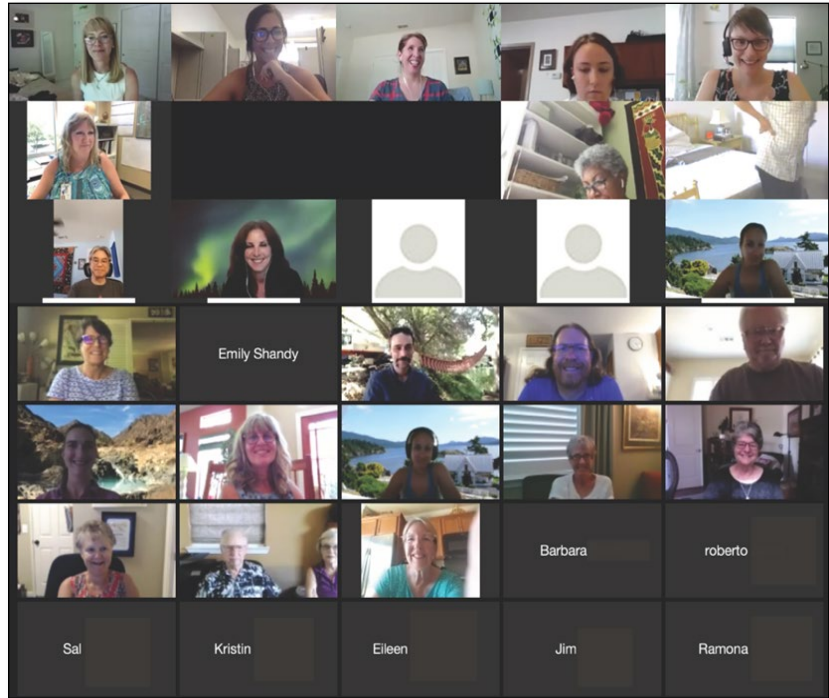


## City of Elk Grove Bicycle, Pedestrian, & Trails Master Plan Update Virtual Community Workshops

### Introduction & Background

On June 23 and June 25, 2020, the City of Elk Grove held two virtual interactive community workshops to introduce the Bicycle, Pedestrian, & Trails Master Plan (BPTMP) Update and to discuss elements of the plan. During the workshop notification process approximately 90 respondents expressed interest in learning more about the plan. Also, more than 50 participants joined the workshops. Both virtual community workshops provided the same content and engagement activities but were held at different dates and times during the week to accommodate a higher level of participation.



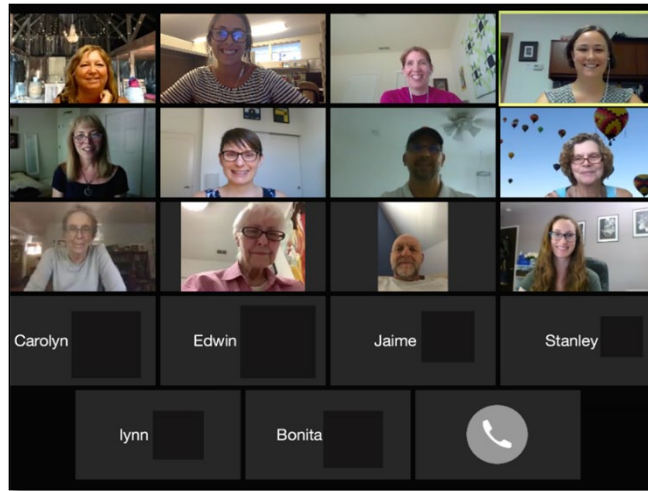
*Photo of June 23 Virtual Community Workshop participants during the Zoom meeting*

In July 2014, the Elk Grove City Council adopted the BPTMP. This document, which replaces the earlier Trails Master Plan (2007) and Bicycle and Pedestrian Master Plan (2004), implements the City’s General Plan goals and policies relative to non-motorized transportation in the City. This plan is now in the process of being updated to reflect current best practices, changes in land use and transportation, as well as address current community needs and desires.

### Community Workshop Goals, Objectives, and Format

The goal of the virtual community workshops was to introduce the BTPMP Update, plan elements, schedule and to discuss and develop an understanding of current bicycling and walking behaviors including routes, destinations, and interests of the community, current perception of safety for pedestrian and bicyclists within the City’s neighborhoods, identify corridors or areas that feel unsafe or stressful for bicyclists or pedestrians, and finally, determine success measurements for the Plan.

The meeting began with an introduction from Gladys Cornell, Principal of AIM Consulting. Gladys introduced the project team members, the goals, and objectives of the workshop, and gave an overview of the agenda. Following the introduction, Gladys led an icebreaker live poll to orient participants in the live polling application and to help understand the participants’ interest in the active transportation within the City of Elk Grove. See below for the results of the interactive poll.



*Photo of June 25th Virtual Community Workshop participants during the Zoom meeting*

## DAY 1

How long have you lived in Elk Grove?

10+ years	62%
5-10 years	14%
Less than 5 years	14%
I just arrived!	10%

What is your interest in this plan for our community?

*Participants were encouraged to choose more than one option.*

Improving walking	48%
Improving cycling	76%
Creating better public health	33%
Creating better environmental health	52%
Maintaining neighborhood integrity	38%
Creating more recreational trails	62%

## DAY 2

How long have you lived in Elk Grove?

10+ years	70%
5-10 years	20%
Less than 5 years	10%
I just arrived!	0%

What is your interest in this plan for our community?

*Participants were encouraged to choose more than one option.*

Improving walking	70%
Improving cycling	70%
Creating better public health	60%
Creating better environmental health	50%
Maintaining neighborhood integrity	40%
Creating more recreational trails	60%

Following the introductions, Carrie Whitlock, Strategic Planning and Innovation Program Manager with the City of Elk Grove, and City’s project manager for this Master Plan Update, provided the participants with the background of the BPTMP.

The BPTMP is intended to guide and influence pedestrian, bicycle, and trail policies, programs, and development standards to make biking and walking in the City of Elk Grove more safe, comfortable, convenient, and enjoyable for all community members. The ultimate goal of the BPTMP is to increase the number of persons who walk and bicycle for transportation to work, school, errands, and for recreation. The City seeks to have exemplary bicycle, pedestrian, and trail facilities that provide connectivity throughout the City and the to the wider Sacramento region in

order to offer transportation and recreational opportunities for City residents.

After Carrie, Kendra Ramsey, Active Transportation Manager at GHD and the consultant's project manager for the BPTMP, gave an overview of the Plan goals, process and implementation, and an overview of what's been done so far. [View the entire presentation here.](#) The presentation:

- Introduced and explained the project goals
  - The plan goals are to increase bicycling and walking, support a culture where walking and bicycle are convenient transportation options, promote safe behavior by all road users, and improve connectivity and accessibility.
- Provided a high-level overview of the planning timeline and background
  - This project began in January 2020 and this spring the project team began outreach to gather ideas from community to inform the plan. So far, the project team has completed draft existing conditions reports, including information about current transportation behavior, existing street, bicycle, and pedestrian networks, safety, and level of traffic stress.
- Explained the next steps for public outreach and the plan
  - Throughout this summer, the project team will develop recommendations and improvements and seek your feedback on them. Next, we will complete further stakeholder and community-wide outreach, produce recommendations for projects, programs and policies based on that outreach, and create an implementation plan including cost estimates, and a five-year prioritization. In the fall, we will develop a draft plan reflecting how the City can reach their plan goals through specific recommendations and improvements which will be based upon our technical analysis, best practices within the active transportation profession and community input. The draft plan will be available for public comment. In winter 2020 or early 2021, we will complete the plan and the City will begin prioritizing projects and seek funding for improvements.

Following the introductory remarks participants engaged in a group discussion which included interactive polling and discussion questions about active transportation.

#### Live Polling and Group Discussion

As a way to introduce themselves participants were asked to respond to the following questions by via Mentimeter, a live polling application. As participants answered the question, the software displayed a word cloud with the responses. The larger the word denotes more frequently response.

Live Polling Question 1: What neighborhood do you live in?

June 23<sup>rd</sup> workshop responses:



Word cloud from the June 23<sup>rd</sup> workshop. The larger the word, the more frequently it was submitted.

June 25<sup>th</sup> workshop responses:



Word cloud from the June 25<sup>th</sup> workshop. The larger the word, the more frequently it was submitted.

Note: Some respondents added their neighborhoods in the chat box instead of in the word cloud. See below for their responses.

Day 1

- By Elk Grove Park
- Del Webb Glenbrooke
- Perry Ranch
- Del Webb Glenbrooke
- Stonelake
- Del Webb
- Del Webb
- Del Webb

Day 2

- No neighborhoods were submitted in the chat box on Day 2.

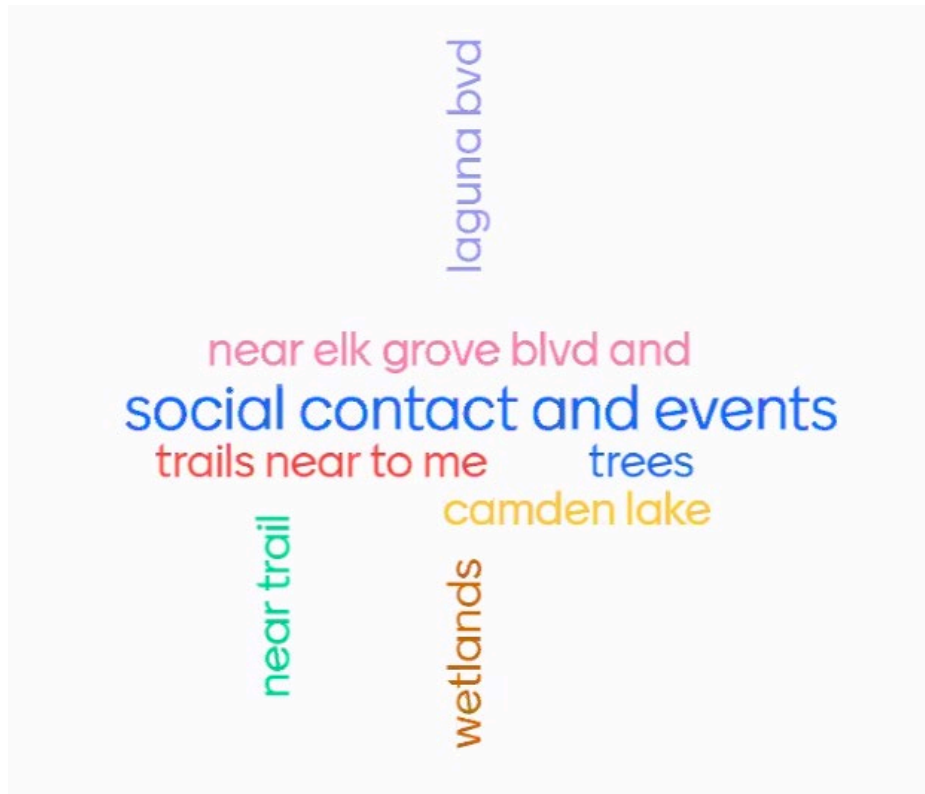
Live Polling Question #2: What makes your neighborhood unique?

June 23<sup>rd</sup> workshop responses:



*Word Cloud from June 23<sup>rd</sup>. The larger the word, the more frequently it was submitted*

25<sup>th</sup> workshop responses:



*Word cloud from the June 25<sup>th</sup> workshop. The larger the word, the more frequently it was submitted.*

Note: Some respondents added what makes their neighborhood unique in the chat box instead of in the word cloud. See below for their responses.

Day 1

- We are one big family
- Access to the South County river system and downtown
- 55+ active senior community

Day 2

- No comments were entered in the chat box for this question.

The participants were then guided through an interactive polling of a series of questions to better understand community members current walking and cycling travel behavior and their perception of safety for both travel modes.



## Elk Grove Bicycle, Pedestrian & Trails Master Plan Update

### Virtual Community Workshops | Summary

Tuesday June 23 | 4:00 – 5:00 p.m. | Hosted online through Zoom

Thursday June 25 | 5:30 – 6:30 p.m. | Hosted online through Zoom

## DAY 1

What is the experience like to walk in your neighborhood today?

Very safe	74%
Somewhat safe	21%
Somewhat unsafe	5%
Very unsafe	0%

What is the experience like to bike in your neighborhood today?

Very safe	37%
Somewhat safe	42%
Somewhat unsafe	16%
Very unsafe	5%

What types of outdoor activity, if any, have you participated in during this shelter in place?

*Participants were encouraged to choose more than one option.*

Walking the dog	37%
Walking by myself or with my family	84%
Biking by myself or with family	84%
Running	16%
Skating/Scooting	16%

How often do you and your family walk or bike within the City of Elk Grove?

Once a day	74%
Once a week	5%
2-3 times per month	5%
Less than 3 times per month	11%
Never	5%

Where are your household's main destinations when you are walking or biking? (select all that apply)

*Participants were encouraged to choose more than one option.*

School	16%
Work	11%
Shopping	37%
To parks or on trails	79%
Around the neighborhood	89%
Other	21%

## DAY 2

What is the experience like to walk in your neighborhood today?

Very safe	57%
Somewhat safe	43%
Somewhat unsafe	0%
Very unsafe	0%

What is the experience like to bike in your neighborhood today?

Very safe	29%
Somewhat safe	57%
Somewhat unsafe	0%
Very unsafe	14%

What types of outdoor activity, if any, have you participated in during this shelter in place?

*Participants were encouraged to choose more than one option.*

Walking the dog	14%
Walking by myself or with my family	100%
Biking by myself or with family	71%
Running	29%
Skating/Scooting	0%
Other	29%
None	0%

How often do you and your family walk or bike within the City of Elk Grove?

Once a day	57%
Once a week	29%
2-3 times per month	14%
Less than 3 times per month	0%
Never	0%

Where are your household's main destinations when you are walking or biking? (select all that apply)

*Participants were encouraged to choose more than one option.*

School	0%
Work	0%
Shopping	14%
To parks or on trails	71%
Around the neighborhood	86%
Other	57%



Based on participants responses in both workshops, participants generally have a strong sense of personal safety when both walking or cycling in Elk Grove. Most participants engage in a high to moderate level of walking and cycling activities. Most of these travel activities are centered around recreation and exercise with a slightly smaller number of respondents who walk and cycle to get to a specific destination such as shopping, work and school.

Some participants responded in the chat box instead of in the live polling. See below for their responses.

What is the experience like to bike in your neighborhood today?

- I have had near misses on my bike with cars who are distracted by their cell phones
- I would love to bike to work in East Sacramento, but doesn't feel safe
- I selected biking as somewhat safe due to the traffic on roads and poor crossings
- Safety is a mix, I ride Franklin to Cosumnes to Freeport
- Generally it is safe in our neighborhood in terms of walking/biking, but for my daughter to walk/bike to school the answer would be somewhat unsafe.

What types of outdoor activity, if any, have you participated in during this shelter in place?

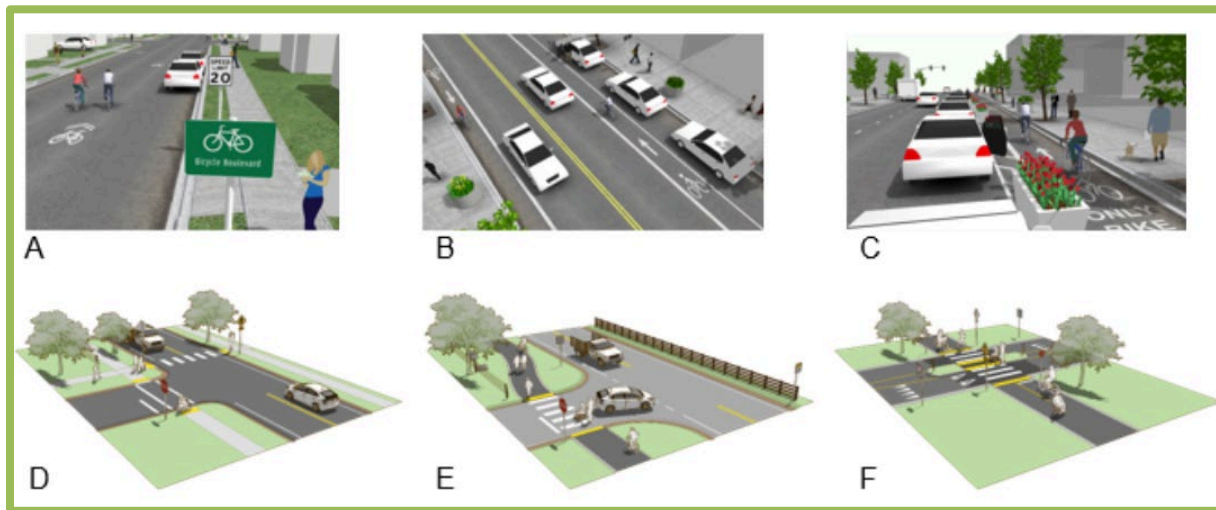
- I try to walk every day
- Feel safe walking in neighborhood. I walked every few days in neighborhood, for exercise, or to shop.
- Tried to ride our bikes on a section Waterman and didn't feel safe without a bike lane.
- Horseback riding

Where are your household's main destinations when you are walking or biking? (select all that apply)

- Friend's homes
- Library
- No specific location, just tallying up mileage
- Walk to the library
- Cycling through the delta
- Bike to church before pandemic
- With E-bikes more people will have opportunities to go to Sacramento
- I'll ride my e-bike to the post office or the grocery stores. Almost daily (pre-COVID)
- Within my neighborhood is safe but difficult to venture out to other neighborhoods.
- Perry Ranch neighborhood does not have access to trails for walking or biking. Would like to continue the existing trail in the Jordan Ranch neighborhood to continue southward toward Bond Road, and connect to Jack Hill Park to the existing creek trail in the Fallbrook neighborhood.



In an effort to better understand community members preference for context sensitive solutions, the project team explored different bicycle and pedestrian facilities and encouraged participants to provide their thoughts on which types of facilities would work or wouldn't work in their neighborhoods and why. The top row (A, B, C) depict bike lanes that would be used in an urban environment and the bottom row (D, E, F) depict infrastructure for a suburban or lower density environment.



1. What feels like it would fit within the context of your neighborhood? What doesn't fit within the context of your neighborhood?

Summary of Finding for Question 1: Many respondents expressed interest in option C for densely populated areas with heavy traffic. Respondents felt that option C would make traveling on high traffic roads safer and could potentially increase biking in Elk Grove. Respondents liked all options for the rural areas (D-F).

Respondents comments are shown below.

- I see example C in Sacramento and its very appropriate for high density areas and park cars – A&B would fit more within Elk Grove.
- The rural area neighbors would prefer options D or F; dedicated roadways to get to Sacramento and better connectivity within Elk Grove. Better connectivity and more roadways would help transition people from driving everywhere to biking more often. A wide bike lane doesn't make fast roads safer, people still speed.
- I am with the Laguna Creek Watershed – I live in Wilton. I travel on the main roads to shopping, doctors' appointments, etc. I often take the main arterials, like Sheldon, Laguna, Bond Road, etc. I like option C; it makes it safer. The main arterials are way too fast. Design C is an excellent model for how you could get a little traffic calming on those roads and create a meaningful way for people to have a way to get around the city. Some

of the current trails are not effective ways in getting folks around town.

- I have a concern with bicycling in town, it is not safe. I have had near misses a couple of times. I would like to see the bike paths separated with the vehicles. I like C as an option, but I would prefer F, to be completely away from the traffic. I would like us to consider this in our new growth areas as a new policy. In some areas it may not work, so the next best would be E. Our traffic will not get better unless we get people walking and biking more, which would mean they have to feel comfortable and safe to do so.
- Great presentation so far. I prefer option E in my neighborhood. It will aesthetically transition and appear to be more in tune with the current landscaping in my area. It provides an opportunity for cyclists and pedestrians to share the same area. I am opposed to option C; it provides a bike lane too close to the cars. The barriers are pretty, but if someone is not paying attention, they may hit the barrier. We used to have barriers where I live, and the community complained.
- On developed arterial roads, option C is the best since you separate bikes from cars. For the new neighborhoods and roads, the option E is best.
- Coming from a different background of cycling, I have had experience with these. Option C is great on our busy roads since Elk Grove is a car-friendly commuter community. Cyclists have a higher sense of security with option C on those busy roads. Where housing is denser, options A, or D-F would work well. The rural options cater to these options. The largest disparity for Elk Grove is that we have a lot more casual cyclists versus enthusiasts, which creates different levels of comfort and preferences on the types of roadways and bikeways cyclists feel comfortable using.
- I agree with the above, I ride my bike for transportation and to get from place to place, can we look at not having so many road crossings on our trails?
- In Sacramento, many of the main streets have been redesigned along the lines of option C.
- I like C
- All options fit in Stone Lakes
- A and B for most roadways here.
- C would be great for the larger streets. Right now they are more like B, but it feels unsafe, especially for kids.
- B & D would fit; A & C would not
- C & D
- A & C
- D and E fit best. I am unsure about F
- C on the major roads
- Not A or B
- D through F fits, A through C does not

1. In 5-10 years, what would you consider a successful outcome of this Master Plan update?

Summary of Findings for Question 2: The main themes in these responses are increasing connectivity, especially trail access and maintenance, and to improve safety for active transportation users.

- I'd like to see full funding for our regional trails systems and a better understanding of where our parks/destinations are to connect with. South Camden spur trail opened up so much of a big fan. Better connectivity with neighborhoods should be prioritized.
- Crosswalks with mid-block crossings are unsafe in high traffic areas. We should increase the rate of yields for pedestrians, potentially with beacons for mid-block crossings.
- The number one successful outcome is safety. Going from point A to Point B safely. Ensure we create facilities safely walking and biking.
- More access to our nature and retail through any form of transportation.
- I would love to see something where Elk Grove connects with Sacramento or, specifically Downtown Sacramento, and provide a more streamlined route to commute to work. I would like to create an easier and safer route and more connections from Elk Grove to other destinations.
- In 5-10 years, I would like all of our trails to be connected and any new growth areas to have bike trails with less road crossings. I would like to feel safe riding my bike in town.
- On the question 'what would I like to see in the next 5-10 years', there are two things: I'd like to see 50% of planned improvements come into being. I'd like to see all new neighborhoods have connections to the existing network of trails. Thanks for providing such a well-run zoom meeting. From a family member: Trim back branches encroaching on bike paths (Whitlock particularly).

Notification

The project team implemented a robust notification plan that included an email-blast to a City-wide distribution list. The team also sent personal emails and made personal follow up calls to stakeholders, including active transportation advocates, neighborhood associations within the City of Elk Grove, public health and safety organizations, and bike and pedestrian focused retailers stores and clubs.

Additionally, the team posted on social media to promote the two open houses. Below are the organizations that helped spread the word about the open houses:

- Elk Grove Chamber of Commerce
- Elk Grove Bike Shop
- Elk Grove Bike Park
- Laguna Creek Watershed
- Greater Sheldon Homeowners Association
- Glenbrooke Community Association
- Consumnes Fire CSD
- Health Education Council (HealZone-Kaiser)
- Ride Downtown 916
- South County Transit

Appendix

- Notification Flyer
- Presentation
- Interactive Polling Word Clouds



*Notification flyer for the virtual open houses*



# Join us for a virtual open house!

## Bicycle, Pedestrian, & Trails Master Plan Update

Grab a glass of wine and join the City of Elk Grove online to learn about the Bicycle, Pedestrian, & Trails Master Plan Update & give your input on how walking and biking within the City can be improved.

*Join us one of two days!*

Tuesday

June 23

4:00 - 5:00 p.m.

**REGISTER HERE**

Or

Thursday

June 25

5:30 - 6:30 p.m.

**REGISTER HERE**

*Please register for the meeting date of your choice. After registering, you will receive information through email on how to join the online meeting through Zoom.*

### About the Project

The Bicycle, Pedestrian, and Trails Master Plan is currently in the process of being updated and we need the community's input! The Plan will develop a network of streets, trails, and paths where bicycling and walking is safer, comfortable, and convenient for people of all ages and abilities. [For more information, visit the project webpage here.](#)

### Questions?

Contact Carrie Whitlock  
at [cwhitlock@elkgrovecity.org](mailto:cwhitlock@elkgrovecity.org)



CITY OF  
**ELK GROVE**  
PROUD HERITAGE. BRIGHT FUTURE.





# **Elk Grove** Bicycle, Pedestrian, and Trails Master Plan Update

## Virtual Community Meeting June 25, 2020



**Call into Zoom to give your input:**

**Dial: 1-669-900-6833**

**Meeting ID: 852 1478 9613**

**Password: 121564**

**Carrie Whitlock, Kristin Parsons** | City of Elk Grove

**Kendra Ramsey, Emily Shandy** | GHD

**Gladys Cornell, Katie Durham, Hannah Tschudin** | AIM Consulting



# Agenda

- Welcome and Introductions
- Overview of BPTMP
  - Project Background
  - Plan Goals
  - Process/Implementation
- Live Polling
- Group Discussion
- Social Pinpoint Introduction

# **Project** background





# **Project** background

- Updating 2014 Plan
  - Emphasis on targeted 5-year implementation strategy
- Developing Transportation Impact Fee program
  
- Desired Outcomes
  - Connectivity within Elk Grove
  - Neighborhood permeability
  - Improve comfort on arterials
  - Preserve rural neighborhood character

# Project goals



# **Project** goals overview

- Increase bicycling and walking
- Support a culture where walking and bicycling are safe, convenient transportation options
- Promote safe behavior by all road users
- Improve connectivity and accessibility

**Progress to date**



# Plan components

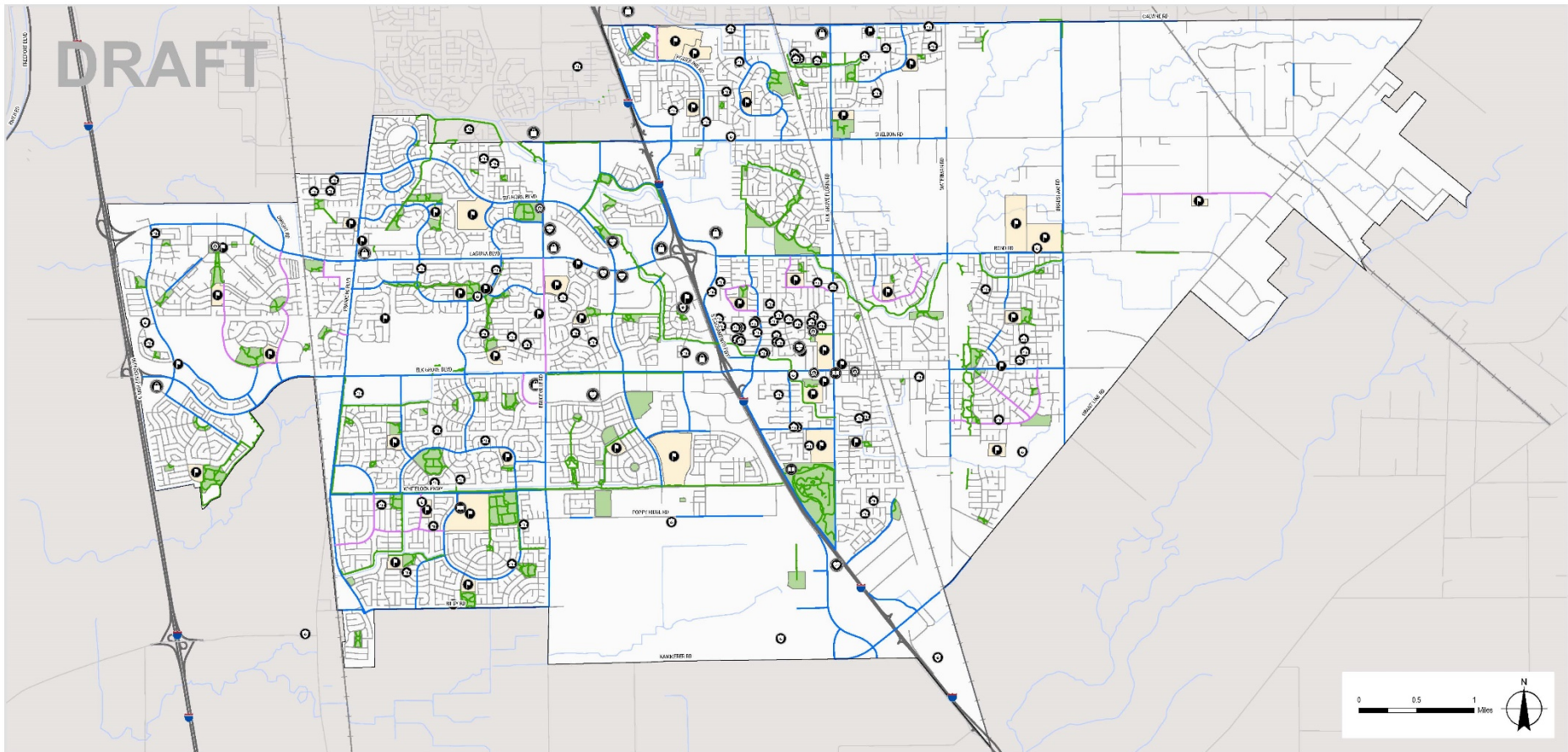
## Drafts Completed:

- Introduction
- Existing Conditions
  - Current transportation behavior
  - Existing street, bicycle, and pedestrian networks
  - Safety
  - Level of Traffic Stress

## Next Steps:

- Outreach
  - Workshops & Pop Ups
  - Rural Outreach
  - Online Engagement
- Recommendations
  - Projects, Programs, and Policies
- Implementation Plan
  - Cost Estimates
  - Prioritization: the First Five Years
- Design Standards

# Existing facilities and destinations



## Activity Generators

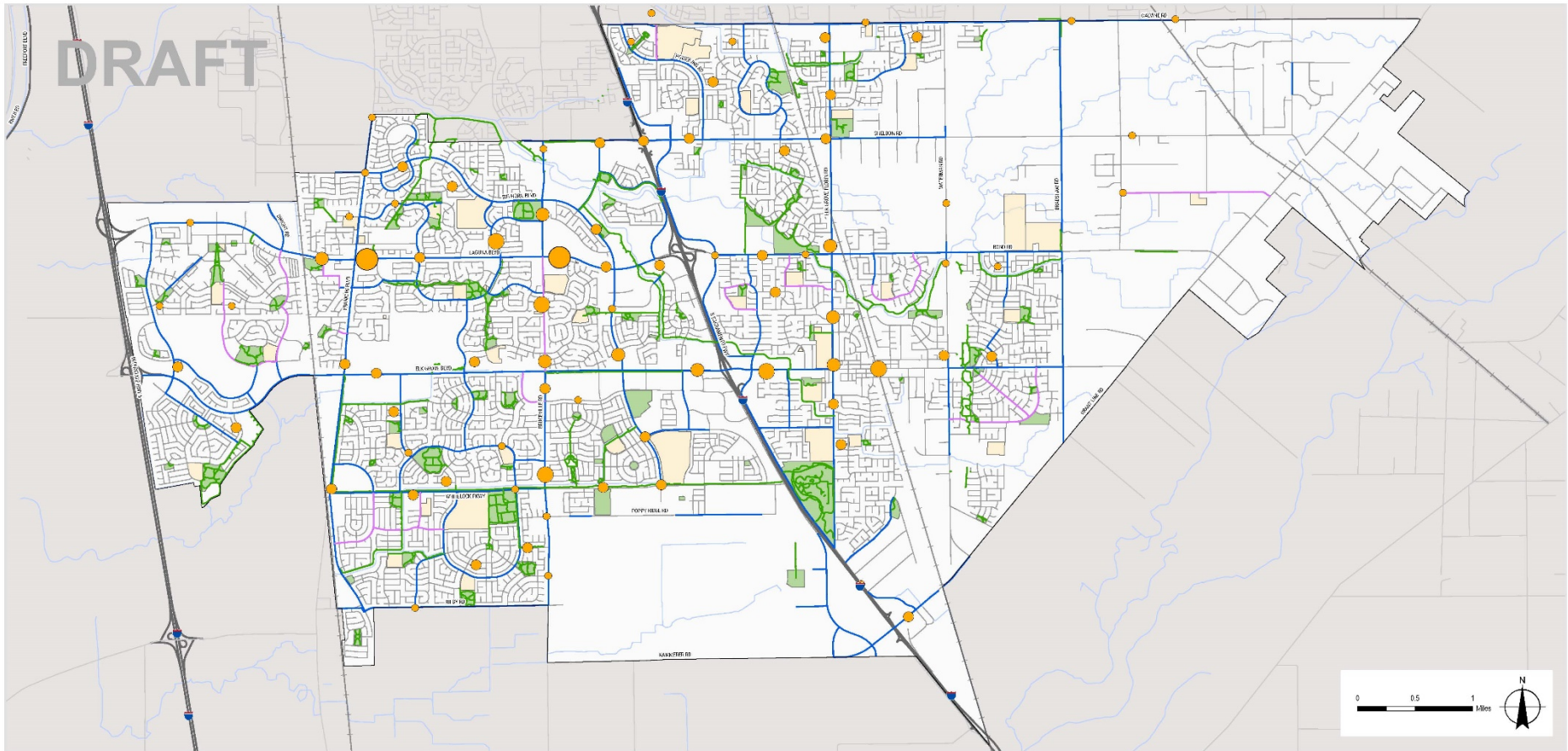
### Legend

<b>Existing Bikeways</b>	— Roads	<b>Destinations</b>	Ⓜ Community Center	Ⓜ Childcare Facility	<b>Boundaries</b>
— Class I Shared Use Path	— Railroads	🏛️ City Hall	📖 Library/ Museum	Ⓜ Eldercare Facility	🌳 Park
— Class II Bike Lane	— Creeks	👮 Police Department	🏥 Medical Services	🏫 Schools	🏠 City Boundary
— Class III Bike Route	— Highways	🎓 School	🛒 Shopping		
		🚒 Fire Station			

FIGURE XX



# Bicycle collisions

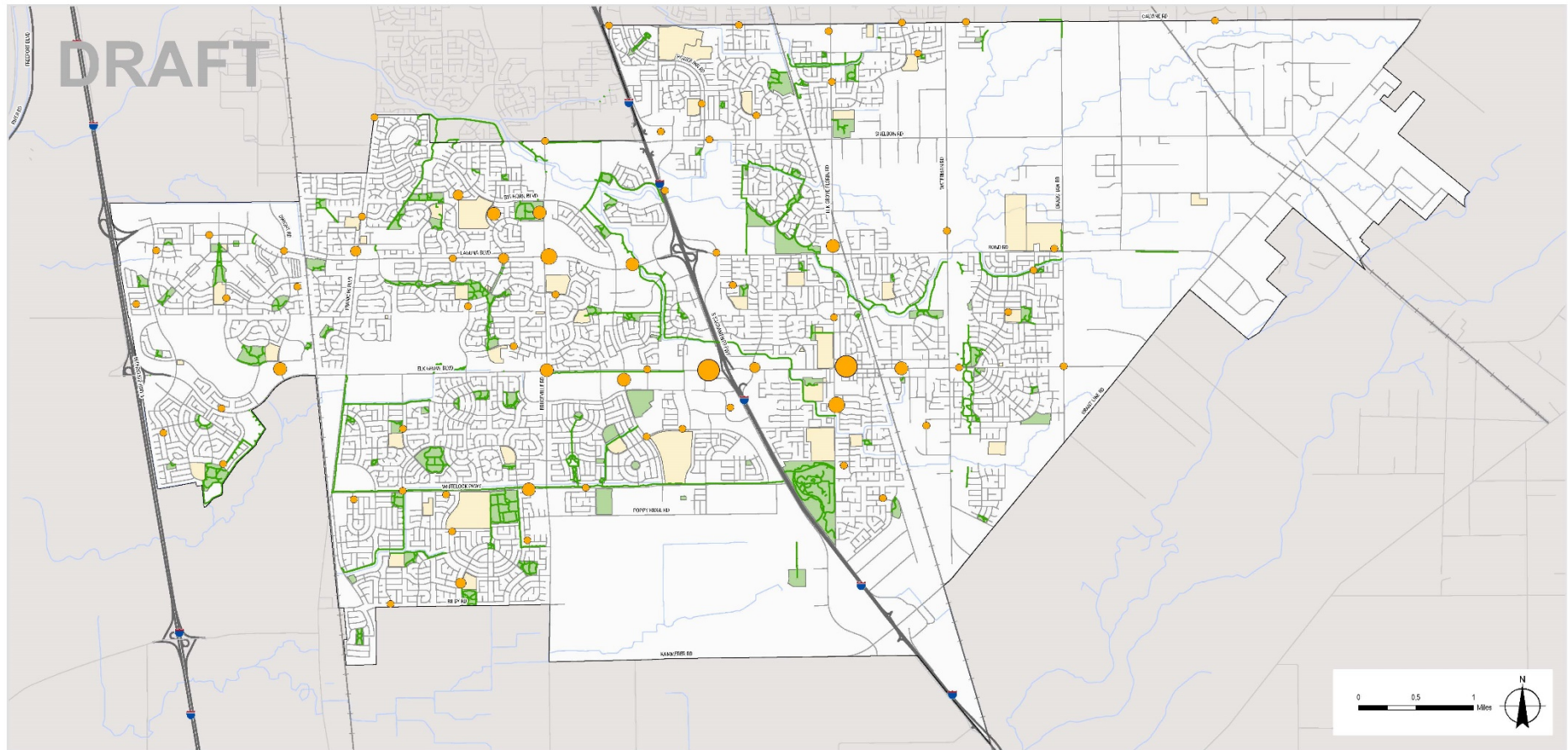


Bicycle Collisions Map



FIGURE XX

# Pedestrian collisions



Pedestrian Collision Map

**Legend**

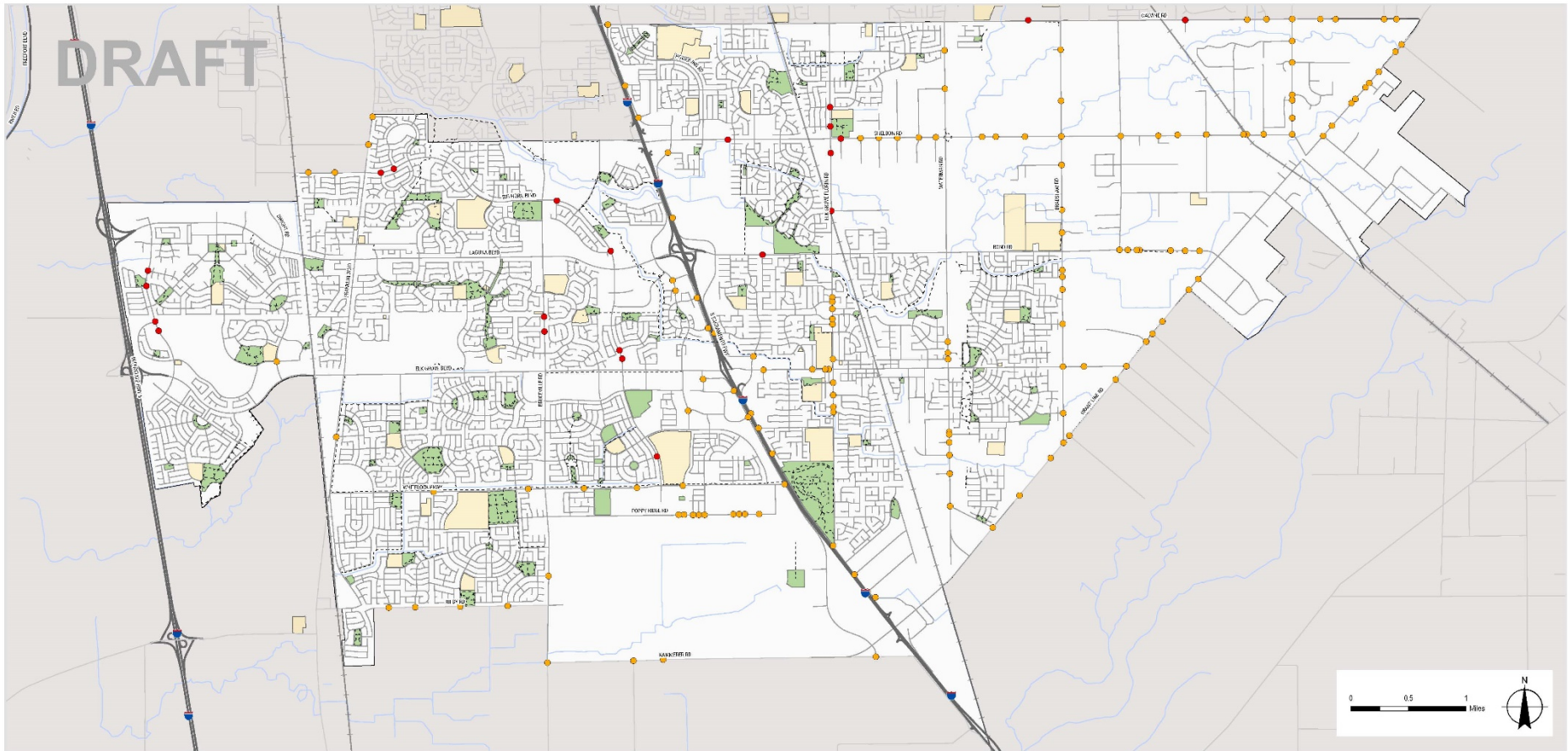
- |  |  |   |   |
|--|--|---|---|
| <p><b>Pedestrian Involved Collisions (2013-2018)</b></p> <ul style="list-style-type: none"> <li>● 1</li> <li>● 2-3</li> <li>● 4-5</li> <li>● 6-7</li> <li>● 8-9</li> </ul> | <p><b>Existing Bikeways</b></p> <ul style="list-style-type: none"> <li>— Class I Shared Use Path</li> <li>— Roads</li> <li>— Highways</li> </ul> | <p><b>Railroads</b></p> <ul style="list-style-type: none"> <li>— Railroads</li> <li>— Creeks</li> </ul> | <p><b>Boundaries</b></p> <ul style="list-style-type: none"> <li>■ Park</li> <li>■ Schools</li> <li>□ City Boundary</li> </ul> |
|--|--|---|---|

FIGURE XX





# Higher stress crossings



## Higher Stress Crossings

### Legend

#### Intersections

- LTS Score 3
- LTS Score 4

----- Class I Shared Use Paths

— Roads

— Railroads

— Creeks

#### Boundaries

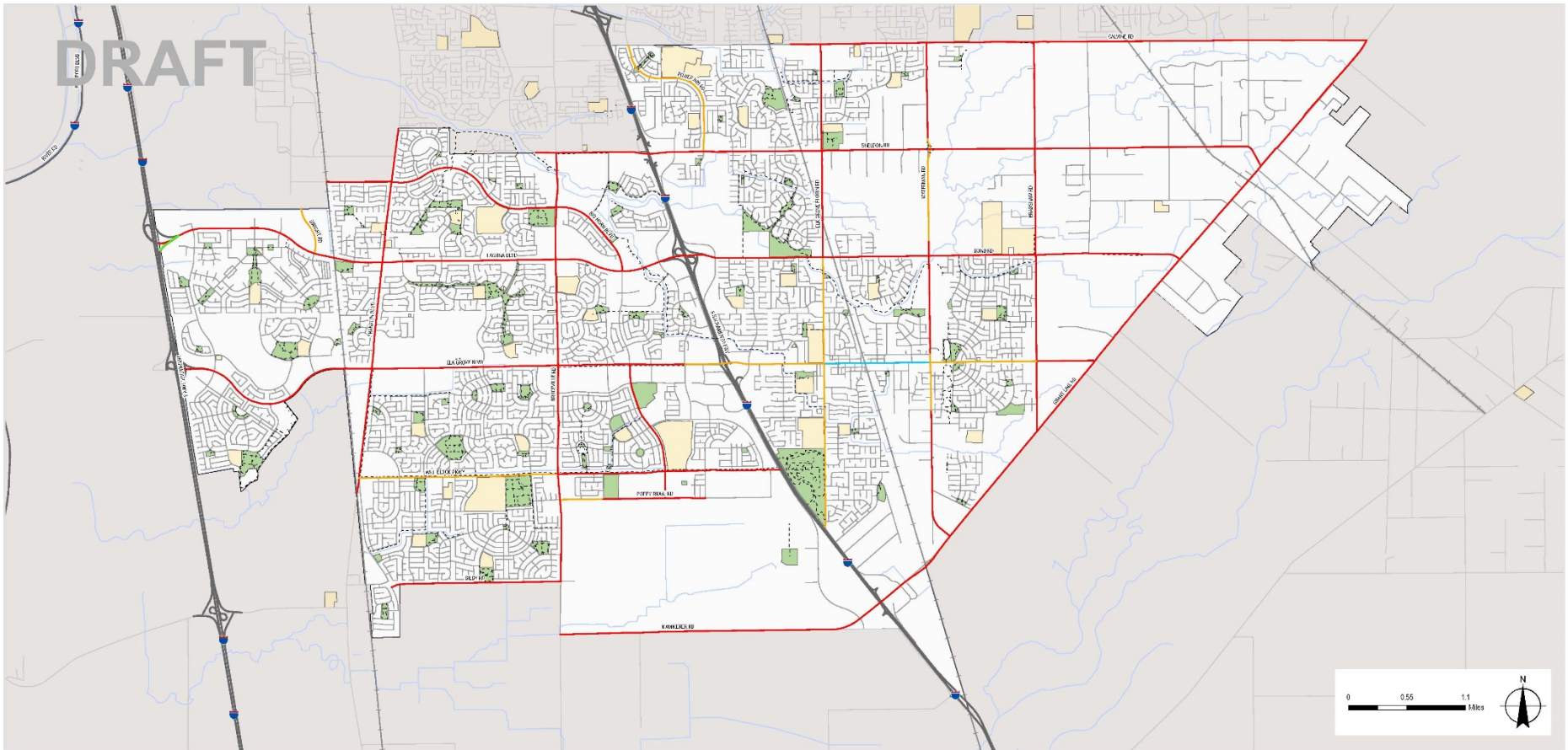
■ Park

■ Schools

□ City Boundary

FIGURE XX

# Higher stress roads



## Arterial LTS

### Legend

<b>Arterial Segments</b>		----- Class 1 Shared Use Paths	<b>Boundaries</b>
— LTS 1 Arterial	— Roads	— Railroads	■ Park
— LTS 2 Arterial	— Creeks	□ City Boundary	■ Schools
— LTS 3 Arterial			
— LTS 4 Arterial			

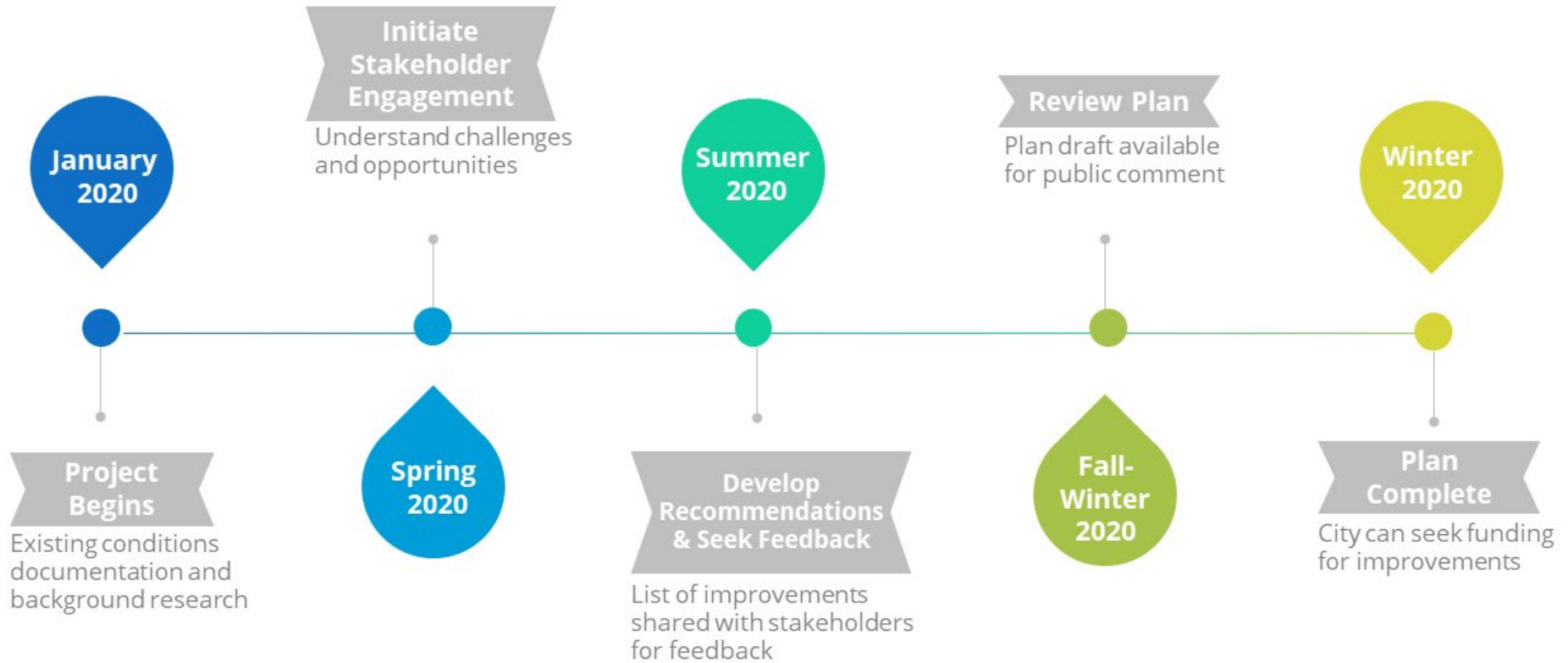
FIGURE XX



# Project schedule



# Project schedule



**Mentimeter**



# Mentimeter instructions

1. Open a new browser window
2. Go to **menti.com**
3. Type in code **22 27 5** to join the live polling



Please enter the code

Submit

The code is found on the screen in front of you

**Live** polling



## **Group** discussion





# Group discussion

What feels like it **would fit** within the context of your neighborhood?

What **doesn't fit** within the context of your neighborhood?



A



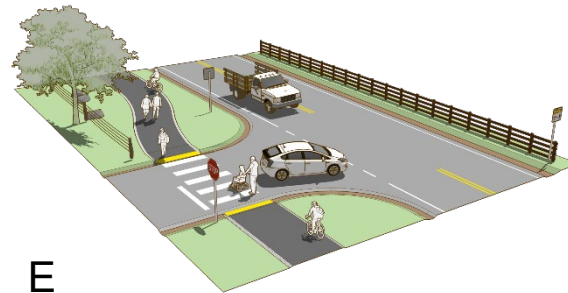
B



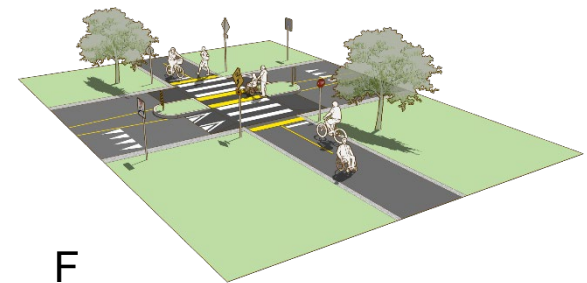
C



D



E



F

*These are illustrations to inform our discussion, and do not represent specific recommendations for Elk Grove*



A, B, and C are from the NACTO Urban Bikeway Design Guide  
D, E, and F are from the FHWA Small Town and Rural Design Guide

## Group discussion

In 5-10 years, what would you consider a successful outcome of this Master Plan update?



**Social** pinpoint



# Social pinpoint

- Overview of Social Pinpoint Tool: <https://egbpt.mysocialpinpoint.com/>

The screenshot displays the Social Pinpoint web application interface. At the top, the browser address bar shows the URL <https://egbpt.mysocialpinpoint.com/elk-grove-bptmpu-pu>. The application header includes the "socialpinpoint" logo and navigation options: "Drag to comment", "Trail Concern", "Bicycle Concern", and "Pedestrian Concern". A sidebar on the left contains "Return", "ABOUT", and "ACTIVITY" links. The main map area shows a detailed view of Elk Grove, California, with various colored markers (green, orange, blue) indicating concerns. A legend in the bottom right corner defines the markers: Trail Concern (green tree icon), Bicycle Concern (orange bicycle icon), and Pedestrian Concern (blue person icon). It also shows City Boundary (black outline), Existing Bike Facilities (Class I Shared Use Paths in green, Class II Bike Lanes in blue, and Class III Bike Routes in purple). The bottom of the screen shows a Windows taskbar with the search bar and several application icons.

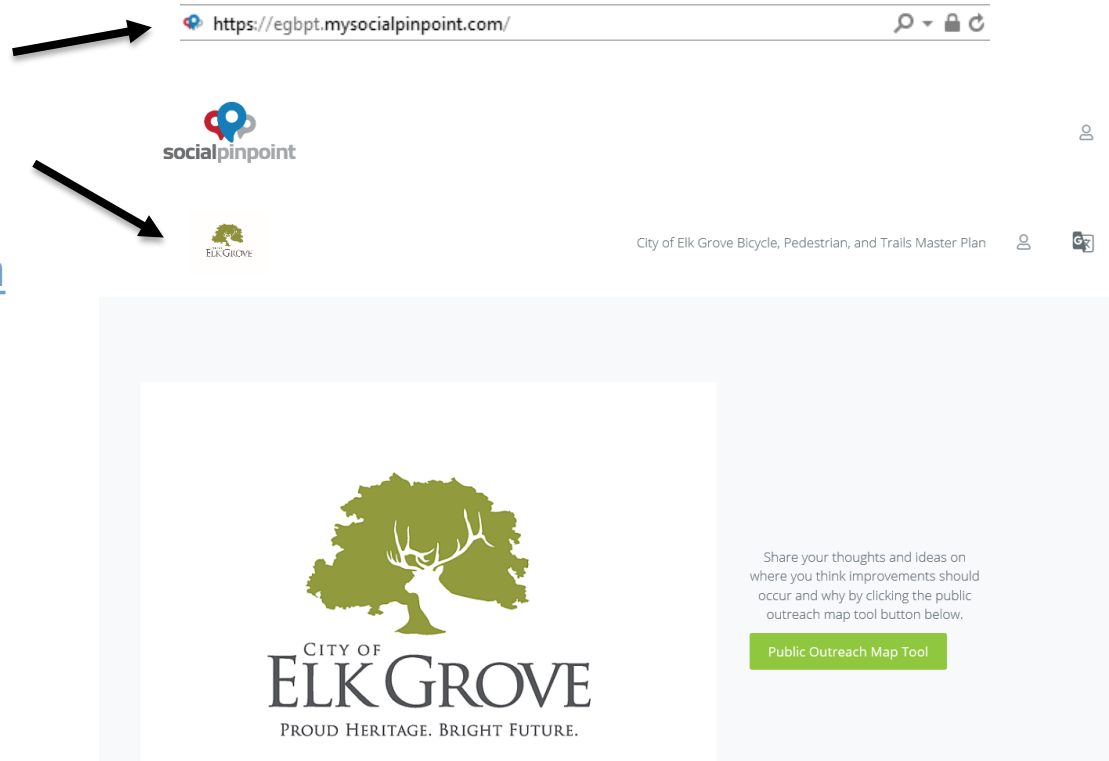


## Step 1: Visit Link

- Visit link using the following web address:

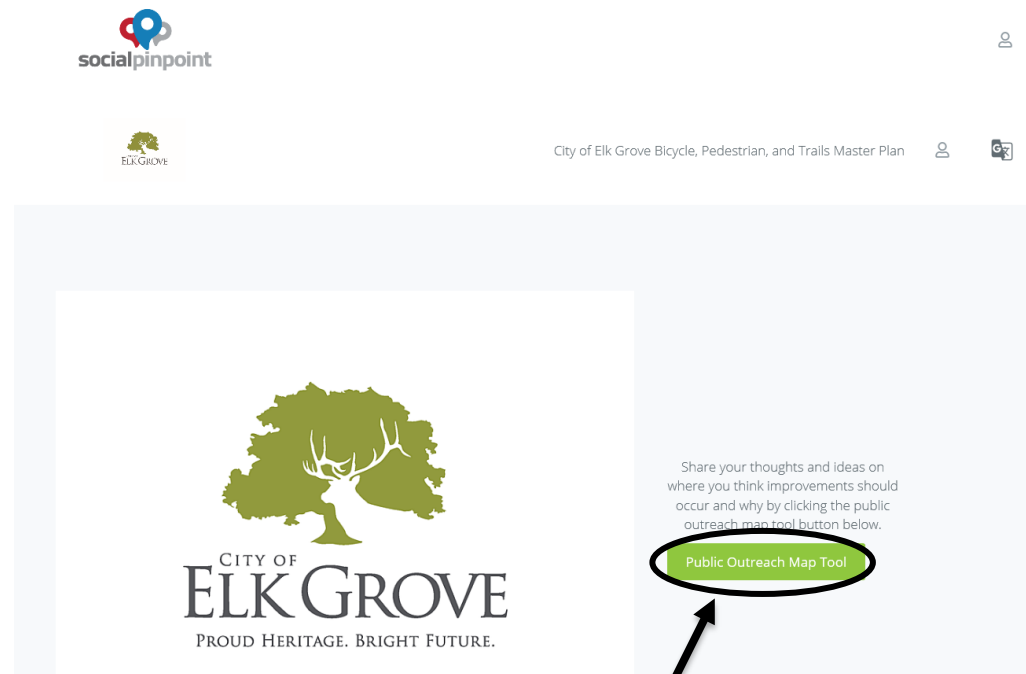
<https://egbpt.mysocialpinpoint.com/>

- The initial view of the website should look like this



## Step 2: Click Public Outreach Map Tool

- Upon arriving at the home page, click on the “Public Outreach Map Tool”
- This will then take you to the comment section where you will input your comment



Click on this button

## Step 3: Read Additional Instructions

- The following instructions will pop-up as a dialogue on your screen
- The additional instructions are provided in both English and Spanish
- Spanish instructions can be found when scrolling through the dialogue
- Other languages are also available for the additional instructions by clicking the Google Translate icon



**socialpinpoint** Public Outreach Tool

Zoom! Zoom! Zoom to an area in this map powered by Google and drag one of these icons

Drag to comment > Trail Concern Bicycle Concern Pedestrian Concern

to a point in the map to identify places that you have concerns over walking, bicycling or using the trail system. Include a short description of the issue and suggest how the City could improve it. If you would like to view this in Spanish (or other language), please activate Google Translate by clicking this icon in the top right corner of your screen.

By using the toggling buttons on the top right hand side of the screen, you can switch between road map and aerial base maps and turn on and off the layers of the existing bike network.

Roadmap  Aerial

Class III Bike Routes  
 Class II Bike Lanes  
 Class I Shared Use Paths

What better way to engage in your community than by contributing your opinions! You will remain completely anonymous and we would love nothing more than to make a better city which we can only do with you.

¡Enfocar! ¡Enfocar! Acércate a un área de este mapa con tecnología de Google y arrastra uno de estos iconos

Arrastre para comentar > La preocupación La preocupación La preocupación

## Step 4: Click “Get Started Now”

- Scroll to the bottom of the dialogue to find the “Get Started Now” button
- The additional instructions are also shown in Spanish
- Make sure to read the instructions go gain more insight into SocialPinpoint



The screenshot shows the SocialPinpoint Public Outreach Tool interface. At the top left is the SocialPinpoint logo, and to its right is the title "Public Outreach Tool". Below the logo is the text: "¡Enfocar! ¡Enfocar! Acércate a un área de este mapa con tecnología de Google y arrastra uno de estos iconos". Underneath, there are three icons with labels: a green pin for "La preocupación Trail", a brown bicycle icon for "La preocupación de bicicletas", and a blue pedestrian icon for "La preocupación de peatones". Below these icons is the instruction: "Arrastre para comentario >". Further down, there is a paragraph: "a un punto en el mapa para identificar lugares que le preocupan al caminar, andar en bicicleta o usar el sistema de senderos." followed by another paragraph: "Incluya una breve descripción del problema y sugiera cómo la Ciudad podría mejorarlo." Below that is a note about Google Translate: "Si desea ver esto en español (u otro idioma), active Google Translate haciendo clic en este icono [Google Translate icon] en la esquina superior derecha de la pantalla." The next paragraph says: "Al usar los botones de alternancia en el lado superior derecho de la pantalla, puede cambiar entre el mapa de ruta o el mapa de aérea y activar o desactivar las capas de la red de bicicletas existente." Below this text is a screenshot of a Google Maps interface showing a map with a red location pin and a sidebar menu. The sidebar menu has options for "Roadmap" and "Aerial" at the top, and a list of bike route layers: "Class III Bike Routes", "Class II Bike Lanes", and "Class I Shared Use Paths", all of which are checked. At the bottom of the screenshot, there is a paragraph: "¡Qué mejor manera de participar en tu comunidad que aportando tus opiniones! Permanecerás completamente anónimo y nada más nos encantaría hacer una ciudad mejor que solo podemos hacer contigo."

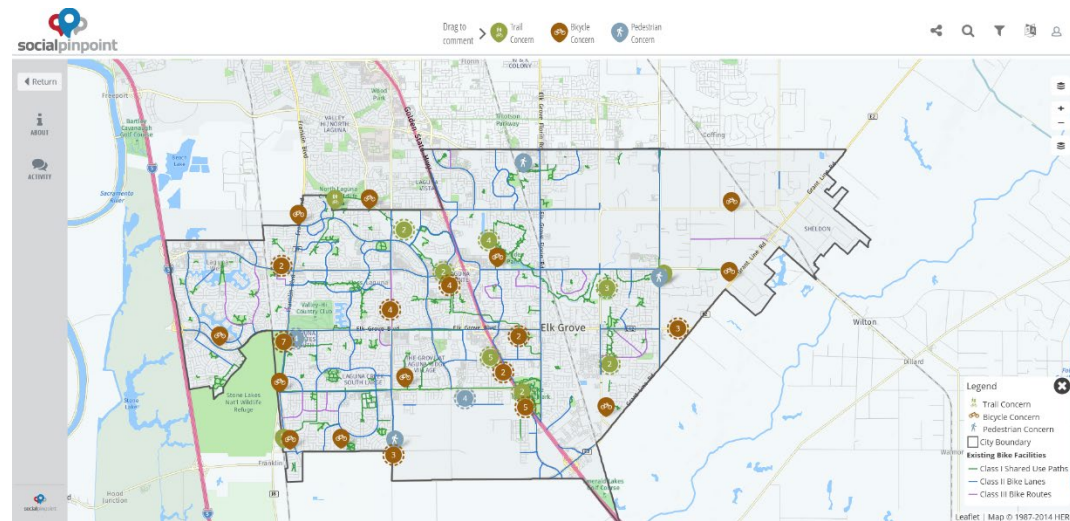
Click on this button





# Step 5: Search for Desired Intersection

- Using the provided map, locate the desired intersection or location of interest
- Do note: Comments can only be made within the designated city boundary shown on the map



# Step 6: Drag to Comment

- There are three categories of concerns listed: Trail Concern, Bicycle Concern, and Pedestrian Concern
- Select and drag the relevant icon related to your comment to desired location on map (Step 1 and 2)
- Add a description related to your comment or concern (Step 3)
- Click box reading “I agree my comment will be used as indicated in the terms and conditions” (Step 4)

The screenshot shows the 'socialpinpoint' web application interface. At the top right, there are three concern category icons: 'Trail Concern' (hiking stick), 'Bicycle Concern' (bicycle), and 'Pedestrian Concern' (walking stick). An arrow labeled '1. Select relevant concern' points to the 'Bicycle Concern' icon. Below the icons is a 'Drag to comment' button. The main map area shows a street map with several concern icons placed at various locations. An arrow labeled '2. Drag and drop to desired location' points to a 'Bicycle Concern' icon on the map. A comment form is open over the map, with an arrow labeled '3. Leave comment' pointing to the text input field. The form contains the text: 'Goathead is a problem along this section of trail. Lots of popped bike tires. Recommend focused weed abatement without damaging or removing wonderful native vegetation that has matured.' Below the form is a checkbox labeled 'I agree my comment will be used as indicated in the terms and conditions' with an arrow labeled '4. Click box' pointing to it. A green 'Add Comment' button is at the bottom right of the form.

**Questions?**

Thank you!



elk grove  
madera  
east park  
by elk grove park  
near franklin high  
clarke farms  
sacramento  
**del webb**  
rural  
laguna oaks laguna blvd  
sheldon area  
west sacramento  
east elk grove  
ranch  
williamson  
camden  
fallbrook  
lakes  
estate

DAY 1

glenbrooke

camden

southeast

sheldon  
east elk grove  
elk grove blvd  
laguna meridian  
**laguna**  
near franklin high  
franklin blvd  
clarke farms  
north laguna

DAY 2



DAY 1

outskirts  
 open space  
 quiet neighborhood  
 ranches and gardens  
 walking trails  
 tree canopy  
 mix of incomes  
 shade and parks  
 levee and its wildlife  
 mix of uses  
 walking distance to restu  
 creek trails mature trees  
 close to the trail  
 connections  
 near whitelock trail  
 trails  
 park  
 active adult community -  
 rural  
 senior community system  
 ez access to bike trail  
 complete streets  
 great parks convenient  
 the green belt park  
 must be 55 plus  
 proximity to parks  
 quiet streets  
 edge of town  
 mature trees

DAY 2

laguna bvd  
 near elk grove bvd and  
 social contact and events  
 trails near to me  
 trees  
 camden lake  
 near trail  
 wetlands