

CITY OF ELK GROVE

*Bicycle, Pedestrian, & Trails
Master Plan*

Appendices B, C, and D

MAY 2021

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Appendix B

Level of Traffic Stress

This appendix summarizes the Level of Traffic Stress (LTS) analysis. Existing traffic stress within the City was analyzed based on Bicycle Level of Traffic Stress (Bicycle LTS). The methodological approach utilized in this analysis, assumptions, and results are presented in the following sections.

Methodology

Based on the methodology presented in the Mineta Transportation Institute's *Report 11-19 Low Stress Bicycling and Network Connectivity* (2012), Bicycle LTS quantifies the stress level of a given roadway segment by considering a variety of criteria, including street width (number of lanes), speed limit or prevailing speed, presence and width of bike lanes, and the presence and width of parking lanes. Bicycle LTS is a suitability rating system of the safety, comfort, and convenience of transportation facilities from the perspective of different subsets of the population. Moreover, the methodology allows planning practitioners to assess gaps in connectivity that may discourage active users from traversing roadways.

Bicycle LTS places roadway facilities into one of four classifications or ratings for measuring the effects of traffic-based stress on bicycle riders, with 1 being the lowest stress or most comfortable, and 4 being the highest stress or least comfortable. Generally, an LTS score of 1 indicates the facility provides a low-stress experience likely to be tolerable by most bicyclists including children. LTS 1 can also reflect multi-use paths that are separated from motorized traffic, making them inherently low-stress facilities. An LTS score of 4 indicates a stress level tolerable by only the most experienced bicyclists who are confident bicycling in high-volume and high-speed, mixed traffic environments.



Data Sources

Several types of data, listed below, were obtained to collect data on existing infrastructure characteristics.

- ◆ Existing Bikeway Facilities
- ◆ Existing City Street Network
 - Roadway Names and Locations
 - Roadway Speeds
- ◆ Signalized and Unsignalized Intersections
- ◆ Elk Grove Streetsaver
 - Functional Classification
 - Speed
 - Number of Through Lanes
- ◆ Street Markings
 - Right Turn Barrier Pavement Markings
- ◆ Speed Limit Map

Data was verified for accuracy using aerial and street view imagery, and corrected where necessary for use in the LTS analysis presented herein. Specifically, the number of lanes and speeds of a given roadway, and the classification of some bikeway facilities were found to be inaccurate through the verification process. Data from the previously described sources were merged into a single dataset, and utilized to complete the analysis in a GIS environment.

Analytical Approach & Assumptions

The Bicycle LTS methodology is comprised of three scoring categories: roadway segments, intersection approaches where right turn lanes exist, and unsignalized intersection crossings.

Infrastructure characteristic criteria are applied separately for each category to ascribe a given LTS score. Scoring operates on the “worst case principle,” meaning the highest stress infrastructure characteristic prevails for an overall score for each category.



Segments

Functional classification was utilized to prioritize the scoring of roadway segments, beginning with arterial roadways and followed by collector roadways.

For roadway segments classified as arterial or collector, the complete Mineta methodology was applied. In particular, for mixed traffic segments with one to two thru lanes and speeds of less than

30 mph, the existence of a roadway centerline differentiated segments scored as LTS 1 or LTS 2, as described in Table A-1.

Unless a roadway classified as Residential/Local features a classified bikeway facility, these roadways were assumed to be LTS 1 due to low speeds and traffic volumes associated with locally classified roadways. All bikeways classified as Class I facilities were assigned a score of LTS 1.

Table B-1: Bicycle LTS Criteria for Bicycle Lanes Alongside a Parking Lane

	LTS 1	LTS 2	LTS 3	LTS 4
Annual Average Daily Traffic	Up to 5,000	5,001-12,000	12,001-15,000	More than 15,000
Sum of bicycle lane width and parking lane width ¹	15 feet or more	14 to 15 feet	Less than 14 feet	No effect
Speed Limit or Prevailing Speed	Up to 25 mph	30 mph	35 mph	40 mph or more
Bike Lane Blockage	Rare	No effect	Frequent	No effect

¹Includes marked buffer and paved gutter, if present

Table B-2: Bicycle LTS Criteria for Bicycle Lanes Not Alongside a Parking Lane

	LTS 1	LTS 2	LTS 3	LTS 4
Annual Average Daily Traffic	Up to 5,000	5,001-12,000	12,001-15,000	More than 15,000
Bicycle lane width ¹	6 feet or more	Less than 6 feet	No effect	No effect
Speed Limit or Prevailing Speed	Up to 30 mph	No effect	35 mph	40 mph or more
Bike Lane Blockage	Rare	No effect	Frequent	No effect

¹Includes marked buffer and paved gutter, if present

Table B-3: Bicycle LTS Criteria for Mixed Traffic Segments

Posted Speed Limit	Street Width			
	2-3 Lanes (no CL)	2-3 Lanes (w/ CL)	4-5 Lanes	6+ Lanes
Up to 25 mph	LTS 1	LTS 2	LTS 3	LTS 4
30 mph	LTS 2	LTS 3	LTS 4	LTS 4
35+ mph	LTS 4	LTS 4	LTS 4	LTS 4



Approaches

Based on the Mineta methodology, only approaches with right turn markings were included in the analysis of approach LTS. The criteria used for analyzing approaches along roadway segments with Class II bike lanes are displayed in Table A-4, and criteria for approaches along mixed traffic roadway segments are displayed in Table A-5.

Table B-4: Bicycle LTS Criteria for Approaches Along Bicycle Lanes

Configuration	LTS
Single right-turn lane up to 150 ft long starting abruptly while bicycle lane continues straight AND intersection angle/curb radius such that turning speed is ≤ 15 mph	LTS ≥ 2
Single right-turn lane longer than 150 ft starting abruptly while bicycle lane continues straight AND intersection angle/curb radius such that turning speed is ≤ 15 mph	LTS ≥ 3
Single right-turn lane with bicycle lane that shifts to the left AND intersection angle/curb radius such that turning speed is ≤ 15 mph	LTS ≥ 3
Single right-turn lane with any other configuration OR dual right-turn lanes OR right-turn lane along with a combined through/right lane	LTS 4

Table B-5: Bicycle LTS Criteria for Approaches Along Mixed Traffic Segments

Configuration	LTS
Single right-turn lane up to 75 ft long AND intersection angle/curb radius such that turning speed is ≤ 15 mph	(no effect)
Single right-turn lane between 75 ft and 150 ft long AND intersection angle/curb radius such that turning speed is ≤ 15 mph	LTS ≥ 3
Any other configuration	LTS 4



Crossings

Only crossings at unsignalized intersections were considered in the LTS analysis. Unsignalized intersections with median refuges of at least six feet and those without a median refuge are analyzed separately, as seen in Table A-6 and Table A-7.

According to the Mineta methodology, signalized crossings are generally not analyzed as these crossing control types generally do not create a barrier to connectivity. In most cases, signalization provides adequate protection when crossing an intersection. An exception to this scoring criteria is roadways that are exceptionally wide (i.e. more than 8 travel lanes), or where data exists to suggest that signal timings do not provide adequate crossing time for cyclists.

Crossings at intersections between two roadways classified as local/residential that received LTS 1 (low stress) scores, were also assumed to be low stress due to low volumes and speed.

Table B-6: Bicycle LTS Criteria for Crossings with a Median Refuge of at least 6 feet

Speed Limit of Street Being Crossed	Width of Street Being Crossed		
	Up to 3 lanes	4-5 lanes	6+ lanes
Up to 25 mph	LTS 1	LTS 1	LTS 2
30 mph	LTS 1	LTS 2	LST 3
35 mph	LTS 2	LST 3	LTS 4
40+	LST 3	LTS 4	LTS 4

Table B-7: Bicycle LTS Criteria for Crossings without a Median

Speed Limit of Street Being Crossed	Width of Street Being Crossed		
	Up to 3 lanes	4-5 lanes	6+ lanes
Up to 25 mph	LTS 1	LTS 2	LTS 4
30 mph	LTS 1	LTS 2	LTS 4
35 mph	LTS 2	LST 3	LTS 4
40+	LST 3	LTS 4	LTS 4



Results

Segment LTS

Segment LTS is mapped in Figure A-1. Arterial roadways and some collector roadways feature high level of traffic stress, with LTS scores of 3 or 4. The main characteristic resulting in high stress on these roadways was speeds higher than 35 mph. Even where Class II bike lanes exist, high speeds result in high stress.

Additionally, Class II facilities alongside parking resulted in moderate stress (or LTS 3), due to the combined widths of parking and bike lanes of between 11 and 12 feet. Per the Mineta methodology, Class II bicycle facilities of any width (including parking lane) along roadways classified as residential streets are acceptable for LTS 2. Segments with bicycle lanes alongside parking on roadways classified as collectors are considered LTS 3. That said, if a roadway segment with a Class II facility alongside parking is known to have very low traffic volumes or parking is rare, the case could be made that these factors could potentially result in lowered traffic stress scores.

All Class I bikeways are considered LTS 1. Mixed traffic roadway segments functionally classified as Residential/Local resulted in low traffic stress, scored as LTS 1. Moreover, segments with one to two travel lanes and speeds of less than 30 mph resulted in the low traffic stress, with LTS score of one or two, depending on whether the roadway features a marked centerline.

Intersection LTS

Figure A-2 shows the results of the analysis of level of traffic stress at unsignalized intersections. As seen, the majority of unsignalized intersections along local/residential streets provide low stress connectivity, while those along arterial roadways and some collector roadways resulted in higher stress (LTS 3 or 4). In many cases, speed was the factor that resulted in high stress in these locations.

In addition to LTS scores, Figure A-2 also displays signalized locations and locations that were not considered for other reasons. In most cases, a crossing location was not considered due to a median configuration that physically prevents crossing. While signalized locations are not included in the analysis presented herein (based on the Mineta methodology), signalized locations should be analyzed through other means including survey results from the public or locations with high incidence of collisions. Moreover, locations not considered due to an intersection configuration that prevents crossing should be noted as barriers to connectivity.



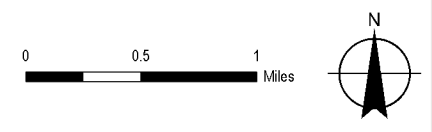
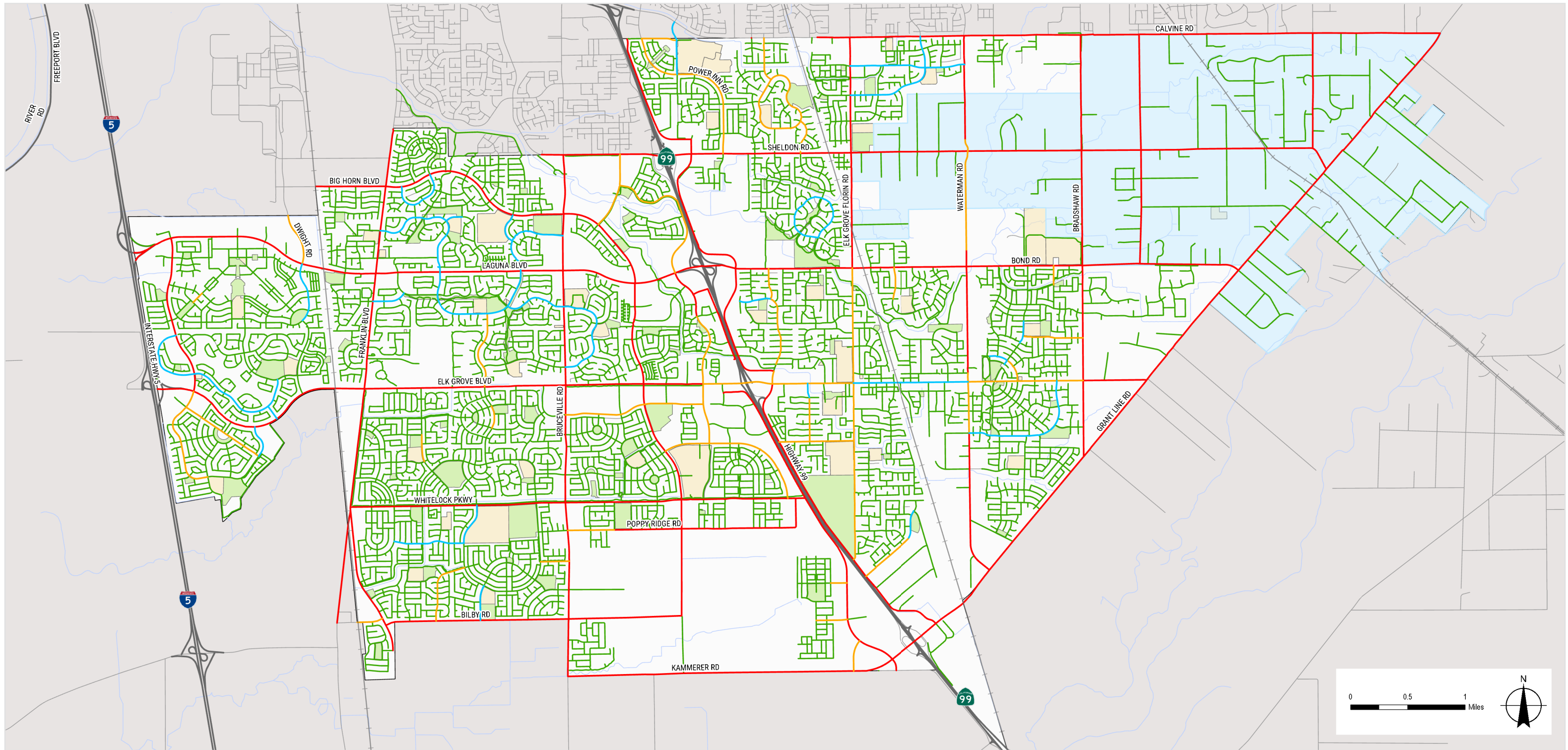
Approach LTS

The results of the level of traffic stress analysis of approaches where right turn lanes exist are shown in Figure A-3. As seen, the overwhelming majority of approaches analyzed for level of traffic stress resulted in high stress scores of LTS 3 or LTS 4.

Within mixed traffic environments, approaches resulted in high stress due to turn pocket lengths of longer than 75 feet, the existence of a through-right lane, a dual right lane or a free right. In these cases, the length of time bicyclists are exposed to right turning traffic and the uncertainty caused by lane configurations other than a single right-turn lane result in high stress.

Similarly, for approaches along segments with bike lanes, high levels of traffic stress resulted along lengthy turn pockets, or in locations with dual right lanes, through-right lanes or free rights. Some right turn pockets were observed between 150 to 600 feet in length. Additionally, when the bike lane was "trapped" along the right side of the right turn pocket, or dropped completely at the intersection approach this resulted in high stress. In some instances, bike lanes were designed to veer to the left or continue straight at the approach. In cases where the bike lane is configured straight with a short turn pocket (i.e. less than 75 feet), traffic stress is lower. However, bike lane markings were often dropped for extended distances between the bike lane along the segment and at the approach, resulting in high stress.





Bicycle Level of Traffic Stress (LTS) - Segments

Legend

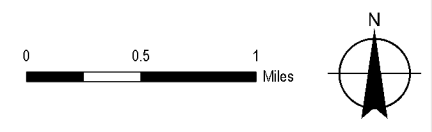
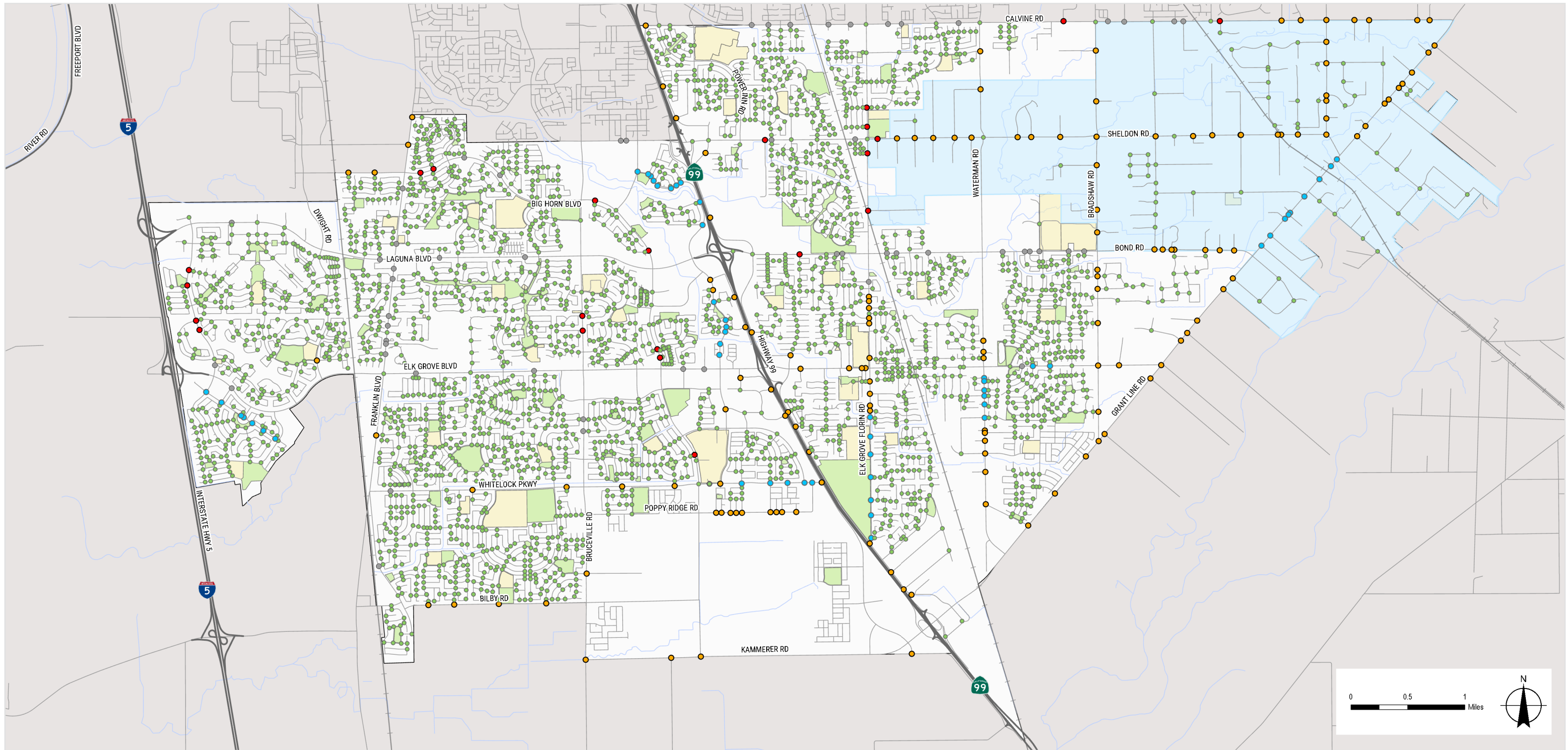
Segment LTS	— Roads	Boundaries
— LTS Score 1	— Highways	— Park
— LTS Score 2	— Railroads	— Schools
— LTS Score 3	— Creeks	— Rural Policy Area
— LTS Score 4		— City Boundary

FIGURE B-1

\\ghdnet\ghd\US\Roseville\Projects\56111207446\GIS\Maps\Deliverables\Elk_Grove_BFTMP\Elk_Grove_BFTMP.aprx
Print date: 21 Apr 2021 - 13:04



Data source: City of Elk Grove GIS, TigerLine U.S. Census Bureau. Created by: bwhite3



Bicycle Level of Traffic Stress (LTS) - Crossings

Legend

Crossing LTS

- LTS Score 1
- LTS Score 2
- LTS Score 3
- LTS Score 4
- Not Scored - Median Prevents Crossing

- Roads
- Railroads
- Creeks
- Highways

Boundaries

- Parks
- Schools
- Rural Policy Area
- City Boundary

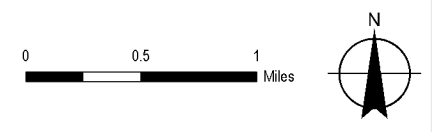
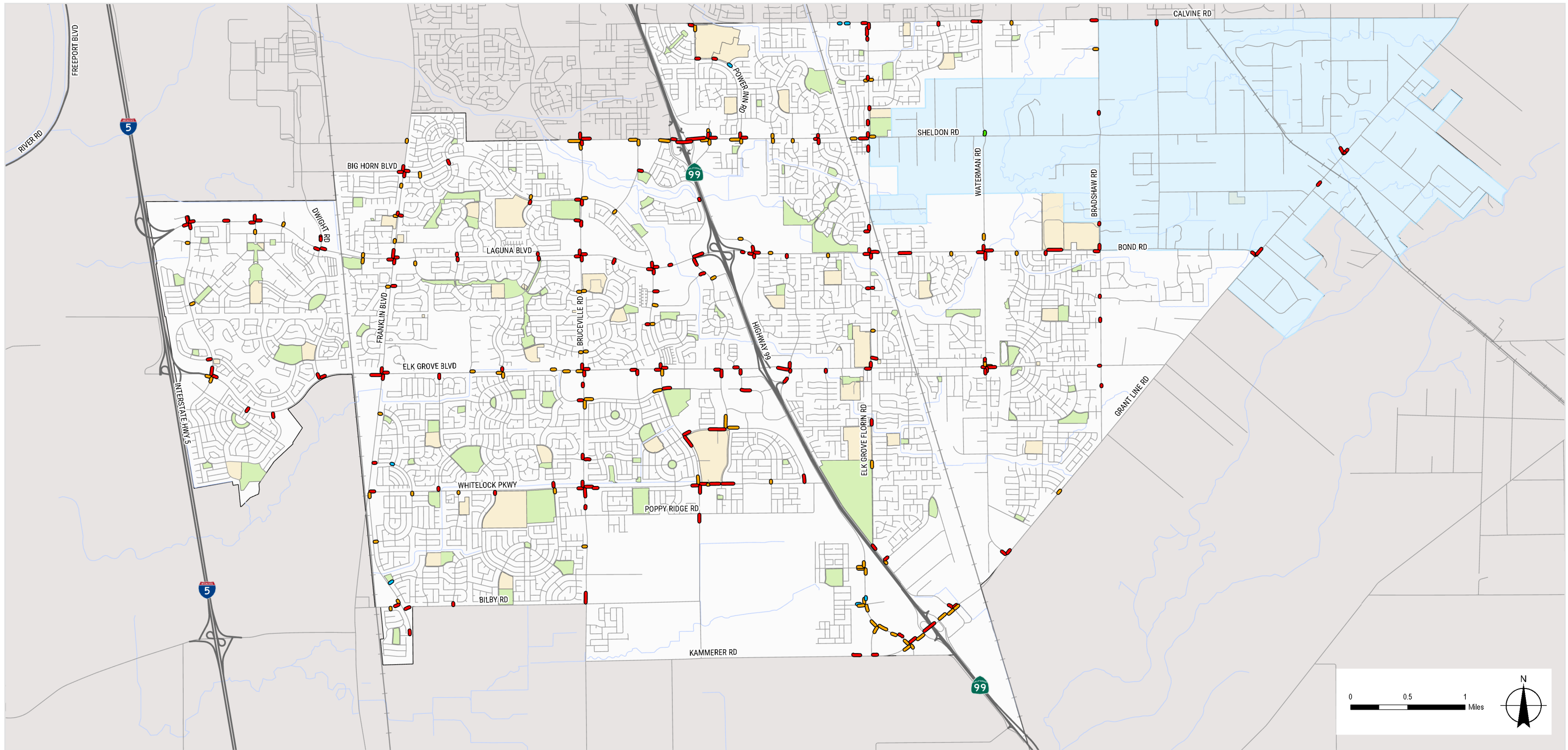
Disclaimer: The Crossing LTS results shown here include unsignalized crossing locations only. The crossing LTS methodology does not analyze signalized intersections, as they are generally considered to provide adequate crossing protections and are assumed to be low stress.

FIGURE B-2

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Print date: 21 Apr 2021 - 13:08

Data source: City of Elk Grove GIS, TigerLine U.S. Census Bureau Created by: bwhite3





Bicycle Level of Traffic Stress (LTS) - Approaches

Legend

Approach LTS

- LTS Score 1
- LTS Score 2
- LTS Score 3
- LTS Score 4

- Roads
- Railroads
- Creeks
- Highways

Boundaries

- Park
- Schools
- Rural Policy Area
- City Boundary

FIGURE B-3

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Print date: 21 Apr 2021 - 13:10

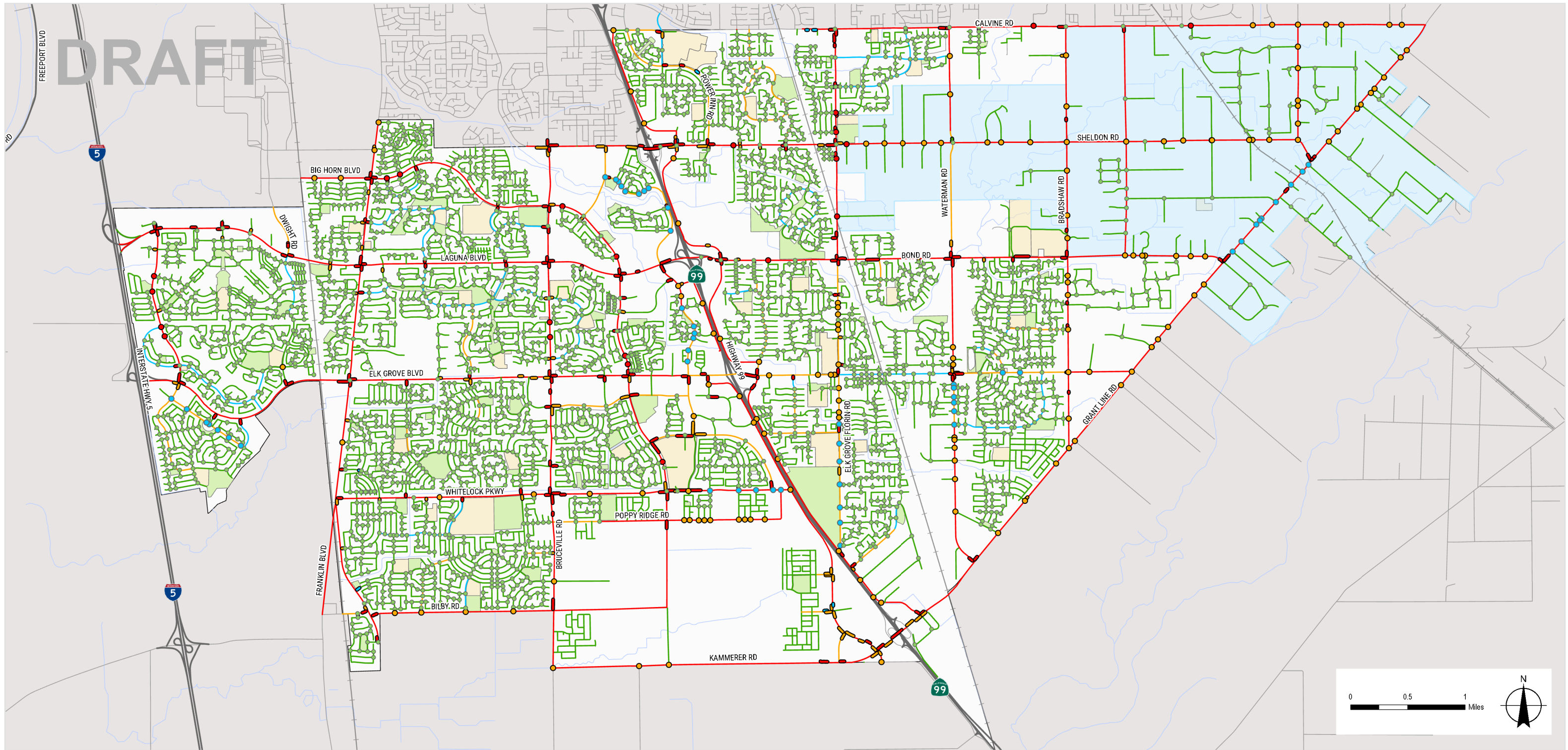
Data source: City of Elk Grove GIS, TigerLine U.S. Census Bureau Created by: bwh163



Overall LTS

Figure A-4 shows the results of the three LTS categories examined in this analysis. Taken together, the three traffic stress analyses presented in the previous sections highlight that high speed roadways result in high stress for segments and intersections. For approaches, high stress results when bicyclists are exposed to right turning traffic for extended lengths and are required to navigate this traffic while unprotected and within precarious intersection configurations. Unsurprisingly, these types of approaches are also found along high speed roadways classified as arterial or collectors.





Bicycle Level of Traffic Stress (LTS) - Overall

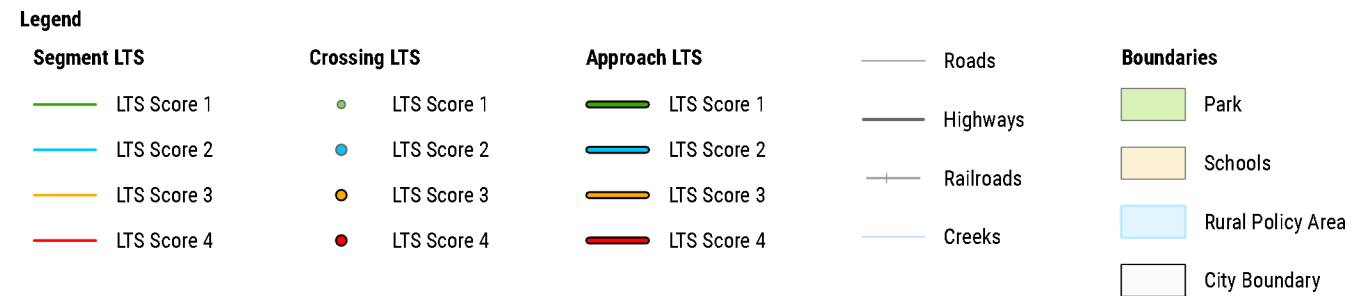


FIGURE B-4



Appendix C

Outreach Documentation

This appendix provides additional detail on format, attendees, and feedback gathered at outreach activities conducted during development of this plan.

Online Interactive Mapping Tool

The online interactive mapping tool was hosted on the City website and shared through City social media pages. In addition, several local organizations and public figures shared information about the online mapping tool on their social media accounts to encourage members of the community to provide input. Groups and people who shared information on social media include:

- ◆ Elk Grove Bicycle Shop
- ◆ Elk Grove Cycling Club
- ◆ Councilwoman Nguyen

Technical Advisory Committee

A Technical Advisory Committee (TAC) was convened to provide strategic direction throughout development of this project. The TAC met three times throughout the plan development process to share guidance or give feedback on key project milestones.

TAC members include representatives from local and regional agencies who may be partners in funding, implementing, or maintaining bicycle, pedestrian, or trail facilities in Elk Grove or adjacent communities.

May 20, 2020

The first TAC meeting was conducted via web conference from 9:00-10:00 am on May 20, 2020. Participants included:

- ◆ City of Sacramento – Andrew Hart
- ◆ Cosumnes Community Services District – Paul Mewton
- ◆ Elk Grove Cycling Club – Karl Okamoto
- ◆ Elk Grove Unified School District – Bill Heinecke, Kim Williams, and Susan Bell
- ◆ Sacramento Air Quality Management District – Joseph Hurley
- ◆ Sacramento Area Council of Governments – Victoria Cacciatore and Dustin Foster

Following a brief presentation on the project purpose, schedule, and plan components, the TAC provided feedback on draft goals for the plan as well as general input.

Comments on the draft goals and vision for Elk Grove included:

- ◆ Connect neighborhood to schools to enable more students to walk or bicycle to school
- ◆ Traffic congestion around schools is challenging currently



- ◆ Existing Safe Routes to School program has varying levels of participation between schools
 - This plan represents an opportunity to improve and expand program activities as well as infrastructure
- ◆ Need for trail corridor standards to maintain consistency in landscaping, amenities, and other features
 - Needed to have more productive negotiations with developers
 - Need for similar maintenance standards
- ◆ Consider needs of different trip purposes
 - Utilitarian trips to run errands, go downtown, commute to work or school need safe, comfortable routes that offer separation from 50+ mph traffic on busy arterials
 - Recreational trips to access longer regional routes outside City boundaries need improvement to access starting points, especially east of Highway 99
- ◆ Opportunities to create ‘positive pressure’ for high-quality bikeways and trails at borders with other jurisdictions
 - Cooperate to plan and implement consistent facilities for active transportation users across boundaries
- ◆ Engage the community in developing selection criteria to match types of bikeways and separation needed to different roadway contexts around Elk Grove
 - Community buy-in will be helpful in state and regional funding programs
- ◆ Support for “all ages and abilities” language in the draft plan
- ◆ Set milestones and performance measures that are aspirational yet achievable

The Social Pinpoint interactive mapping tool was also shared with TAC members, including a walkthrough of the process to access the tool and provide comments. TAC members were asked to share the link to the tool with their networks and organizations.

November 5, 2020

The second TAC meeting was held via web conference on November 5, 2020 from 3:00-4:00 pm. In addition to the project team and City of Elk Grove staff, participants included:

- ◆ Elk Grove Cycling Club – Karl Okamoto
- ◆ Cosumnes Community Services District – Paul Mewton
- ◆ Sacramento Air Quality Management District – Joseph Hurley
- ◆ Elk Grove Unified School District – Bill Heinecke, Kim Williams, and Susan Bell
- ◆ City of Sacramento – Drew Hart
- ◆ Sacramento Area Council of Governments – Victoria Cacciatore and Dustin Foster

The meeting began with a review of the project background, goals, schedule, and plan components, then focused on presentation and discussion of draft recommendations to be included in the Plan. The committee provided feedback on the draft recommendations, project prioritization methodology and the seven prioritization categories by which projects could be scored and ranked.

The draft recommendations presented during this TAC meeting included both policy and project recommendations for the City’s bicycle, pedestrian, and trails networks. In addition, the methodology for prioritizing these projects was discussed. Committee feedback on these topics included:

- ◆ Consider the location of existing bathroom facilities along or near trail sections where facilities are being recommended. The CSD now incorporates restroom facilities in newly built parks.

- Although not currently in the CSD’s Park Design Principles (community support has previously been low due to the perception of public nuisance), provision of bathrooms has become a CSD priority, as equity has become more embraced by residents.
- ◆ Need for robust bicycle parking options that accommodate a variety of bicycle types, including charging for e-bikes as well as consideration of minimum bicycle parking requirements at retail locations.
 - Addressed in the Plan with APBP standards and City already has a TDM, as part of the CAP, also includes some policies related to that.
- ◆ Activity generators, gap closure and LTS prioritization criteria should consider the quality of access and network connectivity – what does access look like?
- ◆ Consider conveying prioritization in tiers rather than individual rankings so that the lower-ranked projects are competitive for grant funding. Using tiers or groups rather than a ranked list empowers staff to be more strategic in how they pursue projects.
- ◆ Convey recommendations using clear terminology and illustrate concepts with examples where possible.

March 15, 2021

The third TAC meeting was held via web conference on March 15, 2021. In addition to the project team and City of Elk Grove staff, attendees included:

- ◆ Sacramento Area Council of Governments – Victoria Cacciatore and Dustin Foster
- ◆ Sacramento Air Quality Management District – Joseph Hurley
- ◆ Elk Grove Unified School District – Susan Bell
- ◆ City of Sacramento – Drew Hart
- ◆ Cosumnes Community Services District – Paul Mewton

The meeting began with a review of the project background, goals, schedule, then focused on presentation and discussion of Plan components, including Implementation Plan, Trail Maintenance Plan, Design Protocols. The committee provided feedback on the draft recommendations and content covered in the Plan.

The draft recommendations presented during this TAC meeting included both policy and project recommendations for the City’s bicycle, pedestrian, and trails networks. Committee feedback on these topics included:

- ◆ Need for a more specific summary of outreach conducted throughout the Plan process – describe how public outreach was factored into the development of recommendations.
- ◆ Describe in greater detail, how LTS analysis was factored into the recommendations.
- ◆ Discuss importance of increasing walking and biking commute trips in the Recommendations chapter.
 - Develop a monitoring system to quantify the progress with increasing walking and biking
- ◆ If a bicycle and pedestrian coordinator position is established, ensure other City staff are still engaged with achieving the City’s walking and biking goals.
 - This might look like monthly walking or biking tours, or an educational series held regularly.
- ◆ Opportunity for the City to pursue LRSP funding to pursue targeted safety elements of the Plan.
- ◆ Were protected intersections considered as a facility recommendation? The components are there, but the specific recommendation is not.

City Advisory Committee/Commission Meetings

Trails Committee

May 18, 2020

The Project team presented to the Trails Advisory Committee at their regular meeting on Monday, May 18, 2020 from 6:00-7:00 pm. Due to shelter-in-place orders related to the COVID-19 pandemic, the meeting was conducted via Zoom web conference.

Committee members and City staff present at the meeting included:

- ◆ Mark Mendenhall, Chair
- ◆ Sharon Anderson, Vice Chair
- ◆ Erika Smith, Member
- ◆ Mark Doty, Member
- ◆ Deanna Donohue, Member
- ◆ Darren Wilson, Development Services
- ◆ Sandy Kyles, Committee Staff
- ◆ Kristin Parsons, Public Works
- ◆ Carrie Whitlock, City Manager's Office

Two attendees participated in the meeting as well.

Following a brief presentation on the project purpose, schedule, and plan components, the committee provided feedback on draft goals for the plan as well as general input.

Comments on the draft goals and vision for Elk Grove included:

- ◆ Need for cross-town trail connectivity
 - Short trail segments dead-end today and can be difficult to connect via streets
 - Laguna Creek Trail may be a candidate for an east-west connection
 - Levee system in west Elk Grove may be an asset for a north-south connection that includes connections to regional destinations
- ◆ Need for standards to guide future development, so that connections are built consistently and support a cohesive vision
- ◆ Need for dedicated active transportation/trail access to destinations, separate from vehicle driveways and parking lots
- ◆ Restore a bikeway on or parallel to the Bruceville Road corridor

General comments and discussion about the BPTMP included:

- ◆ Need to balance implementation of active transportation improvements with negative impacts to drivers, such as reduced speed limits
- ◆ Bicyclists are often seen riding on sidewalks, which creates challenges for pedestrians
 - Provide appropriate bicycle facilities separate from sidewalks to reduce desirability of sidewalk riding
 - Educate the community on which facilities are sidewalks and which are trails intended to be used by bicyclists as well as pedestrians

- ◆ Need for education on sharing paths safely
- ◆ Using Traffic Stress to discuss the experience of bicyclists is helpful

Disability Advisory Committee

May 20, 2020

The Disability Advisory Committee was convened on Wednesday, May 20, 2020 from 6:00-7:00pm. Due to shelter-in-place orders related to the COVID-19 pandemic, the meeting was conducted via web conference.

Committee members and City staff present at the meeting included:

- ◆ Ted Clark, Chair
- ◆ Ann Hennessey, Member
- ◆ Steven Capps, Member
- ◆ Bruce Cager, Member
- ◆ Jim Ramsey, City Manager's Office
- ◆ John Griffin, Public Works
- ◆ Kristin Parsons, Public Works
- ◆ Carrie Whitlock, City Manager's Office

One attendee participated in the meeting as well.

Following a brief description of the project purpose, schedule, and plan components, the committee provided feedback on draft goals for the plan as well as general input.

To facilitate a discussion about goals and a vision for Elk Grove, attendees were invited to imagine the City 10 years in the future. General comments and discussion about the BPTMP included:

- ◆ Align the BPTMP with other Elk Grove development goals, especially land use goals for new businesses and new schools
- ◆ Need for bicycle facilities, especially class II bike lanes, to be wide enough to accommodate specialized equipment that may be wider than a standard two-wheel bicycle
- ◆ Need for educational signage and programming to instruct users on safe and appropriate behaviors, such as passing others and sharing trails and sidewalks, especially with regards to differently abled users
- ◆ Educate the community on which facilities are appropriate for different modes and users
- ◆ Need for improved visibility along wooded trails to support natural surveillance and discourage potential crime and other unsafe behavior
- ◆ Need for an east-west trail connection

Planning Commission

April 15, 2021

The Project team presented the Draft Plan to the Planning Commission on April 15, 2021. After the presentation, the Planning Commission members shared comments on the Draft Plan, which included:

- ◆ Concern over the collision information summarized in the Plan, and a recommendation that the City focus on increasing safety for people walking and bicycling

- ◆ Enthusiasm in seeing that the City is putting in considerable effort to plan for improved conditions for walking and bicycling in Elk Grove, allowing people to be more active

The Planning Commission unanimously recommended the Draft Plan be adopted by the City Council.

Public Engagement Events

Community Workshops

June 23 & 25, 2020

Two virtual community workshops were held on June 23 and June 25, 2020 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 two workshops followed the same agenda but offered different times to accommodate more community member schedules.

During the workshop notification process, approximately 90 respondents expressed interest in learning more about the plan. Between the two dates, more than 50 participants joined the workshops. Most were long-time residents of Elk Grove, reporting they have lived in the City for more than ten years.

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.

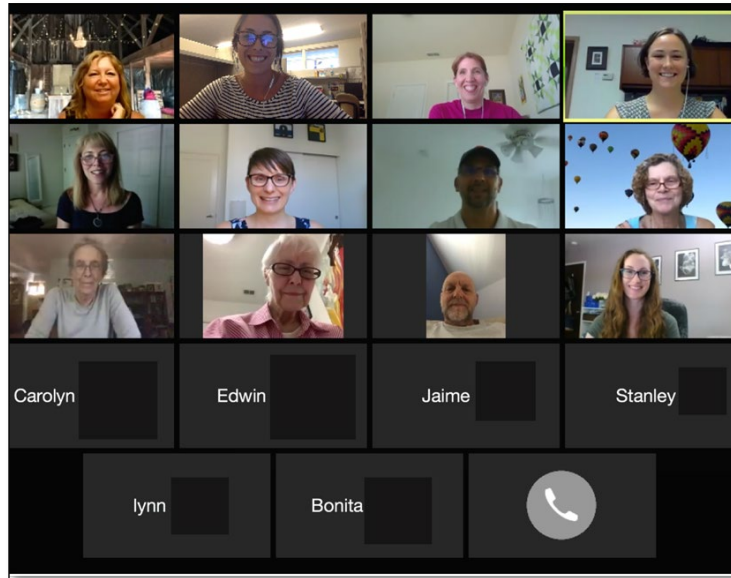


Photo of June 25th Virtual Community Workshop participants during the Zoom meeting

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 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 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

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 the greater frequency of the response.

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

June 23rd workshop responses:



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

June 25th workshop responses:



Word cloud from the June 25th 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.

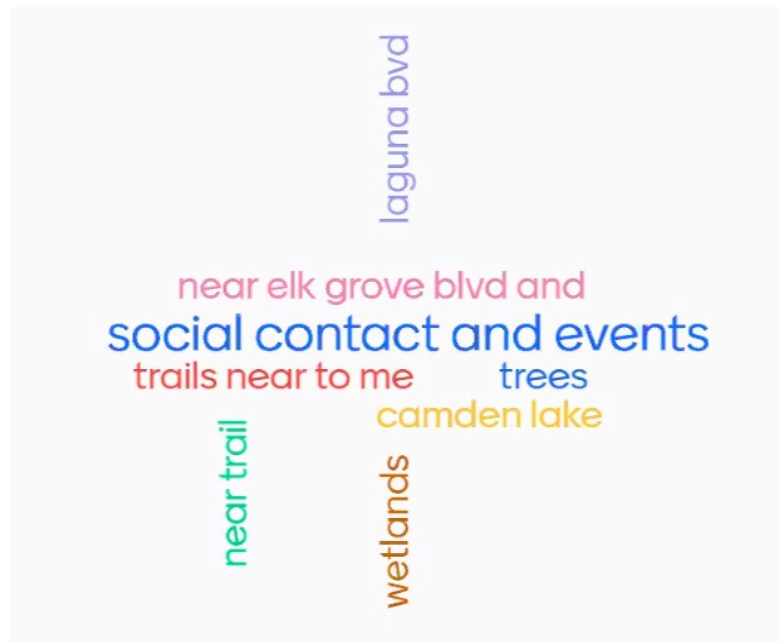
Live Polling Question #2: What makes your neighborhood unique?

June 23rd workshop responses:



Word Cloud from June 23rd. The larger the word, the more frequently it was submitted

June 25th workshop responses:



Word cloud from the June 25th 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 where 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.

Based on participants responses in both workshops, participants generally have a strong sense of personal safety when both walking and 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.

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%
Other	11%
None	0%

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%

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

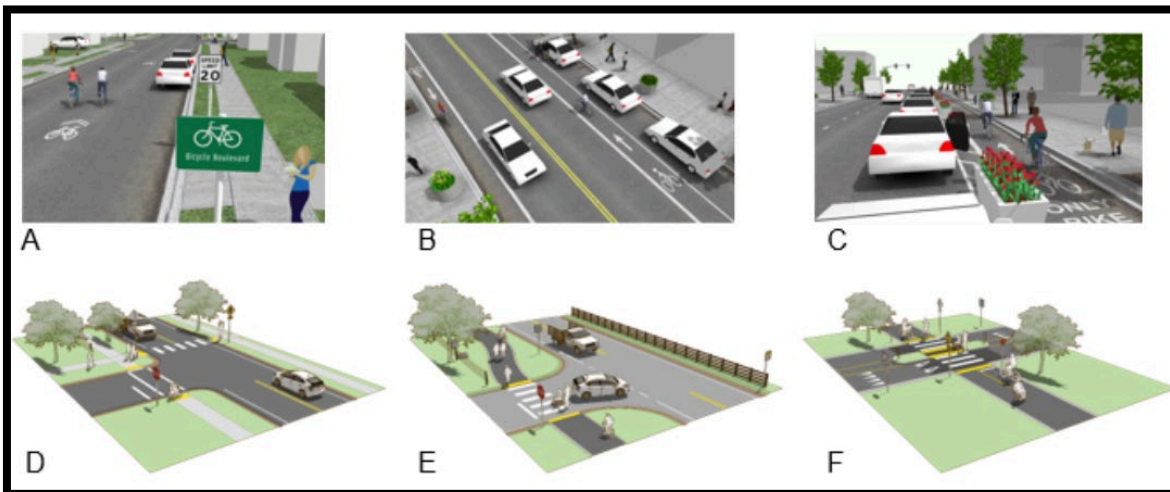
Where are your household's main destinations when you are walking or biking? (select all that apply)

- ◆ 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) depicts 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

2) *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

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

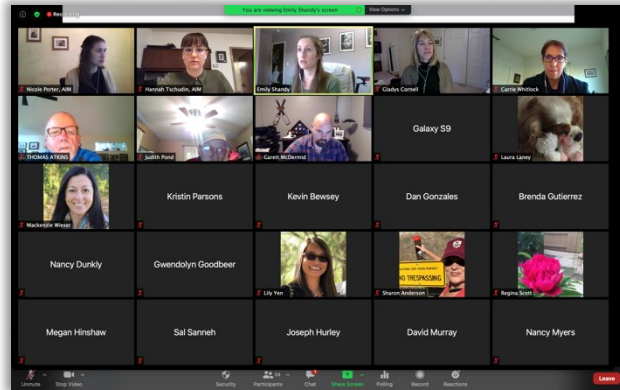
CITY OF ELK GROVE
PROUD HERITAGE. BRIGHT FUTURE.

Notification flyer for the virtual open houses

Community Meeting

January 19, 2021

A virtual community meeting was held on January 19, 2021 to share aspects of the draft BPTMP and answer community member’s questions. This meeting was held over Zoom and was attended by 66 community members. At the meeting participants learned about the project schedule, project background, the planning process, and the plan goals.



Virtual Community Meeting attendees learning about proposed recommendations in the plan.

The meeting opened with an introduction from Gladys Cornell, Principal of AIM Consulting; she welcomed attendees and provided a meeting orientation. Carrie Whitlock, the Strategic Planning & Innovation Program Manager for the City of Elk Grove introduced the project team and gave a brief overview of the meeting agenda. Emily Shandy, Senior Transportation Planner with GHD, gave an overview of the project schedule, plan components, project highlights, and next steps. The meeting finished with a question-and-answer portion.

During the meeting, the project team presented project background, goals, and purpose and gave an overview of the components and status of the draft plan. Presenting the plan’s draft recommendations, including policy, programmatic and project recommendations, as well as the status of the components of the draft plan, and receiving public feedback was the primary objective of the event.

Infrastructure Recommendations - DRAFT

- Class IV Bikeways**
 - 14.7 new miles proposed
- Buffered Bicycle Lanes**
 - New to Elk Grove
 - Nearly 30 miles proposed
- Sidewalks**
 - More than 30 miles proposed
- Equestrian Trails**
 - Nearly 25 miles proposed

Bikeway Type	Existing Miles	Proposed Miles	# of Projects	Total Existing + Proposed Miles
Class I Shared Use Path	35.2	86.5	103	121.7
Class II Bicycle Lanes	91.6	25.9	26	117.5
Class II Buffered Bicycle Lanes	-	28.3	26	28.3
Class III Bicycle Routes	11.2	14.4	21	25.6
Class IV Separated Bikeways	0.5	14.7	10	15.2

Infrastructure Recommendations presented at the Virtual Community Meeting

Question and Answer (Q&A) Discussion

Following the initial presentation, participants were able to ask questions in the Chat Box feature of the virtual meeting during a question-and-answer (Q&A) session.

Below is a summary of the question-and-answer portion of the meeting.

Bikeable Communities

A meeting attendee asked how the City will make Elk Grove more bike friendly. The project team outline the ways to make Elk Grove more bike-friendly including: clear and appropriate signage, education programs to teach all roadway users how to share the road, and the possibility of “fix it stations” that are equip with tools and air pumps which will be placed in strategic locations for cyclist to make quick repairs on the go.



Connectivity

A participant asked about the possibility of increasing connectivity to Sacramento; specifically, a dedicated bike trail along the light rail train system. The project team responded, stating that the City is working on improvements to a Class IV bikeway along Franklin Boulevard which connects to Sacramento however, the focus of this plan is within the Elk Grove City limits. They also mentioned that the City is working on improving the interregional trail network so that bicycling is a suitable choice for commuters. The project team added that increasing connectivity is a goal of the bicycle, pedestrian, and trails master plan, especially within city limits however, these improvements will likely take longer than five years to complete.



Example of Elk Grove residents using a trail in the City

Design Protocols

One participant asked if there will be standards that provide adequate space for three-wheeled recreational trikes or strollers. The project team responded by mentioning that the Design Protocols talk about the need to ensure spacing wide enough for adult tricycles, bicycle-towed trailers, and wheelchairs. Another attendee asked if trail crossings would be modified to accommodate for straight-across traffic flow for bicyclists, the project team responded that the design protocols focus on making all crossings more comfortable and safer for all users.



Example of a well-maintained bike lane

Maintenance

In addition to improving connectivity, one participant asked if the City has a plan to maintain these new trails and bikeways. The City stated that as the new active transportation infrastructure is implemented the City will make sure all trails and bike paths are cleaned and maintained regularly to ensure that the bikeways and other facilities are utilized. Another participant inquired about the City's Adopt a Trail program to see if one was in place. The project team responded that they are not aware of an Adopt a Trail program and added that the City handles maintenance and the CSD handles trash removal.

To listen to the full question and answer portion of the meeting, please visit the project website elkgrovecity.org/trailsplan to watch a recording of the live virtual community meeting.



Public Awareness

Social Media:

To increase awareness about the City of Elk Grove's Bicycle, Pedestrian, and Trails Master Plan Update, AIM created a graphic to post on Social Media to increase our web presence. AIM shared this graphic on our Facebook page using a boosted post to target Elk Grove community members. The social media graphic was also shared with stakeholders to post on to their own social media accounts.

Results from AIM's boosted post are shown below:

Facebook boosted post #1

- ◆ People reached: 696
- ◆ Engagements: 244
- ◆ Post reactions: 24

Facebook boosted post #2

- ◆ People reached: 605
- ◆ Engagements: 65
- ◆ Post reactions: 54

Email Campaign:

To reach community members directly, **Second Social Media Graphic** AIM worked with the City's PIO to use Constant Contact to send an email to an existing City of Elk Grove email distribution list.

Additionally, AIM worked with the City's PIO to send out a reminder about the Virtual Community Meeting in Elk Grove's weekly newsletter calls Week at a Glance to notify and remind residents about the upcoming meeting.

Notification of Live Virtual Community Meeting

Community Partners

AIM developed a list of stakeholder groups which represented the following categories: neighborhood associations, environmental interests, business, etc. All 55 stakeholders have received a personal call and email asking them to share with their organization or publicly through email or social media. At least 9 have responded saying they would share information about the Virtual Community Meeting.



Partners who shared information:

- ◆ SACOG
- ◆ Sacramento Area Bicycle Advocates
- ◆ Elk Grove Community Connection
- ◆ Elk Grove Bike Park
- ◆ Laguna Creek Watershed
- ◆ Sacramento Metropolitan Air Quality Management District (SMAQMD)
- ◆ Sheldon Community Association
- ◆ Greater Sheldon Estates Homeowners Association
- ◆ Glenbrooke Community Association

Pop Up Events

Due to the COVID-19 pandemic, opportunities for pop-up events were extremely limited, however the project team was able to hold one socially distanced pop-up event as described below.

November 12, 2020, NeighborGood Market

The NeighborGood Market is held on Thursday evenings at The Avenue at District 56.

The Project team designed the pop-up booth space to facilitate conversations with participants while maintaining a six-foot distance.



Flyer used to build awareness about the Virtual Community Meeting

Participants were able to review a series of informational board displays and ask questions of the project team members, as well as sign up for email updates on a sign-in sheet or online via a QR code provided on materials at the booth. . The pop-up workshop engaged more than 40 community members and residents.

Board Displays

Below is an overview of the three informational board displays that were present at the pop-up workshop.

- ◆ **What We Heard:** This board display highlighted community input obtained earlier in 2020 through a virtual community open house series and online workshop. It included key feedback and a map showing the types of



comments about needed bicycle and pedestrian improvements that were provided on an interactive map of the city.

- ◆ Proposed Bicycle Facilities: This board presented a map of proposed bicycle facilities in Elk Grove, along with example photos of these types of improvements.
- ◆ Proposed Pedestrian Facilities: This board presented a map of proposed pedestrian facilities in Elk Grove, along with example photos of these types of improvements.

The boards are depicted on the following pages.



What we heard from you

Elk Grove Bicycle, Pedestrian, & Trails Master Plan Update



An interactive mapping tool was posted on the project website from April 2020 through July 2020 to gather input and feedback from the community directly on a map of the City.

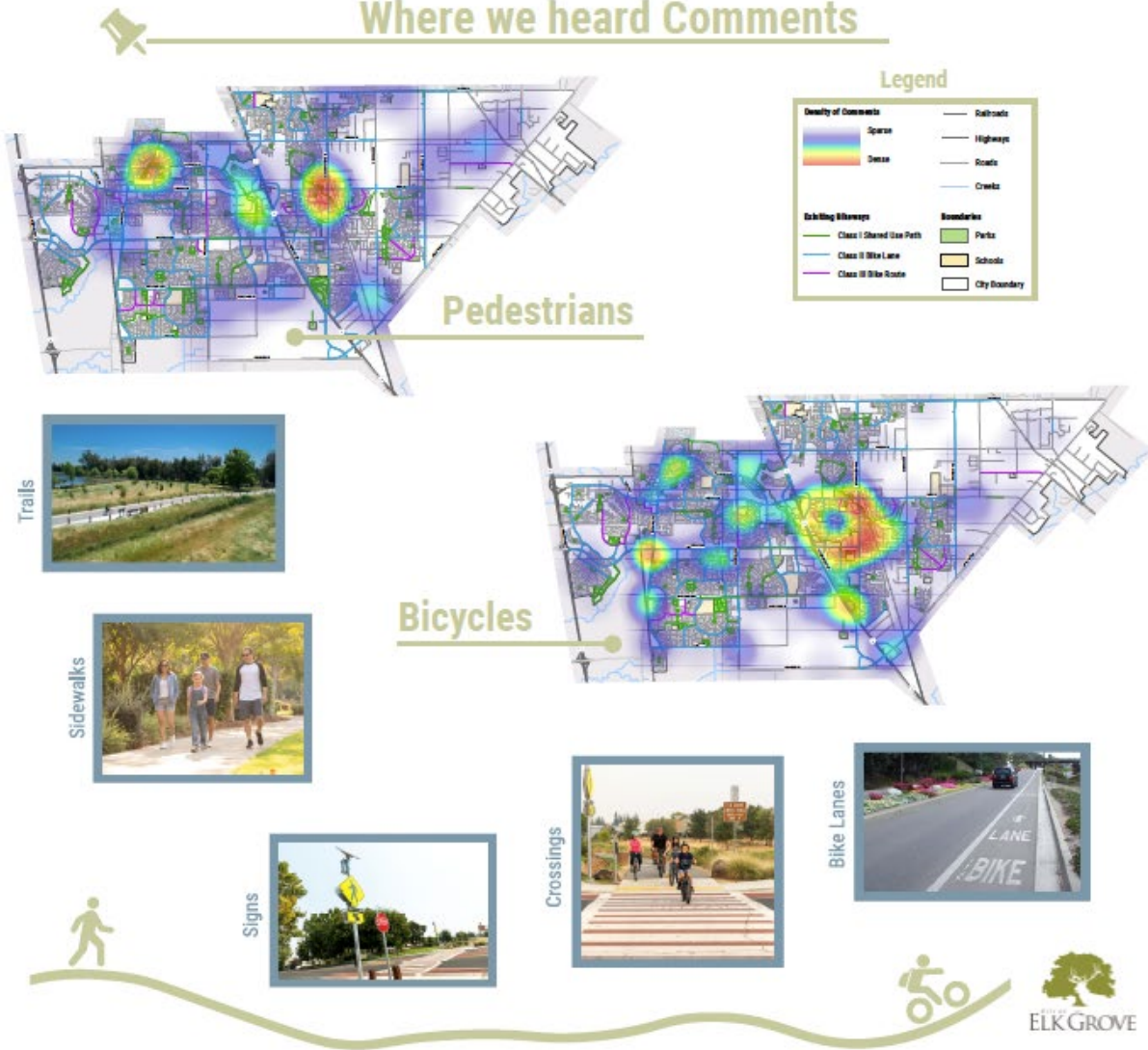
Community members were encouraged to place pins on the map to add concerns and categorize them as bicycle-, pedestrian-, or trail-related. Respondents could also view and respond to pins and comments added by others, including voting "up" or "down" for comments they agreed or disagreed with.

More than 400 comments were entered on the map by the community.

Comments included the following themes:



Where we heard Comments



We want to hear from you!

Elk Grove Bicycle, Pedestrian, & Trails Master Plan Update



Class I Bike Trail



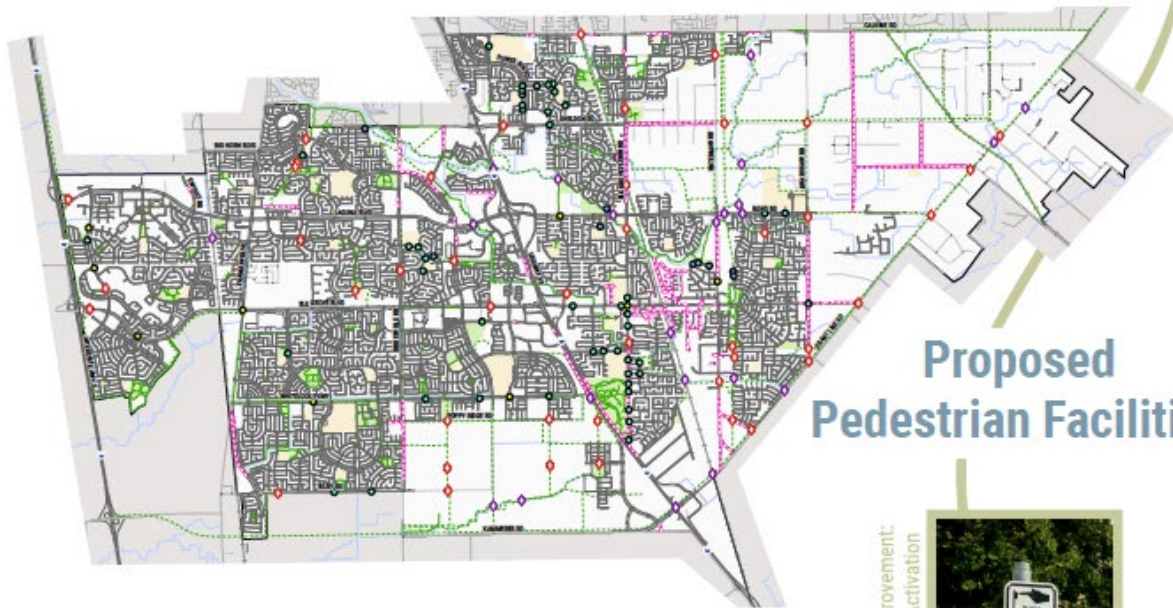
Sidewalk



Crossing Improvement:
Median Refuge



Curb Ramp



Proposed Pedestrian Facilities

Legend

Proposed Pedestrian Facilities	<ul style="list-style-type: none"> ● Pedestrian-Specific Crossing Improvement ● Curb Ramp Improvement ● Other Crossing Improvement 	Existing Facilities <ul style="list-style-type: none"> — Existing Sidewalk — Existing Class I Shared-Use Path 	<ul style="list-style-type: none"> — Highways — Roads — Railroads — Creeks 	Boundaries <ul style="list-style-type: none"> ■ Parks ■ Schools □ City Boundary
<ul style="list-style-type: none"> — Proposed Sidewalk — Proposed Class I Shared-Use Path ◆ At-Grade Class I Shared-Use Crossing Improvement ◆ Grade-Separated Class I Shared-Use Crossing Improvement 				

Crossing Improvement:
Pedestrian Activation



Crossing Improvement:
Flashing Beacon



What do you think?

At-Grade Shared-Use Crossing



Grade-Separated Shared-Use Crossing



We want to hear from you!

Elk Grove Bicycle, Pedestrian, & Trails Master Plan Update



Class I Bike Trail



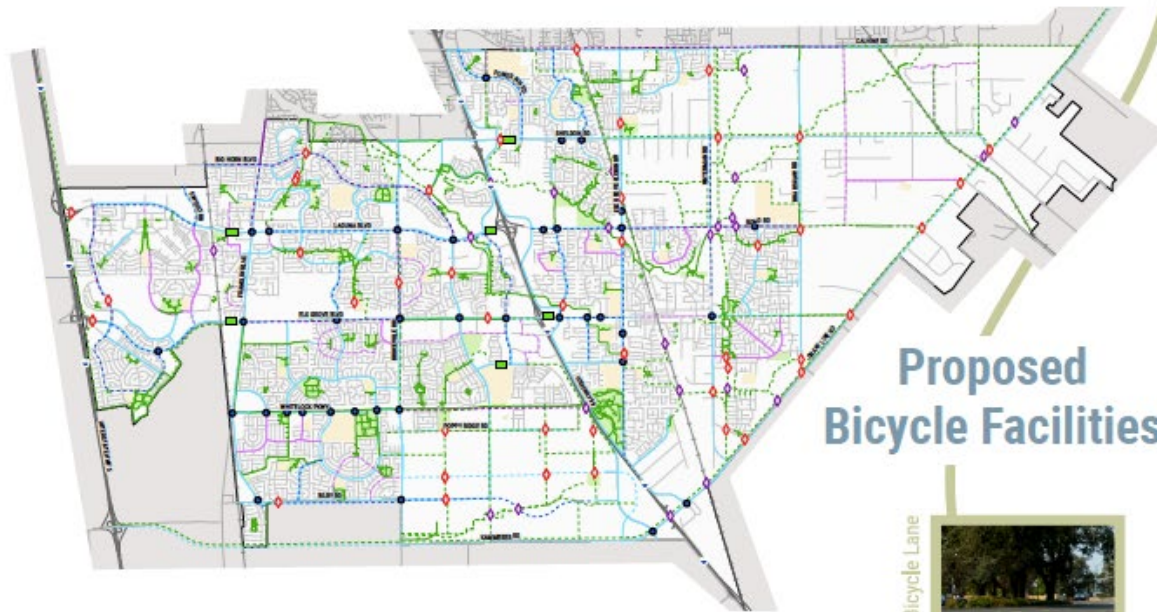
Class II Bike Lane



Class III Bike Route



Class IV Bikeway



Proposed Bicycle Facilities

Green Painted Bicycle Lane



Buffered Class II Bike Lane



Grade-Separated Shared-Use Crossing



At-Grade Shared-Use Crossing



What do you think?



Legend

Proposed Bicycle Facilities	At-Grade Class I Shared-Use Crossing Improvement	Highways	Boundaries
Proposed Class I Shared-Use Path	Grade-Separated Class I Shared-Use Crossing Improvement	Roads	Parks
Proposed Class II Bike Lane	Proposed Green Painted Bicycle Lanes	Railroads	Schools
Proposed Class II Buffered Bike Lane	Bicycle-Specific Approach/Crossing Improvement	Creeks	City Boundary
Proposed Class III Bike Route			
Proposed Class IV Bikeway			
	Existing Bicycle Facilities		
	Existing Class I Shared-Use Path		
	Existing Class II Bike Lane		
	Existing Class III Bike Route		
	Existing Class IV Bikeway		



Appendix D

Recommendations



Table 8. Improvement Recommendations

ID	Facility	Additional Facility Description	Location Description	Start	End	Segment Length (mi)	Recommendation Description	Estimated Cost	Project Evaluation							Project Complexity	
									Activity Generator	SR2S	Community Input	Safety	Gap Closure	Equity	Low Stress Network		Total Points
19	Bicycle-Specific Approach/Crossing Improvement	Conflict Markings	Elk Grove Florin Rd/Valley Oak Ln	-	-	-	Add conflict zone markings for EB approach	\$7,700	2	3	0	3	0	3	0	11	Low
24	Bicycle-Specific Approach/Crossing Improvement	Bike Box	Elk Grove Blvd/Williamson Dr	-	-	-	Install bike box on EB and WB approach(es)	\$2,200	2	3	0	3	0	3	0	11	Low
25	Bicycle-Specific Approach/Crossing Improvement	Bike Box	Elk Grove Blvd/Emerald Oak Dr	-	-	-	Install bike box on EB and WB approach(es)	\$2,200	2	3	0	3	0	3	0	11	Low
107	Bicycle-Specific Approach/Crossing Improvement	Bicycle Loop Detection	Elk Grove Blvd/Cresleigh Pkwy/Foulks Ranch Dr	-	-	-	Install bicycle loop detection at signal	Staff Time	2	3	2	3	0	1	0	11	High
207	Bicycle-Specific Approach/Crossing Improvement	Bike Box	Elk Grove Blvd/Emerald Oak Dr	-	-	-	Install bike box on EB and WB approach(es)	\$2,200	2	3	0	3	0	3	0	11	Low
15	Bicycle-Specific Approach/Crossing Improvement	Conflict Markings	Franklin High Rd/Whitelock Pkwy	-	-	-	Add conflict zone markings/extend bike lane on NB approach	\$15,000	2	3	0	3	0	1	1	10	Low
21	Bicycle-Specific Approach/Crossing Improvement	Bike Ramps & Conflict Markings	Atkins Dr/Whitelock Pkwy	-	-	-	Install bike ramp(s) & Install bike box on all approach(es)	\$10,000	2	3	0	3	0	1	1	10	High
4	Bicycle-Specific Approach/Crossing Improvement	Bike Ramps, Conflict Markings & Bike Lane Extension	Bruceville Rd/Laguna Blvd	-	-	-	Install bike ramp(s) & Add conflict zone markings	\$68,000	2	3	0	3	0	1	0	9	High
7	Bicycle-Specific Approach/Crossing Improvement	Bike Lane Extension & Conflict Markings	E Stockton Blvd/Emerald Vista Dr/Elk Grove Blvd	-	-	-	Extend Bike lane along SB approach to the intersection stop bar; add conflict zone markings on all approaches; reconfigure WB and NB bike lanes at approaches to ensure lane is not trapped by right turning vehicles.	\$78,000	2	0	0	3	0	3	1	9	Low
8	Bicycle-Specific Approach/Crossing Improvement	Bike Lane Extension & Conflict Markings	Elk Grove Florin Rd/Bond Rd	-	-	-	Extend Bike lane to stop bar with conflict markings on NB approach and SB approach.	\$33,000	2	0	2	3	0	1	1	9	Low
14	Bicycle-Specific Approach/Crossing Improvement	Bike Box & Conflict Markings	Bellaterra Dr/Whitelock Pkwy	-	-	-	Install bike box & Add conflict zone markings on EB and WB approach(es)	\$17,200	2	3	0	3	0	0	1	9	Low



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23	Bicycle-Specific Approach/Crossing Improvement	Bike Lane Extension & Conflict Markings	Elk Grove Florin Rd/Elk Grove Blvd	-	-	-	Extend Bike lane to stop bar & add conflict zone markings	\$1,100	2	0	2	3	0	1	1	9	Low
20	Bicycle-Specific Approach/Crossing Improvement	Bike Box	Laguna Blvd/Laguna Oaks Dr	-	-	-	Install bike box on EB and WB approach(es)	\$2,200	2	3	0	3	0	0	0	8	Low
142	Bicycle-Specific Approach/Crossing Improvement	Bicycle Conflict Markings	E Stockton Blvd/Grant Line Rd/Survey Rd	-	-	-	Install bicycle conflict markings through intersection for each leg of Grant Line Rd travel. Install conflict markings between end of bike lane and right turn pockets on these approaches and at the conflict zone NE of the intersection	\$27,000	0	0	2	3	0	2	1	8	Low
1	Bicycle-Specific Approach/Crossing Improvement	Bike Lane Extension & Conflict Markings	Big Horn Blvd/Laguna Blvd	-	-	-	Extend bike lane to stop bar on SB and EB approaches. Continue bike lane straight, rather than shifting to the left and ensure right turn pocket is > 150 ft for LTS 2. Add conflict zone markings through intersection	\$20,100	2	0	0	3	0	1	1	7	Low
2	Bicycle-Specific Approach/Crossing Improvement	Conflict Markings	Big Horn Blvd/Elk Grove Blvd	-	-	-	Add conflict zone markings all approaches	\$18,000	2	0	0	3	0	1	1	7	Low
136	Bicycle-Specific Approach/Crossing Improvement	Bicycle Loop Detection	Sheldon Rd/Sheldon Creek Dr/Vytina Dr	-	-	-	Install bicycle loop detection/sensor	Staff Time	2	3	2	0	0	0	0	7	High
137	Bicycle-Specific Approach/Crossing Improvement	Bicycle Loop Detection	Sheldon Rd/Fresia Dr/Springhurst Dr	-	-	-	Install Bicycle Loop Detection or other bicycle sensor technology.	Staff Time	2	0	2	3	0	0	0	7	High
5	Bicycle-Specific Approach/Crossing Improvement	Conflict Markings	Bruceville Rd/Elk Grove Blvd	-	-	-	Add conflict zone markings on all approaches	\$12,000	2	0	0	3	0	1	0	6	Low
12	Bicycle-Specific Approach/Crossing Improvement	Conflict Markings	Laguna Springs Dr/Elk Grove Blvd	-	-	-	Add conflict zone markings on NB approach from end of bike lane to stop bar	\$24,000	2	0	0	3	0	1	0	6	Low
13	Bicycle-Specific Approach/Crossing Improvement	Bike Box & Conflict Markings	Waterman Rd/Elk Grove Blvd	-	-	-	Install bike box & Add conflict zone markings on SB, WB and NB approach(es)	\$48,300	2	0	0	3	0	0	1	6	Low
18	Bicycle-Specific Approach/Crossing Improvement	Bike Box	Taron Dr/Elk Grove Blvd	-	-	-	Install bike box on all approach(es)	\$12,000	2	0	0	3	0	1	0	6	Low



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188	Bicycle-Specific Approach/Crossing Improvement	Leading Bicycle Interval/Bicycle Signal	Elk Grove Blvd/Bruceville Rd	-	-	-	Install leading bicycle signal to facilitate safe left turns from EB Elk Grove Blvd (west leg) to NB Bruceville Rd where Class I Paths are proposed.	Staff Time	2	0	0	3	0	1	0	6	High
6	Bicycle-Specific Approach/Crossing Improvement	Bike Box; Conflict Markings; Bike Lane Extension	Bruceville Rd/Whitelock Pkwy	-	-	-	Install bike box on SB and NB approach(es); Add conflict zone markings/extend bike lane on NB & SB approach	\$62,200	2	0	0	3	0	0	0	5	Low
11	Bicycle-Specific Approach/Crossing Improvement	Bike Box	Franklin Blvd/Willard Pkwy/Whitelock Pkwy	-	-	-	Add conflict zone markings	\$18,000	0	0	0	3	0	1	1	5	Low
127	Bicycle-Specific Approach/Crossing Improvement	Bicycle Loop Detection	Bilby Rd/Willard Pkwy	-	-	-	Install Bicycle loop detection at intersection for bicyclists traveling on Willard Pkwy	Staff Time	2	0	2	0	0	1	0	5	High
131	Bicycle-Specific Approach/Crossing Improvement	Bicycle Loop Detection	Bond Rd/Elk Crest Dr	-	-	-	Install Bicycle Loop detection/sensor at intersection	Staff Time	2	0	2	0	0	1	0	5	High
133	Bicycle-Specific Approach/Crossing Improvement	Bicycle Loop Detection	Bond Rd/Emerald Crest Dr	-	-	-	Install Bicycle loop detection/sensor	Staff Time	2	0	2	0	0	1	0	5	High
163	Bicycle-Specific Approach/Crossing Improvement	Bike Box	School Loop Rd/Stonebrook Dr/Bond Rd	-	-	-	Install bike box at SE corner	\$1,100	2	3	0	0	0	0	0	5	Low
203	Bicycle-Specific Approach/Crossing Improvement	Bicycle Loop Detection	Power Inn Rd/Auberry Dr	-	-	-	Install Bicycle Loop detection at intersection to provide safe crossing between proposed Class I Paths to the north and south	Staff Time	2	3	0	0	0	0	0	5	High
125	Bicycle-Specific Approach/Crossing Improvement	Bicycle Loop Detection	Bilby Rd/Bruceville Rd	-	-	-	Install Bicycle Loop Detection for Bicyclists crossing Bilby Rd at Bruceville Rd intersection	Staff Time	2	0	2	0	0	0	0	4	High
126	Bicycle-Specific Approach/Crossing Improvement	Bicycle Loop Detection	Grant Line Rd/Kammerer Rd/ Promenade Pkwy	-	-	-	Install Bicycle Loop Detection at intersection for bicyclists along all legs	Staff Time	0	0	2	0	0	1	0	3	High
541	Class I Multi-Use Path	-	Bruceville Rd	Soaring Oaks Dr	Elk Grove Blvd	1.18	Widen existing sidewalk paths to accommodate Class I Bikeway (SSAR Rec). Extend this further South to Whitelock Pkwy (GHD Rec).	\$3,089,223	2	3	2	3	2	1	2	15	High
315	Class I Multi-Use Path	-	Elk Grove Blvd	Franklin Blvd	Stonelake Apartments	0.94		\$2,460,140	2	3	2	3	2	1	2	15	High



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326	Class I Multi-Use Path	-	Big Horn Blvd	Whitelock Pkwy	Poppy Ridge Rd	0.26	Enhance 2014 BPTMP Rec to Class I Shared-Use Path (GHD Rec). May require ROW acquisition.	\$670,269	2	3	2	3	0	1	2	13	High
497	Class I Multi-Use Path	-	Sheldon Rd	Elk Grove Florin Rd	Waterman Rd	1.27	Install Class I Shared-Use Path. May require some ROW acquisition, and narrowing of lanes from 11' to 10'. Segment west of Elk Grove Florin Rd has existing sidewalk/path, which could be widened and realigned to Class I standards.	\$3,324,693	2	3	2	3	0	1	2	13	High
283	Class I Multi-Use Path	-	Elk Grove Creek Trail	Waterman Rd	Elk Grove Florin Rd	0.82	Create trail connectivity for the residential area near Florence Markofer Elementary School and connect to the proposed Class I network near Elk Grove Creek	\$2,136,490	2	3	2	3	1	0	2	13	High
298	Class I Multi-Use Path	-	Unnamed (Crosses LC Tributary 4)	Willow Falls Cir	Rising Creek Way	0.04		\$97,096	2	3	2	3	0	0	2	12	High
209	Class I Multi-Use Path	-	Strawberry Creek Trail/Trail Extension	Monterey Trail High School	Jones Family Park	1.72	Strawberry Creek Trail from Jones Park north along UPRR to Calvine Rd and along Strawberry Creek west to Monterey Trail High School. Also includes a bridge over Strawberry Creek at Union Pacific Railroad.	\$4,492,928	2	3	2	3	0	0	2	12	High
477	Class I Multi-Use Path	-	Laguna Creek Trail	Boulder Falls Ct	Rocky Falls Ct/Winding Brook Way	0.04	Extend/connect Class I Path north across stream to connect to Boulder Falls Ct	\$93,181	2	3	2	3	0	0	2	12	High
306	Class I Multi-Use Path	-	Bond Rd	Bradshaw Rd	Shire Oaks Way	0.63	Would require ROW acquisition of parcel to the south	\$1,645,471	2	3	2	3	0	0	2	12	High
318	Class I Multi-Use Path	-	I-5	Beach Lake	Elk Grove Blvd	2.92		\$7,630,510	2	3	0	3	0	1	2	11	High
540	Class I Multi-Use Path	-	Bruceville Rd	Soaring Oaks Dr	Elk Grove Blvd	0.83	Widen existing sidewalk path to accommodate Class I Bikeway (SSAR Rec). Extend this further South to Whitelock Pkwy (GHD Rec).	\$2,168,050	2	0	2	3	1	1	2	11	High
419	Class I Multi-Use Path	-	Park Site east of Laguna Ridge Pappas	Whitelock Pkwy	Poppy Ridge Rd	0.25	West side of Whitelock Pkwy - cuts short of Kyler Rd	\$658,737	2	3	2	0	1	1	2	11	High
282	Class I Multi-Use Path	-	Kilconnell Dr/West of St Elizabeth Ann Seton School	Racquet Ct	Elk Grove Blvd	0.39		\$1,025,563	2	3	0	3	0	0	2	10	High
264	Class I Multi-Use Path	-	Laguna Creek	Camden Park	Proposed Whitehouse Creek Trail (Adjacent to Creekside Christian Church)	0.59	Construct Class I Trail that connects from Camden Park to Proposed Class I that extends to Stockton Blvd	\$1,553,550	2	0	2	3	0	1	2	10	High



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644	Class I Multi-Use Path	-	Existing trail at Creekside Christian Church	Existing trail to the west	Sheldon Rd	0.41		\$1,065,142	2	3	0	3	0	0	2	10	High
258	Class I Multi-Use Path	-	Existing trail at Creekside Christian Church	E Stockton Blvd	Elk Grove Creek	0.54		\$1,419,590	2	3	0	3	0	0	2	10	High
506	Class I Multi-Use Path	-	Quail Run Ln/Poppy Ridge Rd	Quali Run Ln east of Kuhn Ranch Way	Poppy Ridge Rd/Whitelock Pkwy	0.98	Class I shared-use path along south side (eastbound) of roadway. May require ROW acquisition. Class II bicycle lane exists along small segment, which is frequently blocked by parked cars.	\$2,569,612	2	0	2	3	0	1	2	10	High
515	Class I Multi-Use Path	-	Elk Grove Blvd	Waterman Rd	Grant Line Rd	0.88	Widen existing sidewalk to Class 1 shared-use path standards.	\$2,292,603	2	3	0	3	0	0	2	10	High
293	Class I Multi-Use Path	-	Elk Grove Creek Trail	Elk Grove Blvd	Florence Markofer Elementary School	0.87		\$2,282,338	2	3	0	3	0	0	2	10	High
297	Class I Multi-Use Path	-	Unnamed (Crosses LC Tributary 4)	LC Tributary 4	Willow Pond Cir	0.06	Small bikeway to connect LC Tributary to residential area	\$162,083	2	3	0	3	0	0	2	10	High
308	Class I Multi-Use Path	-	Strawberry Creek Trail	Calvine Rd	Brown Rd	0.37		\$979,576	2	3	2	0	0	1	2	10	High
343	Class I Multi-Use Path	-	Kammerer Rd	Bruceville Rd/Kammerer Rd/SEPA Trail ID 5	Hood Franklin Rd	2.89		\$7,550,651	2	0	2	3	0	1	2	10	High
263	Class I Multi-Use Path	-	Unnamed Trail	Nottoli Park	Elk Grove Blvd	1.66		\$4,329,304	2	3	2	0	0	1	2	10	High
296	Class I Multi-Use Path	-	Unnamed (Crosses LC Tributary 4)	LC Tributary 4	Clear Springs Cir	0.03	Small bikeway to connect LC Tributary to residential area	\$87,618	2	3	0	3	0	0	2	10	High
319	Class I Multi-Use Path	-	Bradshaw Rd	LC Tributary 4	Bond Rd	0.05		\$135,247	2	3	0	3	0	0	2	10	High
320	Class I Multi-Use Path	-	Unnamed	Tegan Rd	Howard Wackman Park	0.17		\$439,405	2	3	2	0	1	0	2	10	High
489	Class I Multi-Use Path	-	Black Swan Trail/South of Elk Grove Blvd	Elk Grove Blvd	Trail terminus	0.14	Pave existing trail if not already paved (public comment stated it was not).	\$364,346	2	0	2	3	0	0	2	9	High
488	Class I Multi-Use Path	-	Black Swan Trail West of Lockford Way	Trail terminus SE of East Park Dr/Lockford Way	Elk Grove Blvd	0.24	Pave Trail	\$627,274	2	0	2	3	0	0	2	9	High
324	Class I Multi-Use Path	-	Power Line Trail	Charolais Way	Scheurebe Pl	0.08	Extend the existing Power Line Trail south to connect to the existing Class I that starts adjacent to Scheurebe Pl	\$197,242	2	3	2	0	0	0	2	9	High
275	Class I Multi-Use Path	-	Powerline Trail/Laguna Creek Trail (east of Waterman Rd, between Sheldon Rd and Bond Rd)	Sheldon Rd	Bond Rd	1.03	Install Class I Path to avoid use of stressful Waterman Rd	\$2,685,237	2	0	2	3	0	0	2	9	High



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333	Class I Multi-Use Path	-	Laguna Creek Trail	Proposed Laguna Creek Trail/Powerline Trail segment east of Waterman, north of Bond	Bond Rd/Sierra River Dr	0.22		\$568,162	2	3	2	0	0	0	2	9	High
409	Class I Multi-Use Path	-	East side of Rhone River Dr	Rhone River Dr	Scheurebe Pl	0.01	East side of Rhone River Dr	\$38,757	2	3	2	0	0	0	2	9	High
570	Class I Multi-Use Path	-	Connector Path (between Park Dr and Rancho Dr)	Park Dr	Waterman Rd/Rancho Dr	0.17		\$449,719	2	0	2	3	0	0	2	9	High
269	Class I Multi-Use Path	-	Elk Grove Creek	Grant Line Rd/Bradshaw	EG Creek near Sedgfield	0.80	Connect the proposed Class I facilities along Elk Grove Creek to Bradshaw and Grant Line Rds.	\$2,079,106	2	3	2	0	0	0	2	9	High
295	Class I Multi-Use Path	-	Laguna Creek Trail	Waterman Rd	East EG - Rainbow Creek (Trib Point Development) Laguna Creek Trail	0.07	Close a small gap between two existing Laguna Creek Class I paths	\$170,336	2	0	2	3	0	0	2	9	High
305	Class I Multi-Use Path	-	Bradshaw Rd	Sheldon Rd	Bond Rd	0.81		\$2,108,639	2	3	2	0	0	0	2	9	High
276	Class I Multi-Use Path	-	Unnamed	Waterman Rd	Bond Rd	0.45		\$1,163,750	2	0	0	3	0	1	2	8	High
213	Class I Multi-Use Path	-	Southeast Policy Area Trails: Western North-South Bikeway and Bridge	Whitelock Pkwy	Bilby Rd	1.00	Assuming trail improvement is Class I Shared-Use Path, but need more info on where bridge is located and if trail will be to Class I standards.	\$2,606,483	2	0	0	3	0	1	2	8	High
210	Class I Multi-Use Path	-	Power Line Trail	Calvine Rd	Sheldon Rd	0.97	Power Line Trail - Sheldon to Calvine	\$2,548,215	2	0	0	3	0	1	2	8	High
511	Class I Multi-Use Path	-	Elk Grove Blvd	Laguna Springs Dr	SB 99 On-Ramp	0.33	Widen existing sidewalk to Class I Shared-Use Path	\$853,191	2	0	0	3	0	1	2	8	High
615	Class I Multi-Use Path	-	Laguna Blvd	Dwight Rd	Franklin Blvd	0.65		\$1,689,299	2	3	0	3	0	0	0	8	High
568	Class I Multi-Use Path	Trail Improvement	Laguna Creek Trail (East of Waterman Rd)	Waterman Rd/Sheldon Rd	East of Jordan Ranch Rd (Existing/Proposed Class I)	1.07		\$2,788,796	2	0	0	3	0	1	2	8	High
222	Class I Multi-Use Path	-	Elk Grove Creek	Laguna Springs Drive	Oneto Park	0.24	This project will construct a new Class I Bikeway.	\$628,318	2	0	2	0	1	1	2	8	High
217	Class I Multi-Use Path	-	Laguna Creek Trail	Lewis Stein Road	Bruceville Road	1.80	This project will construct approximately 8,250 feet of new 10' wide maintenance road/Class I Bikeway along Laguna Creek, 950' 8'-wide trail along Bruceville Rd (from Big Horn to north) and 1160' 5'-wide pedestrian path/sidewalk along Bruceville Rd	Project In Progress	2	0	2	0	0	1	2	7	High
301	Class I Multi-Use Path	-	Unnamed	Waterman Rd	North of Scheurebe Pl	0.14	Connect the proposed Elk Grove Creek Trail to Waterman Rd	\$360,520	2	3	0	0	0	0	2	7	High



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294	Class I Multi-Use Path	-	Laguna Creek Trail	Bond Rd	Waterman Rd	0.13		\$348,136	2	0	0	3	0	0	2	7	High
255	Class I Multi-Use Path	-	Unnamed roads - SEPA Trails 6,16, 24, 25	Poppy Ridge Rd	Shed C Channel	0.38		\$1,000,948	2	0	2	0	0	1	2	7	High
643	Class I Multi-Use Path	-	Unnamed roads - SEPA Trails 6,16, 24, 25	Whitelock Pkwy	Shed C Channel	0.18		\$458,158	2	0	2	0	0	1	2	7	High
304	Class I Multi-Use Path	-	Laguna Ridge east of Bruceville Rd	Parada Ct/Existing Class I adjacent to Machado Ranch Dr	Proposed SEPA Park Site IDs D and O.	1.16		\$3,023,994	2	0	2	0	0	1	2	7	High
646	Class I Multi-Use Path	-	New development South of Kammerer Family Park	Kammerer Family Park existing trail segment (North of Upbeat Way/Allegra Dr)	Bilby Rd/Allegra Dr	0.16		\$414,929	2	0	2	0	0	1	2	7	High
551	Class I Multi-Use Path	-	W Stockton Blvd (SEPA Trail IDs 36 & 37)	Whitelock Pkwy	Bilby Rd	0.55		\$1,450,498	2	0	2	0	0	1	2	7	High
501	Class I Multi-Use Path	-	Auberry Rd	Geneva Pointe Dr	Power Inn Rd	0.31	Create Class I path on east side of road along school frontage	\$809,767	2	3	0	0	0	0	2	7	High
302	Class I Multi-Use Path	-	Between Scheurebe Pl and Trebbiano Circle Bike Trail	Trebbiano Circle Bike Trail	Scheurebe Pl	0.03		\$76,476	2	3	0	0	0	0	2	7	High
379	Class I Multi-Use Path	-	South side of Elk Grove Blvd	Bradshaw Rd	East of Mainline Dr	0.12	South side of Elk Grove Blvd. BPTMP recommended sidewalk, but upgrading this improvement to a two-way Class I facility would be ideal (GHD Rec), to accommodate more connected, low stress travel along EG Blvd.	\$303,048	2	0	0	3	0	0	2	7	High
314	Class I Multi-Use Path	-	Calvine Rd	Bader Rd	LC Tributary 1	2.62		\$6,857,640	2	0	0	3	0	0	2	7	High
565	Class I Multi-Use Path	-	Path Connector NE of Guttridge Park	Lewis Stein Rd	Guttridge Park	0.09	Class I Path connecting existing path at Guttridge and low stress local streets to SE.	\$231,267	2	0	2	0	0	1	2	7	High
239	Class I Multi-Use Path	-	Elk Grove Blvd	Bradshaw Rd	Grant Line Rd	0.55	Upgrade Class II Bike Lanes recommendation to Class I Shared-Use Path	\$1,440,798	2	0	0	3	0	2	0	7	High
284	Class I Multi-Use Path	-	Whitehouse Creek Trail	Springhurst Dr	Elk Grove Florin Rd	0.29		\$749,586	2	0	2	0	1	0	2	7	High
322	Class I Multi-Use Path	-	Elk Grove Creek Trail	Waterman Rd	Elk Grove Florin Rd	0.60	Connect the proposed Class I facility along Elk Grove Creek over the railroad tracks to the west. Complete connectivity for new and proposed residential areas to Florence Markofer Elementary School, Elk Grove High School, and other locations	\$1,566,808	2	0	2	0	1	0	2	7	High
493	Class I Multi-Use Path	-	Extension of McConnell Park Trail	Trail terminus NE of Falcon Hill Ct	Iron Rock Way	0.35	Create Class I shared use path along existing desire lines	\$906,775	2	0	2	0	0	0	2	6	High



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259	Class I Multi-Use Path	-	Whitehouse Creek	Elk Grove Florin Rd	Proposed Powerline Trail	1.18	.7 mi of segment is Easement and Equestrian Tread cost only. Remainder of segment, .39 mi, is calculated using regular Class I Path unit cost.	\$1,687,650	0	0	0	3	0	1	2	6	High
323	Class I Multi-Use Path	-	North of Strong Park-Est Park Dr north toward Wright Park Trail	Hambley Cir	Misty Springs Ct	0.45	Extend the existing Class I path to the north and south of this proposed route to improve connectivity of trail network	\$1,169,458	2	0	2	0	0	0	2	6	High
492	Class I Multi-Use Path	-	Power Line Trail	Mainline Dr	Black Swan Dr/Viridian Way	0.21	Pave this side of the trail	\$553,768	2	0	2	0	0	0	2	6	High
265	Class I Multi-Use Path	-	Unnamed	Roan Ranch Cir	Waterman Rd Spur	0.46	Extend existing Class I path to Grant Line Rd near the Waterman Rd intersection	\$1,203,913	2	0	2	0	0	0	2	6	High
642	Class I Multi-Use Path	-	Unnamed	Waterman Rd Spur	Grant Line Road	0.13		\$350,969	2	0	2	0	0	0	2	6	High
313	Class I Multi-Use Path	-	Grant Line Rd	Waterman Rd	Bradshaw Rd	1.30		Project In Progress	2	0	2	0	0	0	2	6	High
331	Class I Multi-Use Path	-	Laguna Creek Trail	Calvine Rd	Vista Creek Trail	0.15	Extend this trail to Calvine Rd to connect to adjacent existing and proposed low stress trail facilities	\$397,371	2	0	2	0	0	0	2	6	High
272	Class I Multi-Use Path	-	Unnamed	Whitehouse Creek Trail	Unnamed	0.38		\$1,001,870	2	0	0	0	0	1	2	5	High
307	Class I Multi-Use Path	-	Bond Rd	Waterman Rd	Crowell Dr	0.14		\$359,892	2	0	0	0	0	1	2	5	High
216	Class I Multi-Use Path	-	Kammerer Rd/SEPA Trail ID 5	Existing Shed C Channel Class I Path	Upbeat Way	2.26		\$5,908,334	2	0	0	0	0	1	2	5	High
342	Class I Multi-Use Path	-	Unnamed	Bilby Rd	Kammerer Rd	0.33		\$866,815	2	0	0	0	0	1	2	5	High
592	Class I Multi-Use Path	-	Kammerer Rd	SEPA Trail ID 5	Waterman Rd	3.70		\$9,664,078	2	0	0	0	0	1	2	5	High
636	Class I Multi-Use Path	-	Connector Path Between Proposed Park Sites	Tusacan Park	Tuscan/Treasure Homes Park	0.13		\$335,996	2	0	0	0	0	1	2	5	High
609	Class I Multi-Use Path	-	SEPA Trail ID 23	SEPA Park ID I	Southeast of SEPA Park ID I	0.10		\$261,723	2	0	0	0	0	1	2	5	High
614	Class I Multi-Use Path	-	SEPA Trail IDs 14 & 38	SEPA Park Site IDs F & L	SEPA Trail ID 37 (southern terminus)	0.34		\$892,787	2	0	0	0	0	1	2	5	High
602	Class I Multi-Use Path	-	SEPA Trail ID 34	SEPA Trail ID 33	SEPA Trail ID 35	0.13		\$328,217	2	0	0	0	0	1	2	5	High
601	Class I Multi-Use Path	-	SEPA Trail ID 33	SEPA Trail ID 31	SEPA Trail ID 34	0.08		\$207,718	2	0	0	0	0	1	2	5	High
611	Class I Multi-Use Path	-	SEPA Trail ID 21	SEPA Park ID C	SEPA Trail id 22	0.12		\$317,034	2	0	0	0	0	1	2	5	High
595	Class I Multi-Use Path	-	Bilby Rd (SEPA Trail ID 1)	Treasure Homes Park	SEPA Trail ID 2/Bilby Rd	0.16		\$421,687	2	0	0	0	0	1	2	5	High
605	Class I Multi-Use Path	-	SEPA Trail IDs 17A/17B	South of SEPA Park ID F	SEPA Trail ID 19	0.19		\$497,996	2	0	0	0	0	1	2	5	High



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607	Class I Multi-Use Path	-	SEPA Trail ID 15A/15B	SEPA Park ID D	SEPA Trail ID 18	0.18		\$479,090	2	0	0	0	0	1	2	5	High
604	Class I Multi-Use Path	-	SEPA Trail ID 10	SEPA Trail ID 6	SEPA Park ID M	0.21		\$547,855	2	0	0	0	0	1	2	5	High
593	Class I Multi-Use Path	-	Unname Road - SEPA Trail ID 7	Poppy Ridge Rd	SEPA Park ID M	0.09		\$242,586	2	0	0	0	0	1	2	5	High
600	Class I Multi-Use Path	-	SEPA Trail ID 13	SEPA Park ID E/SEPA Trail ID 6/SEPA Trail ID 13	SEPA Park ID L/SEPA Park ID F	0.24		\$620,631	2	0	0	0	0	1	2	5	High
594	Class I Multi-Use Path	-	Unnamed Road - SEPA Trail ID 11	SEPA Park ID M	SEPA Park ID L	0.07		\$189,393	2	0	0	0	0	1	2	5	High
596	Class I Multi-Use Path	-	SEPA Trail ID 2	Bilby Road/SEPA Trail ID 1	SEPA Park ID J	0.18		\$474,677	2	0	0	0	0	1	2	5	High
608	Class I Multi-Use Path	-	SEPA Trail ID 18	SEPA Trail ID 15A	SEPA Park ID I	0.16		\$422,219	2	0	0	0	0	1	2	5	High
606	Class I Multi-Use Path	-	SEPA Trail ID 19	SEPA Trail ID 17A/17B	SEPA Park ID G	0.17		\$457,438	2	0	0	0	0	1	2	5	High
612	Class I Multi-Use Path	-	SEPA Trail ID 22	SEPA Trail ID 21	SEPA Park ID G	0.14		\$353,586	2	0	0	0	0	1	2	5	High
599	Class I Multi-Use Path	-	SEPA Trail ID 12	SEPA Park ID O	SEPA Park ID E/SEPA Trail ID 6/SEPA Trail ID 13	0.28		\$726,474	2	0	0	0	0	1	2	5	High
610	Class I Multi-Use Path	-	SEPA Trail ID 20	SEPA Park ID I	SEPA Park ID C	0.08		\$219,954	2	0	0	0	0	1	2	5	High
616	Class I Multi-Use Path	-	SEPA Trail IDs 4, 4B, 26, 27, 28, 29	SEPA Park Site J	Lotz Pkwy	1.41		\$3,697,323	2	0	0	0	0	1	2	5	High
603	Class I Multi-Use Path	-	SEPA Trail ID 35	SEPA Trail ID 34	Kammerer Rd	0.12		\$322,671	2	0	0	0	0	1	2	5	High
613	Class I Multi-Use Path	-	Undeveloped area NE of Elefa Ave	Tuscan Park Proposed Park Site	Arbor Park Proposed Park Site	0.24		\$637,999	2	0	0	0	0	1	2	5	High
299	Class I Multi-Use Path	-	Waterman Rd	Brinkman Ct	Elk Grove Creek Trail	0.05	Create connectivity between proposed Class I paths with this shorter segment	\$118,318	0	0	2	0	0	0	2	4	High
546	Class I Multi-Use Path	-	Elk Grove Florin Rd/Mineral King Ct	Elk Grove Florin Rd	Mineral King Ct	0.02	Create bicycle/pedestrian connection at E end of Mineral King Ct cul de sac to connect to Elk Grove Florin Rd, providing connectivity between residential uses to the east and destinations on Elk Grove Florin Rd.	\$58,289	2	0	0	0	0	0	2	4	High
300	Class I Multi-Use Path	-	Between Waterman Rd and Trebbiano Circle	Trabbiano Circle	Waterman Rd	0.19	Connect the existing Class I path to Waterman Rd to the west	\$495,402	0	0	2	0	0	0	2	4	High
547	Class I Multi-Use Path	-	Excelsior Rd	Calvine Rd	Sheldon Rd	1.00	Construct Class I Shared Use Path	\$2,626,840	0	0	2	0	0	0	2	4	High
274	Class I Multi-Use Path	-	Grant Line Rd	Bradshaw Rd	North of Calvine Rd	5.69		\$14,892,334	0	0	2	0	0	0	2	4	High
312	Class I Multi-Use Path	-	Bond Rd	Van Ruiten Ln	Grant Line Rd	0.33	Would require ROW acquisition of parcel to the south.	\$861,934	0	0	2	0	0	0	2	4	High



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260	Class I Multi-Use Path	-	South of Daniels Ct (Laguna Creek/Powerline Trail connections)	Jordan Ranch Rd	Brown Rd/Waterman Rd	0.32	Install Class I Path to connect proposed trail at Jordan Ranch Rd at the east and Powerline Trail and Waterman Rd to the west.	\$848,542	2	0	0	0	0	0	2	4	High
291	Class I Multi-Use Path	-	Cruz Ct	Waterman Rd	Black Swan Trail	0.05		\$120,300	2	0	0	0	0	0	2	4	High
266	Class I Multi-Use Path	-	Railroad Tracks	Grant Line Rd	Austin Ct	0.97		\$2,537,991	0	0	0	0	0	2	2	4	High
569	Class I Multi-Use Path	-	Waterman Ct	Waterman Ct	Waterman Rd/Grantline Rd	0.29	Trail at Waterman Ct under Grant Line Rd overpass (annexation project)	Project In Progress	0	0	0	0	0	0	2	2	High
579	Class II Bicycle Lane	-	Heritage Hill Dr	Four Seasons Dr	Elk Grove Florin Rd	0.24		\$18,223	2	3	2	3	0	1	1	12	Low
480	Class II Bicycle Lane	-	Laguna Blvd	Franklin Blvd	Laguna Oaks Dr	0.19	Missing bike lane between Franklin Blvd and Laguna Oaks Blvd. Close bike lane gap and add green paint to increase driver awareness.	\$60,447	2	3	2	3	1	0	0	11	Low
507	Class II Bicycle Lane	-	Laguna Blvd/UPRR Crossing	Laguna Pointe	Franklin Blvd	0.13	Support green bike lane installation, and extend bike lane past Santorini Drive to Franklin Blvd, where bike lane is dropped at intersection approach. Add buffer if feasible.	\$9,612	2	3	2	3	1	0	0	11	Low
226	Class II Bicycle Lane	-	Adobe Spring Way	Amber Creek Dr	Bambridge Way	0.37	Install Class II Bicycle Lanes	\$27,881	2	3	0	3	0	0	2	10	Low
225	Class II Bicycle Lane	-	Stonebrook Dr	Lyndley Plaza Way	Winding River Way	0.20	Install Class II Bicycle Lanes to fill lane gap between two existing segments.	\$14,743	2	3	0	3	0	0	2	10	Low
503	Class II Bicycle Lane	-	Blue Maiden Way	Power Inn Rd	Shasta Lily Dr	0.31	Install Class II Bicycle Lane	\$23,404	2	3	0	3	0	0	2	10	Low
550	Class II Bicycle Lane	-	Criswell Dr	Bradshaw Rd	Stonebrook Dr	0.52	Class II Bicycle Lanes only present along portion of roadway, and parking on both sides of the street/11 foot parking + bike lane results in LTS 3. Remove parking on one side, to provide additional bike lane width.	\$39,159	2	3	0	3	0	0	2	10	Low
280	Class II Bicycle Lane	-	E Stockton Blvd	Elk Grove Florin Rd	Elkmont Way	0.48		\$35,642	2	0	2	3	0	3	0	10	Low
278	Class II Bicycle Lane	-	Laguna Park Dr	Allbritton Way	Franklin Blvd	0.20		\$14,944	2	3	0	3	0	0	2	10	Low
241	Class II Bicycle Lane	-	Elk Grove Blvd	Elk Grove Florin Rd	Gage St	0.20		\$14,944	2	3	0	3	0	1	1	10	Low
227	Class II Bicycle Lane	-	Bambridge Way	Adobe Spring Way	Old Creek Dr	0.10	Install Class II Bicycle Lanes	\$7,582	2	3	0	3	0	0	2	10	Low
252	Class II Bicycle Lane	-	Laguna Springs Dr	Laguna Blvd	Elk Grove Creek Trail	0.63	Upgrade recommendation to buffered class 2 for lowest-stress experience. Would be LTS 2 due to speeds, even with buffer.	\$47,495	2	0	2	3	2	1	0	10	Low
587	Class II Bicycle Lane	-	Brown Rd	heritage Hill Dr	Waterman Rd	0.34	Install Class II bicycle lanes	\$25,521	2	3	2	0	0	0	2	9	Low
585	Class II Bicycle Lane	-	Ridgerock Dr	Mainline Dr	Mainline Dr	0.26	Install Class II bicycle lanes	\$19,179	2	3	2	0	0	0	2	9	Low
571	Class II Bicycle Lane	-	E Park Dr	Stinebrook Dr	End of E Park Dr	0.18		\$13,227	2	0	2	3	0	0	2	9	Low
224	Class II Bicycle Lane	-	Machado Ranch Dr	Franklin High Rd	Bruceville Rd	0.25	Install Class II Bicycle Lanes	\$18,797	2	0	0	3	0	1	2	8	Low
530	Class II Bicycle Lane	-	East of Willard Pkwy	Bilby Rd/Gilliam Dr	Proposed Class I Path S/O Bilby/Willard	0.62	Install Class II that will go along Willard Pkwy from Bilby Rd to Kammerer Rd.	\$46,437	2	0	0	3	0	1	2	8	High



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235	Class II Bicycle Lane	-	Bradshaw Rd	Buna Ct	Bond Rd	0.16		\$12,362	2	3	0	3	0	0	0	8	Low
332	Class II Bicycle Lane	-	Springhurst Dr	W Camden Dr	Sheldon Rd	0.46	Install Class II Bicycle Lane	\$34,165	2	0	0	3	0	0	2	7	Low
289	Class II Bicycle Lane	-	Spring Flower Dr	Summer Glen Way	Harvest Park Dr	0.11		\$8,614	2	0	2	0	0	1	2	7	Low
277	Class II Bicycle Lane	-	Frye Creek Dr	Big Horn Blvd	Francesca St	0.56	Leverage low volume/speed residential streets for low stress Class II experience.	\$41,703	2	0	0	3	0	0	2	7	Low
339	Class II Bicycle Lane	-	Elfa Ave	Bruceville Rd	Promenade Pkwy	2.31		\$173,574	2	0	0	3	0	1	1	7	Low
233	Class II Bicycle Lane	-	Sheldon Rd	Waterman Rd	Grant Line Rd	3.22	Class II facility not recommended because of high speeds and moderate ADT along this segment of Sheldon Rd. Class I equestrian trail to north is the preferred segment alternative (ObjectID 120).	\$241,391	0	0	2	3	0	2	0	7	Low
586	Class II Bicycle Lane	-	Clarke Frams Dr	Elk Grove Blvd	Criswell Dr	0.37	Install Class II bicycle lanes	\$27,386	2	3	0	0	0	0	2	7	Low
234	Class II Bicycle Lane	-	Waterman Rd	Calvine Rd	Rubia Dr	0.58		\$43,682	2	3	0	0	0	1	0	6	Low
230	Class II Bicycle Lane	-	Grant Line Rd	Waterman Rd	Bradshaw Rd	1.28		Project In Progress	2	0	2	0	0	2	0	6	Low
279	Class II Bicycle Lane	-	E Stockton Blvd	Geneva Pointe Dr	North of Rick Chapman Way	0.39		\$29,357	2	0	0	3	0	0	0	5	Low
237	Class II Bicycle Lane	-	Bruceville Rd	Bilby Rd	Kammerer Rd	0.50	Recommend installing bike lanes for more experienced riders	\$37,470	2	0	2	0	0	1	0	5	Low
335	Class II Bicycle Lane	-	Waterman Rd	Kent St	Grant Line Rd	0.96		Project In Progress	2	0	2	0	0	0	0	4	Low
231	Class II Bicycle Lane	-	Excelsior Rd	Sheldon Park Way	Sheldon Rd	0.35	Connect the existing Class II facility along Excelsior Rd to Sheldon Rd	\$25,935	0	0	2	0	0	0	0	2	Low
228	Class II Bicycle Lane	-	Grant Line Rd	Bradshaw Rd	North of Calvine Rd	5.66	Install Class II Bicycle Lanes	\$424,449	0	0	2	0	0	0	0	2	Low
232	Class II Bicycle Lane	-	Excelsior Rd	Calvine Rd	Halfway Rd	0.38	Connect the existing Class II facility along Excelsior up to Calvine Rd	\$28,176	0	0	0	0	0	0	0	0	Low
218	Class II Buffered Bicycle Lane	-	Emerald Oak Dr	Elk Grove Blvd	Valley Oak Ln	0.51	Remove parking lane and re-stripe existing Class II bike lanes to include an ample buffer.	\$88,721	2	3	2	3	0	3	2	15	Low
513	Class II Buffered Bicycle Lane	-	Elk Grove Blvd	Emerald Vista Dr/E Stockton Blvd	Elk Grove Florin Rd	0.69	Upgrade existing Class II in both directions with 2 foot buffer.	\$121,449	2	3	2	3	1	3	1	15	Low
494	Class II Buffered Bicycle Lane	-	Elk Grove Florin Rd	E Stockton Blvd	Bond Rd	2.54	Add buffer to existing Class II bike lane.	\$445,173	2	3	2	3	1	3	1	15	Low
538	Class II Buffered Bicycle Lane	-	Laguna Blvd	Bruceville Rd	Laguna Springs Dr	1.00	Upgrade existing class II to buffered Class II. Road diet assessment needed, but could be accomplished by reducing width of travel lanes.	\$174,215	2	3	2	3	3	1	0	14	Low



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486	Class II Buffered Bicycle Lane	-	Brucville Road	Laguna Blvd	Elk Grove Blvd	0.99	Upgrade improvement from existing Class III route and Class II bike lane recommended in the 2019 CIP to Class II Buffered Bike Lane, if feasible. Road diet assessment needed to investigate feasibility of Class II Buffered facility.	\$172,883	2	3	2	3	2	0	1	13	Low
523	Class II Buffered Bicycle Lane	-	Bruceville Rd	Big Horn Blvd	Laguna Blvd	0.48	Upgrade existing Class II facility to buffered class II for lower stress experience.	\$84,452	2	3	2	3	2	1	0	13	Low
536	Class II Buffered Bicycle Lane	-	Sheldon Rd	Bruceville Rd	Elk Grove Florin Rd	2.50	Upgrade existing Class II facility to Class II Buffered and Green Painted Bicycle Lane through conflict areas to lower traffic stress.	\$436,682	2	3	2	3	2	1	0	13	Low
525	Class II Buffered Bicycle Lane	-	Elk Grove Blvd	Harbour Point Dr/W Taron Dr	Four Winds Dr	1.15	Upgrade existing Class II bicycle lane with buffered class II.	\$201,224	2	3	2	3	1	1	0	12	Low
516	Class II Buffered Bicycle Lane	-	Laguna Blvd	Laguna Oaks Dr	Bruceville Rd	1.46	Upgrade existing Class II facilities to buffered bicycle lane. Additional road diet assessment needed but could be accomplished by reducing travel lanes.	\$255,831	2	3	2	3	2	0	0	12	Low
526	Class II Buffered Bicycle Lane	-	Taron Dr	Riparian Dr	Riparian Dr	0.15		\$27,088	2	3	2	3	0	1	1	12	Low
473	Class II Buffered Bicycle Lane	-	Taron Dr	Riparian Dr	Riparian Dr	1.67		\$291,976	2	3	2	3	0	1	1	12	Low
334	Class II Buffered Bicycle Lane	-	Elk Grove Blvd	School Street	Waterman Rd	0.50	Install Buffered Class II Bicycle Lane	\$87,353	2	3	2	3	1	0	1	12	Low
542	Class II Buffered Bicycle Lane	-	Bond Rd	E Stockton Blvd	Elk Grove Florin Rd	1.01	Upgrade existing Class II to buffered Class II. Road diet assessment needed, but could be accomplished by reducing lane width.	\$176,477	2	3	2	3	0	1	0	11	Low
491	Class II Buffered Bicycle Lane	-	Bilby Rd	Willard Pkwy	Bruceville Rd	1.60	Install Class II Buffered Bike Lane. ~36 ft existing. Reduce lanes to 11 feet, with 6 foot bike lane, 1 foot buffer. Also ensure more frequent sweeping of the EB side of Bilby, as public stated there is buildup of debris.	\$279,593	2	3	2	3	0	1	0	11	Low
517	Class II Buffered Bicycle Lane	-	Emerald Crest Dr/Emerald Vista Dr	Laguna Blvd	Elk Grove Blvd	1.03	Upgrade existing Class II facility to buffered Class II.	\$180,129	2	3	0	3	1	1	1	11	Low
531	Class II Buffered Bicycle Lane	-	Coop Dr	Franklin High Rd	Bilby Rd	0.62	Upgrading existing Class II with additional width or buffered bike lane would require removal of parking. Would result in lowered LTS (2 instead of 3).	\$108,538	2	3	0	3	0	1	1	10	Low
539	Class II Buffered Bicycle Lane	-	Laguna Blvd	Harbour Point Dr	Dwight Rd/Babson Dr	1.18	Upgrade existing Class II to I Buffered Bike Lane. Reducing travel lanes from 11' to 10' would allow for 3 additional feet on either side of roadway to reduce LTS slightly.	\$206,491	2	3	2	3	0	0	0	10	Low



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519	Class II Buffered Bicycle Lane	-	Foulks Ranch Dr	Laguna Park Dr	Elk Grove Blvd	0.66	Upgrade existing Class II facility to buffered class II with ample buffer for lowest stress experience by removing parking on one side of roadway.	\$116,125	2	3	0	3	1	0	1	10	Low
522	Class II Buffered Bicycle Lane	-	Big Horn Blvd	Franklin Blvd	Laguna Blvd	2.93	Install Class II Buffered Bicycle Lane	\$512,246	2	3	0	3	1	1	0	10	Low
524	Class II Buffered Bicycle Lane	-	Power Inn Rd	Geneva Pointe Dr	Sheldon Rd	1.47	Upgrade existing Class II bike lanes to buffered Class II	\$257,251	2	3	0	3	0	0	1	9	Low
639	Class II Buffered Bicycle Lane	-	Civic Center Dr	Bruceville Rd	Big Horn Blvd	0.69		\$121,561	2	3	0	3	0	0	1	9	Low
327	Class II Buffered Bicycle Lane	-	Waterman Rd	Laguna Creek	Rancho Dr	0.72	Close the gap between existing facilities on the north and south end of Waterman Rd between Elk Grove Blvd and Bond Rd	\$125,630	2	0	2	3	0	0	0	7	Low
328	Class II Buffered Bicycle Lane	-	Waterman Rd	Sheldon Rd	Bond Rd	0.91	Enhance Class II Rec to Buffered Class II for improvement to LTS 2.	\$158,423	2	0	0	3	0	1	1	7	Low
238	Class II Buffered Bicycle Lane	-	Kammerer Rd	I-5	Lent Ranch Parkway	2.49		\$435,056	2	0	2	0	0	1	0	5	Low
337	Class II Buffered Bicycle Lane	-	Bilby Rd	Bruceville Rd	Promenade Pkwy	2.25	Install Class II Buffered Bike Lane. ~36 ft existing. Reduce lanes to 11 feet, with 6 foot bike lane, 1 foot buffer. Also ensure more frequent sweeping of the EB side of Bilby, as public stated there is buildup of debris.	\$394,133	2	0	0	0	0	1	0	3	Low
236	Class II Buffered Bicycle Lane	-	Dwight Rd	Bramblewood Way	Railroad Tracks	0.35	Enhance from BPTMP 2014 Class II Bicycle Lane recommendation to Class II Buffered Bicycle Lane to reduce traffic stress.	\$61,267	2	0	0	0	0	0	0	2	Low
490	Class II Green Painted Bicycle Lane	-	Lotz Pkwy	Big Horn Blvd	Auto City Dr	0.56	Upgrade existing class II facilities to green painted class II with conflict markings at school entrance.	\$176,771	2	3	2	3	0	1	1	12	Low
482	Class II Green Painted Bicycle Lane	-	Elk Grove Blvd/Franklin Blvd	NB Approach		0.07	Install conflict markings at NB approach to intersection in front of shopping center entrance	\$22,971	2	0	2	3	2	1	1	11	Low
240	Class II Green Painted Bicycle Lane	-	Laguna Blvd/Bond Rd	Big Horn Blvd	E Stockton Blvd	0.89	Install Class II bicycle lane (SSAR Rec), and close bicycle lane gap east of Big Horn Blvd where lane is dropped. Install green painted bicycle lane, if feasible (GHD Rec).	\$280,848	2	0	2	3	2	1	0	10	Low
512	Class II Green Painted Bicycle Lane	-	E Stockton Blvd	South of Elk Grove Blvd	NB 99 On-Ramp/Elk Grove Blvd	0.14	Upgrade Class II with green paint, especially through conflict zone.	\$43,831	2	0	2	3	0	3	0	10	Low
246	Class III Bicycle Route	-	Stathos Dr	Franklin High Rd	Franklin High Rd	1.03	Leverage low stress residential streets for Class III Route. Additional signage and traffic calming in front of park and school to lower entire segment to LTS 1.	\$10,322	2	3	0	3	0	1	2	11	Low



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521	Class III Bicycle Route	-	Auto Center Dr; Laguna Grove Dr; Auto City Dr; Auto Passage Dr	Elk Grove Blvd	Lotz Pkwy	0.82	Leverage low speeds/residential classification of these roadways to create a low-stress bicycling route.	\$8,231	2	3	0	3	0	1	2	11	Low
645	Class III Bicycle Route	-	W Lake Dr	Babson Dr	Mumford Ct/Town Square Park	0.71		\$7,119	2	3	2	3	0	1	0	11	Low
589	Class III Bicycle Route	-	Babson Dr	Four Winds Dr	Harbour Pointe Dr	1.17		\$11,669	2	3	2	3	0	1	0	11	Low
330	Class III Bicycle Route	-	Laguna Crest Way	Laguna Crest Way	Laguna Blvd	0.08		\$803	2	3	0	3	1	0	2	11	Low
292	Class III Bicycle Route	-	Laguna Oaks Dr	Laguna Woods Dr	Laguna Blvd	0.20		\$1,976	2	3	0	3	1	0	2	11	Low
250	Class III Bicycle Route	-	Santorini Dr	Thira Way	Laguna Blvd	0.31		\$3,116	2	3	0	3	0	0	2	10	Low
290	Class III Bicycle Route	-	Elk Spring Way	Amber Creek Dr	Murrell St	0.07	Add segment of Class III bicycle route connecting proposed Class II on Amber Creek Dr to the west and proposed Class I east of Murrell St	\$707	2	3	0	3	0	0	2	10	Low
502	Class III Bicycle Route	-	Caldicot Dr	Brush Way	Power Inn Rd	0.18	Install Class III Bicycle Route, leveraging lower speeds and volume for low stress experience.	\$1,771	2	3	0	3	0	0	2	10	Low
251	Class III Bicycle Route	-	Laguna Main St	Laguna Blvd	Renwick Ave	0.16		\$1,553	2	3	0	3	0	0	2	10	Low
578	Class III Bicycle Route	-	Laguna Creek Dr/School Street	Laguna Creek Trail	Elk Grove Blvd	0.62		\$6,187	2	0	0	3	0	3	2	10	Low
588	Class III Bicycle Route	-	Renwick Ave/Hausman St/Vaux Ave/Gropius St	Harbour Pointe Dr	Dwight Rd	1.29		\$12,913	2	3	0	3	0	0	2	10	Low
572	Class III Bicycle Route	-	Wymark Dr	Soaring Oaks Dr	Civic Center Dr	0.66	Install Class III Route	\$6,582	2	3	0	3	0	0	2	10	Low
584	Class III Bicycle Route	-	Adobe Springs Way	Big Horn Blvd	Bambridge Way	0.28	Install Class III Route	\$2,764	2	3	0	3	0	0	2	10	Low
253	Class III Bicycle Route	-	Soaring Oaks Dr	Harrogate Way	Trenholm Dr	0.90	Install Class III Route	\$9,020	2	3	0	3	0	0	1	9	Low
248	Class III Bicycle Route	-	Harvest Park Dr	Cresleigh Pkwy	Cresleigh Pkwy	0.62	Leverage low volume/speed residential roadway for low stress bicycling experience.	\$6,161	2	0	0	3	1	1	2	9	Low
582	Class III Bicycle Route	-	Weeping Fig Way	Amber Creek Dr	Laguna Park Dr	0.11	Install Class III Route	\$1,109	2	3	2	0	0	0	2	9	Low
338	Class III Bicycle Route	-	Lotz Pkwy	Porto Bay Dr	Whitelock Pkwy	0.77		0 \$7,749	2	3	2	0	1	1	0	9	High
247	Class III Bicycle Route	-	Boa Noa Dr	Bilby Rd	Bruceville Rd	0.52	Leverage low volume and speeds for low stress bicycling experience connecting to major roadways with additional bicycle facilities, near parks and schools.	\$5,212	2	0	0	3	0	1	2	8	Low
638	Class III Bicycle Route	-	Windwood Wy	Elk Grove Creek Trail West of Windwood Way	Laguna Springs Dr/Laguna Palms Way	0.13	Install class III to connect the class II on Laguna Springs Dr to the Elk Grove Creek Trail.	\$1,284	2	0	2	3	0	1	0	8	Low
576	Class III Bicycle Route	-	Gilliam Drive	McLean Dr	Franklin Elementary School	0.21		0 \$2,071	2	3	0	0	0	1	2	8	Low



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532	Class III Bicycle Route	-	Multiple Segments: Sping Flower Dr, Orchard View Dr, Radmere Dr, McKenna Dr, Toscano Dr, Baker Ranch Road, Civic Center Dr	Laguna Springs Dr	Summer Glen Way/Spring Flower Dr	0.88	Sign Civic Center to Backer Ranch to Toscano to McKenna to Radmere to Spring Flower to Erhardt bike trail for lower stress alternative to Elk Grove Blvd. Traffic calming needed along Civic Center Drive, as speeds are currently 35 mph.	\$8,750	2	0	2	0	1	1	2	8	Low
249	Class III Bicycle Route	-	Castleview Dr	Franklin Blvd	Franklin Blvd	0.47		\$4,716	2	0	0	3	0	0	2	7	Low
577	Class III Bicycle Route	-	Porto Rosa Dr	Hill Park	Elk Grove Blvd	0.50	Class III bicycle route leveraging low stress local street to connect to EG Blvd.	\$4,981	2	0	0	3	0	0	2	7	Low
583	Class III Bicycle Route	-	Kilconnell Dr	Foulks Ranch DR	Bruceville Rd	0.72	Install Class III Route	\$7,189	2	3	0	0	0	0	2	7	Low
244	Class III Bicycle Route	-	Bader Rd	Sheldon Rd	Bond Rd	0.99		\$9,893	0	0	2	3	0	0	0	5	Low
580	Class III Bicycle Route	-	Fieldale Dr	Laguna Creek Trail North of North Laguna Creek Wildlife Area	Trail South of North Laguna Creek Wildlife Area	0.20		\$1,957	2	0	0	0	0	0	2	4	Low
245	Class III Bicycle Route	-	Bader Rd	Calvine Rd	Sheldon Rd	1.00		\$10,039	2	0	2	0	0	0	0	4	Low
243	Class III Bicycle Route	-	Sleepy Hollow Ln	Corfu Dr	Sheldon Rd	0.84		\$8,355	0	0	0	0	0	0	2	2	Low
242	Class III Bicycle Route	-	Corfu Dr	Atlantis Dr	Excelsior Rd	0.74	Install signage to designate Class III Bicycle Route	\$7,426	0	0	0	0	0	0	2	2	Low
509	Class IV Bikeway	-	Elk Grove Blvd	Franklin Blvd	Bruceville Rd	1.74	Remove Class II facility and install one way Class IV Bikeways adjacent to EB travel lanes. Road diet assessment needed.	\$1,307,670	2	3	2	3	2	1	2	15	High
504	Class IV Bikeway	-	Whitelock Pkwy	Bruceville Rd	W Stockton Blvd	2.08	Install two-way Class IV Bikeway adjacent to EB travel lane. Would require road diet and/or ROW acquisition. Road diet assessment needed.	\$1,561,779	2	3	2	3	1	1	2	14	High
544	Class IV Bikeway	-	Bond Rd	Elk Grove Florin Rd	Bradshaw Rd	1.39	Install Class IV Bikeway on either side of roadway. Road diet assessment needed. May be candidate for travel lane reduction, and/or lane width reduction. Roadway also needs maintenance due to debris, which causes safety hazards.	\$1,040,480	2	3	2	3	0	1	2	13	High
223	Class IV Bikeway	-	Franklin Blvd	Big Horn Blvd	Elk Grove Blvd	1.78	Extend Franklin Cycle Track Phase 1 segment further south along Big Horn Blvd to Laguna Blvd. Road diet assessment needed, which may result in adjustment to Class IV bikeway.	\$1,331,952	2	3	2	3	1	0	2	13	High
543	Class IV Bikeway	-	Bond Rd	Elk Grove Florin Rd	Bradshaw Rd	0.61	Install Class IV Bikeway on either side of roadway. Road diet assessment needed. May be candidate for travel lane reduction, and/or lane width reduction.	\$455,504	2	3	2	3	0	0	2	12	High



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537	Class IV Bikeway	-	Calvine Rd	Cliffcrest Dr	Bader Rd	3.82	Class IV bikeway on each side of roadway, if feasible. Road diet assessment needed.	\$2,862,210	2	3	0	3	0	0	2	10	High
527	Class IV Bikeway	-	Harbour Point Dr	Laguna Blvd	Elk Grove Blvd	1.39	Install Class IV bikeway adjacent to each side of roadway. 74' roadway width, 4 travel lanes with median. 11,406 ADT	\$1,042,500	2	0	2	3	0	0	2	9	High
129	Crossing Improvement	Crosswalks, RRFB	Fire Poppy Dr/Summer Glen Way	-	-	-	Install RRFB on north leg and upgrade existing crosswalks on north and east legs to high visibility markings, install advance stop markings and advance warning signage on North and South approaches.	\$55,100	2	3	2	3	0	1	2	13	High
185	Crossing Improvement	Crosswalk, Hybrid Beacon/Pedestrian Signal, Median Refuge Island	Elk Grove Florin Rd/ North of Southside Ave	-	-	-	Install high visibility crosswalk, Pedestrian Hybrid Beacon, Median Refuge Island	\$254,800	2	3	0	3	0	3	2	13	High
85	Crossing Improvement	At-Grade Class I Bikeway Crossing	Bond Rd at existing crossing between Trout Way and Elk grove Florin Rd	-	-	-	Install Bicycle/Pedestrian Overcrossing - Safety challenge; great need for improved crossing conditions	Varies	2	3	2	3	0	0	2	12	High
165	Crossing Improvement	Crosswalk, Advance Stop Markings	Elk Grove Blvd/Melrose Ave	-	-	-	Mark transverse crosswalk with advance stop line on S leg	\$1,200	2	3	0	3	0	3	0	11	Low
169	Crossing Improvement	Crosswalks, Advance Yield/Stop Markings	Elk Grove Florin Rd/Tralee Wy	-	-	-	Add advance yield lines to existing crosswalk on S leg. Mark yellow transverse crosswalk with advance stop line on E leg.	\$1,950	2	3	0	3	0	3	0	11	Low
170	Crossing Improvement	Crosswalks, Advance Yield/Stop Markings	Elk Grove Florin Rd/Lismore Dr	-	-	-	Add advance yield lines to existing crosswalk on N leg. Mark yellow transverse crosswalk with advance stop line on E leg.	\$1,950	2	3	0	3	0	3	0	11	Low
184	Crossing Improvement	Crosswalk, Median Refuge Island	Elk Grove Florin Rd/Emerald Park Dr	-	-	-	Install high visibility crosswalk, median refuge island	\$4,800	2	3	0	3	0	3	0	11	High
204	Crossing Improvement	At-Grade Class I Bikeway Crossing	Elk Grove Florin Rd/ Rau Park Path terminus	-	-	-	Install high visibility transverse crosswalk midblock near path terminus at Rau park. Include median refuge, advance yield markings and pedestrian signal/PHB.	\$255,550	2	3	0	3	0	1	2	11	High
39	Crossing Improvement	At-Grade Class I Bikeway Crossing	Elk Grove Florin Rd/Cadura Cir	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk, Advance Yield Markings/signage, RRFB	\$3,750	2	3	0	3	0	0	2	10	High
49	Crossing Improvement	At-Grade Class I Bikeway Crossing	Sheldon Rd/E Stockton Rd	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk, Advance Yield Markings/Signage, Pedestrian Signal	\$252,550	2	3	0	3	0	0	2	10	High



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52	Crossing Improvement	At-Grade Class I Bikeway Crossing	Kilconnell Dr/Hutton Dr	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk	\$1,800	2	3	0	3	0	0	2	10	High
76	Crossing Improvement	At-Grade Class I Bikeway Crossing	Elk Grove Florin Rd/Cadura Cir	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk, Advance Yield Markings, RRFB	\$52,550	2	3	0	3	0	0	2	10	High
89	Crossing Improvement	At-Grade Class I Bikeway Crossing	Elk Grove Florin Rd between Lamprey Dr and Bond Rd	-	-	-	Current signalized crossing is insufficient based on public comment; install advance yield markings and warning markings/signage at NB and SB approaches of Elk Grove Florin Rd.	\$3,600	2	0	2	3	0	1	2	10	High
114	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Trail crossing on Laguna Blvd between Big Horn Blvd and W Stockton Blvd/Laguna Springs Dr	-	-	-	Install Bicycle/Pedestrian Overcrossing - Safety challenge; great need for improved crossing conditions	Varies	2	0	2	3	0	1	2	10	High
122	Crossing Improvement	At-Grade Class I Bikeway Crossing	Trail Crossing South of Bray Vista Way/ Brodie Ct and Emerald Vista Dr	-	-	-	Improve approach to At-Grade Class I Bikeway Crossing by installing advance yield markings and additional signage on the north and south approaches to existing RRFB crossing.	\$750	2	0	2	3	0	1	2	10	High
197	Crossing Improvement	At-Grade Class I Bikeway Crossing	Bruceville Rd/Beaver Falls Way	-	-	-	Install high visibility tranverse crosswalk on north leg across Bruceville with PHB, median refuge island, advance yield markings, and advance warning signage/markings.	\$255,550	2	3	0	3	0	0	2	10	High
26	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Laguna Creek Trail/Highway 99	-	-	-	Grade-Separated Class I Bikeway Crossing	Varies	2	0	2	3	0	0	2	9	High
95	Crossing Improvement	At-Grade Class I Bikeway Crossing	Trail terminus at Hollow Creek Way/ Stonebrook Dr	-	-	-	Install RRFB and advance yield markings at the existing crosswalk to improve visibility and reaction time. Improve alignment of trail as it approaches the crosswalk by removing vegetation and reconfiguring geometry at the East trail leg.	Varies	2	3	2	0	0	0	2	9	High
103	Crossing Improvement	At-Grade Class I Bikeway Crossing	Bertwin Way W/O Adobe Creek Way	-	-	-	Improve At-Grade Class I Bikeway Crossing by widening curb ramps and installing high-visibility crosswalk between misaligned and narrow existing trail termini.	Varies	2	3	2	0	0	0	2	9	High
104	Crossing Improvement	At-Grade Class I Bikeway Crossing	Adobe Springs Way W/O Adobe Creek Way	-	-	-	Improve At-Grade Class I Bikeway Crossing by widening curb ramps and installing high-visibility crosswalk between misaligned and narrow existing trail termini.	Varies	2	3	2	0	0	0	2	9	High



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195	Crossing Improvement	Crosswalk, Curb Extensions, Median Refuge Island, Pedestrian Signal, Advance Yield Markings, Advance Warning Signage	Whitelock Pkwy/W/O Nealon Dr near trail terminus	-	-	-	Install high visibility crossing, curb extensions, median refuge island, pedestrian signal, advance yield markings and advance warning signage.	\$260,050	2	0	2	3	0	1	1	9	High
196	Crossing Improvement	Crosswalk, Median Refuge Island, Pedestrian Signal/PHB, Advance Yield Markings, Advance Warning Signage	Whitelock Pkwy/East of Carinata Dr	-	-	-	Install high visibility crosswalk, median refuge island, advance yield markings, advance warning signage/markings, and pedestrian signal. Extend Class I Path north of proposed crossing location to connect with crossing.	\$255,550	2	3	2	0	0	1	1	9	High
198	Crossing Improvement	Crosswalk, Advance Warning Signage, Advance Stop Markings	Bilby Rd/Stathos Dr	-	-	-	Install high visibility transverse crosswalk across west leg of Bilby Rd, with advance warning signage, advance stop markings.	\$2,550	2	3	0	3	0	1	0	9	Low
202	Crossing Improvement	Intersection Reconfiguration, Crosswalks, Advance Yield Markings, Curb Extensions, Median Refuge	Elk Grove Florin Rd/Sierra Street	-	-	-	Square up intersection geometry to reduce curb radii on east corners, install high visibility transverse crosswalk on south leg, and east leg; advance yield marking on north and south legs. curb extensions and median refuge at north and south legs.	Varies	2	3	0	3	0	1	0	9	High
629	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Laguna Blvd/UPRR	-	-	-		Varies	2	0	2	3	0	0	2	9	High
633	Crossing Improvement	At-Grade Class I Bikeway Crossing	Elk Grove Florin Rd/Proposed Whitehouse Creek Trail	-	-	-		Varies - Undeveloped Area	2	0	2	3	0	1	1	9	High
144	Crossing Improvement	Crosswalks, Advance Yield/Stop Markings	Carrcroft Drive/Soaring Oaks Drive	-	-	-	Mark transverse crosswalk across S leg with advance stop line. Add advance yield lines to East leg.	\$1,950	2	3	0	3	0	0	0	8	Low
145	Crossing Improvement	Crosswalk, Advance Stop Markings	Harrogate Way/Soaring Oaks Drive	-	-	-	Mark transverse crosswalk across N leg with advance stop line.	\$1,200	2	3	0	3	0	0	0	8	Low
149	Crossing Improvement	Crosswalks, Advance Yield Markings	Maranello Dr/Koto Dr/Villeneuve Dr	-	-	-	Upgrade existing marked crosswalk on S leg to high visibility markings; add yellow high visibility crosswalk on N leg with advance stop line; add advance yield lines for existing marked crosswalk on W leg	\$5,100	2	3	0	3	0	0	0	8	Low



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150	Crossing Improvement	Crosswalks, Advance Yield/Stop Markings	Maranello Dr/Enzo Way	-	-	-	Upgrade existing marked crosswalk on W leg to high visibility markings and add advance stop line; add yellow high visibility crosswalk with advance yield lines on N leg	\$5,100	2	3	0	3	0	0	0	8	Low
151	Crossing Improvement	Crosswalk, Advance Yield Markings	Maranello Dr/Midblock, N of N school driveway	-	-	-	Mark yellow high visibility crosswalk with advance yield lines	\$2,550	2	3	0	3	0	0	0	8	Low
152	Crossing Improvement	Crosswalk, Advance Yield Markings	Maranello Dr/Jenrose Way	-	-	-	Mark yellow high visibility crosswalk with advance yield lines on W leg	\$2,550	2	3	0	3	0	0	0	8	Low
153	Crossing Improvement	Crosswalks, Advance Yield/Stop Markings	Modena Wy/Maranello Dr/Caldicot Dr	-	-	-	Upgrade existing marked crosswalk on S leg to high visibility markings; add yellow high visibility crosswalk on N leg with advance stop line; add advance yield lines for existing marked crosswalk on W leg	\$5,100	2	3	0	3	0	0	0	8	Low
154	Crossing Improvement	Crosswalks	Shasta Lily Drive/Blue Maiden Way	-	-	-	Upgrade existing marked crosswalks on N and E legs to yellow high visibility markings and add yellow high visibility crosswalks on W and S legs	\$7,200	2	3	0	3	0	0	0	8	Low
156	Crossing Improvement	Crosswalk, Advance Stop Markings	Shasta Lily Drive/Vytina Dr	-	-	-	Mark transverse crosswalk across S leg with advance stop line.	\$1,200	2	3	0	3	0	0	0	8	Low
159	Crossing Improvement	Crosswalks, Advance Stop Markings	Windsor Point Way/Blue Maiden Way	-	-	-	Mark transverse crosswalks with advance stop lines on N and S legs.	\$2,400	2	3	0	3	0	0	0	8	Low
160	Crossing Improvement	Crosswalk, Advance Stop Markings	Magnolia Hill Way/Blue Maiden Way	-	-	-	Mark transverse crosswalk with advance stop line on S leg.	\$1,200	2	3	0	3	0	0	0	8	Low
162	Crossing Improvement	Crosswalk, Advance Stop Markings	Salmon Creek Dr/Bond Rd	-	-	-	Mark transverse crosswalk with advance stop line across S leg	\$1,200	2	3	0	3	0	0	0	8	Low
166	Crossing Improvement	Crosswalk, Advance Stop Markings, Median Refuge, Curb Extensions	Minnie Cir/Valley Oak Ln	-	-	-	Upgrade existing marked crosswalk on W and N leg to high visibility markings with advance stop lines on the W leg. Install curb extensions and median refuge on W leg crossing.	\$11,850	2	3	0	0	0	3	0	8	High
167	Crossing Improvement	Crosswalks, Advance Yield/Stop Markings	Vista Grande Wy/Valley Oak Ln	-	-	-	Mark transverse crosswalk with advance stop line on S leg, upgrade crosswalk marking on E leg.	\$3,750	2	3	0	0	0	3	0	8	Low
168	Crossing Improvement	Crosswalks, Advance Yield/Stop Markings	Emerald Oak Dr/Valley Oak Ln	-	-	-	Mark yellow transverse crosswalks with advance stop lines on all legs	\$4,800	2	3	0	0	0	3	0	8	Low
171	Crossing Improvement	Crosswalk, Advance Stop Markings	Elk Grove Florin Rd/Park Wy	-	-	-	Mark transverse crosswalk with advance stop line on W leg	\$1,200	2	3	0	0	0	3	0	8	Low
172	Crossing Improvement	Crosswalk, Advance Stop Markings	Elk Grove Florin Rd/Park Meadows Dr	-	-	-	Mark transverse crosswalk with advance stop line on E leg	\$1,200	2	3	0	0	0	3	0	8	Low



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177	Crossing Improvement	Crosswalks, Advance Yield Markings	Tralee way/Lismore Dr	-	-	-	Mark yellow transverse crosswalks with advance stop lines on all legs	\$4,800	2	3	0	3	0	0	0	8	Low
183	Crossing Improvement	Crosswalk, Median Refuge Island	Elk Grove Blvd/Elk Ridge Way	-	-	-	Install high visibility crosswalk, median refuge island	\$4,800	2	0	0	3	0	3	0	8	High
38	Crossing Improvement	At-Grade Class I Bikeway Crossing	Charolais Way/Black Swan Dr	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility XWALK, Advance Yield Markings	\$2,550	2	3	0	0	0	0	2	7	High
43	Crossing Improvement	At-Grade Class I Bikeway Crossing	Bradshaw Rd/Bond Rd	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk, Advance Yield Markings	\$2,550	2	3	0	0	0	0	2	7	High
54	Crossing Improvement	Crosswalk; Curb Ramp Improvement	Elk Spring Way/Murrell St	-	-	-	Increase width of existing crosswalk and widths of curb ramps	\$20,450	2	3	2	0	0	0	0	7	High
58	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Grant Line Rd/SR 99	-	-	-	Grade-Separated Class I Bikeway Crossing	Varies	0	0	2	3	0	0	2	7	High
62	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Elk Grove Creek Trail/Waterman Rd	-	-	-	Grade-Separated Class I Bikeway Crossing	Varies	2	3	0	0	0	0	2	7	High
66	Crossing Improvement	At-Grade Class I Bikeway Crossing	Bond Rd/Sierra River Dr	-	-	-	Grade-Separated Class I Bikeway Crossing (BPTMP 2014); Curb Cut Redesign (Trails Committee)	Varies	2	3	0	0	0	0	2	7	High
68	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Waterman Rd/Laguna Creek Trail	-	-	-	At-Grade Class I Bikeway Crossing	Varies	2	0	2	3	0	0	0	7	High
72	Crossing Improvement	At-Grade Class I Bikeway Crossing	Elk Grove Blvd/Harbour Pointe Dr	-	-	-	At-Grade Class I Bikeway Crossing - Recommended in 2014 Plan. Recommended location TBD with further study.	Varies	2	3	0	0	0	0	2	7	Low
79	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Whitelock Pkwy/W Stockton Blvd	-	-	-	Grade-Separated Class I Bikeway Crossing	Varies	2	0	2	0	0	1	2	7	High
148	Crossing Improvement	Crosswalk, Advance Yield Markings, RRFB	Auberry Dr/Monterey Trail High School Main Driveway	-	-	-	Add advance yield lines and RRFB to existing yellow high visibility crosswalk on N leg.	\$50,750	2	3	0	0	0	0	2	7	High
173	Crossing Improvement	Crosswalks, Advance Yield Markings, RRFB	Elk Grove Florin Rd/Park Trail Dr	-	-	-	Install transverse crossing on Elk Grove Florin Rd with advance yield markings, signage and RRFB. Extend existing Class I Path to the west of Elk Grove Florin to reach crosswalk.	\$51,200	2	0	0	0	0	3	2	7	High
182	Crossing Improvement	At-Grade Class I Bikeway Crossing	Elk Grove Blvd/midblock West of Sabrina Ln, East of Big Timber Dr	-	-	-	Install high visibility crosswalk, Pedestrian Hybrid Beacon and Median Refuge Island	\$254,800	2	0	0	3	0	1	1	7	High
632	Crossing Improvement	At-Grade Class I Bikeway Crossing	Waterman Rd/Proposed Whitehouse Creek Trail	-	-	-		Varies - Undeveloped Area	2	0	0	3	0	1	1	7	High
78	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Mandalay Ct/Railroad Tracks	-	-	-	Grade-Separated Class 1 Bikeway Crossing	Varies	2	0	2	0	0	0	2	6	High



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110	Crossing Improvement	At-Grade Class I Bikeway Crossing	Laguna Park Dr S/O Laguna Villa Way	-	-	-	Improve At-Grade Class I Bikeway Crossing with advance yield markings, advance warning signage, and RRFB (comments stated vehicles rarely stop for non-motorized users utilizing existing crossing).	\$53,600	2	0	2	0	0	0	2	6	High
141	Crossing Improvement	At-Grade Class I Bikeway Crossing	Trail crossing at Mainline Dr/east of Founders Way/Lilac Fields Pl	-	-	-	Install high visibility crosswalk at trail crossing of Mainline Dr east of Founders Way/Lilac Fields Pl. Align trail termini by adding class I path extension to the west of southern trail segment.	Varies	2	0	2	0	0	0	2	6	High
189	Crossing Improvement	At-Grade Class I Bikeway Crossing	Bilby Rd/Gillam Dr	-	-	-	Install high visibility crosswalk and RRFB, advance stop bars and advance warning markings.	\$2,550	0	0	0	3	0	1	2	6	High
556	Crossing Improvement	Trail/Crossing Alignment	McLean Dr/Franklin Creek Trail	-	-	-	Align crosswalk with trail access points by shifting crosswalk to the east	\$450	2	3	0	0	0	1	0	6	High
557	Crossing Improvement	Crosswalk; Curb Ramps; Trail Access Improvement	Gilliam Drive/Franklin Creek Trail	-	-	-	Install crosswalk and curb ramps at east and west access points to Franklin Creek Trail to improve ADA access and bicycle access	\$21,800	2	3	0	0	0	1	0	6	High
631	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Creek North of Franklin Elementary and Stephensen Family Park	-	-	-		Varies	2	3	0	0	0	1	0	6	High
634	Crossing Improvement	At-Grade Class I Bikeway Crossing	Porta Rosa/Elk Grove Blvd	-	-	-		Varies - Undeveloped Area	2	0	0	3	0	0	1	6	High
3	Crossing Improvement	Crosswalks	Bradshaw Rd/Elk Grove Blvd	-	-	-	Install high visibility crosswalks on all four legs	\$7,200	2	0	0	3	0	0	0	5	Low
29	Crossing Improvement	At-Grade Class I Bikeway Crossing	Poppy Ridge Rd/Bridgeview Park Path	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk, Advance Yield, RRFB	\$51,800	2	0	0	0	0	1	2	5	High
33	Crossing Improvement	At-Grade Class I Bikeway Crossing	Unnamed roadway east of Poppy Ridge Rd/proposed Class I Path (proposed Class I connects to existing Kammerer Family Park Path)	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk and signage	\$3,000	2	0	0	0	0	1	2	5	High
50	Crossing Improvement	At-Grade Class I Bikeway Crossing	Lewis Stein Rd/Laguna Creek Trail	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk, Advance Yield Markings/Signage, RRFB	\$52,550	2	0	0	0	0	1	2	5	High
123	Crossing Improvement	Crosswalks, Advance Yield/Stop Markings	Whitelock Pkwy/ Lousada Dr	-	-	-	Install high visibility transverse crossing on West leg, and advance stop markings on west leg and advance yield markings on east leg.	\$3,300	2	0	2	0	0	1	0	5	Low



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146	Crossing Improvement	Crosswalks, Advance Stop Markings	Gallatin Dr/Soaring Oaks Dr/Trenholm Dr	-	-	-	Upgrade N, E, and S legs to yellow high visibility crosswalks, and add new yellow high visibility crosswalk on W leg. Include advance stop lines on all legs.	\$10,200	2	3	0	0	0	0	0	5	Low
147	Crossing Improvement	Crosswalk, Advance Stop Markings	Soaring Oaks Drive/Melfort Way	-	-	-	Mark transverse crosswalk across E leg with advance stop line.	\$1,200	2	3	0	0	0	0	0	5	Low
155	Crossing Improvement	Curb Extensions	Shasta Lily Dr/Midblock, at existing school crosswalk	-	-	-	Add curb extensions to existing midblock crossing	\$4,500	2	3	0	0	0	0	0	5	High
158	Crossing Improvement	Crosswalks, Advance Stop Markings	Summer Pointe Dr/Vista Brook Dr	-	-	-	Mark transverse crosswalks with advance stop lines on all four legs	\$4,800	2	3	0	0	0	0	0	5	Low
161	Crossing Improvement	Crosswalks, Advance Stop Markings	School Loop Rd/Stonebrook Dr/Bond Rd	-	-	-	Upgrade existing marked crosswalks on N, E, and S legs to yellow high visibility and add advance stop bars	\$6,900	2	3	0	0	0	0	0	5	Low
175	Crossing Improvement	Crosswalks, Advance Yield/Stop Markings	Elk Grove Florin Rd/Mountain Home Ct	-	-	-	Mark transverse crosswalk with advance stop line on E leg, crosswalk with advance yield line on N leg.	\$2,400	2	0	0	0	0	3	0	5	Low
176	Crossing Improvement	Advance Yield Markings	Tralee Wy/Midblock, north of Clancys Ct	-	-	-	Add advance yield lines to existing midblock crosswalk at school frontage	\$750	2	3	0	0	0	0	0	5	Low
190	Crossing Improvement	Crosswalks, Advance Yield Markings, Advance Warning Signage, RRFB	Civic Center Dr/ E/O Big Timber Rd at park entrance	-	-	-	High visibility crosswalk markings across Civic Center, advance stop bar on east and west approach, RRFB, watch for bicyclists and pedestrians signage.	\$54,500	2	0	0	0	0	1	2	5	High
191	Crossing Improvement	Crosswalks, Advance Yield Markings, Advance Warning Signage, RRFB, Median Refuge Island, Curb Extensions	Harbour Point Dr/Bastona Dr	-	-	-	Install high visibility crosswalk, curb extensions, median refuge island, advance stop bars, and advance warning signage.	\$10,800	2	0	2	0	0	0	1	5	High
205	Crossing Improvement	At-Grade Class I Bikeway Crossing	Watermand Rd/Brown Rd/Proposed class I path connection to the east	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk, Advance Yield Markings, RRFB	\$52,550	2	0	0	0	0	1	2	5	High
563	Crossing Improvement	At-Grade Class I Bikeway Crossing	Lotz Pkwy/New Road Between Shed Channel C and Promenade Pkwy	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalks, Advance Yield markings/Signage	\$10,200	2	0	0	0	0	1	2	5	Low
617	Crossing Improvement	At-Grade Class I Bikeway Crossing	Southeast corner of Tuscan Park Proposed Site	-	-	-		Varies - Undeveloped Area	2	0	0	0	0	1	2	5	Low



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618	Crossing Improvement	At-Grade Class I Bikeway Crossing	Northeast of Tuscan Park proposed Site	-	-	-		Varies - Undeveloped Area	2	0	0	0	0	1	2	5	Low
619	Crossing Improvement	At-Grade Class I Bikeway Crossing	East of Big Horn Blvd/along Proposed Class I Path	-	-	-		Varies - Undeveloped Area	2	0	0	0	0	1	2	5	Low
620	Crossing Improvement	At-Grade Class I Bikeway Crossing	Big Horn Blvd/Proposed Class I Path west of SEPA Park ID D.	-	-	-		Varies - Undeveloped Area	2	0	0	0	0	1	2	5	Low
621	Crossing Improvement	At-Grade Class I Bikeway Crossing	Western boundary of SEPA park sites O & D.	-	-	-		Varies - Undeveloped Area	2	0	0	0	0	1	2	5	Low
622	Crossing Improvement	At-Grade Class I Bikeway Crossing	Eastern boundary of SEPA Park IDs L & F	-	-	-		Varies - Undeveloped Area	2	0	0	0	0	1	2	5	Low
623	Crossing Improvement	At-Grade Class I Bikeway Crossing	Southeast of Tempo Way/South of Lotz Pkwy near proposed SEPA Trail IDs 29 & 32	-	-	-		Varies - Undeveloped Area	2	0	0	0	0	1	2	5	Low
624	Crossing Improvement	At-Grade Class I Bikeway Crossing	Southeast of SEPA Park Site G along Shed Channel C	-	-	-		Varies - Undeveloped Area	2	0	0	0	0	1	2	5	Low
625	Crossing Improvement	At-Grade Class I Bikeway Crossing	North of SEPA Park Site ID H	-	-	-		Varies - Undeveloped Area	2	0	0	0	0	1	2	5	Low
626	Crossing Improvement	At-Grade Class I Bikeway Crossing	Northeast corner of SEPA Park Site ID J/east of Montaria Way	-	-	-		Varies - Undeveloped Area	2	0	0	0	0	1	2	5	Low
627	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	South of SEPA Park Site ID J	-	-	-		Varies	2	0	0	0	0	1	2	5	High
628	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Shed Channel C/SEPA Trail ID 5	-	-	-		Varies	2	0	0	0	0	1	2	5	High
635	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Bruceville Rd/Kammerer Rd	-	-	-		Varies	2	0	0	0	0	1	2	5	High
641	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Kammerer Rd/Railroad crossing near Franklin Blvd	-	-	-		Varies	2	0	0	0	0	1	2	5	High



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27	Crossing Improvement	At-Grade Class I Bikeway Crossing	Laguna Blvd/Harbour Point Dr	-	-	-	At-Grade Class I Bikeway Crossing - Recommended in 2014 Plan. Exact location TBD.	Varies	2	0	0	0	0	0	2	4	Low
36	Crossing Improvement	At-Grade Class I Bikeway Crossing	Mosher Rd between Waterman Rd and Rhone River Dr	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk and signage	\$3,000	2	0	0	0	0	0	2	4	Low
40	Crossing Improvement	At-Grade Class I Bikeway Crossing	Bradshaw Rd/Proposed Class I Path South of Ridgerock Dr	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk, Advance Yield Markings/Signage, RRFB	\$52,550	2	0	0	0	0	0	2	4	High
48	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Calvine Rd/Railroad Tracks	-	-	-	Grade-Separated Class I Bikeway Crossing	Varies	2	0	0	0	0	0	2	4	High
55	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Mandalay Ct/Railroad Tracks	-	-	-	Grade-Separated Class I Bikeway Crossing	Varies	2	0	0	0	0	0	2	4	High
60	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Railroad St/Railroad Tracks	-	-	-	Grade-Separated Class I Bikeway Crossing	Varies	2	0	0	0	0	0	2	4	High
61	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Elk Grove Creek Trail/Railroad Tracks	-	-	-	Grade-Separated Class I Bikeway Crossing	Varies	0	0	2	0	0	0	2	4	High
70	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Grant Line Rd/Deer Creek Tributary	-	-	-	Grade-Separated Class I Bikeway Crossing	Varies	0	0	0	0	0	2	2	4	High
200	Crossing Improvement	At-Grade Class I Bikeway Crossing	At proposed Class I Path termini east/west of Waterman Rd/ S/O Kent St	-	-	-	Install high-visibility crossing markings, RRFB, advance yield markings, advance warning signage/markings.	\$52,550	0	0	2	0	0	0	2	4	High
561	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Laguna Creek/east of Waterman Rd	-	-	-	Grade-separated crossing over Laguna Creek.	Varies	2	0	0	0	0	0	2	4	High
567	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Laguna Creek East of Jordan Ranch Rd	-	-	-		Varies	2	0	0	0	0	0	2	4	Low
30	Crossing Improvement	At-Grade Class I Bikeway Crossing	Boa Nova Dr/Unnamed between Big Horn Blvd and Bruceville Rd	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk and signage	\$3,000	0	0	0	0	0	1	2	3	High
31	Crossing Improvement	At-Grade Class I Bikeway Crossing	Bilby Rd/Unnamed between Big Horn and Bruceville Rd	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk and signage	\$3,000	0	0	0	0	0	1	2	3	High
32	Crossing Improvement	At-Grade Class I Bikeway Crossing	Poppy Ridge Rd/Lousada Dr	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk and signage	\$3,000	0	0	0	0	0	1	2	3	Low
34	Crossing Improvement	At-Grade Class I Bikeway Crossing	Lousada Dr/ Elfa Ave	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk and signage	\$3,000	0	0	0	0	0	1	2	3	High
56	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Unnamed/Shed Channel C	-	-	-	Grade-Separated Class I Bikeway Crossing	Varies	0	0	0	0	0	1	2	3	High
57	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Unnamed/Shed Channel C	-	-	-	Grade-Separated Class I Bikeway Crossing	Varies	0	0	0	0	0	1	2	3	High



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73	Crossing Improvement	At-Grade Class I Bikeway Crossing	Boa Nova Dr/Unnamed undeveloped roads Bilby Rd	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk, Advance Stop Markings/Signage	\$2,550	0	0	0	0	0	1	2	3	High
74	Crossing Improvement	At-Grade Class I Bikeway Crossing	Unnamed undeveloped roads - end of Bilby Rd	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk, Advance Stop Markings/Signage	\$2,550	0	0	0	0	0	1	2	3	High
75	Crossing Improvement	At-Grade Class I Bikeway Crossing	Undeveloped area north of Shed C Channel/Kyler Rd	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk, Advance Stop Markings/Signage	\$2,550	0	0	0	0	0	1	2	3	High
630	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Elk Grove Blvd/UPRR	-	-	-		Varies	2	0	0	0	0	1	0	3	High
47	Crossing Improvement	At-Grade Class I Bikeway Crossing	Sheldon Rd/Waterman Rd	-	-	-	At-Grade Class I Bikeway Crossing - High Visibility Crosswalk, Advance Yield Markings/Signage, RRFB	\$52,550	0	0	0	0	0	0	2	2	High
67	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Bond Rd/Laguna Creek Trail	-	-	-	At-Grade Class I Bikeway Crossing	Varies	2	0	0	0	0	0	0	2	High
71	Crossing Improvement	Grade-Separated Class I Bikeway Crossing	Grant Line Rd/Deer Creek Tributary	-	-	-	Grade-Separated Class I Bikeway Crossing	Varies	0	0	0	0	0	0	2	2	High
157	Crossing Improvement	Crosswalk, Advance Stop Markings	Summer Pointe Dr/Sheldon Rd	-	-	-	Mark transverse crosswalk with advance stop line on N leg.	\$1,200	2	0	0	0	0	0	0	2	Low
174	Crossing Improvement	Crosswalk, Advance Stop Markings	Elk Grove Florin Rd/Castle Park	-	-	-	Mark transverse crosswalk with advance stop line on E leg	\$1,200	2	0	0	0	0	0	0	2	Low
199	Crossing Improvement	Crosswalks, PHB, Advance Yield Markings, Advance Warning Signage,	Bilby Rd/Boa Nova Dr	-	-	-	Install high visibility transverse crosswalk markings on east and north legs. Install PHB for EB and WB traffic, install advance yield markings and warning signage on east and west leg	\$255,100	0	0	0	0	0	1	1	2	High
206	Crossing Improvement	At-Grade Class I Bikeway Crossing	Bradshaw Rd/Sheldon Rd	-	-	-	Install high visibility crossings on all four legs, with advance stop markings (Rec may change with new information on existing conditions in this location due to inability to see aerials well).	\$10,200	0	0	0	0	0	0	2	2	High
87	Curb Ramp Improvement	ADA Curb Ramp	Underwood Park trail terminus along Camden Lake Way, west of San Badger Way.	-	-	-	Install ADA ramp to accommodate bicyclists and pedestrians at Underwood Park trail entrance	\$10,000	2	3	2	3	0	0	0	10	High
134	Curb Ramp Improvement	ADA Curb Ramp; No Parking Signage/Markings; Trail Access Improvement	El Toreador Way/near trail outlet at Cantrell and Helen Catello Park	-	-	-	Install curb ramp with no parking zone at curb ramp location to improve trail access	\$10,600	2	3	2	0	0	1	0	8	High



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111	Curb Ramp Improvement	ADA Curb Ramp; Trail Access Improvement	Trail terminus at Trenholm Dr E/O Soaring Oaks Dr	-	-	-	Install curb ramp for ADA and trail access	\$10,000	2	3	2	0	0	0	0	7	High
91	Curb Ramp Improvement	ADA Curb Ramp	Trail terminus at Porto Rosa Dr	-	-	-	Install ADA ramps at all access points to Jack Hill Park.	\$10,000	2	0	2	0	0	0	0	4	High
92	Curb Ramp Improvement	ADA Curb Ramp	Trail terminus along Porto Rosa Dr	-	-	-	Install ADA ramp	\$10,000	2	0	2	0	0	0	0	4	High
93	Curb Ramp Improvement	ADA Curb Ramp	Trail terminus along Porto Rosa Dr	-	-	-	Install ADA ramp from ADA compliance and improved trail access	\$10,000	2	0	2	0	0	0	0	4	High
99	Curb Ramp Improvement	ADA Curb Ramp; Trail Access Improvement	Powerline Trail Access W/O Hambley Circle	-	-	-	Improve curb ramp for ADA compliance and mitigating bicyclist difficulty navigating from trail to sidewalk	\$10,000	2	0	2	0	0	0	0	4	High
100	Curb Ramp Improvement	ADA Curb Ramp; Trail Access Improvement	Trail W/O Hambley Circle	-	-	-	Improve curb ramp for ADA compliance and mitigating bicyclist difficulty navigating from trail to sidewalk	\$10,000	2	0	2	0	0	0	0	4	High
553	Curb Ramp Improvement	Trail Access Improvement; ADA Access	Iris Meadow Way/Earhardt Channel Trail Access Point	-	-	-	Upgrade square curb access points to the Earhardt Channel Trail to improve access for bicycles and other wheeled vehicles.	\$10,000	2	0	0	0	0	1	0	3	High
554	Curb Ramp Improvement	Trail Access Improvement; ADA Access	Paso Fino Way/Jungkeit Diary Trail - Franklin to Fire Poppy	-	-	-	Upgrade square curb access points to the Earhardt Channel Trail to improve access for bicycles and other wheeled vehicles.	\$10,000	2	0	0	0	0	1	0	3	High
555	Curb Ramp Improvement	Trail Access Improvement; ADA Access	Paso Fino Way/Jungkeit Diary Trail - Franklin to Fire Poppy	-	-	-	Upgrade square curb access points to the Earhardt Channel Trail to improve access for bicycles and other wheeled vehicles.	\$10,000	2	0	0	0	0	1	0	3	High
112	Curb Ramp Improvement	ADA Curb Ramp; Trail Access Improvement	Mannington Street/Class I Trail Terminus	-	-	-	Install curb ramp for ADA and trail access	\$10,000	0	0	2	0	0	0	0	2	High
558	Curb Ramp Improvement	Curb Ramp; Trail Access Improvement	Laguna Creek Trail	-	-	-	Upgrade curb ramp from steep rounded curb for easier bicycle and wheelchair access to trail	\$10,000	2	0	0	0	0	0	0	2	High
560	Curb Ramp Improvement	Curb Ramp; Trail Access Improvement	Whitehouse Creek Trail Access at Springhurst Dr	-	-	-	Upgrade existing rounded curb to improve bicycle and wheelchair access.	\$10,000	2	0	0	0	0	0	0	2	High
505	Parking Enforcement	Parking Enforcement	Poppy Ridge Road	West of Big Horn Blvd (existing Class II Bicycle Lane begins)	East of Lousada Dr (existing Class II Bicycle Lane ends)	0.75	Enforce bike lane blockage to ensure bicycle lane is usable.	Varies	2	0	2	0	0	1	0	5	Low
9	Pedestrian-Specific Crossing Improvement	Leading Pedestrian Interval (LPI)	Elk Grove Florin Rd/Elk Grove Blvd	-	-	-	Implement Leading Pedestrian Interval (LPI) or Pedestrian Only Phase	Staff Time	2	3	0	3	0	3	0	11	High



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194	Pedestrian-Specific Crossing Improvement	Crosswalks; Curb Extensions; Advance Stop Bar; Advance Warning Signage; Median Refuge Island; Pedestrian Signal	Whitelock Pkwy/Shana Way	-	-	-	Install new high visibility crosswalk with curb extensions, median refuge island, advance stop bars and warning signage and/or markings on on west leg. Install Pedestrian Signal	\$260,050	2	3	0	3	0	1	1	10	High
106	Pedestrian-Specific Crossing Improvement	Signal Improvement: Pedestrian Signal Phase Update	Elk Grove Blvd/Stone Lake Club Dr	-	-	-	Update ped-actuated signal phase to activate for correct approach. Signal button activates the walk signal on the WB lane is set up on the wrong light- it activates the W/B light (this is a "T" intersection; W/B is always clear).	Staff Time	2	0	2	3	0	1	0	8	High
164	Pedestrian-Specific Crossing Improvement	Crosswalk; Pedestrian Signal/Signalization,	Wolf Pack Ln/Fewster Way/Whitelock Pkwy	-	-	-	Mark high visibility crosswalk on E leg with signalized pedestrian crossing, median refuge island and advance stop markings, advance warning signage/markings (or signalize intersection).	\$255,550	2	3	0	0	0	1	1	7	High
132	Pedestrian-Specific Crossing Improvement	Crosswalks; Advance Stop Markings	Bond Rd/Emerald Crest Dr	-	-	-	Upgrade existing crossing on the east leg to high visibility markings and install advance stop markings on the east leg. Add crosswalk markings to west leg.	\$3,000	2	0	2	0	0	1	0	5	High
192	Pedestrian-Specific Crossing Improvement	Crosswalks; Curb Extensions; Advance Stop Bar; Advance Warning Signage; Median Refuge Island	Harbour Point Dr/Maritime Dr	-	-	-	Upgrade to high visibility transverse crosswalks on all four legs, install curb extensions advance stop bar and signage, and pedestrian refuge island on north and south legs.	\$23,700	2	0	2	0	0	0	1	5	High
80	Pedestrian-Specific Crossing Improvement	Curb Extensions; Median Refuge Island	Buckminster Dr/Harbour Point Dr	-	-	-	Install curb extensions and median refuge island.	\$7,500	2	0	2	0	0	0	0	4	High
201	Pedestrian-Specific Crossing Improvement	Crosswalk; Advance Stop Markings; PHB	Waterman Rd/North of Rancho Dr	-	-	-	Install high visibility transverse crosswalk on north leg with advance yield markings, and PHB, providing crossing opportunity between existing sidewalk to the west and proposed sidewalk to the east.	\$252,550	2	0	0	0	0	0	1	3	High
483	Roadway Maintenance	Street Cleaning; Landscaping	Franklin Blvd	Whitelock Pkwy	Big Horn Blvd	2.79	Maintain roadway, including more frequent street sweeping and landscaping maintenance to improve bicyclist and pedestrian experience along segment.	Varies	2	3	2	3	0	1	0	11	Low
108	Roadway Maintenance	Bike Lane Maintenance	Bruceville Rd	-	-	-	Maintenance of Class II bike lane. Unsure of roadway extents needing maintenance based on comment.	Varies	2	0	2	0	0	1	0	5	Low



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128	Roadway Maintenance	Roadway Maintenance	Bilby Rd/Union Pacific RRX	-	-	-	A storm drain is missing a cover, and debris needs to be swept, both of which cause hazards for bicyclists.	Varies	2	0	2	0	0	1	0	5	Low
101	Roadway Maintenance	Bike Lane Maintenance/Materials Upgrade	Laguna Blvd/Citywide	-	-	-	Investigate material city uses for repaving on-street bicycle facilities, and recommend smoother material.	Varies	2	0	2	0	0	0	0	4	High
451	Sidewalk	-	E Stockton Blvd	Lismore Dr	E Stockton Blvd	0.78	West side of E Stockton Blvd	\$535,465	2	3	2	3	0	3	2	15	High
414	Sidewalk	-	South side of Calvine Rd	Merryhill Elementary School	Lemberger Way	0.25	South side of Calvine Rd	\$173,992	2	3	2	3	0	1	2	13	High
441	Sidewalk	-	north side of Southside Ave	Melrose Ave	Elk Grove Florin Rd	0.05	Fill gaps in sidewalk along north side of Southside Ave	\$32,683	2	3	0	3	0	3	2	13	High
447	Sidewalk	-	East side of Elk Grove Florin Rd	Sheldon Rd	Campbell Rd	0.61	East side of Elk Grove Florin Rd	\$420,099	2	3	2	3	0	1	2	13	High
637	Sidewalk	-	Laguna Blvd	Big Horn Blvd	400 feet West of Big Horn/Laguna Blvds intersection	0.08		\$53,343	2	3	2	3	0	1	1	12	High
214	Sidewalk	-	Elk Grove Florin Rd (Elk Grove-Florin Road and Elk Grove Park Sidewalk Infill)	Valley Oak Lane	Carmel Valley Way	0.98	This project will eliminate sidewalk gaps in the sidewalk network along the east side of Elk Grove-Florin Road, as well as improve ADA access, bicycle and pedestrian crossings (Lismore Drive, Valley Oak Drive).	\$673,384	2	3	2	3	0	0	2	12	High
446	Sidewalk	-	Elk Grove Florin Rd	Campbell Rd	W Camden Dr	0.15	sidewalk on east side of Elk Grove Florin Rd on either side of RR Tracks	\$101,555	2	0	2	3	0	1	2	10	High
549	Sidewalk	-	Bruceville Rd	Big Horn Blvd	Proposed Laguna Creek Trail ""T"" Spur	0.25	5'-wide pedestrian path/sidewalk along west side of Bruceville Rd to connect gaps between north and south sidewalk segments (WTL019).	\$168,607	2	0	2	3	0	1	2	10	High
581	Sidewalk	-	Adams St	Elk Grove Blvd	North of Eva St	0.02	small segment of sidewalk to fill gap	\$13,027	2	3	0	3	0	1	1	10	High
425	Sidewalk	-	East side of Bradshaw Rd	Bond Rd	LC Tributary 4	0.06	East Side of Bradshaw Rd	\$38,204	2	3	0	3	0	0	2	10	High
564	Sidewalk	-	Bruceville Rd	Big Horn Blvd	Existing sidewalk north on Bruceville Rd	0.11	5'-wide pedestrian path/sidewalk along west side of Bruceville Rd to connect gaps between north and south sidewalk segments	\$72,101	2	0	2	3	0	1	2	10	High
453	Sidewalk	-	East side of Stockton Blvd	Park Way	Elk Grove Florin Rd	0.86	East side of Stockton Blvd	\$593,495	2	3	0	0	0	3	2	10	High
452	Sidewalk	-	Elk Grove Regional Park entrance across St. Joseph's Catholic Church	Elk Grove Florin Rd	Elk Grove Florin Rd	0.00	South side of EB approach to intersection, connecting to existing paths.	\$2,736	2	3	0	0	0	3	2	10	High
574	Sidewalk	-	Big Horn Blvd	Foulks Park/Big Horn Trail	Big Horn Blvd West of Mere oak Cir	0.04	Install sidewalk to fill gap between existing.	\$24,088	2	3	2	0	0	1	2	10	High



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438	Sidewalk	-	West side of Lewis Stein Rd	Sheldon Rd	W Stockton Blvd	0.25	West side of Lewis Stein Rd	\$171,426	2	0	0	3	0	1	2	8	High
454	Sidewalk	-	East side of Elk Grove Florin Rd	Strawberry Creek	Stoneridge at Elk Grove Entrance	0.05	East side of Elk Grove Florin Rd	\$37,002	2	0	0	3	0	1	2	8	High
350	Sidewalk	-	North side of Big Horn Blvd	Lewis Stein	New Country Ct	0.18	North side of Big Horn Blvd	\$124,139	2	0	0	3	0	1	2	8	High
443	Sidewalk	-	West side of W Stockton Blvd	Elk Grove Honda Entrance	Elk Grove Audi Entrance	0.05	West side of W Stockton Blvd	\$32,246	2	0	0	3	0	1	2	8	High
471	Sidewalk	-	West side of Elk Grove Florin Rd	Supermarket Entrance	Brown Rd	0.03	West side of Elk Grove Florin Rd	\$23,300	2	0	0	3	0	1	2	8	High
417	Sidewalk	-	East side of Bruceville Rd	Poppy Ridge Rd	Bilby Rd	0.89	East side of Bruceville Rd	\$608,200	2	0	0	3	0	1	2	8	High
421	Sidewalk	-	South side of Quail Run Ln	Bruceville Rd	Wexted Way	0.15	South side of Quail Run Ln	\$99,719	2	0	0	3	0	0	2	7	High
375	Sidewalk	-	North side of Elk Grove Blvd	Porto Rosa Dr	Webb St	0.04	North side of Elk Grove Blvd	\$28,477	2	0	0	3	0	0	2	7	High
487	Sidewalk	-	Big Horn Blvd	Monetta Dr	Sutter Medical Center entrance on Big Horn (where existing sidewalk/path ends)	0.09	Install sidewalk to fill gaps between existing sidewalk to the north and south of proposed segment on east side.	\$59,503	2	0	2	0	0	1	2	7	High
442	Sidewalk	-	East side of 2nd Ave	Elk Grove Blvd	Polhemus Dr	0.02	East side of 2nd Ave	\$13,327	2	3	0	0	0	0	2	7	High
384	Sidewalk	-	West side of Webb St	Elk Grove Blvd	Meadow Grove Dr	0.11	West side of Webb St	\$78,284	2	0	0	3	0	0	2	7	High
393	Sidewalk	-	East side of Webb St	Elk Grove Blvd	Meadow Grove Dr	0.04	Fill sidewalk gaps on the east side of Webb St	\$25,393	2	0	0	3	0	0	2	7	High
352	Sidewalk	-	East side of School Street	Summit St	Locust St	0.07	East side of School St	\$45,893	2	0	0	3	0	0	2	7	High
449	Sidewalk	-	North side of Tegan Rd	Brienne Way	Laguna Park Dr	0.38	North side of Tegan Rd	\$259,348	2	3	0	0	0	0	2	7	High
459	Sidewalk	-	West side of Waterman Rd	Rancho Dr	Laguna Creek	0.69	West side of Waterman Rd	\$472,259	2	0	0	3	0	0	2	7	High
460	Sidewalk	-	South side of Bond Rd	Waterman Rd	Laguna Creek	0.04	South side of Bond Rd	\$26,561	2	0	0	3	0	0	2	7	High
387	Sidewalk	-	Grove St	Railroad St	Kent St	0.09	Fill gaps to the east and west of existing sidewalk on the south side of Grove St	\$60,292	2	0	0	3	0	0	2	7	High
423	Sidewalk	-	East side of Bradshaw Rd	Elk Grove Blvd	Kapalua Ln	0.50	East side of Bradshaw Rd	\$341,852	2	0	0	3	0	0	2	7	High
377	Sidewalk	-	West side of Bradshaw Rd	Elk Grove Blvd	Kapalua Ln	0.29	West side of Bradshaw Rd	\$200,881	2	0	0	3	0	0	2	7	High
467	Sidewalk	-	East side of Bradshaw Rd	Elk Grove Blvd	Kapalua Ln	0.08	East side of Bradshaw Rd	\$53,954	2	0	0	3	0	0	2	7	High
360	Sidewalk	-	East side of Railroad St	Elk Grove Blvd	Grove St	0.07	East side of Railroad St	\$47,884	2	0	0	3	0	0	2	7	High
358	Sidewalk	-	West side of Kent St	Elk Grove Blvd	Grove St	0.07	West side of Kent St	\$45,078	2	0	0	3	0	0	2	7	High
390	Sidewalk	-	East side of Kent St	South of Elk Grove Blvd	Grove St	0.04	East side of Kent St	\$24,249	2	0	0	3	0	0	2	7	High
465	Sidewalk	-	West side of Bradshaw Rd	Grant Line Rd	Existing sidewalk southeast of Ametrine Ct	0.15	West side of Bradshaw Rd	\$100,004	2	0	0	3	0	0	2	7	High



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466	Sidewalk	-	West side of Bradshaw Rd	Elk Grove Blvd	existing sidewalk northeast of Nordman Ct	0.18	west side of street	\$125,574	2	0	0	3	0	0	2	7	High
344	Sidewalk	-	West side of Bruceville Rd	Bella Vista at Elk Grove Apartments Entrance	Existing sidewalk at Quick Quack	0.05	Small segment to complete the sidewalk	\$32,080	2	0	0	3	0	0	2	7	High
380	Sidewalk	-	East side of Bradshaw Rd	Grant Line Rd	Elk Grove Blvd	0.63	East side of Bradshaw Rd	\$431,645	2	0	0	3	0	0	2	7	High
370	Sidewalk	-	East side of Railroad St - end at cul-de-sac	Locust St	Elk Grove Blvd	0.07	West side of Deer St	\$45,479	2	0	0	3	0	0	2	7	High
373	Sidewalk	-	West side of Porto Rosa Dr	Pacer Ct	Elk Grove Blvd	0.05	West side of Porto Rosa Dr	\$37,417	2	0	0	3	0	0	2	7	High
374	Sidewalk	-	East side of Porto Rosa Dr	Pacer Ct	Elk Grove Blvd	0.05	East side of Porto Rosa Dr	\$32,625	2	0	0	3	0	0	2	7	High
396	Sidewalk	-	South side of Elk Grove Blvd	Waterman Rd	Elk Grove Blvd	0.04	South side of Elk Grove Blvd	\$28,936	2	0	0	3	0	0	2	7	High
470	Sidewalk	-	North side of Elk Grove Blvd	Kent St	Elk Grove Blvd	0.03	North side of Elk Grove Blvd	\$20,115	2	0	0	3	0	0	2	7	High
378	Sidewalk	-	North side of Elk Grove Blvd	Bradshaw Rd	East of Mainline Dr	0.10	Install new sidewalk on north side of Elk Grove Blvd	\$71,763	2	0	0	3	0	0	2	7	High
376	Sidewalk	-	South side of Locust St	School St	Derr St	0.06	South side of Locust St	\$41,850	2	0	0	3	0	0	2	7	High
353	Sidewalk	-	North side of Locust St	School St	Derr St	0.03	North side of Locust St	\$19,467	2	0	0	3	0	0	2	7	High
422	Sidewalk	-	North side of Elk Grove Blvd	Grant Line Rd	Bradshaw Rd	0.54	North side of Elk Grove Blvd	\$369,654	2	0	0	3	0	0	2	7	High
383	Sidewalk	-	North side of Charolais Way	Waterman Rd	Black Swan Dr	0.09	Install sidewalks along the north side of Charolais Way	\$62,790	2	3	0	0	0	0	2	7	High
351	Sidewalk	-	Calvine Rd	Short Rd	400 feet to the west	0.08	South side of Calvine Rd	\$52,699	2	3	0	0	0	0	2	7	High
464	Sidewalk	-	Waterman Rd	Brinkman Ct	Waterman Ct	0.54	West side of Waterman Rd	\$368,769	2	0	2	0	0	0	2	6	High
424	Sidewalk	-	East side of Bradshaw Rd	Kapalua Ln	Silvertrail Ln	0.04	East side of Bradshaw Rd	\$25,703	2	0	2	0	0	0	2	6	High
382	Sidewalk	-	West side of Bradshaw Rd	Kapalua Ln	Silvergate Ln	0.16	West side of Bradshaw Rd	\$112,547	2	0	2	0	0	0	2	6	High
456	Sidewalk	-	East side of Elk Grove Florin Rd	Castle Park Dr	Park Trail Dr	0.08	East side of Elk Grove Florin Rd	\$53,235	2	0	2	0	0	0	2	6	High
457	Sidewalk	-	East side of Elk Grove Florin Rd	Park Trail Dr	Park Trail Dr	0.03	East side of Elk Grove Florin Rd	\$21,483	2	0	2	0	0	0	2	6	High
499	Sidewalk	-	Calvine Rd	East of Corley Cove Ln	Laguna Creek	0.10	Construct sidewalk on south side of street to connect gap in existing facilities on either side of this segment.	\$69,025	2	0	2	0	0	0	2	6	High
455	Sidewalk	-	Elk Grove Florin Rd	Hampton Oak Dr	Elk Grove Florin Dr South of Carmel Valley Way	0.19	East side of E Stockton Blvd	\$130,588	2	0	2	0	0	0	2	6	High
575	Sidewalk	-	Waterman Rd	South of Muffy Ct	Driveway 150 ft South	0.02	Fill small segment of sidewalk gap	\$16,095	2	0	2	0	0	0	2	6	High



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448	Sidewalk	-	West side of Elk Grove Florin Rd	Sheldon Rd	Campbell Rd	0.48	West side of Elk Grove Florin Rd	\$331,033	2	0	2	0	0	0	2	6	High
437	Sidewalk	-	South side of Dunisch	Dunisch Rd	W Stockton Blvd	0.29	South side of Dunisch	\$197,476	2	0	0	0	0	1	2	5	High
444	Sidewalk	-	Laguna Grove Ct	Laguna Grove Dr	Laguna Grove Cul-de-sac	0.02	Around end of cul-de-sac	\$10,468	2	0	0	0	0	1	2	5	High
436	Sidewalk	-	West side of W Stockton Blvd	Dunisch Rd	Home Depot Entrance	0.11	West side of W Stockton Blvd	\$72,492	2	0	0	0	0	1	2	5	High
403	Sidewalk	-	Radical Tire Entrance	Entrance	Waterman Rd	0.05	North side of Entrance	\$36,617	2	0	0	0	0	0	2	4	High
404	Sidewalk	-	Radical Tire Entrance	Entrance	Waterman Rd	0.04	South side of Entrance	\$29,572	2	0	0	0	0	0	2	4	High
369	Sidewalk	-	East side of Walnut St	Grove St	Railroad St	0.28	East side of Railroad St - end at cul-de-sac	\$195,615	2	0	0	0	0	0	2	4	High
371	Sidewalk	-	East side of Batey Ave on either side of Windsor Care & Rehabilitation Center	Rancho Dr	Locust St	0.12	East side of Batey Ave on either side of Windsor Care & Rehabilitation Center	\$82,702	2	0	0	0	0	0	2	4	High
472	Sidewalk	-	East side of Batey Ave	Rancho Dr	Locust St	0.02	East side of Batey Ave	\$13,655	2	0	0	0	0	0	2	4	High
450	Sidewalk	-	South side of Tegan Rd	Laguna Park Dr	Laguna Park Dr	0.07	South side of Tegan Rd	\$49,578	2	0	0	0	0	0	2	4	High
462	Sidewalk	-	West side of Dwight Rd	Horizon Charter School Entrance	Horizon Charter School Entrance	0.05	West side of Dwight Rd	\$37,374	2	0	0	0	0	0	2	4	High
407	Sidewalk	-	Waterman Ct	Waterman Rd	Grant Line Rd	0.46	Install sidewalk along the east side of Waterman Rd	\$315,497	0	0	2	0	0	0	2	4	High
408	Sidewalk	-	Mosher Rd	Waterman Rd	Grant Line Rd	0.40	Install sidewalks along the south side of Mosher Rd	\$274,253	2	0	0	0	0	0	2	4	High
410	Sidewalk	-	Mosher Rd	Waterman Rd	Grant Line Rd	0.17	sidewalk on north side of Mosher Rd	\$116,621	2	0	0	0	0	0	2	4	High
411	Sidewalk	-	South side of Calvine Rd	Strawberry Creek Trail	Calvine Rd	0.08	South side of Calvine Rd	\$58,069	2	0	0	0	0	0	2	4	High
412	Sidewalk	-	South side of Calvine Rd	Vintage Park Dr	Calvine Rd	0.06	South side of Calvine Rd	\$39,747	2	0	0	0	0	0	2	4	High
215	Sidewalk	-	Tegan Rd	100' West of Laguna Park Dr		0.07	This project will remove a barrier to accessibility by constructing approximately 300 feet of concrete sidewalk, curb and gutter, minor pavement widening and utility relocations.	\$48,908	2	0	0	0	0	0	2	4	High
420	Sidewalk	-	Promenade Parkway south of Grant Line Rd	Kammerer Rd	W Stockton	0.19	sidewalk on both sides of street south of Kammerer Rd; features joined so length reflects both sides.	\$127,990	0	0	0	0	0	1	2	3	High
405	Sidewalk	-	Fastenal Entrance	Bendel Pl	Waterman Rd	0.09	South side of Bendel Pl	\$61,746	0	0	0	0	0	0	2	2	High
406	Sidewalk	-	Waterman Ct	Waterman Ct	Grant Line Rd	0.04	west side of Waterman Ct approaching Grant Line Rd	\$27,972	0	0	0	0	0	0	2	2	High



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138	Sidewalk Improvement	Barrier Removal; Curb Rams	Sidewalk connection between Locust Ct and Pacer Ct	-	-	-	Redesign existing bike/pedestrian gateway connecting Locust Ct and Pacer Ct, which presents an unnecessary barrier for ADA, bikes and wheelchairs. Rounded curbs also pose a barrier to access.	Varies	2	0	2	3	0	0	2	9	High
86	Signage Improvement	No Parking Signage	Bond Rd between Trout Way and existing trail termini west of Elk grove Florin Rd	-	-	-	Install no stopping/parking sign because cars stop here and block the lane	\$600	2	3	2	3	0	0	0	10	Low
135	Signage Improvement	No Parking Signage	E Stockton Blvd between Laguna Blvd and Elk Grove Park	-	-	-	Install no parking signage and enforce no parking in bicycle lanes, as parking (specifically construction vehicles) is commonplace in this location.	\$600	2	3	2	0	0	1	0	8	Low
498	Speed Enforcement/Management	Speed Enforcement; Traffic Calming	Black Kite Dr	Boysenberry Way	Elk Grove Florin Rd	0.63	Implement traffic calming measures such speed humps, pavement markings, etc. to address issue of speeding through neighborhood	Varies	2	3	2	3	0	1	0	11	Low
481	Speed Enforcement/Management	Speed Enforcement; Traffic Calming	Harbour Point Dr	Laguna Blvd	Elk Grove Blvd	1.39	Consider Speed Management Program, increase speed enforcement, traffic calming, etc. along this segment.	Varies	2	3	2	3	0	1	0	11	Low
500	Speed Enforcement/Management	Speed Enforcement; Traffic Calming	E Stockton Blvd	Elk Grove Blvd	Valley Oak Ln	0.57	Enforce speeds on this stressful roadway; limited ROW on E Stockton Blvd does not allow for upgraded facility.	Varies	2	0	2	3	0	3	0	10	Low
130	Speed Enforcement/Management	Speed Feedback Sign	W Stockton Blvd/near Elk Grove Park	-	-	-	Enforce excessive speeding along West Stockton Blvd. Consider Speed feedback sign coupled with enforcement, and potential traffic calming measures if feasible for existing ROW and context	Varies	2	0	2	0	0	3	0	7	High
514	Trail Improvement	Pave Trail	Elk Grove Creek Trail	Elk Grove Blvd	Emerald Vista Dr	0.39	Pave existing unpaved trail	Varies	2	3	2	3	2	1	2	15	High
640	Trail Improvement	Pave Trail	Elk Grove Creek Trail	Elk Grove Blvd	Elk Grove Florin Road	0.73	Pave existing unpaved trail	Varies	2	3	2	3	0	3	2	15	High
479	Trail Improvement	Trail Widening	Betschart Park Trail	Existing trail to the west	Trail terminus at Bambridge Way/Old Creek Dr	0.32	Widen existing trail to Class I standards. Public comments stated trail is too narrow to accommodate multiple types of non-motorized users.	Varies	2	3	2	3	1	0	2	13	High
475	Trail Improvement	Trail Widening	Camden Park Trail	Trail terminus near Allister Way/Kingslynn Ct	Bond Rd	1.23	Widen trail, as existing is too narrow. Also consider alternative material such as decomposed granite or rubber for joggers.	Varies	2	3	2	3	0	0	2	12	High



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220	Trail Improvement	Trail Maintenance - Flooding, Trail Etiquette Signage/Markings; Wayfinding Signage; Stray Animal removal	Laguna Creek Trail	Elk Grove Florin Rd	Fall Brook Trail (del Meyer to Waterman)	0.56	Address flooding issues, add signage/markings for passing etiquette, install wayfinding signage, stray animal removal	Varies	2	3	2	3	1	1	0	12	High
478	Trail Improvement	Pavement Rehabilitation	Wackman Park and Betschart Park Trail	Big Horn Blvd	Trail terminus SE of Misty Meadow Way	0.78	Maintain trail pavement as existing paving is failing according to public comment.	Varies	2	3	2	3	0	0	0	10	High
221	Trail Improvement	Trash Cans; Pet Waste Stations; Vegetation Removal; Landscaping Improvements	Bond Ridge (Rainbow Creek Trib Point Development) Trail - Adjacent to LC Tributary 4	Bond Road	Stonebrook Dr	0.42	Provide trash cans, pet waste stations, and maintain vegetation/ landscaping	Varies	2	3	2	3	0	0	0	10	Low
88	Trail Improvement	Trail Etiquette Signage	Trail N/O Bond Rd, between Terra Linda Dr and Elk Grove Florin Rd	-	-	-	Signage or education about proper trail etiquette	\$1,200	2	3	2	3	0	0	0	10	Low
96	Trail Improvement	Barrier Removal; Trail Realignment; Crosswalk	Laguna Creek Trail termininear Salmon Creek Dr and Winding Brook Way	-	-	-	Remove bollards where entrance ramps are narrow and they present an obstacle to accessing the trail; realign trail access points for easier access; install crosswalk	Varies	2	3	2	3	0	0	0	10	High
97	Trail Improvement	Pet Waste Station	Trail east of Salmon Creek Dr and Winding Brook Way	-	-	-	Pet waste station needed	Varies	2	3	2	3	0	0	0	10	Low
119	Trail Improvement	Trail Etiquette Signage; Vegetation Removal	Trail north of Elk Grove Blvd - between west of Baypoint Dr and north of Elk Grove Blvd	-	-	-	Install trail etiquette signage and/or markings and maintain vegetation (tall bushes obscure sightlines around corner in this location).	Varies	2	3	2	3	0	0	0	10	Low
121	Trail Improvement	Vegetation Removal	Trail west of Black Swan Dr between Heather Gate Way and Elk grove Blvd	-	-	-	Maintain tall vegetation/bushes around bend that obscure sightlines in this location.	Varies	2	3	2	3	0	0	0	10	Low
180	Trail Improvement	Pet Waste Station	Trail entrance from Amber Waves Way	-	-	-	Install pet waste station	Varies	2	3	2	3	0	0	0	10	Low
181	Trail Improvement	Pet Waste Station	Trail entrance from Majesties Ct	-	-	-	Install pet waste station	Varies	2	3	2	3	0	0	0	10	Low
211	Trail Improvement	Stone Lake Preserve Trail Improvements; Existing Trail Maintenance	Stone Lake Preserve Trail	Stone Lake Preserve Trail terminus	Elk Grove Blvd	1.51	Stone Lake Preserve Trail Improvements (no 2014 BPTMP description of improvement), but maintenance identified by public outreach.	Varies	2	3	0	3	1	1	0	10	High
109	Trail Improvement	Trail Widening	Paths around Foulks Ranch Elementary	-	-	-	Widen existing paths surrounding Foulks Ranch Elementary School - too narrow for	Varies	2	3	2	0	0	0	2	9	High



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							walkers, bikers and strollers, and not to Class I standards.										
484	Trail Improvement	Pavement Rehabilitation; Landscaping Improvement; Debris Removal	Franklin Blvd	Spring Flower Dr	Summer Glen Way	0.76	Maintain existing trail with pavement repair, landscaping, debris and thorn removal, etc.	Varies	2	0	2	3	0	1	0	8	High
124	Trail Improvement	Pet Waste Station	Cape Verde Drive/Whitlock Pkwy	-	-	-	Install Pet Waste Station and Signage	Varies	2	3	2	0	0	1	0	8	Low
591	Trail Improvement	Trail Realignment and Curb Redesign	Whitlock Pkwy/Bellaterra Dr	-	-	-	Realign paths and redesign curb cuts per Trail Committee Project WP1	Varies	2	3	0	3	0	0	0	8	High
476	Trail Improvement	Vegetation Removal	Trail adjacent to Stonebrook Dr	Stonebrook Dr/Hollow Creek Way	Stonebrook Dr/Stone Springs Dr	0.12	Maintain vegetation along existing trail segment	Varies	2	3	2	0	0	0	0	7	High
90	Trail Improvement	Curb Ramp; Vegetation Removal	Trail terminus at Dever Circle	-	-	-	Trail maintenance to keep bushes from covering sidewalk, ADA accessible ramp needed for ADA as well as Bicyclist access to trail.	Varies	2	3	2	0	0	0	0	7	High
98	Trail Improvement	Pet Waste Station	Trail S/O Crystal Water Way and Winding River Way	-	-	-	Pet waste station needed	Varies	2	3	2	0	0	0	0	7	Low
143	Trail Improvement	Trail Widening; Trail Etiquette Signage; Landscaping Maintenance	Trails in Elk Grove Regional Park	-	-	-	Landscape and trail maintenance needed. Consider restrictions for bicyclist speed and trail etiquette signage as trail is narrow and results in unsafe conditions for slower bicyclists and/or pedestrians, widen trail, or make the trail a pedestrian-only pat	Varies	2	0	2	0	0	3	0	7	High
178	Trail Improvement	Pet Waste Station	Trail entrance from Rocky Falls Ct	-	-	-	Install Pet Waste Station	Varies	2	3	2	0	0	0	0	7	Low
552	Trail Improvement	Barrier Removal	Castle Park Dr/WestPark Dr	-	-	-	Widen and level path at bicycle and pedestrian gate located at Castle Park Dr and Westpark Dr. Existing gate is narrow and located over rounded curb, creating access barrier; also include wayfinding signage to direct users through low stress neighborhood	Varies	2	0	2	0	0	0	2	6	High
590	Trail Improvement	Trail Drain Pan	Stephensen Park/Bolo Ct	-	-	-	Extend ramps back into the trail to lessen include and address issue of safety when crossing over the drain pan.	Varies	2	3	0	0	0	1	0	6	High
281	Trail Improvement	Pedestrian/Jogging Trail	Shed A drainage channel/ Ehrhardl Channel	Elk Grove Blvd	Spring Flower Dr	0.22	This project will install a pedestrian and jogging trail	Project In Progress	2	0	0	0	0	1	2	5	High



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113	Trail Improvement	Pavement Rehabilitation	Trail adjacent to Big Horn Blvd between Lewis Stein Rd and Laguna Blvd	-	-	-	Trail maintenance needed to address pot holes and cracks in paving in this location	Varies	2	0	2	0	0	1	0	5	High
115	Trail Improvement	Trail Identification Signage	Trail South of Shopping Center at corner of Laguna Blvd and Laguna Springs Dr	-	-	-	Install trail signage like ""Elk Grove Creek Trail"" (or Elk Grove Creek West) for public to identify the trail name.	\$600	2	0	2	0	0	1	0	5	Low
116	Trail Improvement	Sprinkler System Maintenance	Trail South of Briar Bush Way - Briar Bush Way to the north, Laguna Springs Drive to the east	-	-	-	Maintain sprinkler system coordination so sprinkler system is timed correctly and does not douse cyclists and pedestrians, as well as prematurely degrade the trail facility.	Varies	2	0	2	0	0	1	0	5	Low
117	Trail Improvement	Materials Upgrade	Elk Grove Creek Trail Overcrossing/Highway 99	-	-	-	Upgrade existing metal expansion plate on overcrossing to heavy duty rubber stripping under the plate to help dampen noise.	Varies	2	0	2	0	0	1	0	5	High
179	Trail Improvement	Pet Waste Station	Trail Entrance at Rocky Falls Ct	-	-	-	Install pet waste station	Varies	2	3	0	0	0	0	0	5	Low
219	Trail Improvement	Trail Maintenance - Broken Glass	Strong Park-Est Park Dr north toward Wright Park Trail	Hambley Cir	Hambley Cir	0.04	Address broken glass by more frequent trail maintenance		2	0	2	0	0	0	0	4	Low
82	Trail Improvement	Fence Relocation	Trail SE of Allister Way	-	-	-	Trail maintenance to relocate fence where large trees are growing into it	Varies	2	0	2	0	0	0	0	4	Low
83	Trail Improvement	ADA Compliant Trail	Trail NE of West Camden Dr between Allister Way and South Camden Dr	-	-	-	Fix ADA non-compliant cross-slope here.	Varies	2	0	2	0	0	0	0	4	High
94	Trail Improvement	Barrier Removal; Curb Ramp Improvement	Trail terminus at Rising Creek Way/Sierra River Dr	-	-	-	Remove the bollard that creates an obstacle at this sharp turn in the trail, and redesign curb cut	Varies	2	0	2	0	0	0	0	4	High
120	Trail Improvement	Vegetation Removal	Trail west of Black Swan Dr between Flame Tokay Way and Heather Gate Way	-	-	-	Maintain tall vegetation around bend that is obscuring sight lines in this location.	Varies	2	0	2	0	0	0	0	4	Low
139	Trail Improvement	Trail Realignment; Curb Ramp	Trail termini at Apple Mill Dr	-	-	-	Realign trail termini on either side of Apple Mill Dr to address sharp turns on trail near sidewalk connections ; redesign curb ramp for easier access.	Varies	2	0	2	0	0	0	0	4	High
140	Trail Improvement	Vegetation Removal	Trail segments NW of Black Swan Dr/Mainline Dr	-	-	-	Maintain trail vegetation along trail segment	Varies	2	0	2	0	0	0	0	4	Low
187	Trail Improvement	Trail Access Improvement: ADA Curb Ramp; No Parking Sigange/Markings	Brenton Ct/ Trail Access Point West of Sierra River Dr	-	-	-	Install ADA curb ramp where rolled curb is currently located, and install no parking zone in front of trail terminus.	\$10,600	2	0	2	0	0	0	0	4	High



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118	Trail Improvement	Pet Waste Station	Trail South of Niello BMW Elk Grove - between Laguna Grove Dr to the north and Auto City Dr	-	-	-	Install Pet Waste Station and signage along path.	Varies	0	0	2	0	0	1	0	3	Low
559	Trail Improvement	Trail Connection/Realignment; Curb Ramp; Trail Access Improvement	Stone Lakes Trail at Elk Grove Blvd and Shorelake Dr	-	-	-	Connect trail to crossing at Shorelake Dr/ Elk Grove Blvd	Varies	2	0	0	0	0	1	0	3	High

