



Bicycle & Pedestrian Advisory Committee

Thursday, January 24, 2013, 12:00 p.m.
Rivers Rooms

Teleconference Information:
Toll Free Dial In Number: 888-431-3598
ACCESS CODE: 1520971

1. Introductions and Information Sharing
2. Summary of October 25, 2012, Meeting ◀
3. 2013 Meeting Dates (Ms. Symons-Holtzen) ◀
4. Regional Bicycle, Pedestrian, and Trails Master Plan Update (Ms. Cacciatore/
Ms. Salazar)
5. MAP-21 Update (Mr. Johnson)
6. May is Bike Month (Ms. Bradbury)
7. Safe Routes to School National Conference (Mr. Preston)
8. Association of Pedestrian and Bicycle Webinars for 2013 (Ms. Cacciatore)
9. Regional Wayfinding Signage Guidance (Ms. Cacciatore)
10. Pro Walk/Pro Bike Conference Sharing (Ms. Cacciatore, et. al.)
11. SACOG Safe Routes to School Workshop (Ms. Lee/Mr. Preston)
12. Other Matters
13. Adjournment

The next meeting is scheduled for: April 25, 2013

◀ Indicates Action

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Parking is available at 15th and K Streets



Bicycle & Pedestrian Advisory Committee

Item #2

Meeting Notes October 25, 2012

Attendance

Charlie Alexander, Fehr & Peers	Jim Kerstein – Friends of Sacramento parkway
Dan Allison, San Juan USD	Jim Konopka, City of Folsom
Jim Antone, Yolo-Solano AQMD	Amy Lee, SACOG
Jim Brown, SABA	Ray Leftowich, City of Lincoln
John Burton, Dry Creek Parkway	Ann Mahaney, Caltrans District 3
Victoria S. Cacciatore, SACOG	Steph Parent, WALKSac
Scott Carson, FHWA	Caroline Peck, SAFFE
Ed Cox, City of Sacramento	Paul Philley, Sacramento Metropolitan AQMD
John Deeter, ECOS	Mark Polhemus, WALKSac
Jennifer Donlon-Wyant, Alta Planning	Terry Preston, WALKSac
Mark Doty, City of Elk Grove Trails	Maricela Salazar, SACOG
Mike Dour, City of Roseville	Deborah Schrimmer, SACOG
Ardelyn Flores, City of Citrus Heights	Walt Seifert
Tricia Hedahl, SABA	Lacey Symons-Holtzen, SACOG
Chris Holm, WALKSac	Jeanie Ward-Waller, National SRTS
Alexis Kelso, WALKSac	Partnership
D. Kemp, City of Davis	Jeff Werner, City of Elk Grove

1. Introductions and Information Sharing.

Mr. Cox updated the Committee on the status of bike and pedestrian projects and upcoming public meetings in Sacramento. He shared that the downtown bikeway project—which applied road diets, lane narrowing, and bike lanes to seven miles of roadway—is successfully concluding. Mr. Cox also announced a public meeting to discuss a road diet for Freeport Blvd on October 25th and a public meeting to discuss the Sacramento River/American River Parkway planning and implementing bike trails on the riverfront on October 29th.

Ms. Mahaney announced that Caltrans District 3 is developing their Bicycle Management & Development Plan. The Plan will include highways and trails, and a draft document will be available on their website soon. The project will finish by the end of December.

Mr. Preston shared that pedestrian countdowns and pedestrian advance stop lines will be installed at intersections around Fruitridge and Stockton. These additions to the streetscape signify progress in enhancing the safety for pedestrians in a dangerous area.

Ms. Hedahl announced her resignation from Executive Director and named Jim Brown of the California Bicycle Coalition as the interim Executive Director.

2. **Summary of July 27, 2012, Meeting.** The meeting was approved by consensus.
3. **Regional Bicycle, Pedestrian, and Trails Master Plan Policies.** Ms. Symons-Holtzen re-introduced the Regional Bicycle, Pedestrian, and Trails Master Plan and the biannual updating process. She then summarized the seven-month process to develop draft policies and priorities, which were presented to the committee for comment as part of this item. The draft policies include a vision intended to cover whole region; broad goals to define the vision; strategies to support the goals; and specific actions for SACOG to implement the Vision, Goals, and Strategies. Ms. Symons-Holtzen shared correspondence from ECOS, which supported the draft policies.

The Committee discussed various elements of the draft policies and how they related to best practices in bicycle and pedestrian planning, such as the *Five E's*. There was a high level of interest in increasing bicycle and pedestrian counts throughout the region to generate more data to support increased bicycle and pedestrian infrastructure. The Committee reviewed how other metropolitan planning organizations help local agencies collect count data, from supporting grant applications seeking funding for counts to purchasing automatic counters. They also discussed the need for education-related goals, strategies, and actions to highlight education to help law enforcement professionals understand biking and walking as transportation, as well as to promote safe biking and walking practices among cyclists and pedestrians.

The Committee supported the policy and priority document; they also identified specific edits to the draft policies to be incorporated prior to the item going to the Transportation Committee on November 15th. Ms. Symons-Holtzen requested that any additional comments on the draft be submitted by October 31st, 2012.

4. **SACOG Safe Routes to School Policy.** Ms. Symons-Holtzen re-introduced the Safe Routes to School (SRTS) Transportation Control Measure (TCM) from the Sacramento Region Ozone State Implementation Plan. She provided information on the upcoming SRTS workshop in December and presented the draft SRTS policy for comment. Ms. Symons-Holtzen explained that the draft policy was created to help SACOG provide support to local agencies pursuing SRTS funding, as well as provide technical assistance whenever possible.

The Committee supported the policy, and voiced topics to be discussed at the workshop (e.g. how school closures create new barriers and affect student access to schools) as well as the future of federal and state SRTS funds. The Committee advised staff to promote joint-use agreements in the last strategy of the SRTS draft policy.

5. **Bikeshare Update.** Ms. Cacciatore provided a brief update on the bikeshare effort in the Sacramento region. The working group is gathering funds to conduct an implementation plan, with the intention of applying for funding in the 2014 Bike/Ped funding round. Anyone interested in learning more about the bikeshare working group or joining the effort should contact Chris Morfas from the Sacramento Metropolitan AQMD.

6. **Pro Walk/Pro Bike Conference Sharing.** Due to time constraints, information sharing from Pro Walk/Pro Bike was postponed to the next meeting.
7. **Other Matters.** None.
8. **Adjournment.**



Bicycle & Pedestrian Advisory Committee

Item #3

January 17, 2013

2013 Meeting Dates

Issue: The Bicycle & Pedestrian Advisory Committee meets quarterly, every fourth Thursday of the month, at 12:00 noon.

Recommendation: This item is for approval

Discussion: Proposed meeting dates are as follows:

Thursday, January 24, 2013
Thursday, April 25, 2013
Thursday, July 25, 2013
Thursday, October 24, 2012

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
Lacey Symons-Holtzen, Associate Planner, (916) 340-6212



Item #4

Bicycle & Pedestrian Advisory Committee

January 16, 2013

Regional Bicycle, Pedestrian, and Trails Master Plan Update

Issue: What is the status of the Regional Bicycle, Pedestrian, and Trails Master Plan Update?

Recommendation: That the Bicycle & Pedestrian Advisory Committee provide feedback on recommended updates to the Master Plan and project inclusion process.

Discussion: An update to the Regional Bicycle, Pedestrian, and Trails Master Plan (Master Plan) is being initiated this month. At this time, we are seeking input on proposed changes to the current plan. The current Master Plan was adopted by the SACOG Board in June 2011. The approved Vision, Goals, Strategies, Actions, and funding priorities (Attachment A) will be integrated into the document text, as will new information and data. The data collected through the Master Plan update will also be used to update SACOG's map of bicycle facilities in the region.

As part of the Master Plan update, planned bicycle and pedestrian facilities will be mapped. Only projects included in the Master Plan are eligible to apply for the Regional Bicycle and Pedestrian Funding Program (Funding Program) that commences this fall. A draft version of the Master Plan will be presented to the Bicycle & Pedestrian Advisory Committee for approval in April.

LSH:gg
Attachments

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
Lacey Symons-Holtzen, Associate Planner, (916) 340-6212
Victoria S. Cacciatore, Transportation Planner, (916) 319-5184
Maricela Salazar, Planning Intern, (916) 340-6260

APPROVED DECEMBER 6, 2012

REGIONAL VISION

The SACOG region 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 & ACTIONS (not in priority order)

GOALS— goals that support the Regional Vision and describe important aspects of priorities and attitudes.

STRATEGIES—approaches the region (including SACOG, local agencies, advocacy groups, and other organizations) can take to support the Goals.

ACTIONS—SACOG actions carried out to achieve the Strategies and Goals.

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 Goal 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.

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. *(modified 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. *(modified 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 compatibly 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. *(modified 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.
(*modified 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. 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. *(modified MTP Policy 28 Strategy 1)*
- 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 Goal 22 Strategy 2)*
- iv. 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 Goal 24 Strategy 6)*
- v. Continue and expand public outreach programs (e.g. May is Bike Month), that increase attention to and work with schools, as resources allow.
- vi. 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 Goal 8 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. *(modified MTP Policy 3 Strategy 5)*
- ii. 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)*
- iii. 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)*
- iv. Work with local jurisdictions to develop and refine a regional bikeway network.
- v. 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*)

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 Goal 14 Strategy 16*)
- 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*)
- v. Continue to provide members with support—including letters of support, grant review, maps and data—for projects seeking funding outside SACOG sources.

- iv. 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/ped counts, as feasible.

9.D: Assess the bike/ped 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)*

APPROVED DECEMBER 6, 2012

SHORT-TERM REGIONAL FUNDING PRIORITIES

The short-term regional funding priorities are an instrument to implement the Vision, Goals, Strategies, and Actions of the Regional Bicycle, Pedestrian, & Trails Master Plan, and by extension, the Metropolitan Transportation Plan/Sustainable Communities Strategy. Projects competing for funding should be evaluated in each of the following categories (in no priority order):

- A. Increase access to transit services—will the proposed project increase bicycle and pedestrian access to transit stops and transfer centers?
- B. Increase access to schools—will the proposed project increase bicycle and pedestrian access to schools?
- C. Eliminate gaps in the existing bicycle/pedestrian network—will the proposed project help form complete bicycle and pedestrian networks, enabling bicyclists and pedestrians to travel on a continuous network?
- D. Remove physical barriers in the bicycle and pedestrian network—will the proposed project remove physical barriers, using grade-separated crossings when appropriate, to complete the bicycle and pedestrian network and enable through travel by bicyclists and pedestrians?
- E. Facility completion—will the project “complete” a street or corridor by adding bicycle and pedestrian facilities (e.g., pathways, lanes, shoulders, crossings, and sidewalks) in areas with high existing or potential transportation use?

Projects competing for funding must display their readiness to move forward on a timely schedule; utilize designs that prioritize the safety of bicyclists, pedestrians, and motorized vehicles; and create new access for users. Applications should provide documentation of safety issues if applicable, and include bicycle and pedestrian counts if available.



Item #5

Bicycle & Pedestrian Advisory Committee

January 17, 2013

MAP-21 Update

Issue: What is the impact of MAP-21 on funding programs for bicycle and pedestrian transportation?

Recommendation: None, this item is for information only.

Discussion: Mr. Johnson will provide an update to the Committee on recent developments regarding MAP-21 and their impact on funding bicycle and pedestrian transportation projects.

LSH:gg

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
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Erik Johnson, Government & Media Affairs Coordinator, (916) 340-6247



Item #6

Bicycle & Pedestrian Advisory Committee

January 17, 2013

May is Bike Month

Issue: What is the status of May Is Bike Month planning for 2013?

Recommendation: None, this item is for information only.

Discussion: Ms. Bradbury will provide an update to the Committee on events planned for May is Bike Month.

LSH:gg

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
Lacey Symons-Holtzen, Associate Planner, (916) 340-6212
Sabrina Bradbury, Public Information Coordinator, (916) 340-6211



Item #7

Bicycle & Pedestrian Advisory Committee

January 17, 2013

Safe Routes to School National Conference

Issue: What is the status of the 2013 Safe Routes to School National Conference in Sacramento?

Recommendation: None, this item is for information only.

Discussion: The 4th Safe Routes to School National Conference will be held in Sacramento on August 13-15, 2013. The Local Government Commission is currently conducting a formal call for session proposals, which closes on February 15. Mr. Preston of WALKSacramento will provide an update to the Committee on developments related to the conference.

LSH:gg

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
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Item #8

Bicycle & Pedestrian Advisory Committee

January 17, 2013

Association of Pedestrian and Bicycle Webinars for 2013

Issue: Should SACOG host Association for Pedestrian and Bicycle webinars in 2013?

Recommendation: Staff is seeking Committee feedback only.

Discussion: In 2011, staff received multiple requests to host Association for Pedestrian and Bicycle Professionals (APBP) webinars about a variety of transportation-related pedestrian and bicycle topics. At the January 2012 meeting of the Bicycle & Pedestrian Advisory Committee, the Committee was invited to select the highest priority webinars for 2012. Staff hosted seven APBP webinars in 2012 based on received feedback.

- January: *Emerging Technologies for Bicycle and Pedestrian Planning*
- February: *Land Use Planning: Routine Inclusion of Bicycling and Walking in New Developments*
- May: *In-Street Bicycle Parking: What, When, Where and How Much?*
- June: *Resolving Conflicts at Complex Intersections*
- August: *Transforming Streets into Inviting Public Spaces*
- September: *Liability: Understanding and Managing Risk*
- December: *Wayfinding Options for Cyclists*

Staff is seeking feedback on how Committee members utilized the webinars to determine if SACOG should host APBP webinars in 2013 or pursue other educational, information-sharing opportunities.

LSH:gg

Attachment -- 2013 Schedule of APBP Webinars

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
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Event Calendar

APBP Webinar

Here you can find out about upcoming events and view photo galleries of past events. Some events may allow for online registration. Click the event name to view more details.

UPCOMING EVENTS

Wednesday, January 23, 2013

The Basics of Bicycle Parking (#1 in the Bike Parking Webinar Series)

1/23/2013

Time: 3:00 to 4:00 pm Eastern

[Export to Your Calendar](#) [Register](#) Tickets Available



Bike Parking Webinar Series

1/23/2013

Time: 3:00 to 4:00 pm Eastern

[Export to Your Calendar](#) [Register](#) Tickets Available



Wednesday, February 20, 2013

Driving Deaths Down: Proven Countermeasures that Work

2/20/2013

Time: 3:00 to 4:00 pm Eastern

[Export to Your Calendar](#) [Register](#) Tickets Available

Wednesday, February 27, 2013

Municipal Bicycle Parking Programs (#2 in the Bike Parking Webinar Series)

2/27/2013

Time: 3:00 to 4:00 pm Eastern

[Export to Your Calendar](#) [Register](#) Tickets Available



Wednesday, March 13, 2013

Bicycle Parking and Transit (#3 in the Bike Parking Webinar Series)

3/13/2013

Time: 3:00 to 4:00 pm Eastern

[Export to Your Calendar](#) [Register](#) Tickets Available



Wednesday, March 20, 2013

Dynamics of Effective Advisory Committees

3/20/2013

Time: 3:00 to 4:00 pm Eastern

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Wednesday, April 10, 2013

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11/20/2012
APBP Announces 2013 Webinar Program

11/19/2012
APBP Announces Results of Board of Directors Elections

10/23/2012
SRTS Coordinators are eligible for TA grants

Calendar [more](#)

1/23/2013
The Basics of Bicycle Parking (#1 in the Bike Parking Webinar Series)

1/23/2013
Bike Parking Webinar Series

2/7/2013 » 2/9/2013
12th Annual New Partners for Smart Growth Conference

2/20/2013
Driving Deaths Down: Proven Countermeasures that Work

2/27/2013
Municipal Bicycle Parking Programs (#2 in the Bike Parking Webinar Series)

Request For Proposals

2013 Professional Development Webinars

[Details](#)

APBP invites proposals specifically for topics in the 2013 monthly webinar series.



Institutional and Campus Bicycle Parking Programs (#4 in the Bike Parking Webinar Series)

4/10/2013

Time: 3:00 to 4:00 pm Eastern

[Export to Your Calendar](#)
[Register](#)
[Tickets Available](#)


Wednesday, April 17, 2013

Economic Benefits of Walkable and Bike Friendly Communities

4/17/2013

Time: 3:00 to 4:00 pm Eastern

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Wednesday, May 15, 2013

Bike Signals

5/15/2013

Time: 3:00 to 4:00 pm Eastern

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Wednesday, June 19, 2013

What's in There for Me: Mining National Data for Information on Walking and Bicycling

6/19/2013

Time: 3:00 to 4:00 pm Eastern

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Wednesday, July 17, 2013

From Paint to Preform: Getting the Most from Pavement Markings

7/17/2013

Time: 3:00 to 4:00 pm Eastern

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Wednesday, August 21, 2013

Getting Better Data for Better Decisions: Improving Performance Measures and Outcomes

8/21/2013

Time: 3:00 to 4:00 pm Eastern

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Wednesday, September 18, 2013

Integrating Spatial Data to Develop Community Priorities

9/18/2013

Time: 3:00 to 4:00 pm Eastern

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Wednesday, October 16, 2013

Using Photo-enforcement to Improve Pedestrian Safety

10/16/2013

Time: 3:00 to 4:00 pm Eastern

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Wednesday, November 20, 2013

Is There Safety in Numbers for Cyclists and Pedestrians?

11/20/2013

Time: 3:00 to 4:00 pm Eastern

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UPCOMING EVENTS

Wednesday, December 18, 2013

Integrating Equity in Bicycle and Pedestrian Planning

12/18/2013

Time: 3:00 to 4:00 pm Eastern

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APBP Announces 2013 Webinar Program
- 11/19/2012**
APBP Announces Results of Board of Directors Elections
- 10/23/2012**
SRTS Coordinators are eligible for TA grants

Calendar [more](#)

- 1/23/2013**
The Basics of Bicycle Parking (#1 in the Bike Parking Webinar Series)
- 1/23/2013**
Bike Parking Webinar Series
- 2/7/2013 » 2/9/2013**
12th Annual New Partners for Smart Growth Conference
- 2/20/2013**
Driving Deaths Down: Proven Countermeasures that Work
- 2/27/2013**
Municipal Bicycle Parking Programs (#2 in the Bike Parking Webinar Series)





Item #9

Bicycle & Pedestrian Advisory Committee

January 17, 2013

Regional Wayfinding Signage Guidance

Issue: What are previous and current efforts to create wayfinding signage guidance in our region?

Recommendation: Staff is seeking Committee feedback only.

Discussion: SACOG staff is interested in local agency efforts and interest in creating regional wayfinding signage guidance. In 2009, an ad-hoc signage committee was created by former SABA Executive Director Walt Seifert, to develop written guidelines for trail signage and pavement markings on Class I facilities in the Sacramento region. The ad-hoc committee created a draft version of guidelines for the trail system, but the process was never completed and the draft was not adopted by the Bicycle & Pedestrian Advisory Committee. Discussion about wayfinding signage guidance has continued intermittently since the ad-hoc committee's work ceased, with a growing interest in establishing wayfinding sign guidance for the complete bicycle network, rather than a narrowed focus on Class I facility signage.

Staff is seeking to learn about local efforts to develop wayfinding systems and discuss interest in pursuing regional wayfinding signage guidance. Regional wayfinding signage guidance, if created for and approved by the local jurisdictions in the Sacramento region, could be used to create continuity between bicycle facilities in different jurisdictions and help develop a regional profile for cycling.

LSH:gg

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
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Victoria S. Cacciatore, Transportation Planner, (916) 319-5184



Bicycle & Pedestrian Advisory Committee

Item #10

January 17, 2013

Pro Walk/Pro Bike Conference Sharing

Issue: Attendees at the conference will share their experiences.

Recommendation: This item is for information and discussion.

Discussion: Pro Walk/Pro Bike: Pro Place was held in Long Beach, CA on September 10-13, 2012. The biannual conference, organized by Projects for Public Spaces and the National Center for Bicycling & Walking, included more than 100 program sessions, mobile workshops, and problem-solving workshops. People who attended the conference are invited to share what they learned and discuss how the information can be used to improve biking and walking conditions in the region.

VC:gg

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Item #11

Bicycle & Pedestrian Advisory Committee

January 17, 2013

SACOG Safe Routes to School Workshop

Issue: What are the results from the Safe Routes to School workshop?

Recommendation: None, this item is for information only.

Discussion: On December 13, 2012, SACOG hosted a Safe Routes to School workshop in partnership with the Institute of Local Governments. More than 40 leaders came together to connect on how cities, counties, schools and SACOG can collaborate to build on the regional safe routes to school policy and Metropolitan Transportation Plan to realize common goals for active transportation. Participants included city, county and school board elected officials, school district staff, city planning / public works staff, county public works staff, safe routes to schools coordinators, non-profit and advocacy organizations, California Department of Public Health, CalTrans, parents, volunteers and many more.

Organizations represented the geographic areas of all six SACOG counties, and participants heard from local leaders on collaboration and partnerships as a tool for greater impact on active transportation efforts. Speakers who shared their agency's experience as well as their time include, Supervisor Don Saylor, Yolo County, Mayor Ricky Samayoa, City of Marysville, and Trustee Teri Burns, Natomas Unified School District.

Materials from the workshop and links to technical resources are available online at:
<http://www.ca-ilg.org/post/sacog-workshop-safe-routes-schools>

Ms. Lee of SACOG staff and Mr. Preston of WALKS Sacramento will provide an update to the Committee on the workshop.

LSH:gg

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