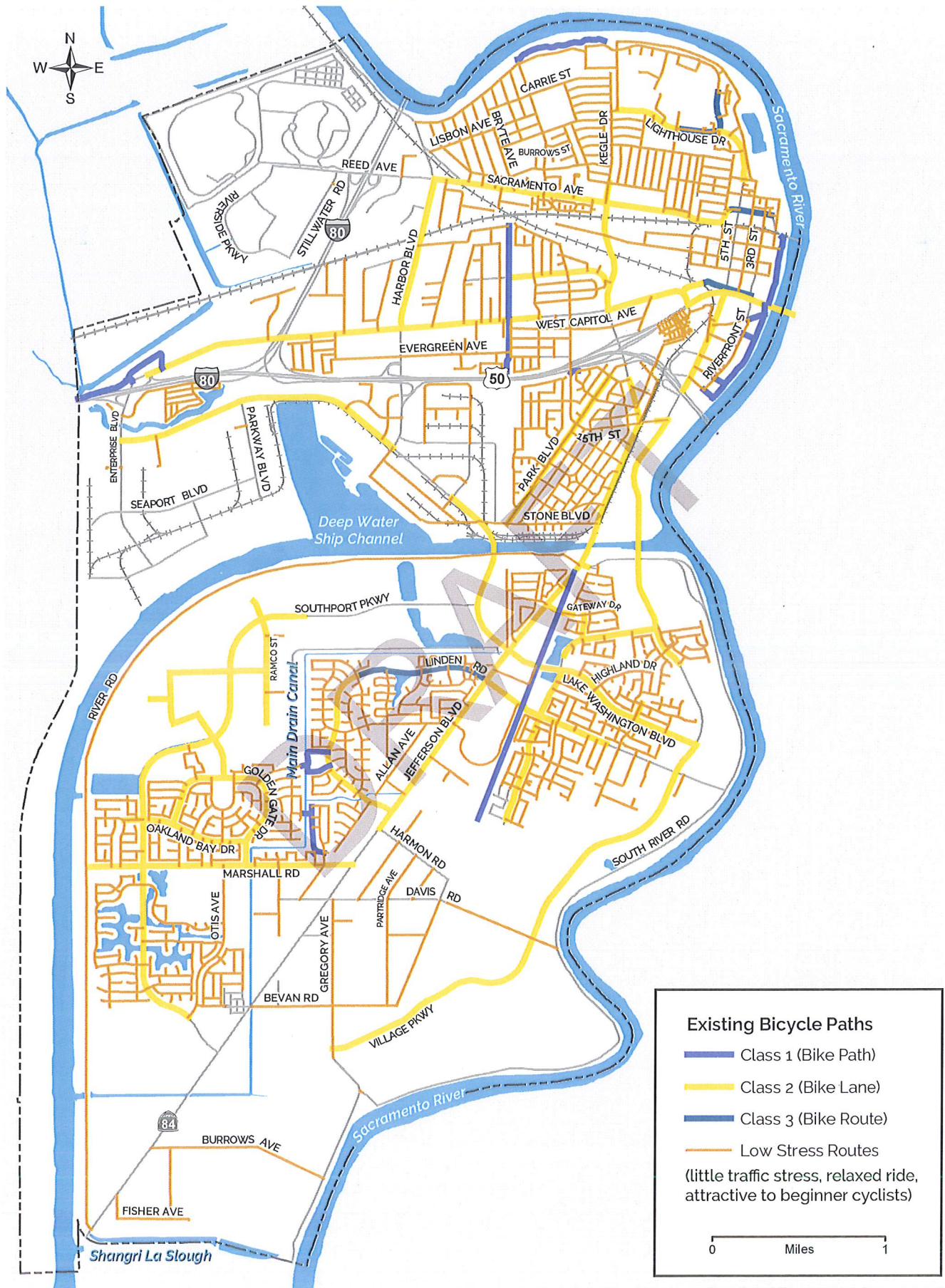
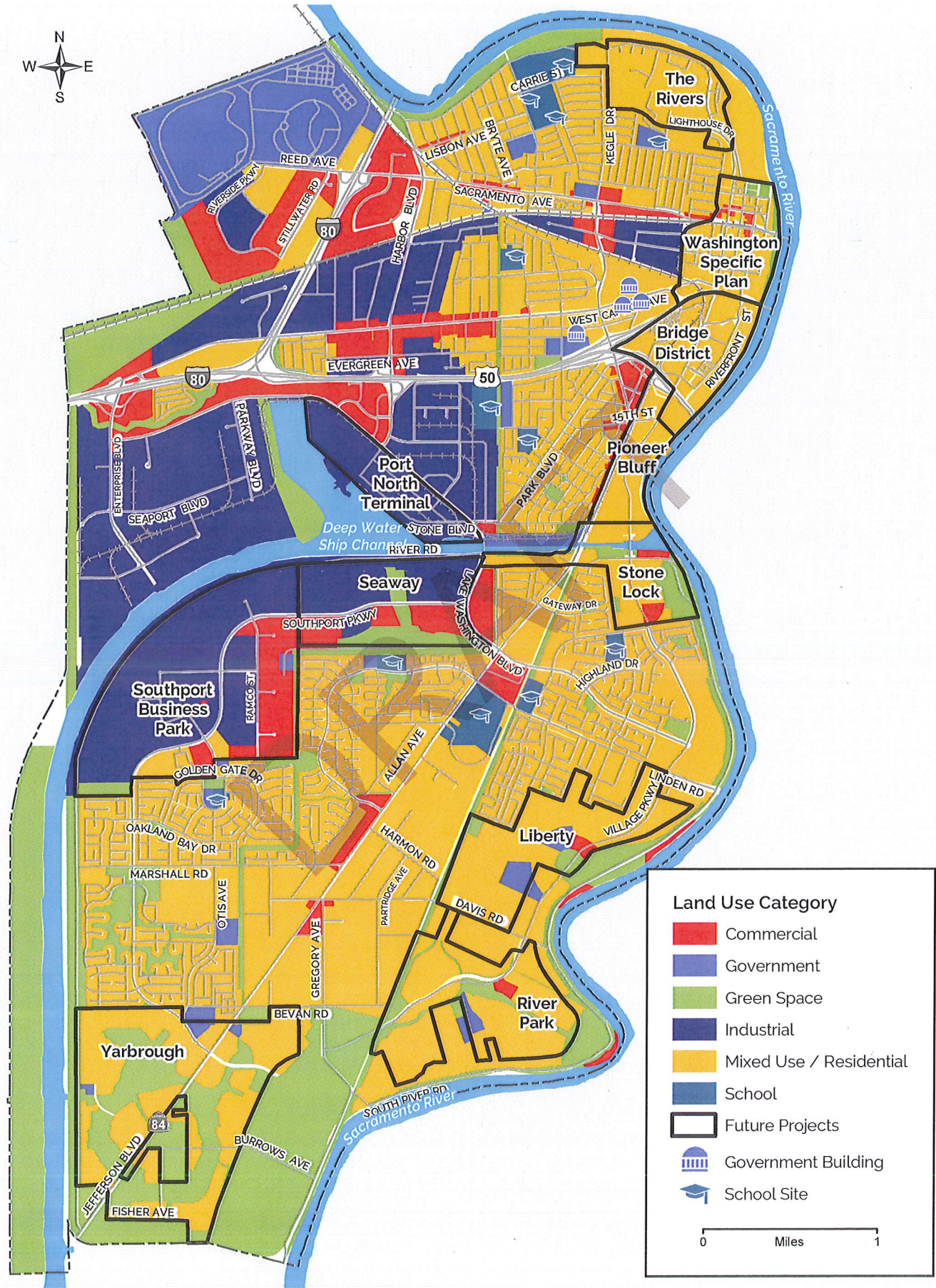


Figure 4 - Current Land Use and Future Projects



### 3.6 Trip Generators and Attractors

Based on the activities taking place and quite often the age of those attending, activity centers such as schools, parks, commercial retail centers and even municipal buildings attract bicycle and pedestrian travel. The City's BPTMP attempts to provide connections to as many of these major activity centers as possible.

**Figure 5** shows the locations of major bicycle and pedestrian trip generators and attractors.

Currently, West Sacramento has seven elementary schools, one high school (River City High School), and a few private and alternative schools. Additionally, Sacramento City College, part of the Los Rios Community College District, operates the West Sacramento Center on West Capitol Avenue. West Sacramento recognizes the importance of safe pedestrian and bicycle routes to school sites. The City will continue to work cooperatively with local school districts in developing and improving safe pedestrian and bicycle travel routes to schools.

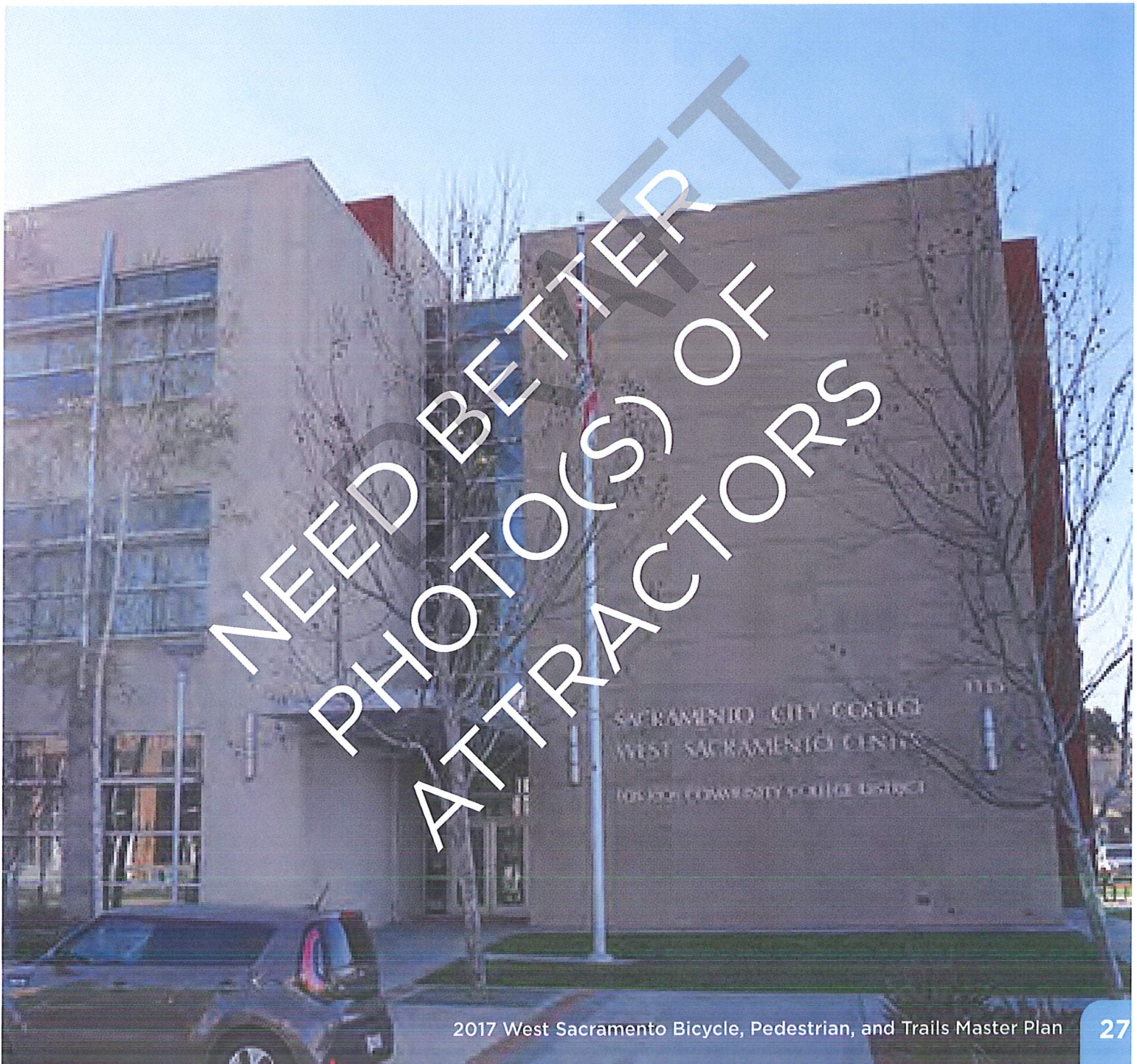
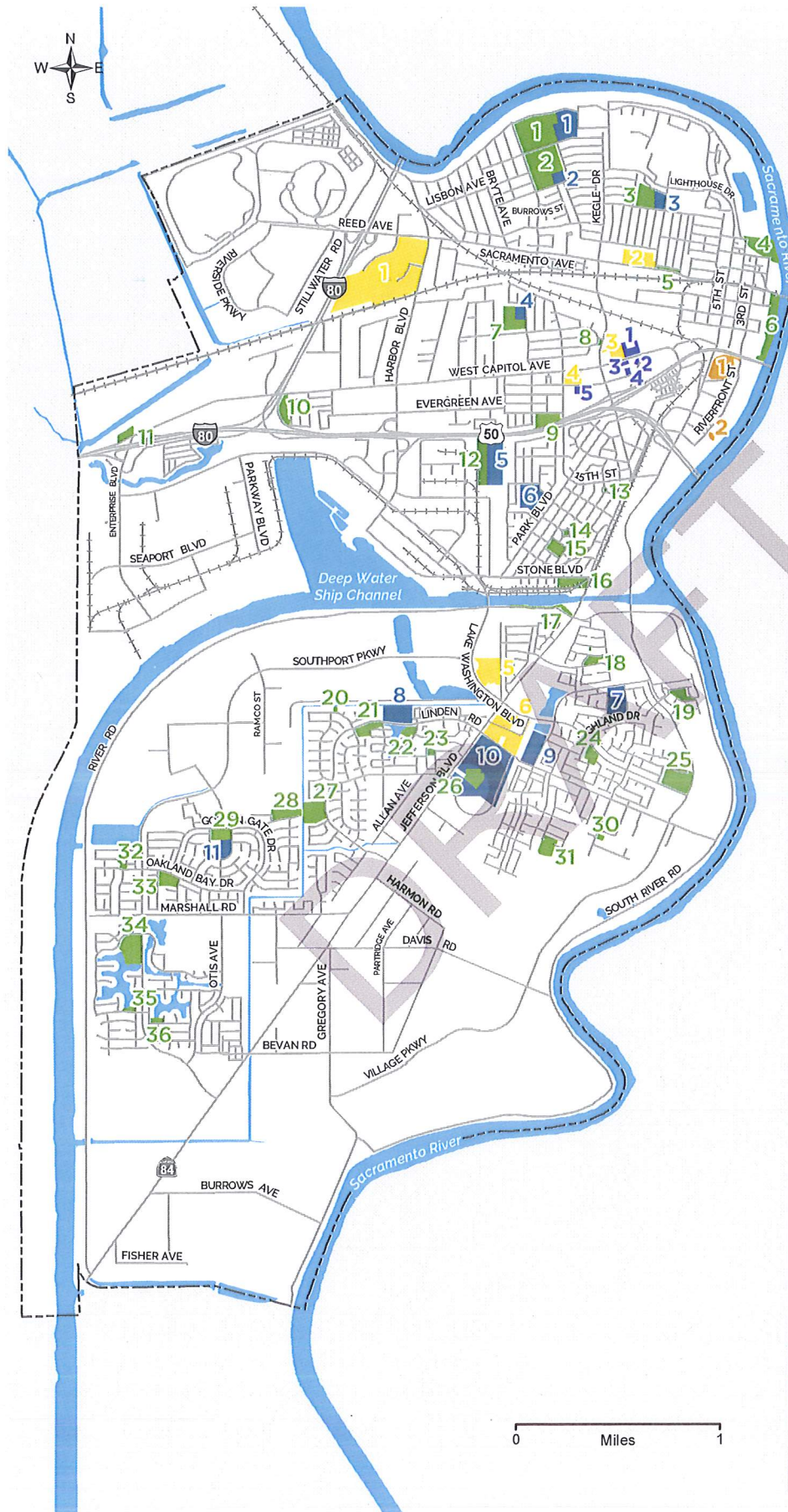


Figure 5 - Bicycle and Pedestrian City Attractors



**Civic/Community Center**

- 1. City Hall
- 2. Community Center
- 3. Sacramento City College
- 4. Library

**Commercial Center**

- 1. Riverpoint Marketplace
- 2. Riverbank Shopping Center
- 3. Safeway
- 4. Raley's

**Park/Recreation**

- 1. Bryte Park
- 2. Alyce Norman-Bryte Playfields
- 3. Elkhorn Park
- 4. Broderick Boat Ramp
- 5. Elkhorn Plaza
- 6. River Walk Park
- 7. Westfield School Playsite
- 8. Rotary Centennial Minipark
- 9. Westacre Park
- 10. Meadowdale Park
- 11. Roland Hensely Bike Park
- 12. Westmore Oaks Park
- 13. Circle Park
- 14. Pennsylvania Park
- 15. Memorial Park
- 16. Sam Combs Park
- 17. Barge Canal  
Recreational Access
- 18. Southport Gateway Park
- 19. Delta Gardens Park
- 20. Poquito Park
- 21. Linden Park
- 22. Touchstone Park
- 23. Pheasant Hollow Park
- 24. Emile "Whitey" Boisclair Park
- 25. Heritage Oak Park
- 26. Recreation Center
- 27. Summerfield Park
- 28. Patwin Park
- 29. Bridgeway Island Park
- 30. Redwood Park
- 31. Linden South Park North Park
- 32. Classics Mini Park
- 33. Sunset Vista Park
- 34. Ridgeway Lakes  
Community Park
- 35. Lake View Park
- 36. Eagle Point Park

**Entertainment**

- 1. Raley Field
- 2. Barn & Mill St. Pier


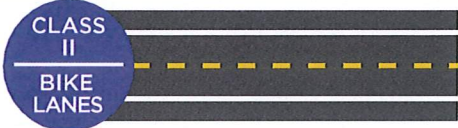
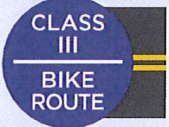

**School**

- 1. Riverbank Elem.
- 2. Alyce Norman  
Education Center
- 3. Elkhorn Village Elem.
- 4. Westfield Village Elem.
- 5. Westmore Oaks Elem.
- 6. West Sacramento  
Early College
- 7. Stonegate Elem.
- 8. Southport Elem.
- 9. Our Lady of Grace School
- 10. River City High School
- 11. Bridgeway Island Elem.

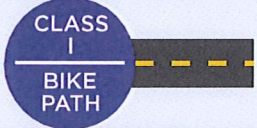
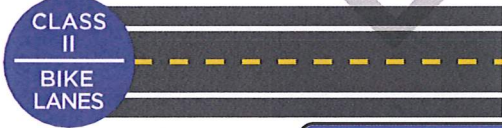
### 3.7 Past Expenditures on Bicycle Facilities

The 2013 BPTMP provided an estimate of expenditures through 2013 (shown in [Table 4](#)). Since that time the City has continued to invest in improvements to its trail network as shown in [Table 5](#). Chapter 9 presents an explanation of per mile costs for the three bikeway classes.

**Table 4 - Bicycle Facility Expenditures through 2013**

CLASSIFICATION	MILEAGE	2013 PER MILE COST	EXPENDITURE
	3.3	\$530,000	\$1,749,000
	30.0	\$740,000	\$22,200,000
	3.2	\$10,000	\$32,000
	7.5	\$120,000	\$900,000
<b>TOTAL:</b>	<b>44.0</b>		<b>\$24,881,000</b>

**Table 5 - Bicycle Facility Expenditures since 2013**

CLASSIFICATION	MILEAGE	2013 PER MILE COST	EXPENDITURE
	1.4	\$530,000	\$742,000
	4.3	\$740,000	\$3,182,000
<b>TOTAL:</b>	<b>5.7</b>		<b>\$3,924,000</b>

*Costs are still shown in 2013 dollars though construction occurred after 2013.*

### 3.8 Existing and Estimated Bicycle and Pedestrian Trips

Data regarding existing bicycle use in West Sacramento is limited. However, the 2015 American Community Survey (ACS) data (US Census Bureau, 2010) includes information regarding means of transportation to work. According to that data, 2.5 percent of West Sacramento residents bicycled and 2.5 percent walked as their primary means of transportation to work. This total (five percent of City working-age residents who either bike or walk to work) represents a 1.4 percent increase over the past five years, with the 2010 ACS data identifying 2.3 percent of the public utilizing bicycles and 1.3 percent walking to work. According to the California Department of Finance, West Sacramento's population as of January 2017 was approximately

53,160, and data obtained from the California Employment Development Department indicated that approximately 24,400 of those working-age residents were currently employed. Assuming the 2015 ACS ride and walk to work data remains consistent today, **more than 600 West Sacramento residents currently bike and more than 600 walk as their primary means of transportation to work.** These figures do not account for the occasional bike or walk to work commuters, nor do they include non-commute bike or walk trips to locations such as schools or shopping centers.

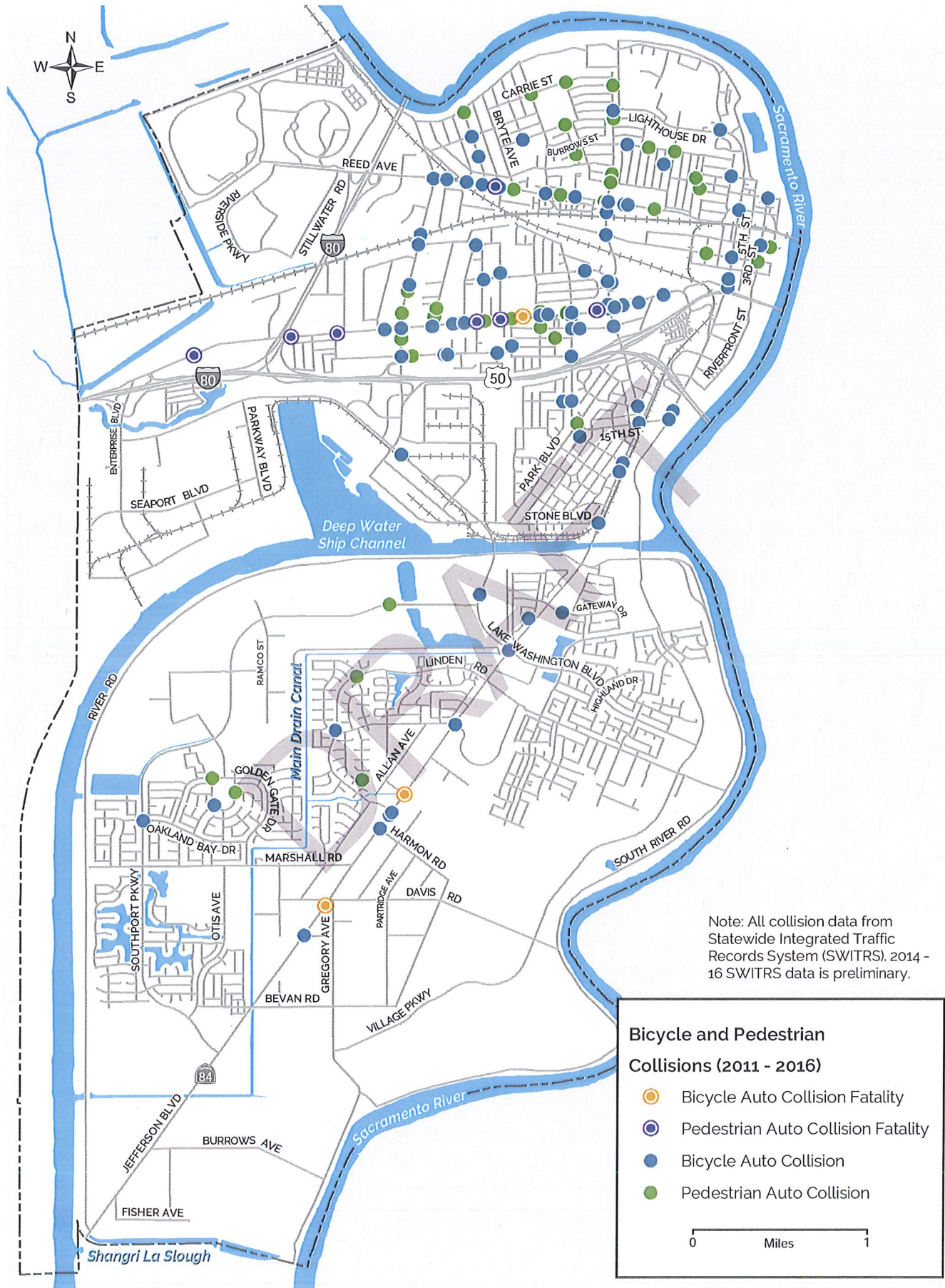
In most areas, the percentage of non-commute bike and walk trips are greater than the percentage of bike and walk commute trips, as commute trips tend to be longer and less attractive for bicycling and walking. Therefore, West Sacramento's overall bike/walk mode split is likely higher than the ACS estimates. **West Sacramento's goal is to achieve a bicycle mode share of five percent and a walk mode share of 10 percent by the year 2030.** This combined bike/walk mode share of 15 percent would nearly match the Federal Highway Administration (FHWA) goal of 15.8 percent. According to SACOG, West Sacramento's population is expected to grow to 73,500 residents by 2030. Assuming the City achieves a five percent bicycle mode share and a ten percent walk mode share there would be **over 1,600 bicycle commuters and over 3,300 walk commuters in 2030**, based on the current rate of employed residents.

### 3.9 Bicycle Safety

Five years of California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) data for bicyclist-vehicle collisions was reviewed to identify collision locations and trends in West Sacramento. **Figure 6** shows the five year picture (between 2011 and 2016) of the locations of bicyclist-vehicle, and pedestrian-vehicle collisions.



Figure 6 - 5-year Bicycle and Pedestrian Collisions with Autos





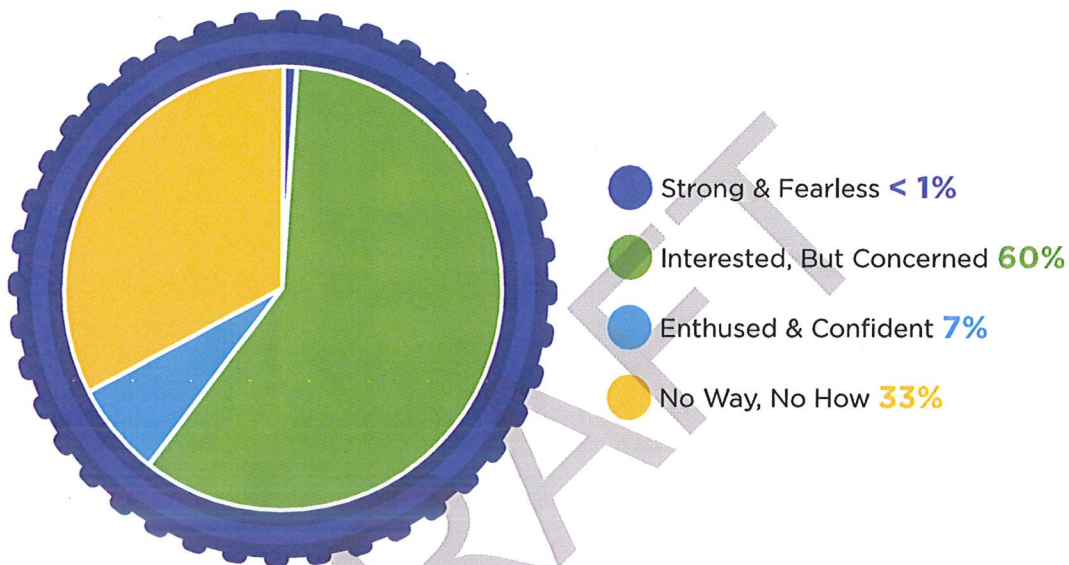


## LOW STRESS BICYCLING – EXISTING CONDITIONS

### 4.1 Low-Stress Bicycle Routes

The cyclist population is diverse, ranging from novice to experienced riders. Nonetheless, both groups look to a roadway network for safe facilities. Roger Geller, Portland, Oregon’s Bicycle Coordinator, developed a classification scheme to place individual bicyclists into four different categories for comfort level associated with biking through a local survey (results shown on **Figure 7**).

*Figure 7 - Transportation Cyclists by Proportion of Population*

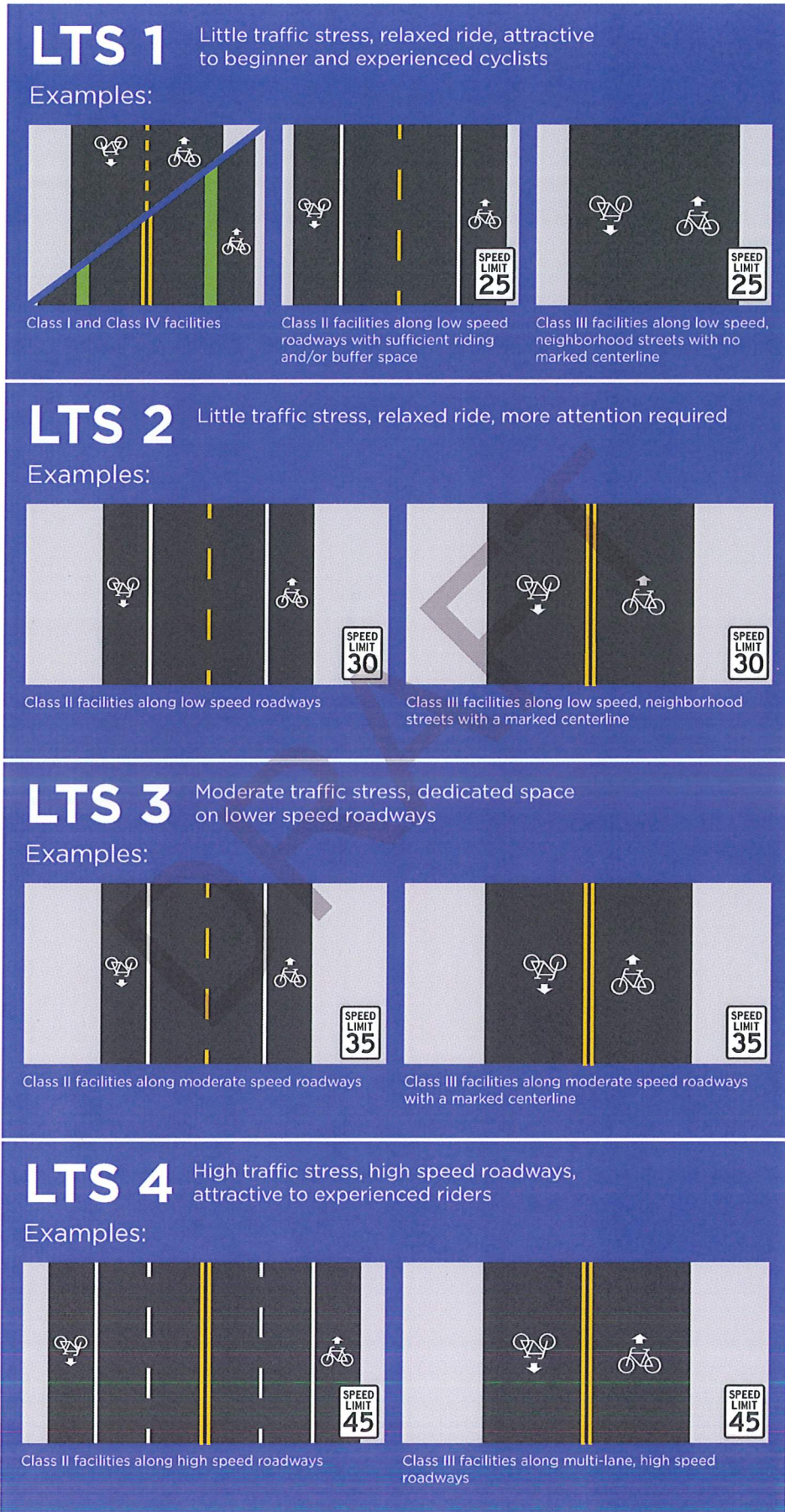


Of the four groups, the majority of those surveyed were “Interested, But Concerned,” demonstrating the desire for safe and comfortable facilities. This group prefers standalone paths and streets with little and slow traffic.

Bicycle Level of Service (BLOS) has traditionally been used to rate bicycle facilities; however, there are limitations to the approach. The A through F score is derived using a heavily qualitative formula, requiring prior knowledge of the roadway’s volume and lane widths. Moreover, the methodology does not provide a minimum threshold or connection to a cyclist’s comfort level.

Looking for an alternative approach to Geller’s skill-based criteria, the Mineta Transportation Institute developed a new classification scheme. Level of Traffic Stress (LTS) provides a comprehensive evaluation of a bicycle network to best determine user tolerance and connectivity to a final destination. A sample cross section and description of each stress level is shown in **Figure 8** on page 35.

Figure 8 - Levels of Traffic Stress (LTS)



The City of West Sacramento’s May 2013 Bicycle, Pedestrian and Trails Master Plan evaluated LTS for existing and proposed bikeways. During the Master Plan update, the LTS analysis was expanded to include all roadways within City boundaries including arterials, collectors and local streets. Benefits of this approach include:

- A network map of results that provides the ability to see the LTS score of each roadway segment in the network and identify barrier locations.
- Identification of potential bicycle improvements such as routing around higher stress facilities or specifically targeting improvements that connect low-stress routes and facilities. Improvements on key roadway segments with higher LTS scores can also be targeted to reduce LTS to lower levels.

## 4.2 Data Requirements

Data sources used for analysis include:

- Centerline roadway network with attribute information
- Existing and proposed bicycle facility network

Additional roadway and bicycle facility measurements not included in the data was obtained using aerial photography. A comprehensive glossary of the inventoried attributes may be found in Appendix 9. A gutter width of two feet, consistent with Caltrans design standards, was assumed for all segments where gutter was observed and posted speed was determined based on the functional highway classification number.

Unpaved or demolished roadway segments were removed from the database. In addition, limited access highways and private roads were eliminated to avoid false low-stress connections and limit the analysis to only segments bicyclists are permitted to use.

## 4.3 Existing LTS Methodology

The City’s LTS methodology mirrors the Mineta Low-Stress Bicycling and Network Connectivity Report. The analysis was divided into four tiers based upon facility classification. For each segment, the LTS was calculated per direction with the higher directional LTS controlling the overall segment stress.

Class I and Class IV facilities have a LTS equal to 1. These facilities offer a distinct and separated riding space, ultimately providing maximum level of comfort for riders. For Class II roadways, the LTS is dependent on parking presence. **Table 1** outlines the LTS criteria for bike lanes not alongside a parking lane. **Table 6** outlines the LTS criteria for bike lanes alongside a parking lane.

### Bicycle Facility Classifications:

- Class I:** Multi-use Pathway
- Class II:** Bike Lane
- Class III:** Bike Route
- Class IV:** Cycle Track

**Table 6 - Criteria for Bike Lanes Not Alongside Parking Lanes**

	LTS 1	LTS 2	LTS 3	LTS 4
Street Width - through lanes per direction	1	2, if separated by a raised median	More than 2, or 2 without a separating median	(no effect)
Bike lane width	6 feet or more	Less than 6 feet	(no effect)	(no effect)
Speed limit	30 mph or less	(no effect)	35 mph	40 mph or more
Bike lane blockage	rare	(no effect)	frequent	(no effect)

(no effect) = factor does not trigger an increase to this level of traffic stress.

If a four-lane roadway (two lanes per direction) provides a moderate posted speed limit and bike lanes, it is considered a low stress route or has a LTS 1 or 2. As the number of lanes and speed increase, so does the stress level.

**Table 7 - Criteria for Bike Lanes Alongside Parking Lanes**

	LTS 1	LTS 2	LTS 3	LTS 4
Street Width - through lanes per direction	1	(no effect)	2 or more	(no effect)
Sum of bike lane and parking lane width (includes marked buffer and paved gutter)	15 feet or more	14-15 feet	Less than 14 feet	(no effect)
Speed limit	25 mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	rare	(no effect)	frequent	(no effect)

(no effect) = factor does not trigger an increase to this level of traffic stress.

Adding a parking lane creates more stress due to vehicles potentially encroaching into the bicyclist's path. Bike lanes located directly adjacent to high turnover parking lanes without adequate clearance create conflict with the "door zone," ultimately resulting in much higher stress. Unlike before, a low stress route is now dependent on available space provided for both bicycle and parking lanes. The number of lanes for a low stress route with provided parking is limited to two lanes (one per direction).

For Class III facilities and segments with no existing bicycle lanes, the LTS was based on the total roadway width and posted speed limit (see **Table 8**).

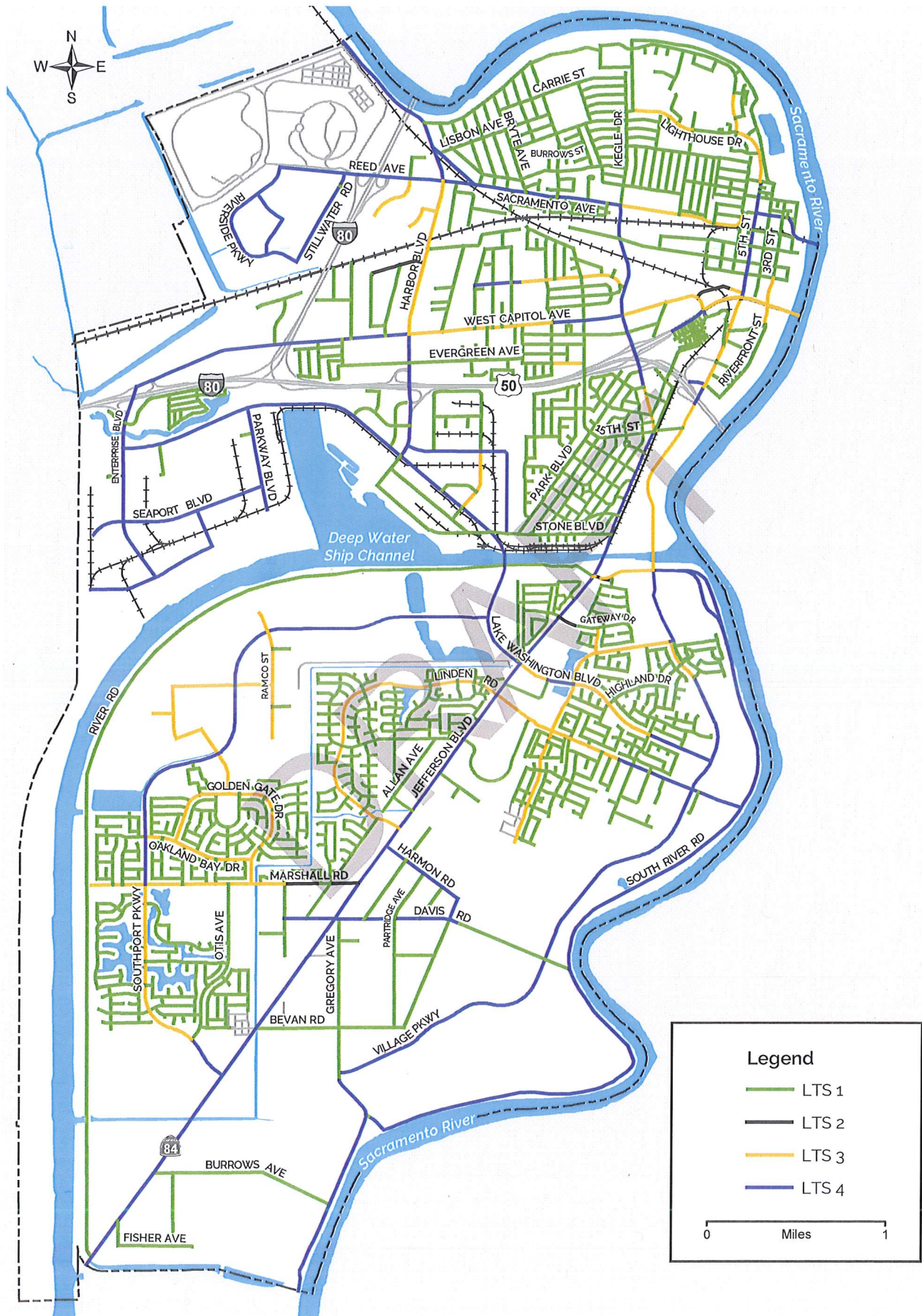
**Table 8 - Criteria for Level of Traffic Stress in Mixed Traffic**

	Street Width (Both Directions)		
Speed Limit	2-3 lanes <sup>1</sup>	4-5 lanes	6+ lanes
Up to 25 mph	LTS 1 or 2	LTS 3	LTS 4
30 mph	LTS 2 or 3	LTS 4	LTS 4
35+ mph	LTS 4	LTS 4	LTS 4

<sup>1</sup>Use lower value for streets classified as residential, or without marked centerlines

Existing low stress routes are shown in **Figure 9**.

Figure 9 - Existing LTS Routes





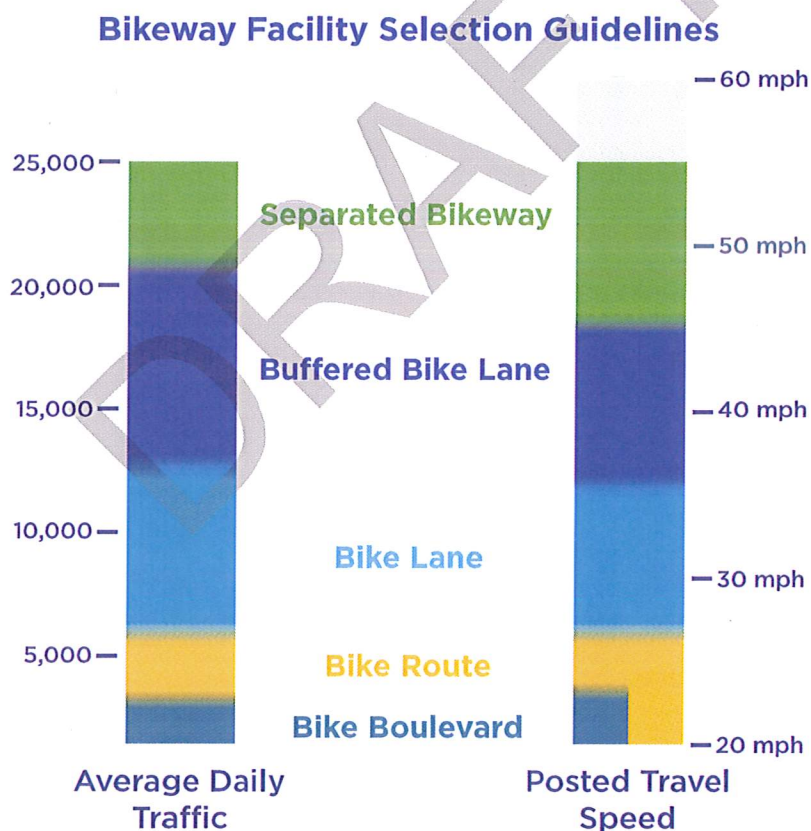
## PROPOSED TRAILS

This chapter describes potential improvements to West Sacramento’s trail network including proposed trail and support facilities that would enhance utilization and enjoyment of trails throughout the City.

### 5.1 Proposed Trails

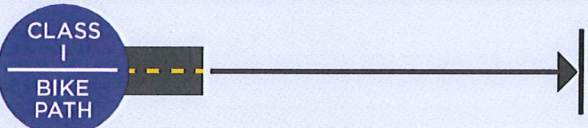
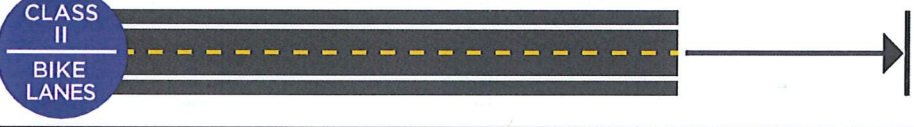
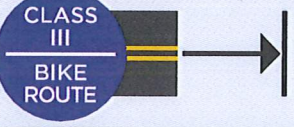


Vehicle volume and posted speed limit on a street can impact bicyclists’ comfort and decision to use a route or choose to not bike at all. Identifying the appropriate bikeway facility type is important, and can be a challenge. The selection guide shown below is a helpful tool to identify which bikeway type is appropriate, such as: On-Street Bike Lane, Buffered Bike Lane, Separated Bikeway or Cycle Track. The goal of the guide is to provide a framework to implement low stress bikeways that are comfortable for all ages and abilities by using the posted speed limit and average daily traffic volume. This is only a guide and site specific factors should be considered when determining the appropriate bikeway facility.

Additionally, physical space constraints, vehicle parking requirements, and other factors can also drive the type of bike facility that is possible along any given roadway or through neighborhoods and commercial areas.

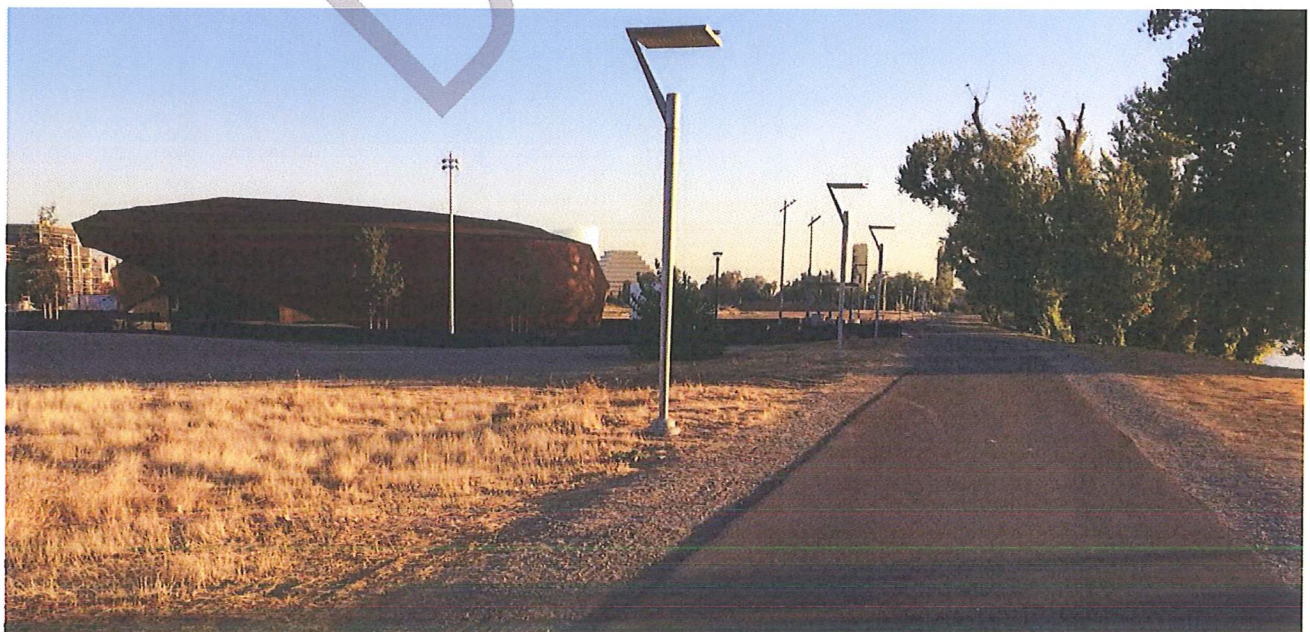


All of these factors were considered in developing recommendations for proposed bicycle trail improvements. The proposed trail network presented in **Figure 10** is a continuous system of trails connecting to numerous local destinations within the City, as well as regional destinations. The design of the network aims to accommodate all levels of bicyclists, and increase the amount of both utilitarian and recreational bicycling in West Sacramento. **Table 9** summarizes the mileage of existing and proposed trails by type. As shown, the proposed trail network expands upon existing Class I bike paths and Class II bike lanes in the City, adds critical neighborhood Class III bike route connections, and a long segment of unpaved trail.

Table 9. Length of Existing and Proposed Trails by Classification

CLASSIFICATION	EXISTING MILEAGE	PROPOSED MILEAGE	TOTAL
	4.7	23.6	28.3
	34.3	14.3	48.6
	3.2	6.7	9.9
	0.0	2.7	2.7
	6.2	6.4	12.6
<b>TOTAL:</b>	<b>48.4</b>	<b>53.7</b>	<b>102.1</b>

As shown in **Figure 10** on page 9 Class I bike paths are primarily located along opportunity right-of-ways such as rivers, canals, and abandoned railroads. Class II bike lanes are proposed for several arterial and collector streets. Class III bike routes, proposed by this plan as high-quality bike boulevards, are envisioned throughout the Bryte and Broderick neighborhoods.



River Walk Trail approaching the Barn

Figure 10 - Proposed Bicycle Network and Low Stress Routes





## 5.2 Class I Bike Paths

The proposed network of bicycle facilities shown in **Figure 10** includes several miles of additional Class I bike paths that form a connected system of high-quality bicycle facilities. To provide significant utilitarian and recreational function, linking several local and regional destinations. Highlights of this proposed system of Class I bike paths are discussed below:

- **Sycamore Trail** – The City has already completed phase 1 of this five-phased project. Phase 1 provided a bike path through Westfield Village from the Union Pacific Railroad (UPRR) south to West Capitol Avenue. Phases 2-5 will complete a bike path that connects at West Capitol Avenue and goes south over Highway 50 and down across the Deep Water Ship Channel to finally connects at Lake Washington Boulevard in Southport.
- **Southport Setback Levee Recreation Trail** – The City recently completed a feasibility study that showed there is a feasible way to construct the bike path on top of the maintenance road on top of the levee. This trail will connect to the Clarksburg Branch Line Trail and provide a continuous 10-mile loop with great recreational cycling opportunities along the Sacramento River.
- **Clarksburg Branch Line Trail** – This proposed bike path is currently an unpaved trail along an abandoned UPRR right-of-way. The City owns the entire ten mile length between the Deep Water Ship Channel and Clarksburg in unincorporated Yolo County. As proposed, the entire length would become paved including the section in unincorporated Yolo County. The City has already paved the trail between South River Road and River City High School/Cherokee Road. The trail will cross the Deep Water Ship Channel using the unused UPRR right-of-way on the Jefferson Boulevard Bridge and the proposed path will connect east Southport to destinations north of the Deep Water Ship Channel. The City will coordinate with Yolo County regarding implementation beyond City limits.
- **Pioneer Bluffs** – This proposed bike path would connect the existing River Walk Park Trail with the Mike McGowan Bridge enabling continuous Class I (and low stress) travel all the way from the I Street Bridge to the southern end of Southport.
- **Main Drain Parkway** – Segments of this proposed bike path are already open for public access; however, they are unpaved. This proposed bike path will run parallel to the Main Drain Canal and connect west Southport to destinations north of the Deep Water Ship Channel.
- **River Walk Park Trail** – Segments of this proposed bike path are already constructed along the Sacramento River between Capital City Freeway and I Street. As proposed, this bike path will be continuous between the Deep Water Ship Channel and Riverbank Road. Including undercrossings at the existing Tower Bridge and I Street Bridge.

## 5.3 Class II Bike Lanes

The proposed West Sacramento bikeway network includes several new, extended, or improved Class II bike lanes, designed to capitalize upon previous investments in on-street lanes and increase the viability of commuter bicycling. Many of these bike lanes interface with one or more of the previously discussed Class I bike paths. The plan includes new and/or improved bicycle lanes within existing commercial areas, and connections to several City schools and parks. In total, over 49 miles of Class II bike lanes are included in the proposed bicycle network.

## 5.4 Class III Bike Routes

The proposed bikeway network includes key Class III bike route projects classified as “bicycle boulevards”, which is a local street or series of contiguous street segments that have been modified to function as a through street for bicyclists. Bicycle boulevards typically discourage major through vehicle travel while maintaining local access. These key bicycle boulevards include:

- **Bryte Park Bicycle Boulevard** – This proposed bicycle boulevard will connect Bryte Park, Riverbank

Elementary School, Elkhorn Village Elementary School, and the residential neighborhoods north of Sacramento Avenue to the new bridge over the Sacramento River at C Street. According to traffic counts and volume on Cummins Way is approximately 2,500 vehicles per day. Traffic volumes of up to 3,000 vehicles per day are generally appropriate for a bicycle boulevard. Several improvements may be necessary to make this a high-quality bicycle boulevard including traffic calming to ensure vehicle speeds remain below 25 mph, reorientation of traffic control devices, wayfinding signs and markings, and crossing treatments at C Street. In combination with River Walk Park Trail, the Bryte Park Bicycle Boulevard could form a recreational loop in West Sacramento's Bryte and Broderick neighborhoods.

- **Westacre Road Bicycle Boulevard** – Westacre Road provides the primary bicyclist and pedestrian crossing of Capital City Freeway west of Jefferson Boulevard. This proposed bicycle boulevard would offer a low-stress connection between destinations on either side of Capital City Freeway. According to traffic counts from 2007, the traffic volume on Westacre Road is approximately 6,500 vehicles per day and traffic volumes of up to 3,000 vehicles per day are generally appropriate for a bicycle boulevard. Several improvements may be necessary to make this a high-quality bicycle boulevard, including: bicycle crossing treatments at West Capitol Avenue and Merkley Avenue, traffic calming to ensure vehicle speeds remain below 25 mph, adequate lighting underneath U.S. Route 50, and wayfinding signs and markings.

## 5.5 Proposed Low-Stress Bikeways

Figure 11 also shows the proposed low-stress bikeways in West Sacramento that have a LTS 1 or LTS 2 score. The proposed low-stress bikeway network provides extensive continuity to many local and regional destinations in West Sacramento. Completion of the proposed low-stress bikeway network will offer the greatest opportunity to significantly increase West Sacramento's bicycle mode share, allowing residents and visitors of all ages and abilities to complete various trips to school/work or for errands/recreation by bicycling and walking. Additionally, by contributing to a high quality of life in West Sacramento, completion of the proposed low-stress bikeways will attract high quality economic development.

On some existing and proposed bikeways that do not qualify as low-stress, the LTS could be decreased by implementing one of several innovative design treatments. In general, most stress decreasing designs use vertical or horizontal treatments to further separate bicyclists from vehicle traffic. Candidate innovative design treatments that decrease stress along on-street bikeways primarily include buffered bike lanes and protected or raised cycle tracks. The City should evaluate innovative designs to reduce the Level of Traffic Stress as it moves forward with the implementation of the proposed bicycle network.

## 5.6 Support Facilities

### 5.6.1 Bicycle Parking



It is recommended the City should modify the Municipal Code to reflect the 2016 California Green Building Standards Code mandatory provisions regarding bicycle parking in West Sacramento Municipal Code Chapter 17.34 Off-Street Parking and Loading.

The 2016 California Green Building Standards Code mandatory provisions regarding bicycle parking represent basic accommodations for bicyclists. The City should consider adopting revised bicycle parking requirements that reflect national best practices, such as the *Essentials of Bike Parking: Selecting and Installing Bike Parking that Works* (Association of Pedestrian and Bicycle Professionals [APBP], 2015) or the City of Portland minimum required bicycle parking spaces describe in *Portland Zoning Code Chapter 33.266* (City of Portland, 2017).

It is also recommended the City amend the zoning code for private development and require bike racks for short-term storage and bike lockers for long-term storage.

## 5.6.2 Shower Changing Facilities



It is recommended the City should require developers to apply the 2016 California Green Building Standards Code voluntary measures for changing/shower facilities with the following:

**Changing Rooms** - For buildings with over ten tenant-occupants, provide changing/shower facilities in accordance with Table A5.106.4.3 or document arrangements with nearby changing/shower facilities.

For public schools and community colleges, provide changing/shower facilities for the “number of administrative/teaching staff” equal to the “number of tenant-occupants” shown in Table A5.106.4.3. (Table 10)

Table 10 - 2016 California Green Building Standards Code Table A5.106.4.3

Number of Tenant-Occupants	Shower/Changing Facilities Required <sup>2</sup>	2-Tier (12"×15"×72") Personal Effects Lockers <sup>1,2</sup> Required
0-10	0	0
11-50	1 unisex shower	2
51-100	1 unisex shower	3
101-200	1 shower stall per gender	4
Over 200	1 shower stall per gender for each 200 additional tenant-occupants	One 2-tier locker for each 50 additional tenant-occupants

<sup>1</sup>One 2-tier locker serves two people. Lockers shall be lockable with either padlock or combination lock.

<sup>2</sup>Tenant spaces housing more than ten tenant-occupants within buildings sharing common toilet facilities need not comply; however, such common shower facilities shall accommodate the total number of tenant-occupants served by the toilets and include a minimum of one unisex shower and two 2-tier lockers.

Source: 2016 California Green Building Standards Code

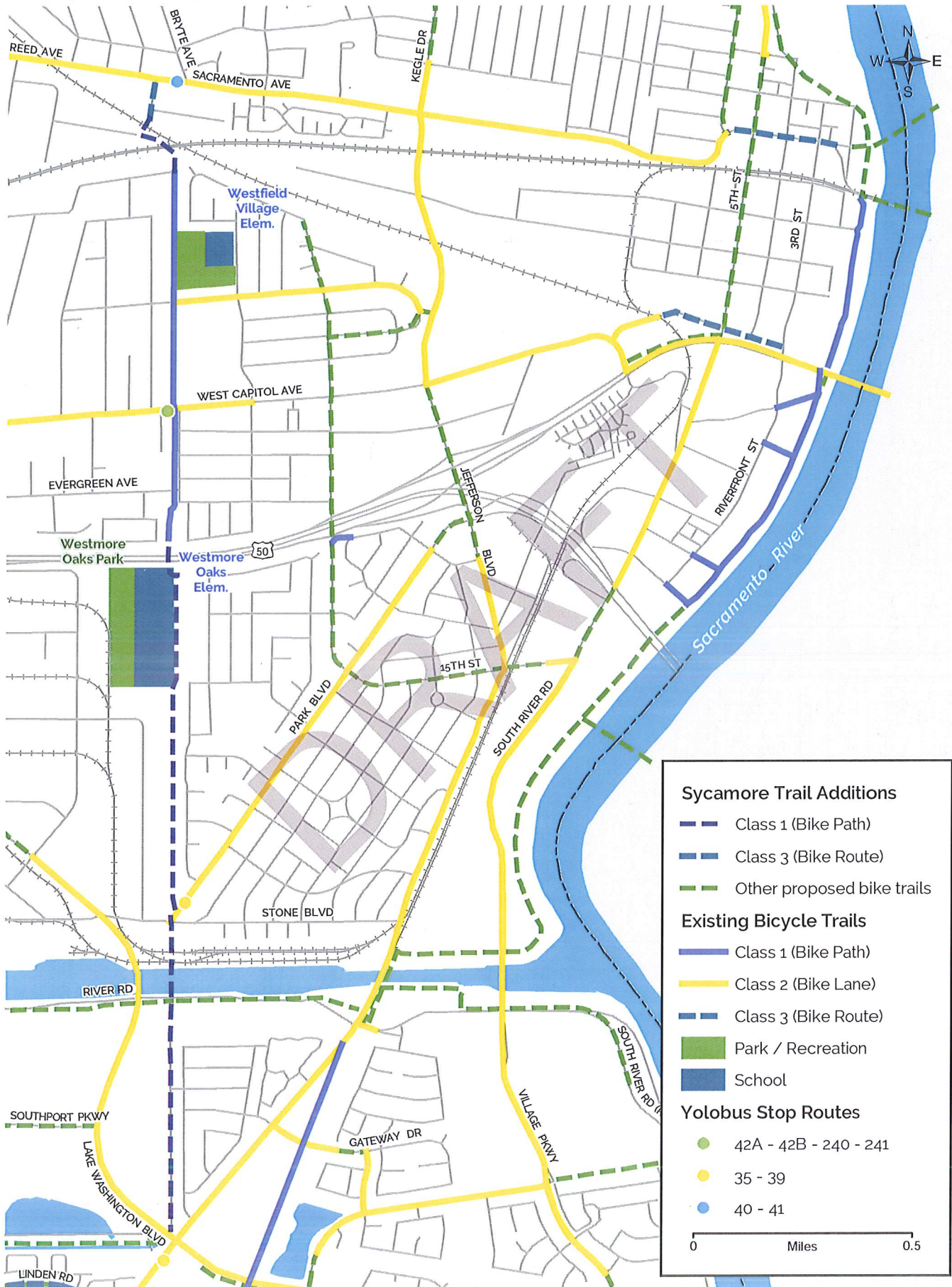
## 5.7 Signature Projects

The City has highlighted four signature projects due to high ranks in one or more prioritization criteria. These signature projects each unique in some sense, are described and shown in more detail here:

### 5.7.1 Sycamore Trail Extension

The Sycamore Trail Extension (Figure 11) is a five-phased project that is most significant because it connects the Westfield Village neighborhood with the City’s larger trail network. The Westfield Village neighborhood is more established and is somewhat remote; disconnected by the UPRR to the north and Interstate 80 to the south. Residents have not been able to travel by bicycle beyond their smaller neighborhood borders so this project provides Class I Bike Path access north to Sacramento Avenue (which has Class II Bike Lanes and connects to the Bryte neighborhood. This project also provides Class I Bike Path access south all the way to Southport.

Figure 11 - Project Spotlight - Proposed Sycamore Trail Additions



5.7.2 Southport Setback Levee Trail

Figure 12 (Description to be added)

DRAFT

Figure 12 - Project Highlight - Southport Levee Trail Additions



**5.7.3 I Street Bridge Deck Conversion**

**Figure 13 (Description to be added)**

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Figure 13 - Project Spotlight - Proposed I Street Bridge Trail Additions



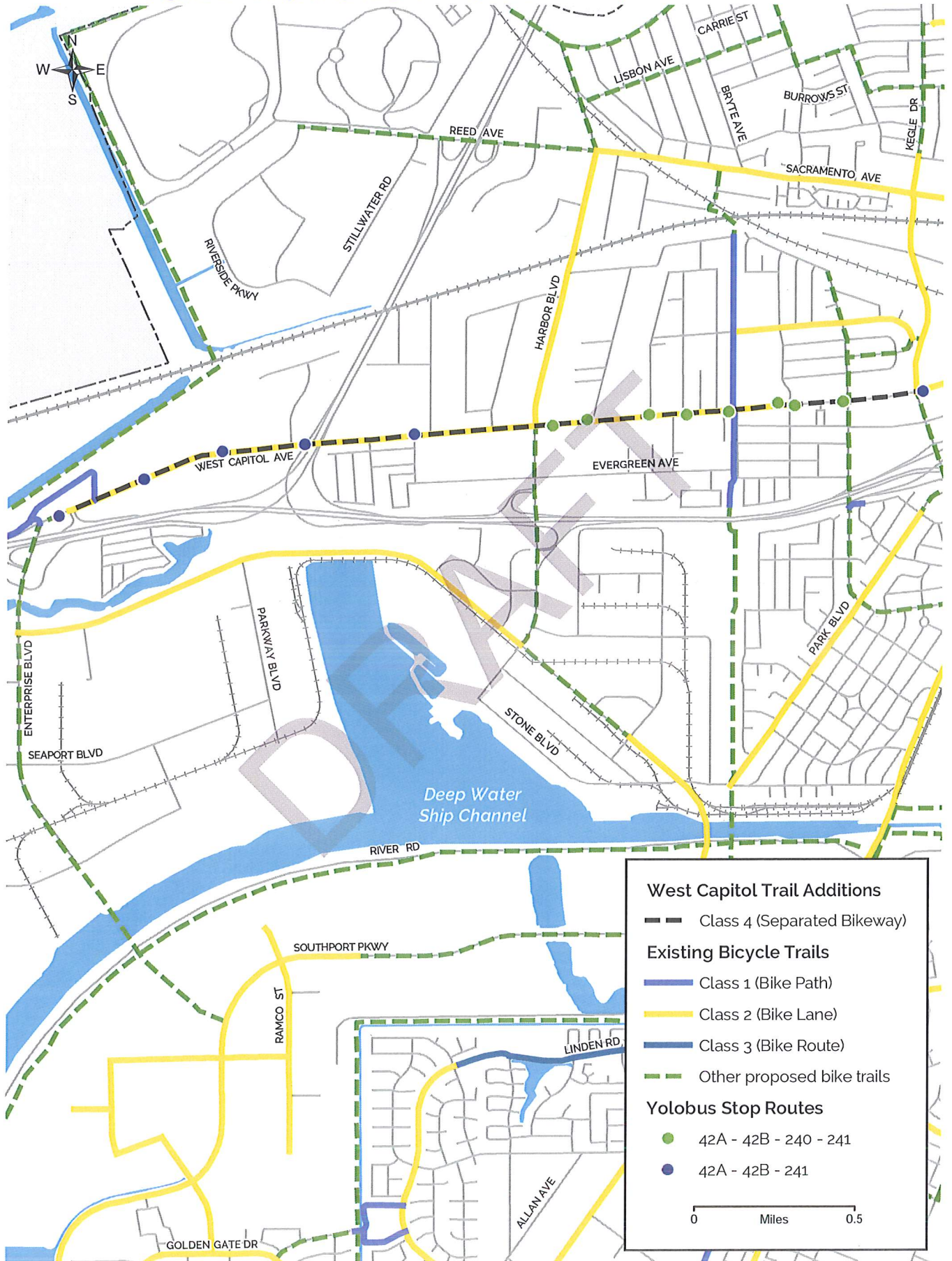


#### 5.7.4 West Capitol Avenue Improvements

Figure 14 (Description to be added)

DRAFT

Figure 14 - Project Spotlight - Proposed West Capitol Trail Additions





## LOW STRESS BICYCLING – FUTURE CONDITIONS

### 6.1 Future Conditions LTS

Updated future conditions LTS score was calculated for each segment based upon planned bicycle network improvement projects, as well as preliminary planning and design assumptions for specific improvements provided by the City.

In some cases, the addition of planned bicycle lanes in the future LTS analysis caused the LTS score to increase from a LTS 1 to LTS 2. However, both LTS 1 and 2 are considered to be low stress facilities, so addition of the bicycle facility is not detrimental to the bicycle environment.

Future low stress routes are shown in **Figure 15**.

**Figure 15 - Future LTS**

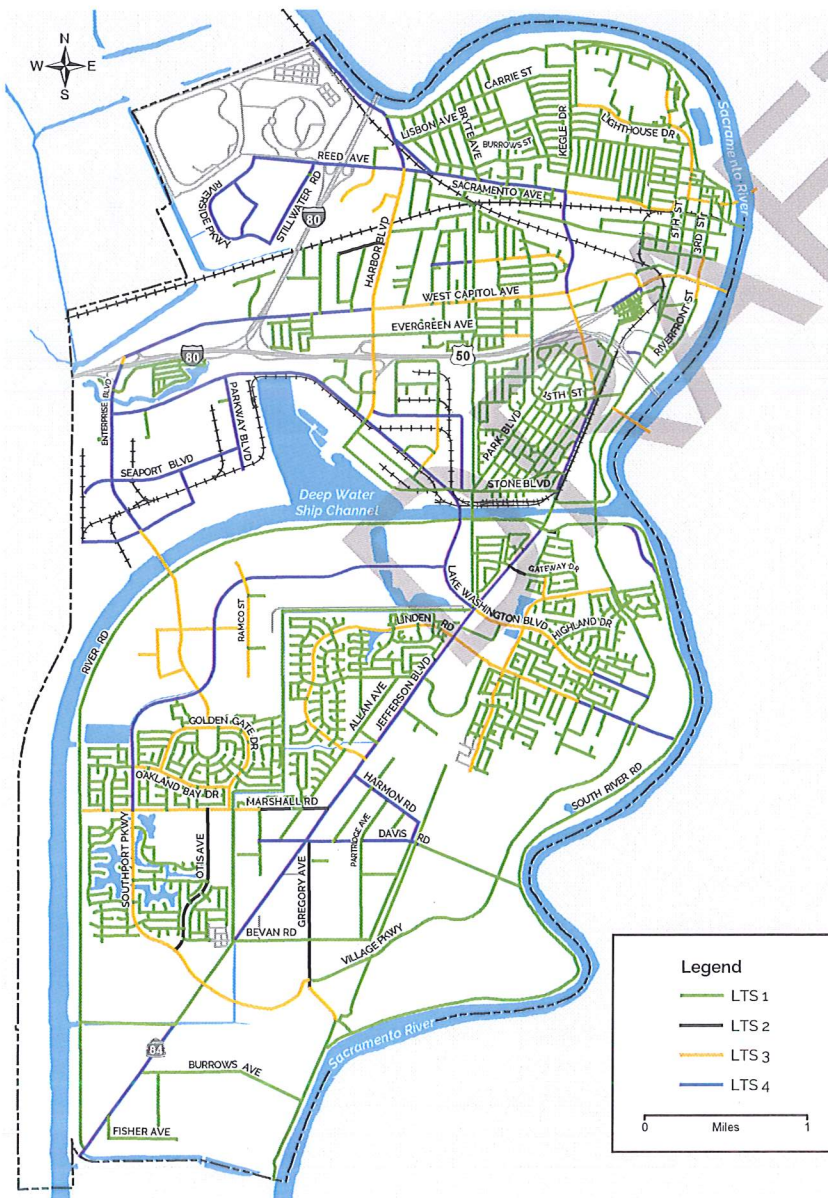


Figure 16 - LTS by Centerline Mileage

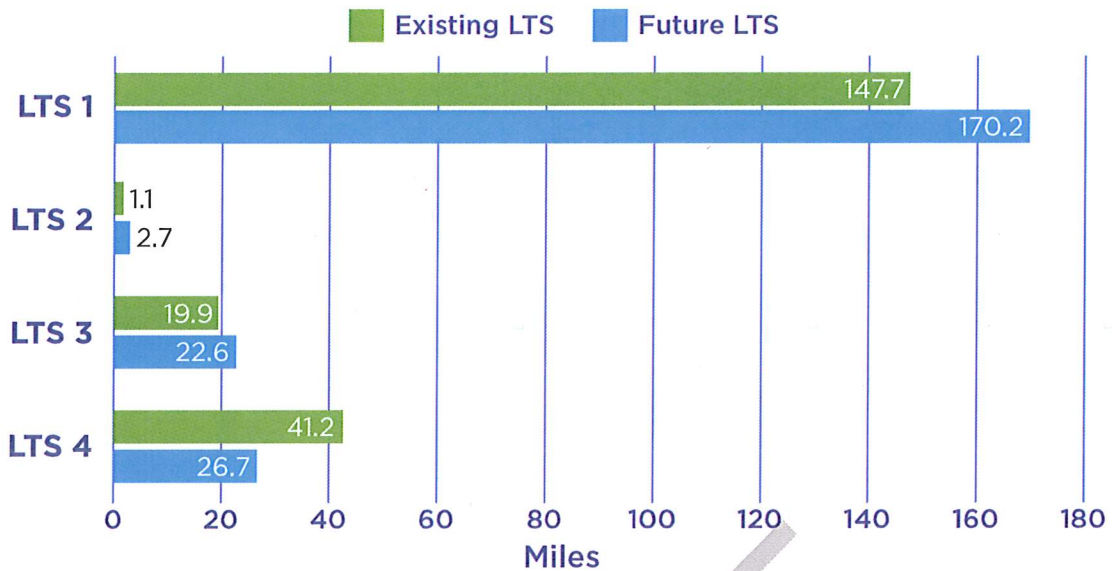


Figure 16 shows the total centerline miles by LTS score within City boundaries based on the existing<sup>1</sup> and proposed conditions. As shown, **nearly 150 miles (70%) of the approximate 210 miles of roadway within the City are currently low-stress, having a LTS of 1 or 2. There are over 170 miles (82%) of low-stress routes within the future roadway network, which is equivalent to an increase of over 20 miles.**

The slight increase in routes having a LTS 3 is due to proposed Class II facilities on roadways with speeds exceeding 30 mph. Although the addition of a bike lane adds a dedicated space for bicyclists, higher speed roadways continue to generate higher stress<sup>1</sup>.

## 6.2 Intervention & Implementation

The majority of barriers identified within the City are low-stress routes crossing higher stress arterial roadways. There are several treatments that may be used ranging from striping updates, to altered geometry and signal enhancements. In addition, the following pedestrian crossing treatments have been successful in minimizing crashes at high-volume bicycle crossings, and may be enhanced to include bicyclist warning signs:

### 6.2.1 Rectangular Rapid Flashing Beacons (RRPBs)

- Bicyclist or pedestrian activated high intensity flashing beacons that increase motorist awareness and visibility of non-motorized crossings. MUTCD sign W11-15 may be used to indicate frequent bike crossings.
- It is preferred to mount signs on both sides of the street and within the median (if one is present).



MUTCD W11-15

### 6.2.2 Pedestrian Hybrid Beacon (PHB)

- Also known as a HAWK (High-intensity Activated crossWalk), the beacon consists of two red lenses over a single yellow lens on the major street with pedestrian and/or bicycle indicators for crossing movement.
- May result in less delay for vehicle traffic compared to a full traffic signal because stopped vehicles are permitted to move if the crossing is clear once the beacon begins to flash red in a wig-wag pattern. This occurs during normal pedestrian 'flashing don't walk' phase that immediately follows the pedestrian 'walk' phase during a double solid red indication for motorists.
- Have similar driver yielding rates as RRFBs and generally used on higher speed roadways with two or more travel lanes in each direction.

- In addition, leading pedestrian intervals and dynamic signage may also be incorporated at intersection locations. Decisions on appropriate traffic control devices for crossings should be based on criteria such as pedestrian (and bicycle) crossing volume, major street traffic volume, and length of crossing. RRFBs are typically not used on roadways with more than four through lanes; in those locations, a PHB or full traffic signal is preferred.

Modified geometry such as tighter turning radius to improve bicyclist comfort levels at larger, high speed intersections. Raised medians and crossings may be incorporated for added sight lines. The islands separate conflicts and provide a safe refuge for bicyclists to cross in two-stages.

If a crossing is not available adjacent to a bicycle facility, enhancements may be made alongside corridors and to existing intersections for alternate connections.

If the total street width allows, lane widths may be reduced to provide additional space for a multi-use pathway. Intersection signage and striping may also be enhanced to alert motorists of increased bicycle traffic and intersection changes.

Sample treatments identified for three high-stress crossing locations are included in the appendix. The samples should be used for planning purposes, and serve as examples of how other crossings and facility connections may be completed to link segments in the bicycle network. It is suggested a traffic study be completed at each intersection to identify, and address operational and additional safety issues that may exist.

**Rectangular Rapid Flashing**

**Beacons (RRFBs)** are proven treatments in raising the percentage of drivers who yield to bicyclists at midblock crossings.

**Pedestrian Hybrid Beacons (PHB)**

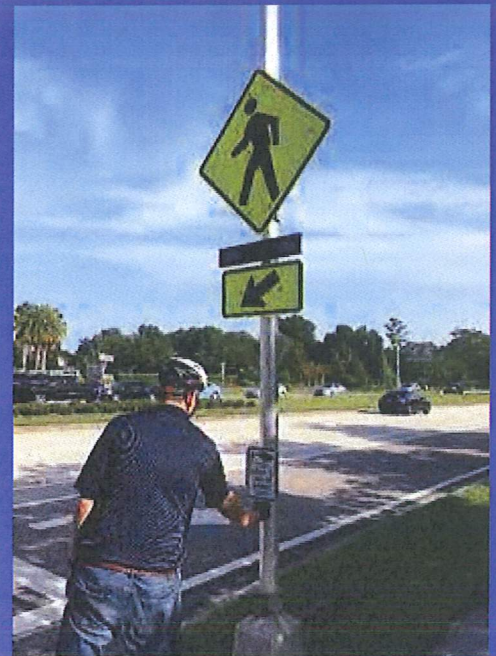
are used to improve crossings for non-motorized users where side street vehicular or non-motorized traffic volumes do not meet the minimum warrant thresholds for installation of a traffic signal.

**Raised Median with Refuge**

may be raised or flushed with the roadway using painted islands. Angling the crossing through the median or island forces the bicyclist to “face” oncoming traffic and make better eye contact with approaching drivers.



*Channelized Raised Crossing (Columbia, Montana)*



*Bicyclist Activating RRFB-Controlled Midblock Crossing (Seminole County, Florida)*

## Example Location A: Jefferson Boulevard and Higgins Road

### Existing Conditions

- Jefferson Boulevard is currently a four-lane divided roadway with a posted speed greater than 30 mph, currently operating at a LTS 4.
- Higgins Road is a two-lane roadway with a striped centerline with a speed of 25 mph currently operating at a LTS 1.
- There is an existing bike lane on Jefferson Boulevard that continues through the intersection.
- River City High School is located east of the intersection.

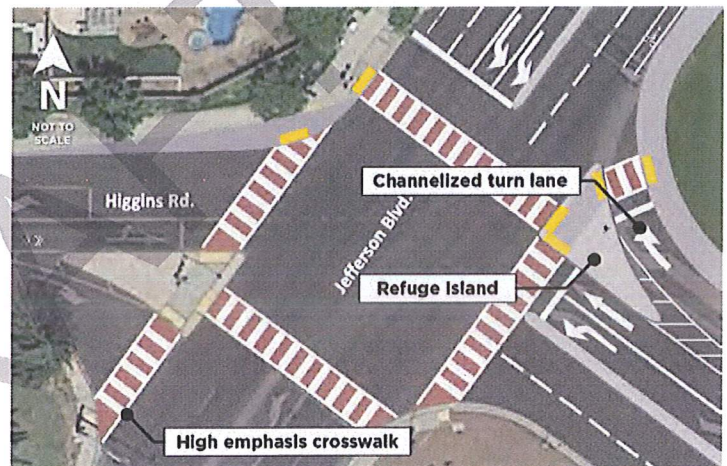
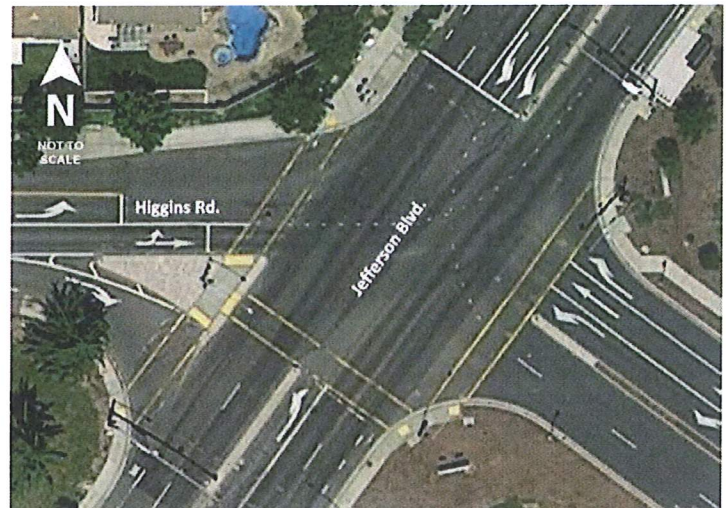
### Future Conditions

- Proposed facilities include a bike lane connection along Higgins Road.
- Due to the high posted speed along Jefferson Boulevard, the future LTS remains equal to 4.

### Additional Sample Treatments

- High emphasis crosswalks increase pedestrian visibility within the intersection. An additional crosswalk is proposed for the north leg of the intersection.
- A dedicated right turn lane exiting the school allows for a two-stage crossing at the east leg of the intersection. The crossing between the street edge and the right turn island can be raised as a flat-top speed table to slow traffic and further enhance the environment for bicyclists and pedestrians.
- A modified curb radius on the northwest corner of the intersection naturally reduces right-turning vehicle speeds.

The proposed improvements make the intersection more compact and shortens the exposed crossing distances for both bicyclists and pedestrians.



## Example Location B: Locks Drive/South River Road and Village Parkway

### Existing Conditions

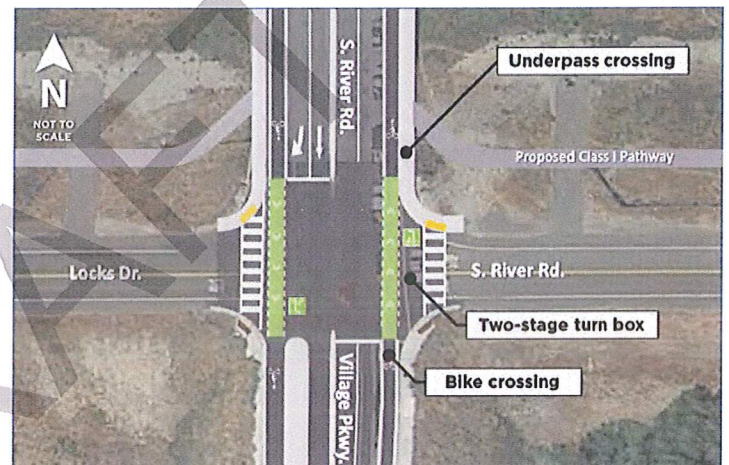
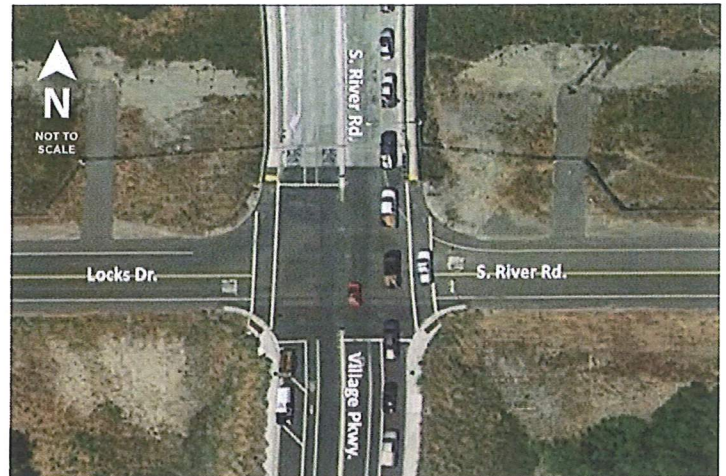
- South River Road north of the intersection is currently a two-lane divided roadway with a posted speed of 35 mph, currently operating at a LTS 3. A wide shoulder is provided for bicyclists.
- South River Road east of the intersection is a two-lane roadway with a striped centerline, and speed of 35 mph, currently operating at a LTS 4.
- Locks Drive continues to the west as a two-lane roadway with a posted speed of 30 mph.
- There is an existing bike lane located on Village Parkway south of the intersection. The section currently operates at a LTS 4.

### Future Conditions

- Proposed facilities include a Class IV cycle track along South River Road/Village Parkway, and a Class I pathway along Locks Drive/South River Road with potential to continue beneath the South River Road Bridge.
- The addition of the two bicycle facilities lowers the stress of all segments to a LTS 1.

### Additional Sample Treatments

- A median is provided south of the intersection to separate vehicle traffic and the cycle track. High emphasis, green crosswalks increase bicycle visibility within the intersection.
- If the intersection becomes signalized, two-stage turn boxes may be provided for left-turning bicyclists wanting to continue west and east along Locks Drive/South River Road.
- If the intersection is signalized, it is recommended to provide an exclusive southbound right turn signal phase so bicyclists continuing south in the cycle track can do so without conflicts with southbound right turning vehicles. A bicycle signal head can be used to show the green signal phase for cyclists.





*One-Way Cycle Track (Chicago, Illinois)*



*Cycle Track Treatment at Intersection with Two-Stage Turn Box (Vancouver, Canada)*



*HAWK with Bike Phase (Tucson, Arizona)*



## Example Location C: Sacramento Avenue and Bryte Avenue

### Existing Conditions

- Sacramento Avenue is currently a four-lane roadway with left turn lanes at intersection locations. It has a posted speed greater than 30 mph and operates at a LTS 4. There is an existing bike lane along the roadway.
- Bryte Avenue is a two-lane 25 mph residential roadway operating at a LTS 1.
- Yolo Avenue is a two-lane 25 mph roadway operating at a LTS 1.

### Future Conditions

- Proposed facilities include a trail connection south of Yolo Street, and Class 3 connections from the Yolo Street/Sacramento Avenue intersection, continuing onto Bryte Avenue.
- Due to the high speed along Sacramento Avenue, the future LTS remains a 4.

### Additional Sample Treatments

- The bicycle lane on the south side of Sacramento Avenue, from Yolo Street to Bryte Avenue, is replaced with a multi-use pathway. The connection allows a shared space for pedestrians and bicyclists who wish to cross Sacramento Avenue and continue north to Bryte Avenue. This proposed sample improvement becomes much more valuable from a citywide bicycle network perspective if/when a crossing of the railroad corridor on the south end of Yolo Street is achieved.
- The existing signalized intersection at Bryte Avenue also provides the opportunity to reduce conflicts with turning vehicles through a leading pedestrian interval.
- High emphasis crosswalks increase pedestrian and bicyclist visibility within the intersection.
- A striped bicycle crossing parallel to the pedestrian crosswalk provides a continuous route for cyclists wishing to cross to/from Bryte Avenue.



### 6.2.3 LTS Analysis Attributes

The following attributes are available within the city's LTS geospatial database:

- **LTS\_ID:** Unique identifier assigned to each segment
- **FULLSTREET:** The full street name as listed in the City of West Sacramento (COWS) roadway centerline database.
- **TO:** Beginning segment limit
- **FROM:** Terminating segment limit
- **SPEED:** Posted speed (mph)
- **TOTALLANE:** Total roadway width, expressed as number of lanes
- **ADT:** Average Daily Traffic
- **MEDIAN:** Raised median width (ft.)
- **N\_E\_PATH:** Northbound/eastbound multi-use pathway presence
- **N\_E\_LANE:** Denotes a bike lane in the north/east direction
- **N\_E\_PARK:** Denotes on-street parking in the north/east direction
- **N\_E\_LANE\_W:** Northbound/eastbound bike lane width
- **N\_E\_L\_P\_W:** Northbound/eastbound cumulative bike lane and on-street parking width
- **N\_E\_BLOCK:** Denotes blockage due to on-street parking in the north/east direction. (Rare) represents little to no parking. (Frequent) represents recurrent parking along the specified segment.
- **S\_W\_PATH:** Northbound/eastbound multi-use pathway presence
- **S\_W\_LANE:** Denotes a bike lane in the south/west direction
- **S\_W\_PARK:** Denotes on-street parking in the south/west direction
- **S\_W\_LANE\_W:** Southbound/westbound bike lane width
- **S\_W\_L\_P\_W:** Southbound/westbound cumulative bike lane and on-street parking width
- **S\_W\_BLOCK:** Denotes blockage due to on-street parking in the south/west direction. (Rare) represents little to no parking. (Frequent) represents recurrent parking along the specified segment.
- **N\_E\_LTS:** Northbound/eastbound LTS
- **S\_W\_LTS:** Southbound/westbound LTS
- **SEG\_LTS:** Roadway LTS
- **LENGTH:** Segment length (feet)



## EXISTING CONDITIONS FOR PEDESTRIANS

### 7.1 Existing Pedestrian Facilities

Continuous sidewalks are provided on many roadways in West Sacramento but, there are numerous gaps in the sidewalk network, including several on busy streets such as Sacramento Avenue, West Capitol Avenue and Jefferson Boulevard. Consistent with rural designation, many rural residential roadways in Southport do not feature sidewalks.

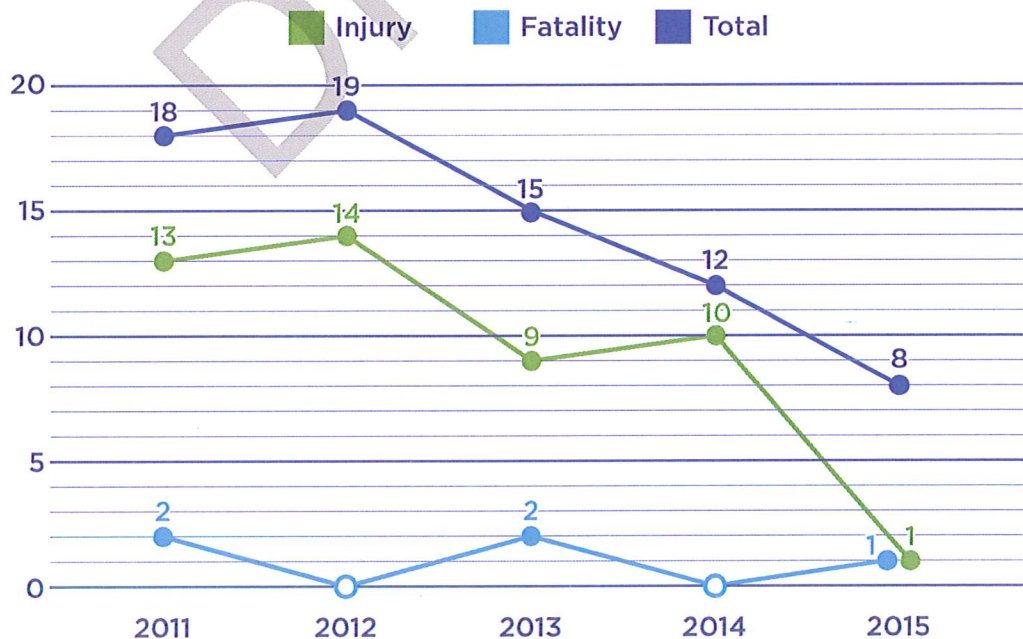
Marked crosswalks are provided at approaches to most signalized intersections and some stop-controlled intersections. Uncontrolled marked crosswalks exist at several locations where high pedestrian traffic is experienced and are located on multi-lane roadways. The City's current standard is to use marking patterns for controlled crosswalks and triple-four marking patterns for uncontrolled crosswalks.

Curb ramps, which make crosswalks and sidewalks accessible for wheelchairs, strollers, and bikes, are provided at most intersection corners. However, there are several locations in the City that are missing curb ramps or have existing curb ramps that do not meet current standards. The Public Works department is currently implementing an ADA Transition Plan that to place new curb ramps and other improvements for people with disabilities.

### 7.2 Collision Analysis

Five years of California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) data for pedestrian-vehicle collisions was reviewed to identify collision locations and trends in West Sacramento. **Figure 6** on page 31, shows the locations of pedestrian collisions and **Table 11** below summarizes the data by year and severity.

*Table 11 - West Sacramento Pedestrian-Vehicle Collision Summary  
(January 2011 - December 2015)*



The SWITRS data was also analyzed for the Primary Collision Factors (PCFs). **Table 10** shows the most common PCFs for pedestrian-vehicle collisions in West Sacramento.

**Table 12 - West Sacramento Pedestrian-Vehicle Collision Summary Primary Collision Factors (January 2006 - December 2010)**

PRIMARY COLLISION FACTOR	NUMBER OF PEDESTRIAN-VEHICLE COLLISIONS			
	NON-INJURY	INJURY	FATALITY	TOTAL
Pedestrian Violation (Pedestrian not yielding or crossing illegally)	4	17	1	22
Pedestrian Right of Way (Driver not yielding)	5	10	1	16
Unsafe Starting or Backing	1	6	0	7
Driving or Bicycling Under the Influence of Alcohol or Drugs (Does not include pedestrians under the influence)	2	2	1	5
Wrong Side of Road	1	4	0	5
Other	8	7	2	17

Source: California Highway Patrol

As shown in **Table 12**, the most common PCFs were pedestrians crossing illegally (such as crossing against a signal or midblock between signals) and drivers not yielding the right-of-way to pedestrians in crosswalks.

**Table 13** shows the most common pedestrian actions, which describe what the pedestrian was doing immediately before the collision occurred, for pedestrian collisions in West Sacramento.

**Table 13 - West Sacramento Pedestrian-Vehicle Collision Summary Pedestrian Actions (January 2006 - December 2010)**

PRIMARY COLLISION FACTOR	NUMBER OF PEDESTRIAN-VEHICLE COLLISIONS			
	NON-INJURY	INJURY	FATALITY	TOTAL
Crossing not in Crosswalk	4	17	1	22
Crossing in Crosswalk at Intersection	7	8	1	16
In Road, Including Shoulder	2	11	0	13
Not in Road	1	3	0	4
Crossing in Crosswalk not at Intersection	0	0	2	2
Other	7	8	1	15

Source: California Highway Patrol

**Table 13** shows that 72 pedestrian-vehicle collisions occurred between 2006 and 2010. The SWITRS data identified the party at fault for 38 of the 72 collisions. For 63 percent of pedestrian-vehicle collisions, the pedestrian was at fault. For the majority of collisions where a pedestrian was at fault, the pedestrian action was “crossing not in crosswalk”. These actions preceding a collision suggest that infrastructure enhancements, especially when paired with education and enforcement efforts, may improve pedestrian safety in West Sacramento.

The majority of the collisions have been along West Capitol Avenue, Sacramento Avenue, and Jefferson Boulevard. The proposed Class IV separated bikeway along West Capitol Avenue will greatly increase both bicycle and pedestrian safety. The vast majority of the collisions along Jefferson Boulevard have been between automobiles and bicycles, not pedestrians. The proposed Class II bike lanes along Jefferson Boulevard from Harmon Road to the city limit in the south will help increase bicycle safety, but Jefferson Boulevard remains a high stress route (LTS 4) and eliminating all collisions will be challenging.



## RECOMMENDATIONS FOR PEDESTRIANS

A detailed engineering study is necessary to determine exactly what improvements, if any, are appropriate at a particular crosswalk location. Both controlled and uncontrolled crossings may be improved to welcome pedestrian use.

### 8.1 Uncontrolled Crossing Locations

Public outreach participants generally indicated that some uncontrolled crosswalks in West Sacramento may pose a potential safety concern. There are several crosswalk enhancement devices to improve pedestrian safety along an uncontrolled location that has sufficient pedestrian demand and is not a candidate for only a marked crosswalk. The following treatments may be implemented to lower the stress at these locations:



**High-visibility signs to increase driver awareness of pedestrians in areas with high pedestrian volumes.**



**Raised Medians in the center of a street, separating opposing lanes of traffic, to provide a refuge area for people crossing a street.**

Guidance for uncontrolled crosswalks is available from the following state-of-the-practice research:

- *The Federal Highway Administration (FHWA) study Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations (Campbell, Feaganes, Huang, Lagerwey, Stewart, and Zegeer, 2005), also known as the “Zegeer Study”*
- *National Cooperative Highway Research Program 562: Improving Pedestrian Safety at Unsignalized Crossings (NCHRP 562) (Transportation Research Board, 2006)*
- Various studies on the effectiveness of individual crossing treatments
- In some cases where pedestrian demand is insufficient or where crosswalk enhancement devices will not provide the desired level of pedestrian safety, not marking a crosswalk (or removing a marked crosswalk) is a potential improvement option.

#### 8.1.1 Choosing to Mark a Crosswalk

*Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations*, also known as the “Zegeer Study”, is widely recognized as one of the most relevant resources for determining marked crosswalk locations and enhancement measures. The most commonly referenced component of the FHWA study is **Table 11**, which makes recommendations for installing marked crosswalks based on roadway characteristics.

**Table 11. Recommendations for installing marked crosswalks and other needed pedestrian improvements at uncontrolled locations\***

Roadway Type (Number of Travel Lanes and Median Type)	Vehicle ADT ≤ 9,000			Vehicle ADT > 9,000 to 12,000			Vehicle ADT > 12,000 to 15,000			Vehicle ADT > 15,000		
	Speed Limit**											
	≤ 48.3 km/h (30 mi/h)	56.4 km/h (35 mi/h)	64.4 km/h (40 mi/h)	≤ 48.3 km/h (30 mi/h)	56.4 km/h (35 mi/h)	64.4 km/h (40 mi/h)	≤ 48.3 km/h (30 mi/h)	56.4 km/h (35 mi/h)	64.4 km/h (40 mi/h)	≤ 48.3 km/h (30 mi/h)	56.4 km/h (35 mi/h)	64.4 km/h (40 mi/h)
Two lanes	C	C	P	C	C	P	C	C	N	C	P	N
Three lanes	C	C	P	C	P	P	P	P	N	P	N	N
Multilane (four or more lanes) with raised median***	C	C	P	C	P	N	P	P	N	N	N	N
Multilane (four or more lanes) without raised median	C	P	N	P	P	N	N	N	N	N	N	N

\*These guidelines include intersection and midblock locations with no traffic signals or stop signs on the approach to the crossing. They do not apply to school crossings. A two-way center turn lane is not considered a median. Crosswalks should not be installed at locations that could not be present an increased safety risk to pedestrians, such as where there is poor sight, distance, complex or confusing designs, a substantial volume of heavy trucks, or other dangers, without first providing adequate design features and/or traffic control devices. Adding crosswalks alone will not make crossing safer, nor will they necessarily result in more vehicles stopping for pedestrians. Whether or not marked crosswalks are installed, it is important to consider other pedestrian facility enhancements (e.g., raised median, traffic signal, roadway narrowing, enhanced overhead lighting, traffic-calming measures, curb extensions), as needed, to improve the safety of the crossing. These are general recommendations; good engineering judgment should be used in individual cases for deciding where to install crosswalks.

\*\*Where the speed limit exceed 64.4 km/h (40 mi/h), marked crosswalks alone should not be used to unsignalized locations.

\*\*\*The raised median or crossing island must be at least 1.2 m (4 ft.) wide and 1.8 m (6 ft.) long to serve adequately as refuge area for pedestrians, in accordance with MUTCD and American Association of State Highway and Transportation Officials (AASHTO) guidelines.

**C = Candidate sites for marked crosswalks.** Marked crosswalks must be installed carefully and selectively. Before installing new marked crosswalks, an engineering study is needed to determine whether the location is suitable for marked crosswalk. For an engineering study, a site review may be sufficient at some locations, while a more in-depth study of pedestrian volume, vehicle speed, sight distance, vehicle mix, and other factors may be needed at other sites. It is recommended that a minimum utilization of 20 pedestrian crossings per peak hour (or 15 or more elderly and/or child pedestrians) be confirmed at a location before placing a high priority on the installation of a marked crosswalk alone.

**P = Possible increase in pedestrian crash risk may occur if crosswalks are added without other pedestrian facility enhancements.** These locations should be closely monitored and enhanced with other pedestrian crossing improvements, if necessary, before adding a marked crosswalk.

**N = Marked crosswalks alone are insufficient, since pedestrian crash risk may be increased by providing marked crosswalks alone.** Consider using other treatments, such as traffic-calming treatments, traffic signals with pedestrian signals where warranted, or other substantial crossing improvement to improve crossing safety for pedestrians.

Based on daily traffic volume, speed limit, and roadway type, **Table 11** of the FHWA study identifies whether a site is a candidate for a marked crosswalk, there is potential for increased pedestrian crash risk, or a marked crosswalk alone is insufficient. The City should use the study recommendations when determining whether or not an existing or proposed uncontrolled crosswalk is a candidate site for a marked crosswalk. The recommendations of this study are meant to inform, but not replace, engineering judgment. Therefore, site-specific characteristics may affect the determination of whether or not a location is a candidate site for a marked crosswalk.

Based on the outcome of the FHWA study, the CAMUTCD includes language recommending against installing uncontrolled marked crosswalks on certain roadways:




*New marked crosswalks alone - without other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence - should not be installed across uncontrolled roadways where the speed limit exceeds 40 mph and either:*





- A. *Four or more travel lanes of travel **without** a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or*
- B. *Four or more travel lanes **with** a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater.*

Pedestrian demand is an important consideration when deciding to install a new or enhance an existing marked crosswalk. The FHWA study states:





*While overuse of marked crossings at uncontrolled locations should be avoided, higher priority should be placed on providing crosswalk markings where pedestrian volume exceeds about 20 per peak hour (or 15 or more elderly pedestrians and/or children per peak hour).*

Several California cities have adopted crosswalk policies that address issues pertaining to choosing to mark a crosswalk and crosswalk enhancement devices. The City of West Sacramento should consider adopting a similar policy to ensure that future crosswalk installations follow established City guidelines.

Safety Treatment	Description	Key Factors
<p>Marked Crosswalk</p> 	<p>Typically used at signalized or all-way stop-controlled.</p> <p>Intersections: Designated pedestrian crossings should be considered at locations with pedestrian volumes greater than 20 per hour and/or with high vehicle-pedestrian collisions.</p>	<ul style="list-style-type: none"> <li>- Indicates to pedestrians and drivers preferred locations for crossing.</li> <li>- Signals a clear “channel” for pedestrian pathways to both pedestrians and drivers.</li> <li>- Assists in facilitating eye contact by moving pedestrian directly into the driver’s field of vision.</li> <li>- Reduces pedestrian-vehicular collisions</li> <li>- Can provide a false sense of security, especially at uncontrolled crossings.</li> </ul>
<p>High Visibility Signs &amp; Markings</p> 	<p>Posted at crossings to increase driver awareness of pedestrian crossing and (state law) requirements. Typically applied at unsignalized and signalized locations where pedestrian or bicycle movements need to be emphasized.</p>	<ul style="list-style-type: none"> <li>- Beneficial in areas where drivers might not expect a pedestrian crossing or where a higher level of driver attention is required due to potential pedestrian and bicycle conflicts.</li> </ul>
<p>Advance Yield Lines</p> 	<p>Placed in advance of marked, uncontrolled crosswalks or at crossings with Rectangular Rapid Flash Beacons. Used to establish the location in which drivers should stop and yield to pedestrians (used in conjunction with R1-5 “Yield Here To Pedestrians” sign). Useful in areas where pedestrian visibility is low.</p>	<ul style="list-style-type: none"> <li>- Increases visibility between pedestrians and motorists.</li> <li>- Reduces number of vehicles encroaching on the crosswalk when pedestrians are present.</li> <li>- Reduces multiple threat crash typology where two traffic lanes approach a crosswalk from the same direction and one driver yields to the crossing pedestrians but other does not due to limited pedestrian visibility caused by first vehicle.</li> </ul>

Safety Treatment	Description	Key Factors
<p>Raised Crossing at Channelized Right Turn</p> 	<p>Used in locations with high bicycle/pedestrian activity combined with higher speed right turning vehicular traffic.</p>	<ul style="list-style-type: none"> <li>- Provides safety advantage to pedestrians with demonstrated increased yielding by drivers.</li> <li>- Slows driver turning speeds.</li> </ul>
<p>Median Islands</p> 	<p>Raised islands in the center of a street, separating opposing lanes of traffic with access cutouts along pedestrian routes. Provides a refuge area for people crossing a street. Used in locations on single lane or multi-lane streets where there is a defined midblock crossing desire line or at intersections. Can also split up a multi-lane road and act as a supplement to other pedestrian facility treatments</p>	<p>Allows pedestrians to cross the street in two stages, focusing on each direction of traffic separately</p> <ul style="list-style-type: none"> <li>- Provides pedestrians with a better view of oncoming traffic and increases pedestrian visibility for drivers.</li> </ul>
<p>Staggered Median Islands</p> 	<p>Midblock crossings staggered such that a pedestrian crosses half the street and then must walk towards traffic to reach second half of crosswalk. Used in locations on single lane or multi-lane roadways where there is a defined midblock crossing desire.</p>	<ul style="list-style-type: none"> <li>- Increase in concentration of pedestrians at a crossing and provision of better traffic views for pedestrians.</li> <li>- Motorists are better able to see pedestrians as they walk through staggered refuge.</li> </ul>
<p>Flashing Beacons</p> 	<p>Flashing amber lights installed on overhead signs or roadside in advance of or at marked crosswalks. Considered along higher speed streets where increased driver visibility of multimodal crossing is desired. Can be activated via push button, passive detection or continuously flashing.</p>	<ul style="list-style-type: none"> <li>- Blinking lights during pedestrian crossing times increase the number of drivers yielding for pedestrians and reduce pedestrian-vehicle conflicts.</li> <li>- Improves yielding compliance and pedestrian safety conditions on multi-lane streets.</li> </ul>



Safety Treatment	Description	Key Factors
<p>Rectangular Rapid Flashing Beacons</p> 	<p>Rapid flashing LED strobe lights post-mounted in between a pedestrian or trail crossing warning sign. May be push-button activated or with passive pedestrian detection. Typically applied on single-lane streets where there is a defined midblock crossing desire and established evaluation criteria is met.</p>	<ul style="list-style-type: none"> <li>- Increases driver yielding compliance.</li> <li>- Solar panels reduce energy costs associated with the device.</li> <li>- Wireless capabilities reduces installation cost.</li> </ul>
<p>Pedestrian Hybrid</p> 	<p>Combination of a beacon flasher and a traffic control signal. When actuated, displays yellow (warning) indication followed by a solid red. During pedestrian clearance, driver sees a flashing red "wig-wag" pattern until clearance interval has ended and the signal goes dark. Considered along higher speed multi-lane streets where increased driver visibility of multimodal crossing is desired and established evaluation criteria is met.</p>	<ul style="list-style-type: none"> <li>- Reduces pedestrian-vehicle conflicts and increases driver compliance with yielding to pedestrians.</li> <li>- Reduces vehicle delay when compared to standard pedestrian traffic signal.</li> </ul>
<p>Pedestrian Countdown Signal</p> 	<p>Used at signalized intersections, and displays the amount of time remaining during pedestrian clearance interval.</p>	<ul style="list-style-type: none"> <li>- Reduces pedestrian-vehicle conflicts and slows traffic speeds.</li> <li>- Provides pedestrians with increased awareness of how much time they have remaining to finish crossing the street.</li> </ul>
<p>Decorative Crosswalk</p> 	<p>Comprised of thermoplastic or pavement markings installed within typical crosswalk areas with decorative printed patterns. White longitudinal markings need to be provided to define limits of the crosswalk and pedestrian route.</p>	<ul style="list-style-type: none"> <li>- Not considered a safety improvement measure.</li> <li>- Have the benefit of creating visual connections, enhancing neighborhood characters and identity, and improving streets aesthetic quality.</li> <li>- Cannot utilize colors or patterns that result in driver confusion regarding intended purpose of crosswalk.</li> </ul>

## 8.2 Location-Specific Recommendations

### 8.2.1 Jefferson Boulevard

Public outreach participants most commonly cited Jefferson Boulevard as the most difficult roadway for walking in West Sacramento. North of the Deep Water Ship Channel, barriers to walking include the interchange at Capital City Freeway, missing sidewalk segments, and limited crossing locations. In Southport, there are sidewalks missing along currently undeveloped parcels.

At minimum, it is recommended the City require new development to complete sidewalk gaps along their frontage. In already developed areas, it is recommended the City include sidewalk construction in its Capital Improvement Program (CIP). The City could also develop a Complete Streets plan to address pedestrian needs regarding the Capital City Freeway interchange and limited crossings north of the Deep Water Ship Channel.

### 8.2.2 West Capitol Avenue

In February 2007, the City completed the West Capitol Avenue Streetscape Master Plan. That identifies urban design strategies, development opportunities, and a conceptual design for the corridor between Riske Lane and Harbor Boulevard. In 2008, the City was awarded \$7 million through Sacramento Area Council of Governments Community Design Program for Phase 1 of the West Capitol Avenue Streetscape Project. Those improvements are complete between Riske Lane and Jefferson Boulevard.

To address pedestrian access and safety on West Capitol Avenue, the City should continue to implement the recommendations of the Streetscape Master Plan. Between Glide Avenue and Jefferson Boulevard, the Streetscape Master Plan proposes a four lane roadway with no bike lanes and frontage access lanes to accommodate bicyclists and parallel parking. Given the importance of West Capitol Avenue as a bicycle transportation corridor, the City should reconsider installing bike lanes during the project's design and also complete missing sidewalk segments west of Harbor Boulevard.

### 8.2.3 Enterprise Boulevard

Despite being a primarily commercial/industrial street, public outreach participants commonly cited Enterprise Boulevard as one of the most difficult roadways for walking in West Sacramento. Enterprise Boulevard has an interchange at I-80 with nearby park-and-rides, and provides access to highway commercial parcels south of I-80 and some single-family residences, as well as accesses many of West Sacramento's industrial areas. It does not feature sidewalks along much of its length or marked crosswalks at major intersections.

The City is developing a complete streets plan for Enterprise Boulevard that includes targeted public outreach to key stakeholders as well as identifies and resolves perceived walking barriers. The plan should also recognize that Enterprise Boulevard primarily serves industrial land uses therefore unique solutions may be required.



## EDUCATION, ENCOURAGEMENT, AND ENFORCEMENT

In addition to implementing bicycling and walking infrastructure, the best way to increase levels of biking and walking is through programs aimed at education, encouragement, and enforcement.

### 9.1 Existing Programs

The City will benefit most from supporting existing local and regional bike/pedestrian programs rather than creating new ones. The following are several existing programs in the City and Sacramento region.

#### 9.1.1 Safe and Healthy Routes to School Project

WALKSacramento is partnered with the City and the Washington Unified School District to complete the Safe and Healthy Routes to School Project. The project includes walk assessments at eight local schools and programs to improve the culture of walking and biking to school in West Sacramento. The most recent walk and bike audit completed by WALKSacramento was conducted at Westmore Oaks Elementary School on April 1, 2017.

#### 9.1.2 Walk to School Day and Bike to School Day With WALKSacramento

Walk to School Day is held every October and Bike to School Day is held every May, which can be individually promoted by both the schools and school districts. Working with a local advocacy organization can be helpful for event organization and administration. Each year, WALKSacramento coordinates with local schools to promote and administer both events.

#### 9.1.3 511 – Sacramento Region Travel Information

SACOG, promotes 511 is the Sacramento Region Travel Information. 511 includes several resources for commuter bicycling in the Sacramento region:

- Sacramento Region Bicycle Friendly Business awards
- An online Bicycle Trip Planner that provides directions from origin to destination and allows users the option to select a route that is either most bike-friendly or most direct
- Bicycle Commute Guide
- Bike maps
- Other local, regional, and statewide resources

#### 9.1.4 Bike Share Program

On May 18, 2017, the Tower Bridge Bike Share Preview was rolled out in West Sacramento and Sacramento. Both cities teamed with the SACOG and Social Bicycles to implement a smart bike system that included placing 50 rentable bicycles within the Washington and Bridge Districts of West Sacramento, and in downtown and midtown Sacramento. There are eight bike share stations are located in West Sacramento. The initial preview is transitioning to the JUMP Bike Share Program that will be implemented by Social Bicycles through a contract with SACOG. The JUMP Bike Share Program will initially consist of 300 electric-assist bicycles distributed throughout the cities of West Sacramento, Sacramento, and Davis starting on May 15, 2018 with an additional 600 electric-assist bicycles by summer 2018.

#### 9.1.5 Smart Cycling

Smart Cycling provides bicycle education throughout the Sacramento region. Courses are funded by the Sacramento Transportation Management Association (TMA): Courses include one-hour clinics on Smart

Cycling, All-Weather Cycling, Basic Bicycle Maintenance, and Nutrition for Cyclists. A three-part class series taught by League-Certified instructors aimed to help bicyclists more confident and comfortable on streets. Participants who complete all three classes and an exam earn the Traffic Skills 101 certificate from the League of American Bicyclists. Several City departments, including the Police and Public Works team with the Sacramento's TMA to schedule courses.

### **9.1.6 May Is Bike Month**

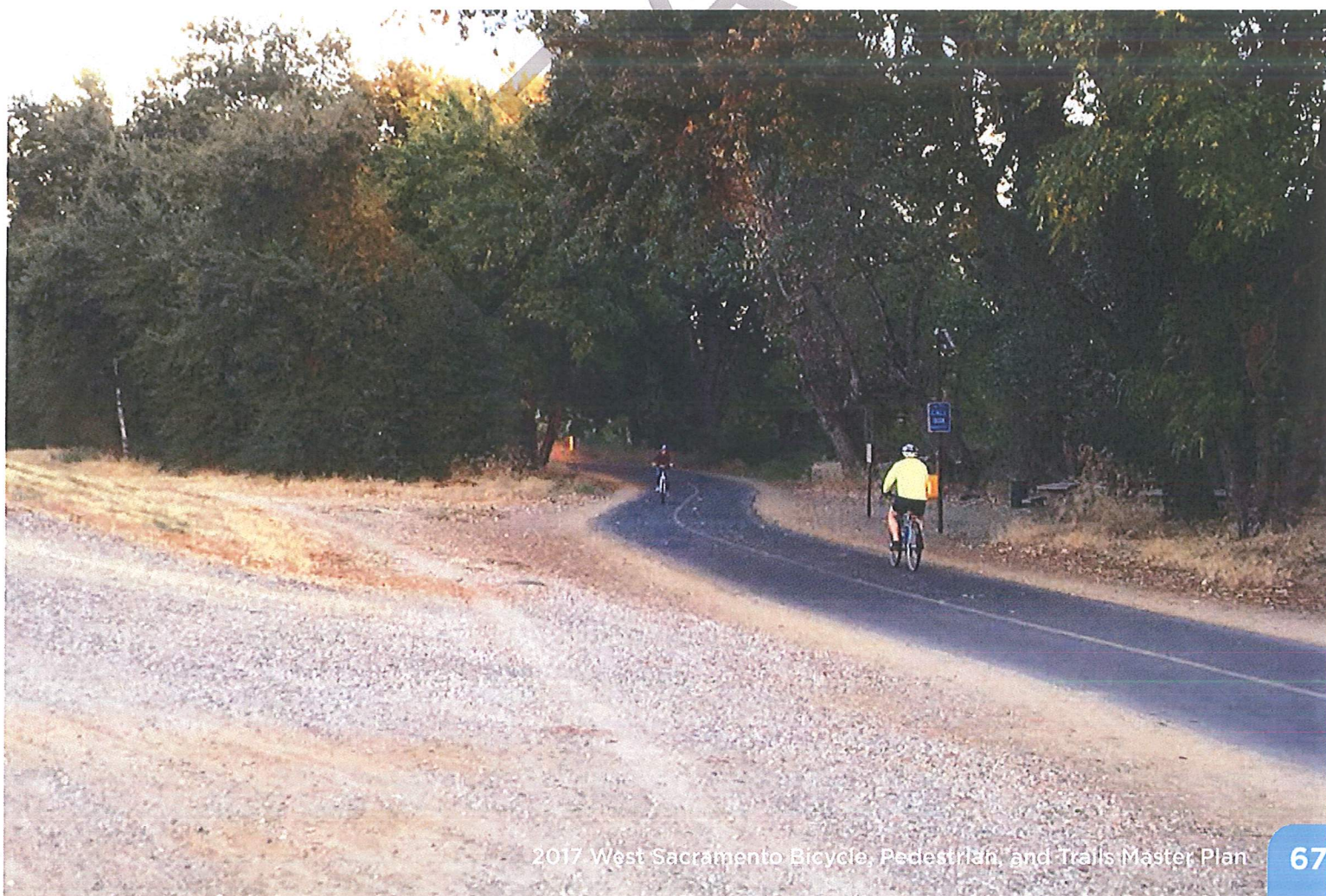
"May is Bike Month" is a competition program sponsored by several local agencies throughout the Sacramento region to challenge participants in a fun and active way. The program motivates bicyclists of all ages and skill levels to set and achieve a mileage goal for the month of May. Participants can compete on behalf of their employer, team/bike club or school. The ultimate goal of "May is Bike Month" is for residents of the Sacramento region to collectively ride over 1,000,000 miles in May.

### **9.1.7 Light On!**

The Sacramento Area Bicycle Advocates (SABA) administered the Light On! Program through 2011. Through the program, SABA volunteers set up an intercept booth at night and offered free lights to bicyclists without lights. SABA is currently looking for sponsors to help underwrite the purchase of more lights so they can resume the giveaways.

### **9.1.8 Bike Valet**

In partnership with the Sacramento Metropolitan Air Quality Management District (SMAQMD), SABA provides bike valet parking at several major events. Event organizers can hire SABA to provide bike parking, but rates vary depending on the event size and duration.



## 9.2 Candidate Programs

### 9.2.1 Bike Parking on Private Property

Several cities in the United States encourage existing businesses to install bike parking by providing basic guidelines on rack types, installation parameters, and local bike rack manufacturers. West Sacramento could develop similar materials for local businesses and add the information to the City website and distribute through volunteers. Most cities cannot install free bike racks on private property, therefore this type of encouragement program would be a reasonable step to increase the number of businesses in West Sacramento that offer bike parking.

### 9.2.2 Mode Share Monitoring Program

To better understand the effectiveness of City efforts to increase levels of walking and bicycling, a mode share monitoring program could be implemented through a stand-alone City program or regional participation program. Mode share monitoring programs in other regions take many different forms; such as transportation surveys of residents or bike/pedestrian counts at locations throughout a city or region. Both methods could be helpful for the City to establish and monitor bike/pedestrian-related performance measures. At minimum, the City should require that bicyclist and pedestrian volumes be a part of intersection counts for traffic studies.

### 9.2.3 Education Programs

#### Adult Bicycling Education

In partnership with Smart Cycling and local bicycling organizations, the City could host Smart Cycling clinics or classes in locations where they would be attended by target populations.

#### Safe Routes to School

The Safe Routes to School program is currently focusing on improving the culture for walking and biking to school in West Sacramento. The City could administer a Safe Routes to School program that focuses on improving safety for biking or walking to school. Examples of best-practices from other jurisdictions include bike and pedestrian safety education, hiring of a full-time Safe Routes to School coordinator, creating a parent group to implement education programs, bike-to-school events, bike rodeos, and traffic safety assemblies.

#### Safety Equipment Giveaways

Through public outreach, several residents indicated that some West Sacramento bicyclists often ride without helmets and at night without lights or reflective clothing. At minimum, the City could work with SABA to administer a "Light On!" event in West Sacramento.

Additionally, the City could distribute lights, reflective vests, and helmets to interested residents at regular fixed locations. For example, parents can pick up a bike helmet for their child at any fire station. Cities often apply for local or state grants and work with local businesses on sponsorships to help fund these types of safety equipment giveaways.

### 9.2.4 Encouragement Programs

#### May is Bike Month Event

Given the success of the existing May is Bike Month competition, the City could work with SACOG and local advocates to host a combined event for bicycling education, enforcement and encouragement.

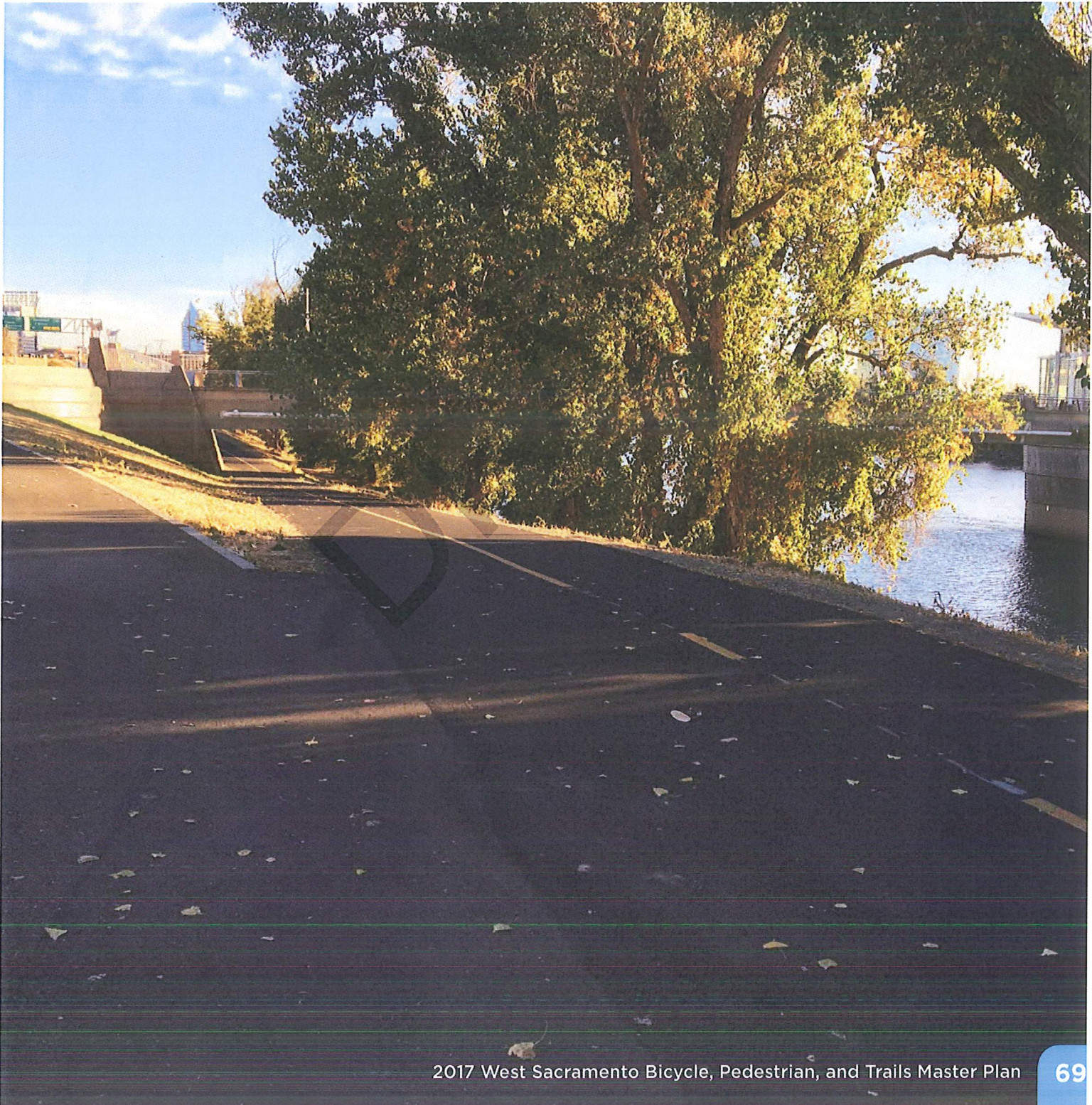
#### Recreational Events

To encourage bicycling, walking, and running, and promote the City's network of bike paths and trails, the City could work with local organizations to host bike races (e.g., West Sacramento Cyclocross Grand Prix), challenge rides, running races, or other events. Recreational events should be coordinated with appropriate agencies (Police Department, Public Works Department, etc.).

## Open Streets Events

Open streets events are designed to attract a diversity of participants and offer them a variety of healthy ways to experience their neighborhoods or communities. Unlike bike rides, fun runs or walking events, the route isn't directional, rather it functions as a linear public park that participants are free to explore in their own way and at their own pace. Open streets events are often described community-wide block parties.

By providing a positive biking and walking experience, open streets events can generate broad support among residents, public officials and local community businesses for policies and initiatives to make neighborhoods more bikeable and walkable. Many open streets participants and supporters talk about experiencing their community in an entirely new way.



## 9.2.5 Enforcement Programs

### Moving Violations

Decreasing moving violations that are committed by motorists, bicyclists, and pedestrians, is critical to improving bicycle and pedestrian safety and encouraging all roadway users to share the road. Studies have shown that roadway users of all types are commonly unaware of laws regarding the interaction of motorists, bicyclists, and pedestrians. The City and the Police Department can apply for grants through the California Office of Traffic Safety to establish a “target week” for these types of violations. In lieu of fines, the City could develop educational diversion programs for motorists, bicyclists, and pedestrians.

### Radar Speed Signs

Radar speed signs feature a changeable message sign linked to a radar unit; the signs display a vehicle’s actual speed as the vehicle approaches the sign. They can be mounted permanently to a pole or placed on a trailer (also known as a “speed trailer”) and deployed on a temporary basis. Studies in the United States have shown that radar speed signs are an effective way of slowing traffic.

### Trail Watch

Similar to a Neighborhood Watch program, a Trail Watch program relies on volunteers to regularly be visibly present on the trail and report crime or maintenance issues. Anchorage, Alaska has a model program with an online interface where Trail Watch Ambassadors can submit online summaries of trail conditions and maintenance issues. Following the implementation of the Trail Watch program, 70 percent of trail users reported that the trail felt safer and more inviting because of the program.

## 9.2.6 Operational Programs

### Maintenance

The City seek to keep all bicycle pathways and bike lanes clean and free of debris. The City will research ways to modify the type of street sweeper and increase the frequency of street cleaning on heavily traveled corridors to keep bike lanes free of debris. The City should start an “Adopt a Mile” program for Class I bike trails. As an opportunity for local businesses and organizations to advertise and assist in the ongoing maintenance of the City’s bike trail network.

The City shall monitor and correct bicycle detection units at intersections to ensure they are properly functioning and well-marked in order to eliminate travel barriers for bicyclists. Often cyclists wait at a signal until a car triggers a change or ends up breaking the law because the signal is non-responsive. With these bad experiences, some travelers will simply choose not to take the bike trip and end up in the car.







## IMPLEMENTATION

### 10.1 Cost Estimates


Unit cost estimates were developed on a linear foot basis for material costs and adjusted to account for mobilization, minor items, design fees, construction management, and contingencies. Material costs were escalated from 2013 BPTMP costs to 2017 based on the Corps Civil Works Construction Cost Index System 1110-2-1304. **Table 14** shows the unit cost estimates for bicycle facilities.

**Table 14. Unit Cost Estimates**

IMPROVEMENT TYPE		UNIT COST
	Class I Bike Paths - Paved	\$570,000/mile
	Class I Bike Paths - Bridge Undercrossing	\$11.4 million/mile
	Class II Bike Lanes - Add Striping	\$20,400/mile
	Class II Bike Lanes - Widen (w/o Curb and Gutter)	\$740,000/mile
	Class II Bike Lanes - Widen (with Curb and Gutter)	\$3.3 million/mile
	Bike Boulevard (Enhanced Class III Bike Route)	\$32,300/mile
	Class III Bike Routes	\$10,800/mile
	Class IV Separate Bikeways	_____?

As shown in **Table 15**, the total capital cost for the proposed trail system is approximately \$\_\_\_\_\_ million.

**Table 15. Project Cost Estimates**

	\$13,452,000		\$ _____		\$ _____		\$ _____
 <b>TOTAL: \$ _____</b>							

### 10.2 Prioritization

Each proposed trail was prioritized based on these factors:

- Impact toward improving connectivity of the overall network
- Level of Traffic Stress
- Value to connecting specific neighborhoods
- Readiness to receive funding and be constructed
- Value to commuters vs. recreational riders



These factors were translated into criteria to use in evaluating each trail, and those criteria and their specific scores are shown in [Table 16](#).

**Table 16. Project Prioritization**

CRITERIA	SCORE
<b>Accesses key destinations</b> (improves direct access to schools, commercial centers, regional destinations)	0 - No Improvement 1 - Slight improvement 2 - Significant improvement
<b>Gap closure</b> (provides a new connection between two or more existing trails)	0 - No gap closure 1 - Closes gap
<b>Level of Traffic Stress</b> (LTS 1, 2, 3 or 4)	1 - LTS 4 2 - LTS 3 3 - LTS 2 4 - LTS 1
<b>Supports established neighborhood</b>	0 - No 2 - Yes
<b>Supports new development</b>	0 - No 2 - Yes
<b>Project readiness</b> (real estate, permitting, design)	1 - Complex real estate, permitting, no design 2 - Simple real estate, permitting; 10-30% design 3 - City owns real estate, little/no permitting; > 30% design
<b>Recreational vs. Utilitarian</b>	1 - Trail serves solely recreational purpose 2 - Trail supports commuting or commercial activities

Projects were prioritized according to their scores, and the list of prioritized projects is shown in [Appendix B](#).

### 10.3 Design Standards for New Bikeways

The *Guide for the Development of Bicycle Facilities and Highway Design Manual (HDM) Chapter 1000, Bikeway Planning and Design*, establishes recommended criteria for planning and designing bikeways. The CAMUTCD Part 9, Traffic Control for Bicycle Facilities provides standards and specifications for traffic control devices on bicycle facilities.

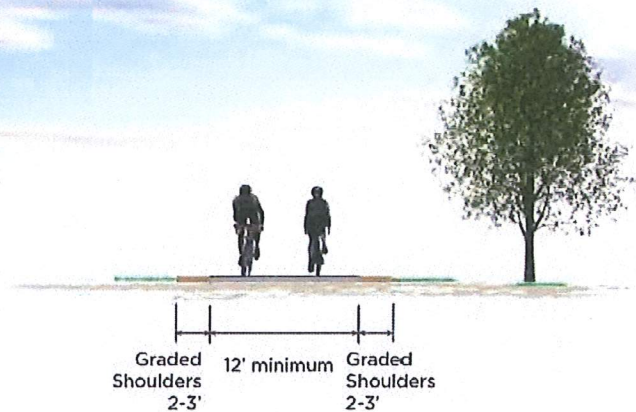
The following design standards for different types of bikeways should apply to new bikeways in West Sacramento. These design standards were developed based on nationwide best practices and are consistent with the *Guide for the Development of Bicycle Facilities*, HDM, and CAMUTCD. In some cases, these standards reflect more stringent criteria than what is specified by these design standard/guidance documents.

#### 10.3.1 Class I Bike Paths or Trails

##### Design Standards

West Sacramento's required minimum width for a Class I bike path is 12 feet; ten feet may be allowed where low use is expected. According to the HDM, the minimum paved width for a two-way bike path is eight feet., but should only be allowed where right-of-way constraints make 12 feet or ten feet infeasible. The minimum horizontal clearance to obstructions adjacent to the pavement is two feet; three feet is preferred to maximize bicyclist comfort. The pavement material and structure of a bike path should reflect local conditions and appropriate design criteria. Appropriate landscaping should be chosen to have minimal effect on pavement quality and landscaping should also maintain appropriate path visibility.

### Class I - Bike Path



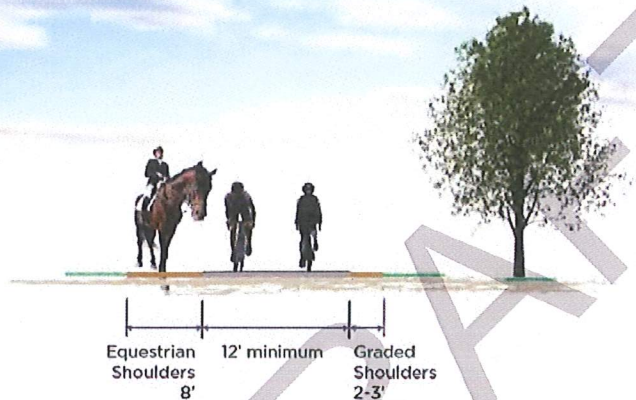
### CLASS I - Bike Path

Provides a completely separated right-of-way for exclusive use of bicycles and pedestrians with crossflow minimized.

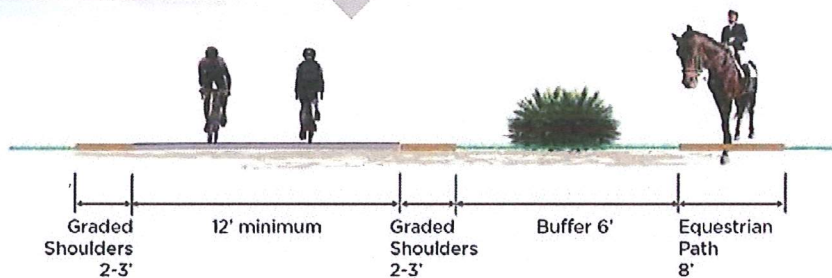


MUTCD R44A (CA)

### Class I - Bike Path with Extra Width for Equestrians



### Class I - Bike Path with Separated Unpaved Equestrian/Jogger Path



To accommodate equestrians, West Sacramento's standard is to provide a decomposed granite equestrian path along Class I bike paths wherever possible. An equestrian path width of eight feet is preferable; however, a minimum width of four feet may be allowed where right-of-way constraints make eight feet infeasible. A landscaped buffer of six feet is preferable but may be replaced by an attached shoulder where right-of-way constraints make separation infeasible. Where absolutely infeasible, Class I bike paths may only feature standard graded shoulders.

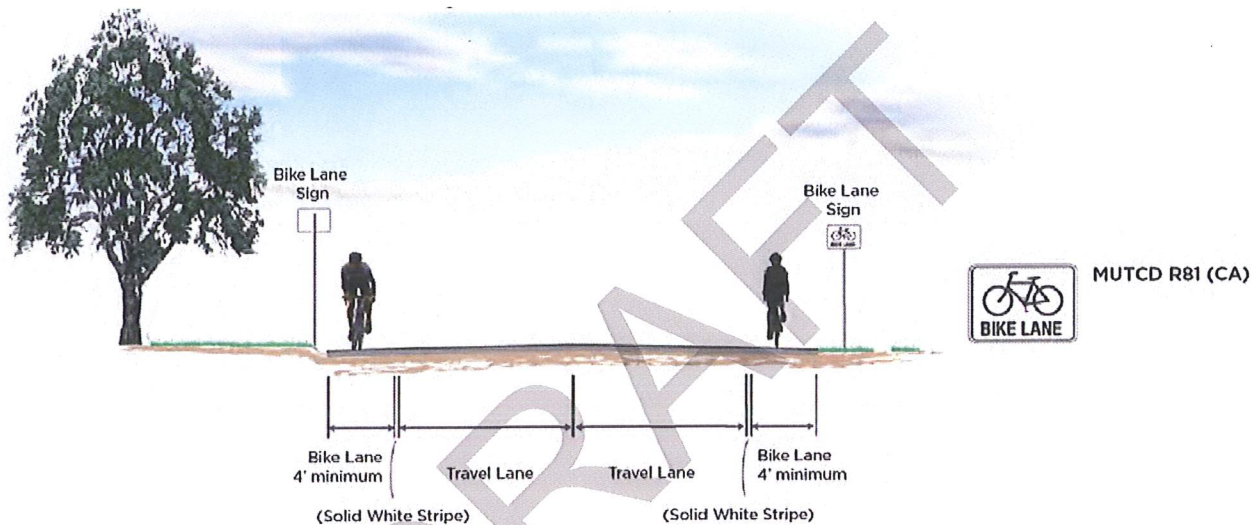
## Bike Path Design for Security

Successful Class I bike paths provide users with a high degree of personal security, which contributes to high levels of use and minimized vandalism. Since adding bike paths to regular police patrols is prohibitively expensive, it is important that bike paths be properly designed to provide high degrees of personal security. In order to accomplish this, bike paths should be easily accessible to police vehicles and feature good visibility from nearby roadways and land uses. Visibility can be maximized by not locating paths in isolated areas, providing adequate lighting, and regularly maintaining landscaping. Call boxes and orientation markings and signs help bike path users identify their location in the event of an emergency.

### 10.3.2 Class II Bike Lanes

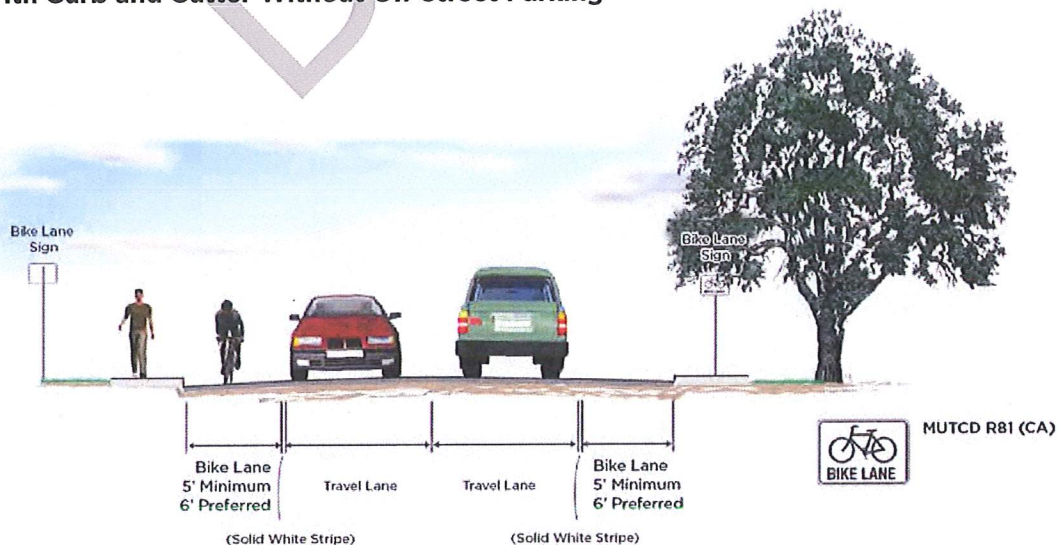
Design standards for Class II bike lanes vary depending on whether if the roadway has a curb, gutter and on-street parking. Design standards are provided for each scenario and for bike lanes at intersections.

#### Roadways Without Curb and Gutter



On roadways without curb and gutter, the CAMUTCD requires a minimum bike lane width of four feet.

#### Roadways With Curb and Gutter Without On-Street Parking



On roadways with curb and gutter without on-street parking, the CAMUTCD requires a minimum bike lane width of five feet. A minimum bike lane width of six feet is preferable for bicyclist comfort since most bicyclists avoid riding on the concrete gutter.

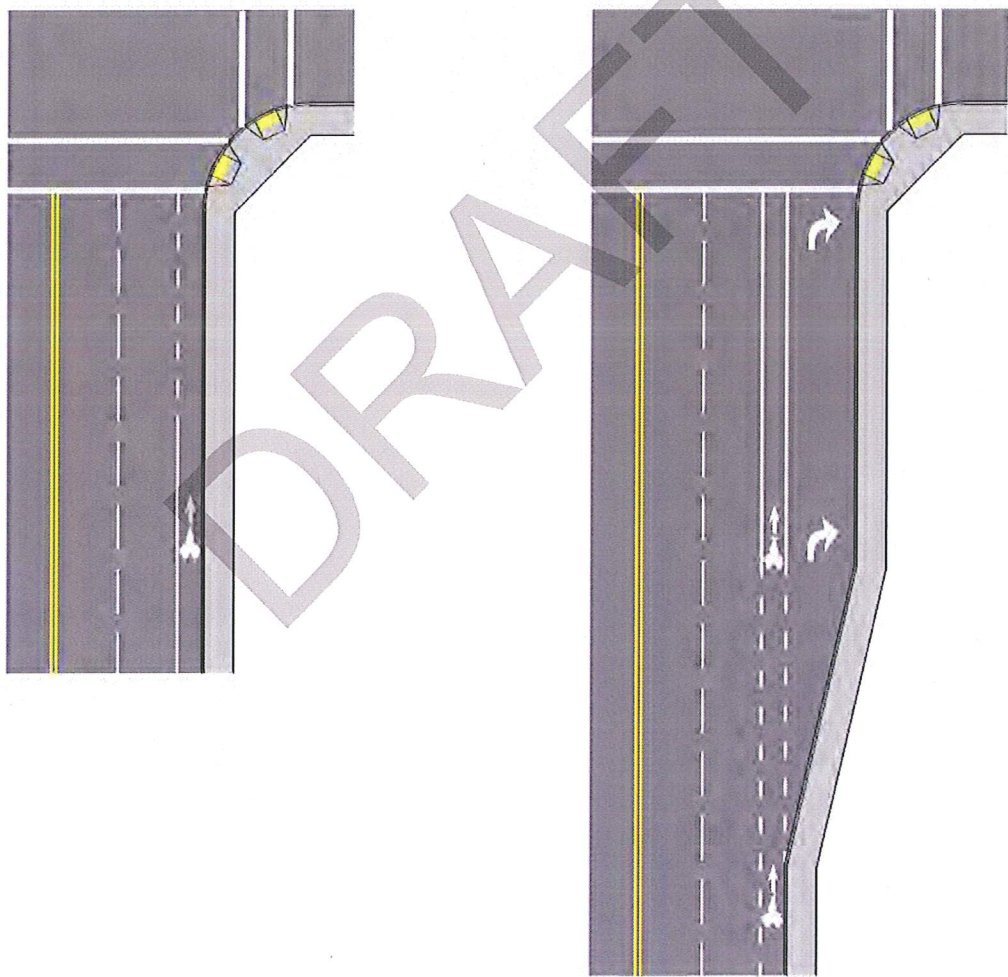
### Roadways With Curb and Gutter With On-Street Parking

On roadways with curb and gutter, the CAMUTCD requires a minimum bike lane width of five feet (with or without on-street parking). A minimum bike lane width of six to seven feet is preferable for bicyclist safety so they can avoid riding in the cars' door zone. To accommodate a bike lane width of six feet, parallel parking stalls can be reduced to a width of seven feet. Wider bike lanes of up to seven feet are also preferable for bicyclists on high speed (greater than 45 miles per hour) or high volume roadways.

As an alternative to conventional bike lanes, the City may pursue innovative designs for buffered bike lanes that add a striped buffer between the bike lane and travel lane. The minimum recommended buffer width is two feet.

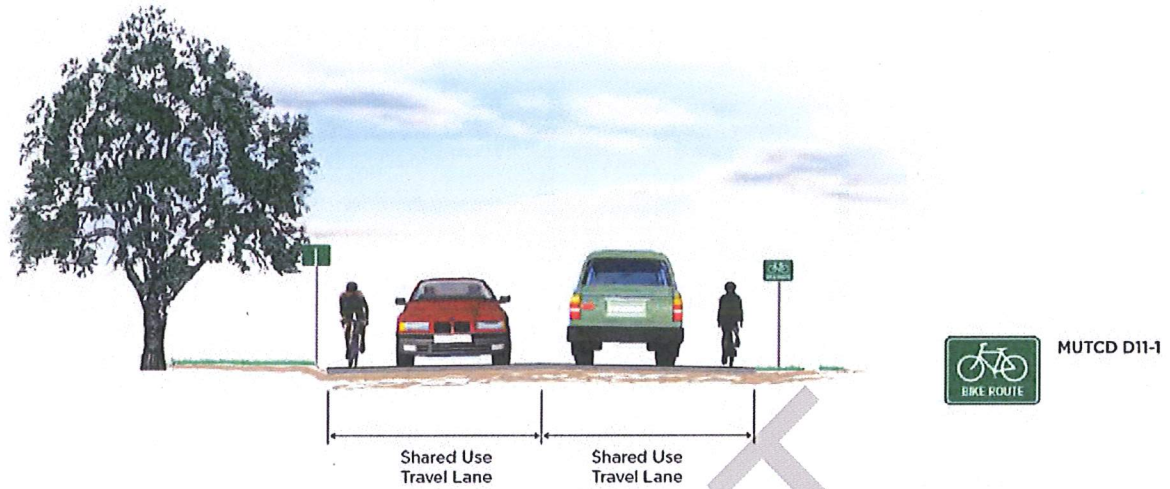
### Bike Lanes at Intersections

Bike lanes at intersections are primarily affected by the presence of right-turn lanes only for vehicles. Where no right-turn only lane is provided for vehicles, the bike lane should feature dotted lines as it approaches the intersection. According to the CAMUTCD, dotted lines are optional when a right-turn only lane is provided; however, dotted lines are preferred to emphasize the merge area for bicyclists and drivers. Bike lanes should not be discontinuous (dropped) through new intersections.



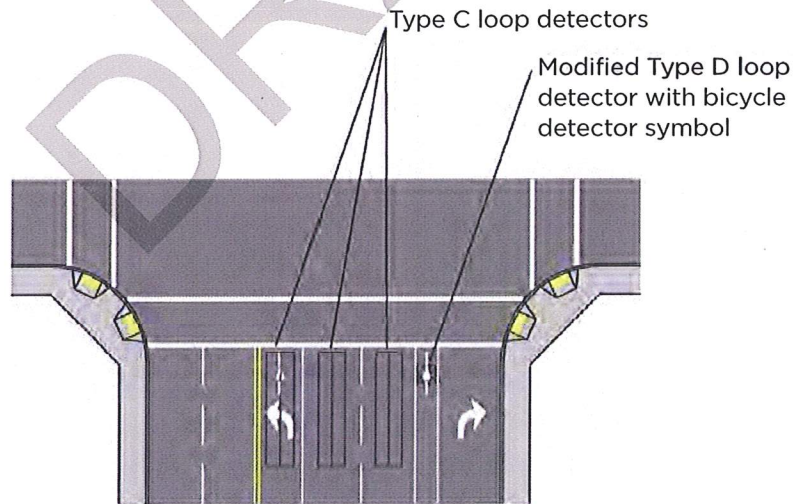
### 10.3.3 Class III Bike Routes

On Class III bike routes, the CAMUTCD specifies that bike route guide signs (CAMUTCD D11-1) may be repeated at regular intervals so that bicyclists entering from side streets will have an opportunity to know that they are on a bicycle route.



### 10.3.4 Bicycle Detection

The CAMUTCD requires the provision of bicycle and motorcycle detection on all new and modified approaches to traffic-actuated signals. The City has successfully used modified Type C and Type D loop detectors to detect bicyclists at intersections. Limit line detector loops should be modified Type C so that a bicyclist can be detected from any lane. Bike lanes at signalized intersections should include modified Type D loop detectors with the bicycle detector pavement marking. Outside of the bicycle lane or if not provided with a bicycle lane, bicycle detector pavement markings should indicate where to position their bicycle to activate the signal.



### 10.3.5 Green Colored Pavement

In April 2011, the Federal Highway Administration (FHWA) issued an Interim Approval for the optional use of green colored pavement in marked bike lanes, extensions of bike lanes through intersections, and other traffic conflict areas. In August 2011, the FHWA Interim Approval was adopted in California.

Since the FHWA Interim Approval was issued, jurisdictions have implemented green colored pavement in bike lanes primarily according to two different criteria. Some jurisdictions have chosen to implement green colored pavement to reinforce the restricted nature of bike lanes where cross flow by vehicles is

discouraged. Other jurisdictions have chosen to implement green colored pavement to highlight bike lane conflict areas, the bicycle-vehicle weaving areas near intersections. Research described in “Evaluation of blue bike lane treatment in Portland, Oregon” (Hunter, Harkey, Stewart, and Birk, 2000) showed that significantly more motorists yielded to bicyclists when approaching bike lane conflict areas when the conflict areas feature colored pavement.

In November 2011, the City completed a series of streetscape improvements on Tower Bridge Gateway that included green colored pavement in bike lanes between 5th Street and Tower Bridge. This reinforces areas where cross flow by vehicles is discouraged and highlights bike lane conflict areas. Additionally, the green color used on Tower Bridge Gateway is darker than the bright green used elsewhere.

In coordination with other cities in the Sacramento region, the City should adopt a design standard for green colored pavement in bike lanes that either reinforces the restricted nature of bike lanes where cross flow by vehicles is discouraged or highlights conflict areas. The standard should also identify the shade of green to be used.

## 10.4 Procedures for Implementation

### 10.4.1 Class I Bike Paths or Trails

Each of the proposed Class I bike path or trail facilities will require a feasibility assessment for implementation (a recent example is the City’s Southport Setback Levee Recreation Trail Report). The feasibility assessment should identify or include:

- A preferred route
- Trail surface type (pavement, aggregate, compacted earth)
- Proposed solutions to key roadway or waterway crossings
- Preliminary engineering and cost estimates
- Permitting requirements
- An Operations & Maintenance (O&M) Plan
- Statements of stakeholder interest

Following a feasibility assessment, the City can fund project design and construction, add the cost to a schedule of development impact fees, or pursue grant funding.

### 10.4.2 Class II Bike Lanes

Where Class II bike lanes are proposed, the City shall require that roadways be modified to the desired standard for Class II bike lanes when various roadway projects are completed. Width for bike lanes can be acquired in two ways:

1. Add width to the existing roadway
2. Reduce the width of travel lanes on the existing roadway

Further feasibility assessment should determine the proposed implementation strategy for individual Class II bike lane projects.

### 10.4.3 Separated or Buffered Bike Lanes

Table 17. Considerations for Protected Bikeways

CONSIDERATION	LESS APPLICABLE	APPLICABLE	MOST APPLICABLE
Traffic Speed	< 25 mph	< 35 mph	< 45 mpg
Passenger Vehicle Volume		< 20,000 ADT	> 20,000 ADT
Truck Volume	None	Low	High
Number of Traffic Lanes	2	4	> 4
Excess Lane Width	None	Narrow	Wide
Access Control & Intersection Spacing	Low	Medium	High
Bicycle Crash History	None	Low	High
Bike Volume		Low	High
Pedestrian Volume		Low	High
Proximity to City Attractors	> 2 miles	1/2 to 2 miles	< 1/2 mile
Gap Closure of Class 1 Bike Lane	Parallel to Class 1	No	Yes
Bus Stop		Low Frequency	High Frequency
Parking		Low Turnover	High Turnover

## 10.5 Funding

### 10.5.1 Federal and State

The majority of public funds for bicycle, pedestrian, and trails projects are accessible through a core group of federal and state programs. Federal funds from the **Surface Transportation Program (STP)**, **Transportation Alternatives Program (TAP)** and **Congestion Mitigation Air Quality (CMAQ)** programs are allocated to SACOG and distributed regionally either competitively or proportionally according to jurisdiction population.

Limited amounts from the **Local Transportation Fund (LTF)**, which is derived from a quarter cent of general sales tax collected statewide, can be used for bicycle and pedestrian facilities. Specifically, two percent of the remaining funds is made available to counties and facilities provided for the exclusive use of pedestrians and bicycles.

Bicycle facilities can be funded through the **California Bicycle Transportation Account (BTA)**. Annually, \$7.2 million is available for projects through the BTA.

The **Active Transportation Program (ATP)** is a statewide grant program that encourages bicycling and walking, especially for children traveling to school and residents of disadvantaged communities. **Safe Routes to School (SRTS)** grants are awarded through the ATP, and school-based projects and programs are highly competitive based on criteria. In 2016, \$240 million was awarded competitively as grants to communities across California for SRTS, walking, and bicycling projects and programs. That amount represents two years of state and federal active transportation funding from the years 2019-20 through 2020-21. The next call for projects is anticipated to occur in 2018.

The **Urban Greening Grant Program** is providing \$76 million in available funds in 2017 to urban greening projects. The California Natural Resources Agency anticipates one funding cycle, but is contingent upon the number of competitive applications. There is no minimum or maximum funding amount for this program.

The **California River Parkways Program** seeks projects that produce multiple benefits that reduce greenhouse gas emissions, increase water use efficiency, reduce risks from climate change impacts,

and demonstrate collaboration with local, state and community entities. In 2016, 23 projects received approximately \$10.3 million in funding with five of those projects related to bikes and trails receiving approximately \$1.8 million in funding. There are no minimum or maximum funding amounts for this program.

The **California State Parks Recreational Trails Program (RTP)** provides funds annually for recreational trails and related projects. The RTP is administered at the federal level by FHWA and at the state level by the California Department of Parks and Recreation and the Department of Transportation (Caltrans) ATP. Cities are eligible applicants for the approximately \$5.7 million available annually. During the 2015 cycle, nine projects were awarded a total of approximately \$8.4 million in funding. Caltrans Transportation Planning Grants are available to jurisdictions and can be used for planning or feasibility studies. The maximum funding available per project is \$300,000.

The **Highway Safety Improvement Program (HSIP)** is a core federal-aid program administered by Caltrans that aims to reduce traffic fatalities and serious injuries on public roads. HSIP funds can be used for projects such as bike lanes on local roadways, improvements to Class I multi-use paths, pedestrian safety improvements, or for traffic calming measures. Applications that identify a history of incidents and demonstrate a project's improvement to safety are most competitive for funding. The HSIP call for projects is on a one to two-year cycle. The timing and magnitude of the request for proposals is determined by funding appropriations, HSIP FTIP capacity and the delivery of the existing HSIP projects.

The **Land and Water Conservation Program**, administered by the National Park Service and California State Parks, offers funds for the acquisition or development of public outdoor recreation areas and facilities. Cities are eligible applicants. Funds are available annually and require a 50% local match. In 2016, local park projects were awarded a total of \$8.8 million in funding.

Policies at the federal level have resulted in a series of programs that promise to provide increased funding in the coming years for bicycle projects. The **HUD-DOT-EPA Interagency Partnership for Sustainable Communities** has generated a series of new grant programs to-date, including **Urban Circulator grants**, **TIGER grants**, and **Sustainable Communities Planning grants**.

The State is working on a new Bond that would provide funding for California Parks and the environment. If successful this would be another potential source of funding to be administered under existing or new State programs. The 2018 Parks Bond currently proposes to provide \$3 billion in funding in the 2018 ballot.

### **Regional and Local Programs**

SACOG issues requests for projects and allocates funding based on available appropriations of **Regional Congestion Mitigation and Air Quality (CMAQ)**, **Regional Surface Transportation Program (RSTP)**, **State Transportation Improvement Program (STIP)**, and **Active Transportation Program (ATP) funds**. These funds are distributed through Regional ATP, Air Quality, Regional Bicycle & Pedestrian Funding Program (BFPF), Community Design, Transportation Demand Management (TDM) and Regional/Local Funding Programs. The funding cycles for the Regional ATP, Regional BFPF, Community Design, and Regional/Local Programs occur approximately every two years, and anticipate issuing the next request for projects in 2018.

The Regional ATP targets projects that increase walking/biking, improve safety, and benefit disadvantaged communities. The Regional BFPF concentrates on project performance to implement the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Together, the programs strive to improve the region's active transportation system, air quality, and overall quality of life. In early 2017, the Regional ATP awarded four projects with a total of approximately \$7.0 million in funding. In 2016, the Regional BFPF awarded ten projects with a total of approximately \$9.8 million.

The Community Design Funding Program was established to provide financial assistance to implement the principles of SACOG's Blueprint Projects: mixed land uses, transportation options, housing choice, compact development, use existing assets, quality of design, and natural resource protection. The program offers funding for transportation projects by local jurisdictions that implement these principles, but only in Sacramento, Sutter, Yolo, and Yuba Counties. In the Program's seventh round (2016), SACOG awarded approximately \$18.3 million to 11 projects during the program cycle.



The Regional/Local Program is SACOG's largest competitive program. To fund projects that help implement the MTP/SCS by providing regional benefits. The program seeks to promote effective and efficient use of limited state and federal funding resources to both develop and maintain the regional transportation network. Award recipients for Bicycle & Pedestrian, Community Design, and Regional/Local funding programs totaled \$190 million during the 2014 funding cycle.

Private/local funding for pedestrian projects comes primarily from development projects, either in improvements constructed directly by developers or through development fee programs.

The table below illustrates eligibility and competitiveness of each project, planning effort, and program proposed for various funding sources.

**Table 18. Project Eligibility and Competitiveness for Funding Sources**

PROJECT ELIGIBILITY AND COMPETITIVENESS FOR FUNDING SOURCES						
Funding Source	Bicycle Projects			Pedestrian Objects	Other Projects <sup>1</sup>	Planning and Programs
	Class I Bike Path	Class II Bike Lane	Class II Bike Route			
<b>Federal and State Programs</b>						
Local Transportation Fund	⊙	⊙	⊙	⊙	⊙	⊙
California Bicycle Transportation Account	⊙	⊙	⊙	⊗	⊙	⊙
State Active Transportation Account	⊙	⊙	⊙	⊙	⊙	⊙
Urban Greening Program	⊙	⊙	⊙	⊙	⊙	⊙
California River Parkways Program	⊙	⊗	⊗	⊗	⊗	⊗
California State Parks and Recreational Trails Program	⊙	⊗	⊗	⊗	⊗	⊗
Caltrans Transportation Planning Grants	⊗	⊗	⊗	⊗	⊗	⊙
Highway Safety Improvement Program	⊙	⊙	⊙	⊙	⊙	⊗
Land and Water Conservation Program	⊙	⊗	⊗	⊗	⊗	⊗
Urban Circulator Grants	⊙	⊙	⊙	⊙	⊙	⊙
TIGER Grants	⊙	⊙	⊙	⊙	⊙	⊙
Sustainable Communities Planning Grants	⊙	⊙	⊙	⊙	⊙	⊙
<b>Regional and Local Programs</b>						
Regional Active Transportation Program	⊙	⊙	⊙	⊙	⊙	⊙
Regional Bicycle and Pedestrian Program	⊙	⊙	⊙	⊙	⊙	⊙
Community Design Funding Program	⊙	⊙	⊙	⊙	⊙	⊙
Regional/Local Program	⊙	⊙	⊙	⊙	⊙	⊙

<sup>1</sup>Includes non-pavement elements such as signal equipment, vehicle speed feedback signs, police equipment, or crossing guard equipment.

⊙ Represents Eligible under the Funding Program

⊗ Represents Ineligible under the Funding Program

Project Highly Competitive for Funding Program

Project Somewhat Competitive for Funding Program

Project Not Competitive for Funding Program

### 10.5.2 Coordination with Safe Routes to School Projects

Should *Safe Routes to School* funding continue beyond 2013, several of the proposed bikeways can be funded by *Safe Routes to School* programs. The City is currently developing a *Safe Routes to School* plan and should coordinate the implementation of *Safe Routes to School* projects with projects from this plan. In general, bikeway projects that are most competitive for *Safe Routes to School* funding have the following characteristics:

- Directly accesses a school
- Part of low-stress bikeways network such that students and parents are comfortable bicycling on the facility
- Resolves a documented safety problem or concern
- Has strong support from school officials and nearby residents

## 10.6 Operations and Maintenance



The cost of O&M for the existing and proposed trails should be relatively low compared to the City's other O&M costs (buildings, grounds, streets, etc.) since the trail network mainly consists of on-street bike lanes and routes that will be treated as part of the routine roadway maintenance program. During routine maintenance, extra emphasis should be put on keeping the bike lanes and roadway shoulders clear of debris and vegetation overgrowth from blocking visibility or creeping into the roadway. The City should schedule frequent roadway sweeping on the bikeway network. As required under the City code, costs to maintain the sidewalk network will primarily be the responsibility of property owners. Intersection and crossing projects will also be treated as part of the normal roadway maintenance program.

The cost of longer term O&M could be funded locally by the City, by capitalizing long-term maintenance costs as part of the overall project construction through a volunteer Adopt-a-Trail program, or a combination of methods.

The City should also take advantage of opportunities to partner with other agencies to share O&M responsibility and costs. There are opportunities to spread O&M costs where more than one purpose or function (recreation, flood control, environmental enhancement, etc.) coincide in the same geographic area. For example, the proposed Southport Setback Levee trail can be maintained through a joint effort between the City and Reclamation District 900 (RD 900). RD 900 will perform levee O&M, which includes the road on top of the levee (also Class I Bike Path) and the access ramps to/from the levee. RD 900's maintenance will ensure that no weeds, shrubs, or trees grow up around the Class I Bike Path or access ramps. The City will retain the O&M mission for the levee trail itself, which would consist of maintaining the pavement and other trail amenities (signage, benches, associated parking, etc.). It is recommended the City, in collaboration with RD 900, develop an O&M Plan detailing specific and regular maintenance actions to be taken then assign responsibilities for those actions. In this example, it may be possible to get Southport community involvement through a voluntary trail maintenance program that could be organized around neighborhoods (Stonegate, Liberty, Riverpark) to have regular (at least on a monthly basis) weekend gatherings to walk a particular segment of the trail and collect trash, remove graffiti, repair easy to fix items, and take note of larger repairs needed that could be reported back to the City's Parks and Recreation Department for future repairs.

An **Adopt-a-Trail program** would identify volunteer stewards along portions of the trail that would provide time and/or donations to offset long-term O&M costs. This type of program would allow individuals, businesses, and organizations to have a stake in the well-being of the trail system.





## BICYCLE AND PEDESTRIAN FACILITIES DESCRIPTIONS

### Bicycle Facilities

Bicycle facilities can be classified into two types:

- Bikeways - facilities provided for bicycle travel
- Support Facilities - facilities for use by bicyclists while en route or once they have reached their destination

### Bikeways

The *Guide for the Development of Bicycle Facilities* (American Association of State Highway and Transportation Officials [AASHTO], 2012) and Chapter 1000 of the *Highway Design Manual* (Caltrans, 2012) identify three primary types of bikeways: Class I Bike Paths, Class II Bike Lanes, and Class III Bike Routes.

### Bike Path or Shared Use Path (Class I Bikeway)

Off-street bike paths are facilities for use exclusively by bicycles, pedestrians, equestrians, and other non-motorized users, with minimal cross-flow by motor vehicles. They are almost always located in an exclusive right-of-way.

#### Class I - Bike Path



#### CLASS I - Bike Path

Provides a completely separated right-of-way for exclusive use of bicycles and pedestrians with crossflow minimized.



MUTCD R44A (CA)

#### Class I - Bike Path with Extra Width for Equestrians

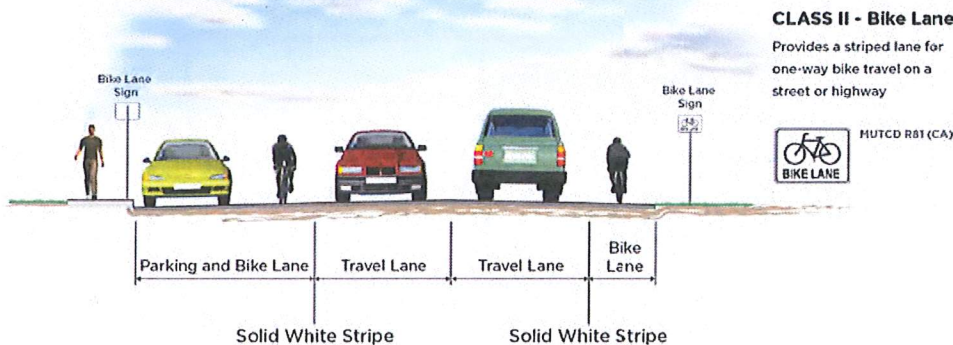


#### Class I - Bike Path with Separated Unpaved Equestrian/Jogger Path



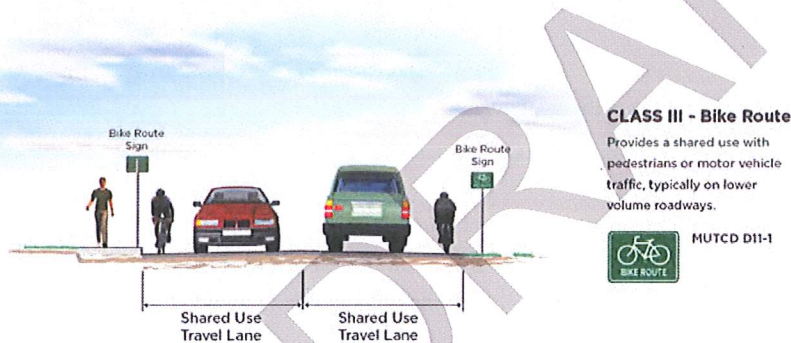
## Bike Lane (Class II Bikeway)

Bike lanes are areas within paved streets that are identified with striping, stencils, and signs for preferential (semi-exclusive) bicycle use.



## Bike Route or Shared Roadways (Class III Bikeway)

Shared roadways are on-street routes intended to provide continuity to the bikeway system. Bike routes are designated by signs or permanent marking and are shared by motorists. Many bike routes provide shoulders that can be used by bicyclists or pedestrians.



Chapter 3, Existing Bikeways and Trails, discusses the locations of these types of bikeways in West Sacramento.

## Innovative Bikeways

The *NACTO Urban Bikeway Design Guide* (National Association of City Transportation Officials [NACTO], 2012) includes design guidance for a standardized set of treatments for world-class bicycling streets in the United States. Several of these treatments can be implemented at present time per the *California Manual on Uniform Traffic Control Devices* (CAMUTCD) (Caltrans, 2012). The *NACTO Urban Bikeway Design Guide* includes design guidance for a variety of bike lanes, cycle tracks, intersection enhancements, signal enhancements, signing and marking enhancements, and bicycle boulevards.

## Support Facilities

Support facilities include Class I bike path amenities, directional signage, bicycle parking, shower and changing space, and secure storage for bicycle gear.

## Class I Bike Path Amenities

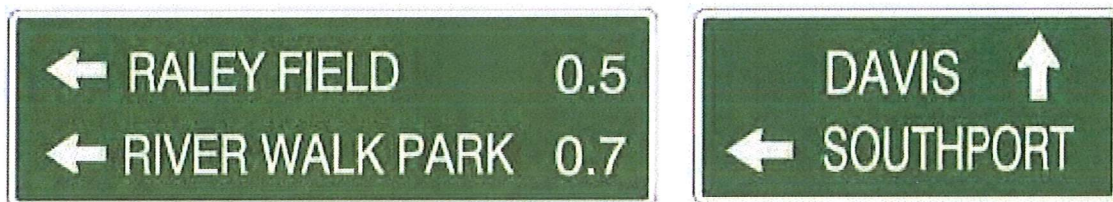
Amenities on Class I bike paths include lighting, location and directional signage, and resting locations

including benches, water fountains, and restrooms.

## Directional Signage

Directional signage can be used on all types of bikeways to direct bicyclists to other bikeways and major destinations, such as schools or major retail centers. Best-practices for directional signage design specifies that signage convey direction, destination, and distance.

## Short-Term Bicycle Parking



Short-term bicycle parking is typically provided via bike racks and is usually used when cyclists park their bikes for a couple of hours or less.

## Long-Term Bicycle Parking



Long-term bicycle parking is typically provided at major employment sites, schools, and transportation terminals in the form of bike lockers, bike cages, or bike rooms. Because access is limited to users, these facilities provide higher security, allowing bicyclists to feel comfortable leaving bicycles for long periods of time. Building owners/managers often regulate long-term parking and issue keys to bike cages or bike rooms. Alternatively, electronic bicycle lockers offer a keyless option allowing a user to pay for secure parking time.

## Shower and Locker Facilities



People are more likely to commute to work on bicycles if they have convenient access to showers and lockers; these facilities assist in encouraging regular commuting via bicycle. Shower and locker facilities are typically implemented as a component of new commercial building construction, and managed by the building owner/manager; they are rarely publicly owned and operated.

## Pedestrian Facilities

Common pedestrian facilities include sidewalks, marked crosswalks, and curb ramps. There are several different types of crosswalk enhancements that aim to improve safety for pedestrians.

### Sidewalks

There are two types of sidewalks: adjacent and separated.

### Crosswalks

*California Vehicle Code (CVC)* (California Department of Motor Vehicles, 2013) Section 275 defines a crosswalk as either “that portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections” or “any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings”. So, legal unmarked crossings are those at intersections defined by the prolongation of sidewalk areas.

Marked crosswalks feature striping and other enhancements to delineate a street crossing for pedestrians. There are two types of crosswalks: controlled and uncontrolled. At uncontrolled crosswalks, drivers are legally required to yield to pedestrians, but do not have to stop when a pedestrian is not present. Controlled

crosswalks are located at intersections with stop signs or traffic signals. Pedestrians should exhibit caution whenever crossing the street, regardless of if the crosswalk is unmarked, marked, controlled, or uncontrolled.

### **Curb Ramps**

Curb ramps provide wheelchair access to sidewalks. The yellow truncated domes alert visually impaired pedestrians as they approach a street crossing.

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## PRIORITIZED PROJECT LIST

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**Prioritized Project List**

*On-Street Projects*

Project	Type	Location	Limits	Distance (ft)	Cost Type	\$/Mile	2017 (Project Cost)	Directly Accesses Key Destinations	Gap Closure	Level of Traffic Stress	Supports Established Neighborhood	Supports New Development	Project Readiness	Utilitarian vs. Recreation	Final Score
Class II Bike Lanes on 15th St from Jefferson Blvd to 5th St	Class II Bike Lanes	15th St - Restriping of both sides of the roadway.	Jefferson Blvd to 5th St	860	Class II Restripe	\$20,400	\$3,300	1	1	4	2	0	1	2	11
Westacre Class II Bike Lanes	Class III Bike Route	Westacre Rd, 15th St	Manzanita Way to Jefferson Blvd	14800	Class III	\$10,800	\$30,300	0	1	4	2	0	1	2	10
Class III Bike Route on Rockrose Rd from Westacre Rd to Michigan Blvd	Class III Bike Route - Shared use	Rockrose Rd	Westacre Rd to Michigan Blvd	2400	Class III	\$10,800	\$4,900	1	0	4	2	0	1	2	10
Class III Bike Route on Riverbank Road from N. Harbor Blvd to Todhunter Ave	Class III Bike Route - Shared use	Riverbank Road	N. Harbor Blvd to Todhunter Ave	7300	Class III	\$10,800	\$14,900	1	1	4	2	0	1	1	10
Class II Bike Lane on Village Pkwy (East Side) from Elk Valley St. to Lake Washington Blvd	Class II Bike Lanes	Village Pkwy (E Side)	Elk Valley St to Lake Washington Blvd	2500	Class II Widen (With Curb/ Gutter)	\$1,667,000	\$789,500	0	1	4	0	1	3	1	10
Class III Bike Route on Kagle Dr from Cummins Way to Fremont Blvd	Class III Bike Route	Kagle Dr	Cummins Way to Fremont Blvd	2,400	Class III	\$10,800	\$4,900	0	0	4	2	0	1	2	9
Class III Bike Route on N. Harbor Blvd from Sacramento Ave/ Reed Ave to West Sacramento City Limit (Northwest)	Class III Bike Route	N. Harbor Blvd	Sacramento Ave/Reed Ave to West Sacramento City Limit (Northwest)	8450	Class II Widen (No Curb/ Gutter)	\$795,800	\$1,273,600	2	1	1	2	0	1	1	8
Class III Bike Route on Catalina Island Rd from Golden Date Rd. to Unpaved Main Drain Trail	Class III Bike Route	Catalina Island Rd	Golden Date Dr to Unpaved Main Drain Trail	2400	Class III	\$10,800	\$4,900	1	1	4	0	0	1	1	8
Class II Bike Lane (north side only) on Linden Rd from Spruce St to Sacramento River Levee Rd	Class II Bike Lanes	Linden Rd (Partial S Side and Partial N & S Side)	Spruce St to Sacramento River Levee Rd	*3300 Total (1600 South Side widening only) (850 x 2 N & S Side widening)*	Class II Widen (No Curb/ Gutter)	\$795,800	\$497,400	2	1	1	0	1	2	1	8

On-Street Projects (cont.)

Project	Type	Location	Limits	Distance (ft)	Cost Type	\$/Mile	2017 (Project Cost)	Directly Accesses Key Destinations	Gap Closure	Level of Traffic Stress	Supports Established Neighborhood	Supports New Development	Project Readiness	Utilitarian vs. Recreation	Final Score
Class II Bike Lane on Linden Rd (North Side) from Clarksburg Branch Line Trail to Stonegate Dr	Class II Bike Lanes	Linden Rd (N Side)	Clarksburg Branch Line Trail to Stonegate Dr	500	Class II Widen (No Curb/Gutter)	\$795,800	\$75,400	1	1	2	0	1	1	1	7
Convert Class III Bike Route to Class II Bike Lanes on C St from 6th St to 3rd St	Class II Bike Lanes	C St	6th St to 3rd St	2400	Class II Restripe	\$20,400	\$9,300	0	0	2	2	0	1	1	6
Class II Bike Lanes on Harbor Blvd from W. Capitol Ave to Industrial Blvd	Class II Bike Lanes	Harbor Blvd	W. Capitol Ave to Industrial Blvd	*9200 (2600 x 2 Harbor) (2000 x 2 Beacon)*	Class II Restripe	\$20,400	\$35,500	0	1	2	0	0	1	2	6
Class II Bike Lanes on Industrial Blvd from Harbor Blvd to Terminal St	Class II Bike Lanes	Industrial Blvd	Harbor Blvd to Terminal St	4600	Class II Restripe	\$20,400	\$17,800	0	1	2	0	0	1	2	6
Class II Bike Lanes on Jefferson Blvd from Gregory Rd to West Sacramento City Limit (Southwest)	Class II Bike Lanes	Jefferson Blvd	Gregory Rd to West Sacramento City Limit (Southwest)	25000	Class II Widen (No Curb/Gutter)	\$795,800	\$3,768,000	0	1	1	2	0	1	1	6
Class II Bike Lanes on Jefferson Blvd from Harmon Rd to Gregory Ave	Class II Bike Lanes	Jefferson Blvd	Harmon Rd to Gregory Rd	5000	Class II Restripe	\$20,400	\$19,300	0	0	1	2	0	1	1	5
Class II Bike Lanes on Enterprise Blvd Extension from Channel Dr to Southport Pkwy	Class II Bike Lanes	Enterprise Blvd Extension	Channel Dr to Southport Pkwy	7000	Class II Widen (No Curb/Gutter)	\$795,800	\$1,055,000	0	1	2	0	0	1	1	5
Class II Bike Lanes on Southport Pkwy from Otis Ave to Jefferson Blvd	Class II Bike Lanes	Southport Pkwy	Otis Ave to Jefferson Blvd	1400	*WB - Class II Restripe. EB - Class II Widen (No Curb/Gutter)*	*\$20,400 \$795,800*	\$216,400	0	0	2	0	0	1	1	4

Off-Street Projects

Project	Type	Location	Limits	Distance (ft)	Cost Type	\$/Mile	2017 (Project Cost)	Directly Accesses Key Destinations	Gap Closure	Level of Traffic Stress	Supports Established Neighborhood	Supports New Development	Project Readiness	Utilitarian vs. Recreation	Final Score
Lower NW Interceptor Easement Class I Bike Path (Sycamore Ph 3)	Class I Bike Path	Existing Sewer Easement	Park Blvd to Hwy 50	4,100	Class I Paved	\$569,982	\$442,600	2	0	4	2	0	3	1	12
Lower NW Interceptor Easement Class I Bike Path and Overcrossing (Sycamore Ph 2)	Class I Bike Path	Existing Sewer Easement	Bike/Ped Overcrossing over Hwy 50	800	Overcrossing			2	0	4	2	0	3	1	12
Convert Unpaved Clarksburg Branch Line Trail to Class I Bike Path	Class I Bike Path	Clarksburg Branch Line Trail	River City High School to S. River Rd	11,600	Class I Paved	\$570,012	\$1,252,300	2	1	4	0	1	3	1	12
Class I Bike Path on Lake Washington Blvd (South Side) from Clarksburg Branchline Trail to new Setback Levee	Class I Bike Path	Lake Washington Blvd (S Side)	Clarksburg Branchline Trail to new Setback Levee	6,864	Class I Paved	\$1,384,615	\$1,800,000	2	1	4	0	1	3	1	12
Southport Sacramento River Setback Levee Class I Bike Path	Class I Bike Path	Southport Sacramento River Setback Levee	Uses Southport Setback Levee extended from Locks Drive to Clarksburg Branchline Trail. Includes 4 parking areas.	26,700	Class I Paved	\$822,058	\$4,157,000	2	1	4	0	1	3	1	12
Class IV (protected bike lanes) on West Capitol Ave	Class IV protected bike lanes	West Capitol Avenue	East end of Yolo Bypass Causeway Class I Bike Path to Jefferson Blvd. To include restriping, median reduction?, repaving, bike lane physical barrier.	27,500	Class IV (Separated Bike Lane)			2	1	4	0	0	3	2	12
Class I Bike Path on Arlington Road (Sycamore Phase IV or V?)	Class I Bike Path	Arlington Rd - To include a Ped Bridge Crossing of the Deepwater ship channel and Class I bike path	Park Blvd. to Lake Washington Blvd	3,650	Class I Paved	\$569,951	\$394,000	2	0	4	2	0	2	1	11
Jefferson Blvd Railroad Bridge Class I Bike Path	Class I Bike Path	Jefferson Blvd Railroad Bridge	Across Deep Water Ship Channel	700	Class I Paved	\$570,240	\$75,600	2	1	4	0	1	1	1	10

Off-Street Projects (cont.)

Project	Type	Location	Limits	Distance (ft)	Cost Type	\$/Mile	2017 (Project Cost)	Directly Accesses Key Destinations	Gap Closure	Level of Traffic Stress	Supports Established Neighborhood	Supports New Development	Project Readiness	Utilitarian vs. Recreation	Final Score
Class I Bike Path under I St Bridge	Class I Bike Path	I Street Bridge Connection to River Walk Trail	1st St to Co Rd 136/ Levee Rd	400	Class I Paved Pedestrian/ Bike access to I Street bridge deck level from River Walk	\$11,357,280	\$860,400	0	0	4	2	0	1	2	9
Class I Bike Path on New C St Bridge (I Street Bridge Replacement)	Class I Bike Path	C St - Needs to be part of the bridge design	3rd St across New Bridge	1,200	Class I Paved	\$569,800	\$129,500	2	1	2	2	0	1	1	9
Sacramento River Northeast Class I Bike Path	Class I Bike Path	Co Rd 136/Levee Rd	1st St to River Crest Dr	5,500	Class I Paved	\$300,000	\$312,500	0	1	4	2	0	1	1	9
Class I Bike Path over Sacramento River	Class I Bike Path	Sacramento River	River Walk Park to R Street Bridge	950	Class I Paved (movable bridge over Sacramento River)			2	1	4	0	0	1	1	9
Class I Bike Path under Tower Bridge Gateway	Class I Bike Path	Under Tower Bridge Gateway	River Walk Trail to River Walk Trail	300	Class I Paved	\$11,357,280	\$645,300	1	1	4	0	0	1	1	8
Main Drain Trail Class I Bike Path	Class I Bike Path	Main Drain Canal	Lake Washington Blvd to Deep Water Ship Channel (south end of town) - 2 miles unimproved area to convert to class I bike path plus 2.7 miles of existing ab trail converted to class I bike path	24,800	Class I Paved	\$415,161	\$1,950,000	2	0	4	0	1	0	1	8
Northwest Bike Path	Class I Bike Path	Tule Jake Rd/Rd 127	N. Harbor Blvd to I-80	17,500	Class I Paved	\$569,999	\$1,889,200	0	1	4	0	0	1	1	7
Class I Bike Path around Lake Washington	Class I Bike Path	Lake Washington	Deep Water Ship Channel to Main Drain Canal	7,900	Class I Paved	\$569,973	\$852,800	0	0	4	0	0	1	1	6
Class I Bike Path adjacent to Proposed Village Pkwy from Clarksburg Branch Line Trail to Jefferson Blvd	Class I Bike Path	Proposed Village Pkwy	Clarksburg Branch Line Trail to Jefferson Blvd	5,300	Class I Paved	\$570,041	\$572,200	0	0	4	0	0	1	1	6

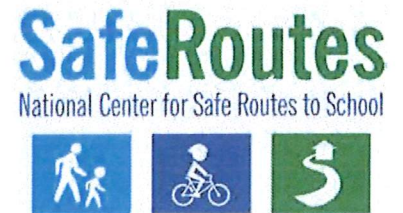


## SAFE ROUTES TO SCHOOL

### Introduction

The goal of a Safe Routes to School (SR2S) program is to help more kids get to and from school by walking and bicycling. In addition to the health benefits which this program provides to students, identifying and improving routes for children and school staff to walk or bicycle to school is also an effective means of reducing morning and afternoon traffic congestion and addressing safety problems around schools, which benefits not only students walking and biking to school, but also other cyclists and pedestrians using routes near schools.

SR2S focuses on the main routes currently used, or those which could be used, by students to commute to schools by walking or biking. The proposed bikeway network described in this plan incorporates this school routes concept. The City of West Sacramento has one school district, the Washington Unified School District, which oversees nine schools: seven elementary schools and two high schools. Eight of these schools were each individually studied in 2012 by Walk Sacramento as part of the Safe and Healthy Routes to School Program, and an update to those findings is needed. One of the two high schools, River City High, was studied as part of the 2013 BPTMP, and again, an update is needed. The other high school, Washington Middle College High (AKA: West Sacramento Early College Prep), was just chartered in 2017 and has not undergone a SR2S study.



### Specific School Studies

The nine schools within the Washington Unified School District are:

- Bridgeway Island Elementary
- Elkhorn Village Elementary
- Riverbank Elementary
- Southport Elementary
- Stonegate Elementary
- Westfield Village Elementary
- Westmore Oaks Elementary
- River City High School
- Washington Middle College High School

The locations of these schools are shown in **Figure 8** (Bicycle and Pedestrian City Attractors). What follows is an analysis of current walking and biking routes to and from each school site, and recommendations for improving the safety of those routes.

### School Location and Characteristics

#### Existing Conditions

- Pedestrian Facilities
- Bicycle Facilities

#### Student Travel Survey Summary

## Key Issues to Address

### Recommended Projects

## Funding Programs

There are two separate Safe Routes to School programs administered by Caltrans. There is the federal program referred to as SRTS, and the state-legislated program referred to as SR2S. Both programs are intended to achieve the same basic goal of increasing the number of children walking and bicycling to school by making it safer for them to do so.

The Safe Routes to School Program funds active transportation facilities in conjunction with improving access to schools through the Caltrans Safe Routes to School Coordinator. To qualify, a project must be within two miles of the school. Eligible projects may include:

- **Engineering improvements** These physical improvements are designed to reduce potential bicycle and pedestrian conflicts with motor vehicles. Physical improvements may also reduce motor vehicle traffic volumes around schools, establish safer and more accessible crossings, or construct walkways, trails or bikeways. Eligible improvements include sidewalk improvements, traffic calming/speed reduction, pedestrian and bicycle crossing improvements, onstreet bicycle facilities, off-street bicycle and pedestrian facilities, and secure bicycle parking facilities.
- **Education and Encouragement Efforts** These programs are designed to teach children safe bicycling and walking skills while educating them about the health benefits, and environmental impacts. Projects and programs may include creation, distribution and implementation of educational materials; safety based field trips; interactive bicycle/pedestrian safety video games; and promotional events and activities (e.g., assemblies, bicycle rodeos, walking school buses).
- **Enforcement Efforts** These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists, pedestrians and motor vehicles alike. Projects may include development of a crossing guard program, enforcement equipment, photo enforcement, and pedestrian sting operations.



## AGE FRIENDLY ENHANCEMENTS

### Appendix D. Age Friendly Enhancements

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## RULES OF THE ROAD

### For Bicyclists

The *California Vehicle Code* Division 11 contains the rules and regulations for operating a bicycle, commencing with Section 21200 through 21212. The CVC does not define bicycles as vehicles, but states that persons riding bicycles have the same rights and responsibilities as the drivers of vehicles. This means that bicycle riders must follow the basic traffic laws that all drivers follow, including but not limited to the following:

- Ride on the right side of the roadway
- Obey traffic control devices (signs, signals)
- Yield to cross traffic
- Yield when changing lanes
- Yield to pedestrians in crosswalks
- Maintain speed positioning – the general principle is that the slowest traffic stays right. Bicycles are typically slower than auto traffic and are therefore usually found on the right side of the road (or within a bike lane, if provided). According to the CVC, bicycles may leave the right side of the road or a bike lane:
  - When overtaking and passing another bicycle or vehicle proceeding in the same direction.
  - When preparing for a left turn at an intersection or into a private road or driveway.
  - When reasonably necessary to avoid conditions (including, but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes) that make it unsafe to continue along the right-hand curb or edge.
  - When approaching a place where a right turn is authorized.
  - If in any circumstance a bicyclist feels that it is unsafe to be passed in the curb lane, they are allowed to “take the lane”; common causes include debris near the curb, trash cans, parked cars, or narrow lane widths.
- Maintain intersection positioning – at intersections, bicyclists should travel in the right-most lane that leads to their destination. This means that if a bicycle is preparing to make a left turn, they may leave the right side of the road, even if a bike lane is provided, to enter the left turn pocket or the innermost through lane if the road has no left turn pocket.

### For Pedestrians

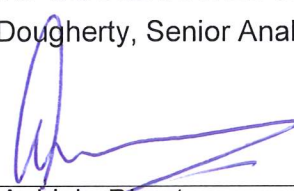
The *California Vehicle Code* Division 11 contains the rights and duties of pedestrians in Sections 21949 through 21971. The following is a summary of major laws for pedestrians; additional laws exist that are not included in this section:

- The driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection
- Whenever any vehicle has stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle
- No pedestrian may walk upon any roadway outside of a business or residence district otherwise than close to his or her left-hand edge of the roadway



- A pedestrian may walk close to his or her right-hand edge of the roadway if a crosswalk or other means of safely crossing the roadway is not available or if existing traffic or other conditions would compromise the safety of a pedestrian attempting to cross the road

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MEETING DATE: March 5, 2018		ITEM # 8	
SUBJECT:  CONSIDERATION OF AN AGREEMENT WITH ELECTRIC SCOOTER OPERATOR LIMEBIKE			
INITIATED OR REQUESTED BY:  <input type="checkbox"/> Commission <input checked="" type="checkbox"/> Staff <input type="checkbox"/> Other		REPORT COORDINATED OR PREPARED BY: Chris Dougherty, Senior Analyst   <hr/> Denix Anbiah, Director Public Works Department	
ATTACHMENT	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Information <input type="checkbox"/> Direction	<input type="checkbox"/> Action

**OBJECTIVE**

The objective of this report is to provide the Transportation, Mobility & Infrastructure Commission information concerning LimeBike’s proposal to operate an Electric Scooter Share Program in the City of West Sacramento.

**RECOMMENDED ACTION**

Staff respectfully recommends that the Transportation, Mobility & Infrastructure Commission review and provide comments on LimeBike’s proposal to operate the one year Pilot Electric Scooter Share Program in the City of West Sacramento.

**BACKGROUND**

The City has been approached by LimeBike to operate an Electric Scooter Share Program in West Sacramento. LimeBike’s initial proposal would include 100 electric scooters available to the public with the initial pilot area including both the waterfront districts of Washington, the Bridge District and the Civic Center. LimeBike offers a dock-less electric scooter share program that uses a smart lock and GPS technology. Users would utilize a smartphone application to locate and unlock the scooter for use. There is no membership fee to join and rides are charged \$1 to unlock the scooter and \$0.10 per minute to ride.

**ANALYSIS**

The LimeBike proposal would provide the residents of the urbanizing districts a new mobility option. The electric powered scooter, branded as Lime-S, has a 250-watt motor and can travel up to 37 miles per charge. Scooter share systems are becoming a new flexible mobility element in cities. San Diego and San Jose have recently launched LimeBike’s Lime-S scooter share programs. The initial implementation of the pilot would focus on the Waterfront Districts of Washington, the Bridge District, and the Civic Center but future expansions could include other areas of the City. Due to the lack of kiosks associated with this model, the scooters could be used to travel to other areas of the City and into adjacent cities. Although the State of California allows electric scooters, adjacent cities do have the right to regulate the use of public scooters in their jurisdictions. State regulations allow electric scooters in bike lanes or on roadways with speed limits of 25 mph and lower. They are not allowed to be ridden on sidewalks. Additionally, the State regulations do not require the operator to have insurance or for the vehicle to have a license plate.

The LimeBike electric scooters have a top speed of 14.8 mph. An operator of a motorized scooter must be at least 16 years old, possess a valid drivers license (class C) or instruction permit, and wear a helmet. LimeBike meets these requirements by vetting users through the registration process. It will be expected that users will have their own helmet and LimeBike is currently working on a program to offer low cost helmets to users. LimeBike currently operates Lime-S in San Diego and San Jose. Staff has reached out to the two cities for additional details, but at the drafting of this report has not yet made contact with them. Staff will present this information during the presentation.

According to the proposal, LimeBike does not require any capital expenditure from the City to begin the pilot program. The initial pilot agreement duration is for one year. During that time staff will explore the policy and regulatory framework needed for this particular type of service. Staff proposes the following key terms for any agreement pursued with LimeBike for an electric scooter share program in the City:

- Allow LimeBike to place its scooters on City property in identified locations,

- LimeBike would be responsible to maintaining licensed property for use by electric scooter program and provide a security deposit,
- Indemnification of the City for liabilities associated with the program,
- LimeBike would be required to procure and maintain insurance through the duration of the agreement,
- No exclusivity clause that will limit other operators from launching similar services in the City,
- If LimeBike chooses to cease operation they will be required to notify the City 180 days in advance,
- If the City chooses to end the agreement, a 30-day notification will be required,
- Staff is researching options for securing a performance bond or a similar mechanism to ensure performance.

#### Strategic Plan Integration

The promotion of bicycling furthers the City's pursuit of several adopted planning strategies implementing the Council's strategic plan goal of Vibrant Neighborhoods and Comfortable Life Style and Living Strategies.

#### Environmental Considerations

This project is Categorical Exempt under Class 6, Guidelines Section 15306 (Information Collection) of CEQA because the Pilot project will focus on data collection, research and evaluation activities which do not result in a serious or major disturbance to an environmental resource and will inform the City's consideration of approving and funding the service for additional years. To the extent the City licenses specific parking locations, the project is also Categorical Exempt under Class 1, Section 15301 (Existing Facilities). A Notice of Exemption will be filed with the County Clerk's Office.

#### Alternatives

This presentation provides an update to the Commission on LimeBike's proposal to operate the One Year Pilot Electric Scooter Share Program in the City. The Commission could postpone this item to a future meeting. Staff does not recommend postponing as this item is being heard at the March 5 City Council meeting.

#### Coordination and Review

This report was prepared by the Public Works Department in coordination with the City Manager's Office and the Police Department.

#### Budget/Cost Impact

The proposal has no monetary impact for the City

#### **ATTACHMENT(S)**

- 1) Photo of Lime-S Scooter

