



## Transportation Committee

May 30, 2013

### Regional Bicycle, Pedestrian, and Trails Master Plan Update

**Issue:** Should the Board Approve the Master Plan update?

**Recommendation:** That the Transportation Committee recommend that the Board approve the Regional Bicycle, Pedestrian, and Trails Master Plan update.

**Discussion:** Staff has been working with local jurisdictions and advocacy organizations to update the Regional Bicycle, Pedestrian and Trails Master Plan (Master Plan) for 2013. The Master Plan has been updated every two years since its first adoption by the SACOG Board in 2004. The Master Plan serves as a foundation for projects that may apply for the Bicycle & Pedestrian Funding Program in the four-county region (Sacramento, Sutter, Yolo, and Yuba counties). The upcoming Funding Program will focus on awarding funding to projects in the Master Plan that implement the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), including projects that are regionally significant and those that demonstrate strong performance.

Following the 2011 update, the Transportation Committee directed staff to develop regional-scale policies and priorities for the next Master Plan update that reflect policy maker guidance and that can be used to determine funding objectives. In 2012, SACOG staff worked with the Regional Bicycle & Pedestrian Advisory Committee (BPAC) to convene a working group focused on developing regional policies for the Master Plan and priorities for regional funding. These policies and priorities were approved by the BPAC in October 2012 and by the SACOG Board in December 2012.

Following the Transportation Committee's direction, SACOG staff has updated the Master Plan to focus on performance-based planning, develop forward-thinking policies and priorities, and use as a tool to implement the MTP/SCS. The 2013 Master Plan update also emphasizes new and relevant information, regional efforts, and local community projects and programs. The project list has been updated to contain all approved local bike/ped projects that may apply for regional funding, as well as maps of current and planned facilities.

Staff collected comments from the BPAC—including comments from staff from local agencies and from advocacy groups—in April, and received direction from the Transportation Committee in May to further demonstrate that the Master Plan is in service to the Blueprint, MTP/SCS, and local planning efforts. The attachment shows the highlighted revisions to Chapter 5 added to stress the connection between the Master Plan and other regional and local planning documents. The final draft version of the Master Plan reflecting all comments received following the public release will be available at the Transportation Committee.

Approved by:

Mike McKeever  
Chief Executive Officer

MM:VSC:gg  
Attachment–Revised Chapter 5 Text

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276  
Lacey Symons-Holtzen, Associate Planner, (916) 340-6212  
Victoria S. Cacciatore, Planning Analyst, (916) 340-6214

## ***Chapter 5: Where are we going?***

### ***Regional Vision***

The Master Plan envisions a complete transportation system that supports healthy living and active communities where bicycling and walking are viable and popular travel choices in a comprehensive, safe, and convenient network.

### ***Regional Goals, Strategies, and Actions***

This section contains goals, strategies and actions identified by a subcommittee of the Regional Bicycle and Pedestrian Advisory Committee and adopted by the SACOG Board of Directors in December 2012. The policies were revisited in May 2013 to emphasize the connection between the Master Plan and implementing the MTP/SCS, including efforts SACOG can undertake to better integrate land use and transportation planning efforts that result in environments supportive of bicycling and walking.

Adopted in 2012, the MTP/SCS provides \$2.8 billion through 2035 for bicycle and pedestrian improvements across the greater Sacramento region. The seven percent increase in per-capita spending from the 2008 plan represents the highest percentage increase for any investment category. The investments reflect the wide range of projects listed in the Master Plan. A key focus is in creating complete street networks in areas projected for compact, mixed-use infill growth.

The investment in Master Plan projects results in strong performance benefits for the MTP/SCS. Between 2008 and 2035, bicycle person trips are projected to increase by nearly 50 percent, while walk person trips increase by more than 64 percent over the same period. This change is most evident in the MTP/SCS Centers & Corridors community types that accommodate an increasing share of new growth. In these areas, new infill growth and a good jobs/housing balance leads to shorter trips. The result is a bicycle and pedestrian travel mode share that is more than the twice the regional average by 2035.

Linking the MTP/SCS to the Master Plan is made possible through goals, strategies and actions provided in this chapter. The **Goals** support the Regional Vision and describe important aspects of priorities and attitudes of the region. The **Strategies** identify the types of approaches the region (including SACOG, local agencies, advocacy groups, and other organizations) can take to support the goals. And finally, the **Actions** are specific steps that SACOG can take to help implement the Master Plan's Vision. Altogether, the goals, strategies, and actions serve as the path to creating a sustainable local and regional bicycle and pedestrian system that helps implement the MTP/SCS and support economic development opportunities made possible through expanded mobility options.

**Goal 1: Increase and improve bicycle and pedestrian access and mobility for residents and visitors of all ages and abilities.**

## **Strategies:**

1.A: Develop a continuous bicycle and pedestrian network over the next 20 years (e.g., remove barriers, add crossings, fill gaps, connect spurs to existing networks).

1.B: Improve access from residential areas to activity centers, particularly schools, transit, and employment centers.

1.C: Improve access within a half mile around transit and schools.

1.D: Create regional wayfinding system.

1.E: Make bicycle and pedestrian travel available to a wider audience through better integration with other travel modes (i.e. transit). Efforts include working with public and private partners to develop and implement a bikeshare program in the SACOG region.

## **Actions:**

- i Encourage development patterns that provide safe and efficient pedestrian and bicycle access to transit stops and trunk commuter transit lines. *(MTP Policy 3 Strategy 6)*
- ii Invest in safe bicycle and pedestrian routes that improve connectivity and access to common destinations, such as connections between residential areas and schools, work sites, neighborhood shopping, and transit stops and stations. Also invest in safe routes to and around schools so trips can be made by bicycling or walking. *(MTP Policy 29 Strategy 1)*
- iii Seek to improve transit access, via safe and pleasant sidewalks and walkways around transit stops, designated bike routes and directional signage, accessibility for the disabled, on-board bike racks, better signs for transit access, shelters and improved transfer points, and secure bike storage facilities and park-and-ride locations. *(MTP Policy 20 Strategy 1)*
- iv Work with regional stakeholders to facilitate regional wayfinding system to encourage bicycle and pedestrian travel on the network of streets, bikeways, and walkways, if and when resources allow.
- v Cooperate on new initiatives that more fully integrate transportation planning efforts with economic development issues and opportunities in urban and rural areas. *(MTP Policy 14 Strategy 7)*

## **Goal 2: Improve and maintain the quality and operation of bikeway and walkway networks.**

### **Strategies:**

2.A: Remove physical barriers to walking and biking.

2.B: Create and implement the improvements needed to promote an attractive and desirable bicycle and pedestrian network.

2.C: Apply technological improvements (e.g., flashing lights, crosswalk buttons, and bike detection).

2.D: Maintain bikeway and walkway facilities in good condition.

**Actions:**

- i Support improved connectivity and increased safety and security through better maintenance of existing crossings (river, freeway, rail) and other structural barriers in Centers and Corridors Community Types. *(informed by MTP Policy 27 Strategy 4)*
- ii Support corridor mobility investments that serve multiple modes of travel through combining road capacity improvements with operational improvements to support smart growth. Supportive investments include enhancements for high-quality transit, technology deployment, bicycle and pedestrian improvements, and safer intersections. *(informed by MTP Policy 27 Strategy 2)*
- iii Provide technical guidance to local agencies and invest regional funds to build complete streets projects through designated and planned community activity centers, to ensure bicycles, pedestrians, and transit can share the road safely and compatibility with autos. *(MTP Policy 30 Strategy 6)*
- iv Support local agencies in developing multi-year maintenance and rehabilitation programs that enable early identification of cost-effective enhancements to improve pedestrian and bicycle access and safety. Ensure that regional funding is not directed to new development projects where local agencies should require developers to fund these types of improvements. *(informed by MTP Policy 17 Strategy 5)*

**Goal 3: Improve bicycle and pedestrian safety.**

**Strategies:**

3.A: Create a safe environment for bicycle and pedestrian travel at intersections and street crossings.

3.B: Promote complete streets and application of context-sensitive complete streets treatments, including constructing and retrofitting new and existing facilities and networks to increase bicyclist and pedestrian safety, and separating motorist, bicycle, and pedestrian facilities from each other to reduce conflicts through appropriate designs, when necessary.

3.C: Increase support of bicycling and walking as travel modes through treatments such as street signage, median refuge islands, dynamic lighting, traffic calming devices, and feedback signs, especially in congested areas such as school zones, central business

districts, activity centers and high volume bicycle/pedestrian/automobile roadways and networks.

3.D: Increase coordination with law enforcement to create safe environments for bicycling and walking using a variety of resources available (e.g., enhanced enforcement of traffic laws, feedback signs), especially around schools and other high bicycle and pedestrian traffic areas.

**Actions:**

- i Take steps to improve safety and security at crosswalks, transit stops, and along main access routes to transit, including rural areas, with higher priority for low income, minority, and high crime areas. *(MTP Policy 20 Strategy 3)*
- ii Continue to identify best practices for complete streets, continue to add to the Complete Streets Toolkit, and initiate a technical assistance program to help local agencies develop street designs that are sensitive to their surroundings and context. Provide technical support as resources allow. *(informed by MTP Policy 3 Strategy 2)*
- iii Promote the use of safety information (e.g. SWITRS) to jurisdictions working to identify trouble areas in need of safety-enhancing improvements.
- iv Help local agencies get funding from specific safety programs for safety and security improvements. *(MTP Policy 14 Strategy 4)*

**Goal 4: Increase the number of bicycle and pedestrian trips.**

**Strategies:**

4.A: Work with local jurisdictions to facilitate bicycle-friendly and pedestrian-friendly development activity and support facilities around transit stations.

4.B: Support programs aimed at increasing bicycle and walking trips by providing incentives, recognition, or services that make bicycling and walking more convenient transportation modes.

4.C: Increase the number of bicycle and pedestrian facilities in the region, specifically targeting areas with a high number of current and potential users.

4.D: Improve convenience of bicycle and pedestrian travel through innovative projects and programs (e.g., bikeshare program).

4.E: Encourage physical activity by supporting projects that promote active and recreational activities.

4.F: Encourage strategic location of new bicycle and pedestrian facilities where existing or planned development patterns offer the greatest opportunity for high use (e.g. to and around transit priority areas).

### **Actions:**

- i Pursue strategic road expansion that reduces congestion and supports effective transit services, walking and bicycling. *(MTP Policy 30 Strategy 1)*
- ii Continue to participate in coordination and planning meetings, and lead coordination efforts as feasible.
- iii Continue to use funds coming through SACOG to fund regional objectives for air quality, community design, transportation demand management, and bicycle and pedestrian programs. The funding level should be proportionally at least as great as programming levels since the regional programs began in 2003. *(MTP Policy 31 Strategy 1)*
- iv Provide incentives and invest in alternative modes to serve infill and more compact development to create communities where biking and walking are primary transportation modes. *(informed by MTP Policy 6 Strategy 2)*
- v Continue funding bikeway and walkway projects through the regional funding programs to provide safe, comfortable, and convenient travel options.

### **Goal 5: Increase the number of high quality support facilities to complement the bicycle and walkway networks.**

#### **Strategies:**

5.A: Involve community and business organization in siting locations for support facilities, e.g. bike corrals, lockers, bike parking, showers, bike storage, water fountains.

5.B: Build support facilities at pivotal areas within the bicycle and pedestrian network, e.g. high-volume transit stations, converging non-motorized network trails and paths, activity centers.

5.C: Provide support to local jurisdictions and/or special districts interested in constructing facilities.

#### **Actions:**

- i Support implementation of support facilities through regional funding programs as feasible and appropriate.
- ii When planning high-quality transit along light rail, regional rail and high speed rail corridors, also plan for supportive features that include sidewalks and walkways, passenger shelters, or transfer stations, next-bus notification signs, signal preemption, park and-ride lots, and bicycle parking and storage. *(informed by MTP Policy 28 Strategy 12)*
- iii Provide technical assistance to local jurisdictions as requested (e.g. funding and modeling information, maps and data).

## **Goal 6: Increase education, encouragement and awareness programs about bicycle and pedestrian travel.**

### **Strategies:**

6.A: Promote public education of vehicle, bicycle and walking safety and traffic laws to a variety of stakeholders, including law enforcement, motorists, bicyclists, and pedestrians.

6.B: Promote public awareness of safe driving, cycling, and walking behaviors, including travel on rural roads.

6.C: Promote public and stakeholder awareness of public health and safety benefits of increased bicycling and walking.

6.D: Promote cycling and walking programs through schools, community events and campaigns; at community workshops and other public forums.

6.E: Promote public and stakeholder awareness of widespread benefits affiliated with bicycle and pedestrian infrastructure, including increased public health, property values, recreation benefits, and environmental benefits.

### **Actions:**

- i Encourage conversation and coordination between Safe Routes to School efforts throughout the region.
- ii Continue to update Online Bicycle Trip Planner, and provide information and trainings to individuals and agencies interested in the program, as requested.
- iii Expand transportation management associations and outreach partners to provide education and advocacy programs across the region's six county area, with broader focus on alternative travel choices for all trip types. *(MTP Policy 22 Strategy 2)*
- iv Develop educational materials to inform local discussions, particularly in infill areas, about neighborhood travel behavior, health and the effects of higher density on traffic, transit, walking and bicycling. *(MTP Policy 2 Strategy 4)*
- v Continue to make available free-of-charge multilingual video and guidebook on transit, bicycling, walking, and carpooling in the region to individuals, community- and faith-based organizations, as well as on the SacRegion 511 website. *(MTP Policy 24 Strategy 6)*
- vi Continue and expand public outreach programs (e.g. May is Bike Month), that increase attention to and work with schools, as resources allow.
- vii Continue the region's previous commitment to Transportation Demand Management programs as a Strategy for education and promotion of alternative travel modes for all types of trips toward reducing vehicle miles traveled by 10 percent *(MTP Policy 8 Strategy 1)*

viii Study ways that parking pricing can help achieve objectives of the MTP/SCS, including encouragement of walking, bicycling, transit use, vanpooling, carpooling, support for more intensive land uses, revenue for alternative modes, and surcharges for policy purposes. *(MTP Policy 16 Strategy 1)*

**Goal 7: Create a comprehensive regional bicycling and walking network within and between communities with strong current and future demand.**

**Strategies:**

7.A: Improve connectivity and planning of non-motorized networks within and between communities and jurisdictions in the region.

7.B: Plan and construct facilities with the greatest potential to support utilitarian bicycle and walking trips that are less than three miles.

7.C: Plan and construct facilities for distances greater than three miles to support bicycle commuters as well as recreational users.

7.D: Define a comprehensive regional bicycling network that connects jurisdictions; provides connections to transit priority areas, major activity centers and business districts; considers state-designated bike routes; utilizes Rails-to-Trails when feasible; and includes the American River Parkway.

**Actions:**

- i Encourage local agencies to develop an interconnected system of streets, bikeways, and walkways that support a more compact development form; encourage local agencies to place conditions on new developments to avoid building new circulation barriers; accommodate safe travel for all users; and provide connections across creeks, freeways and high-speed/high volume arterials and through existing gated communities, walls and cul-de-sacs to access schools, activity centers and transit stops. *(informed by MTP Policy 3 Strategy 5)*
- ii Minimize the urban growth footprint of the region by improving interior circulation and access instead of access to and beyond the urban edge. *(MTP Policy 6 Strategy 1)*
- iii Support incentive programs that make infill development more attractive or lucrative. *(MTP Policy 1 Strategy 3)*
- iv Continue to support improved bicycle and pedestrian connectivity through SACOG's regional funding programs and maintaining program criteria that regional road rehabilitation projects include complete streets or complete corridor features. *(MTP Policy 29 Strategy 4)*
- v Invest toward the creation of a regional bicycle and pedestrian network, connecting first those communities that already have good local circulation networks in place, but also supporting efforts throughout the region to improve connectivity and realize public health benefits from these investments. *(MTP Policy 29 Strategy 2)*

- vi Work with local jurisdictions to develop and refine a regional bikeway network.
- vii Encourage cities and counties to collect development-based fees or funding sufficient for both local road improvements and regional-scale road, transit and/or bicycle pedestrian improvements so that regional-scale improvements can be built in a timely way, since SACOG's regional funding can meet only 25-30 percent of regional project costs in this MTP. *(MTP Policy 13 Strategy 3)*
- viii Continue to refine SACOG funding criteria to ensure that they adequately recognize the unique needs of rural areas and provide proper incentives to reward rural land use and transportation practices that benefit the region and local areas. *(MTP Policy 7 Strategy 7)*

**Goal 8: Increase collaboration among stakeholders throughout the region to seek funding and implement bicycle and pedestrian projects, programs, and related efforts.**

**Strategies:**

8.A: Encourage partnerships with community organizations and agencies outside of the transportation field.

8.B: Encourage and support local agencies to apply for funding outside of SACOG sources (e.g., Safe Routes to School, Highway Safety Improvement Program, Bicycle Transportation Account, and other funding opportunities) for projects and programs.

8.C: Collaborate with local law enforcement agencies and local elected officials.

8.D: Support regional agencies in assembling consistent funding measures to maintain, coordinate and allocate efforts for thriving non-motorized facilities.

**Actions:**

- i Cooperate with federal and state initiatives designed to better integrate planning and actions across multiple disciplines. *(MTP Policy 14 Strategy 6)*
- ii Utilize the Planners Committee, Regional Planning Partnership and Transit Coordinating Committee to better coordinate information-sharing between jurisdictions on transit, bicycle and pedestrian improvements to ensure connected routes, sharing of effective ideas, and more complete public information. *(MTP Policy 29 Strategy 3)*
- iii Help facilitate improved coordination between transit agencies, public works departments and local land use authorities in planning new developments that are transit-, bicycle-, and pedestrian-supportive and timed so that new facilities and transit services are more likely to be available at the time the new growth occurs. *(MTP Policy 29 Strategy 5)*
- iv Continue to provide members with support—including letters of support, grant review, maps and data—for projects seeking funding outside SACOG sources.

- v SACOG may serve as a clearinghouse of funding information, participate in stakeholder meetings, and serve as coordinator for regional efforts, as resources allow.
- vi Support local agencies that seek to collaborate on inter-jurisdictional funding options. (*MTP Policy 12 Strategy 3*)

## **Goal 9: Increase collection of bicycle and pedestrian related data.**

### **Strategies:**

9.A: Create and maintain an inventory of current bicycle and pedestrian facilities and safety data, and strive to ensure quality of data.

9.B: Encourage inclusion of bike and pedestrian modes as part of regular traffic counts, and conduct bicyclist and pedestrian counts both prior to and following implementation of infrastructure projects.

9.C: Research opportunities and apply for funding to conduct bicycle and pedestrian counts, as well as technical assistance with the bike/pedestrian counts, as feasible.

9.D: Assess the bicycle and pedestrian networks to identify and prioritize specific areas in need of safety improvements to create a safe, connective, and continuous bicycle and pedestrian network.

9.E: Develop tools to demonstrate project performance measures.

### **Actions:**

- i As resources and data allow, work with local agencies to develop methods for evaluating performance measures, continue to create and maintain bicycle and pedestrian facility information, analyze existing and proposed regional network and identify gaps in network, and create and maintain safety information (i.e., collision, injuries, and death).
- ii Continue to review Bicycle Transportation/Master Plans for compliance with Streets & Highways Code 891.2 and Pedestrian Master Plans, as well as provide support and assistance for master plans as needed.
- iii Monitor and report on commute patterns for all modes, traffic levels, and transit use and bicycle and pedestrian mode share compared with the projections in the MTP/SCS. (*MTP Policy 2 Strategy 3*)