August 22, 2011

Ms. Lacey Symons
Bicycle & Pedestrian Coordinator
1415 L Street, Suite 300
Sacramento, CA 95814

Dear Ms. Symons:

The County of Sacramento Transportation Department (SacDOT) is pleased to submit this request for $200,900 in SACOG 2012 Bicycle and Pedestrian Funding Program funds for the Butterfield Way At Folsom Blvd Intersection Bike Lanes. On July 19, 2011, the Sacramento County Board of Supervisors officially endorsed this project and directed SacDOT to submit this application for the 2012 Bicycle and Pedestrian Funding Program.

The project will modify the intersection at Butterfield and Folsom to eliminate the barrier presented by a high voltage steel power pole between Folsom Blvd and the light rail right-of-way and extend the bike lanes to the crosswalks and stop bars on Folsom Blvd. The proposed modification will reconfigure the traffic lanes and medians to accommodate bike lanes on the Folsom Blvd approaches and departures to the intersection with Butterfield within existing right-of-way. This can be accomplished by removing one of the two westbound left turn lanes on Folsom Blvd, increasing the length of the remaining left turn lane, and optimizing the signal timing for the improved intersection geometry.

Mr. Refugio Razo, Senior Civil Engineer with SacDOT, is trained and qualified in managing Federal Aid eligible projects for the County of Sacramento. Refugio will manage the Federal Aid funding for this project. Mr. Razo’s phone is (916) 874-6074 and email is razor@saccounty.net. Also, Mr. Ron Vicari, Principal Civil Engineer with SacDOT will be the Project Manager. Ron can be contacted at (916) 874-5164 and vicarir@saccounty.net.

Thank you for your consideration of funding this important 2012 Bicycle and Pedestrian Funding Program project. We believe this project will be a valuable investment for the community, and will also help accomplish SACOG’s long term vision for establishing land use patterns as identified by the Blueprint Principles.

Sincerely,

Michael J. Penrose, Director
Department of Transportation

“Leading the Way to Greater Mobility”
## P. PROJECT APPLICATION

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Butterfield Way @ Folsom Blvd Intersection Bike Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>SACOG ID number (if available)</td>
<td>30433</td>
</tr>
<tr>
<td>PPNO and/or EA number (if applicable)</td>
<td>N/A</td>
</tr>
<tr>
<td>Federal ID number (if applicable)</td>
<td>N/A</td>
</tr>
<tr>
<td>Responsible Project Manager/Contact</td>
<td>Ron Vicari II, P.E. Principle Civil Engineer 906 G Street, Suite 510, Sacramento CA 95814 (916) 874-5164 desk, (916) 591-2257 cell <a href="mailto:vicarir@saccounty.net">vicarir@saccounty.net</a></td>
</tr>
<tr>
<td>Co-sponsor/Partner Agencies</td>
<td>N/A</td>
</tr>
<tr>
<td>Project Location (Also attach a map)</td>
<td>In Rosemont at the intersection of Butterfield Way and Folsom Boulevard adjacent to the Butterfield light rail station and the Franchise Tax Board. (See Context Map)</td>
</tr>
<tr>
<td>Project Scope/ Description (250 word limit)</td>
<td>Modify the intersection at Butterfield and Folsom to eliminate the barrier presented by a high voltage steel power pole between Folsom Blvd and the light rail right-of-way and extend the bike lanes to the crosswalks and stop bars on Folsom Blvd. The proposed modification will reconfigure the traffic lanes and medians to accommodate bike lanes on the Folsom Blvd approaches and departures to the intersection with Butterfield within existing right-of-way. This can be accomplished by removing one of the two westbound left turn lanes on Folsom Blvd, increasing the length of the remaining left turn lane, and optimizing the signal timing for the improved intersection geometry.</td>
</tr>
<tr>
<td>Project Schedule (estimated month and year):</td>
<td></td>
</tr>
<tr>
<td>1. Start environmental/preliminary engineering</td>
<td>1. Environmental process is underway, preliminary engineering is complete</td>
</tr>
<tr>
<td>2. Final ED approved - Start engineering/design</td>
<td>2. Anticipated ED completion: March 2012</td>
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<tr>
<td>3. Start R/W acquisition &amp; utilities</td>
<td>3. N/A (Project is within existing right-of-way)</td>
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<td>Total Project Cost (Part Q)</td>
<td>$227,000</td>
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<td>Total Funding Request</td>
<td>$200,900</td>
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</table>
**Applicant:** Sacramento County Department of Transportation  
**Project:** Butterfield Way @ Folsom Blvd Intersection Bike Lanes

<table>
<thead>
<tr>
<th>Funding committed from other sources</th>
</tr>
</thead>
</table>
| 1. Environmental/preliminary engineering | $2,300 Local Road Fund  
| 2. Engineering/design | $3,100 Local Road Fund  
| 3. R/W acquisition & utilities | Not required  
| 4. Construction/procurement | $20,700 Local Road Fund  
| **TOTAL** | $26,100 **TOTAL** |

Describe any other potential funding sources

| Can you build a usable partial stage of this project? | No |

<table>
<thead>
<tr>
<th>Have you identified any significant and reasonably likely risks to the project?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Describe:</strong> (150 words maximum total)</td>
</tr>
<tr>
<td>▪ Risks that would change scope</td>
</tr>
<tr>
<td>▪ Risks that would change schedule</td>
</tr>
<tr>
<td>▪ Risks that would change cost</td>
</tr>
<tr>
<td><strong>No.</strong> Preliminary engineering is complete and no risks have been identified that could delay scope, schedule, or increase Project costs. This Project can be completed within existing right-of-way therefore preventing any possible delays or unexpected costs from right-of-way acquisition.</td>
</tr>
</tbody>
</table>

| Project Study Report or equivalent completion date (if PSR completed, attach electronic file to CD of application packet) | No PSR has been completed. A PSR equivalent will be completed if STIP funding becomes available. |

| Environmental Justice: | The updated Sacramento County Bicycle Master Plan (SCBMP) was approved in April 2011. Significant outreach for the SCBMP was held with community workshops to solicit comments from the public and key stakeholders. The participants of this SCBMP outreach effort included a significant number of Light Rail Transit riders using the Butterfield Station who are low income and minority members. Also, the Franchise Tax Board employs 6,000 people near this Project, many are from low income families and in “welfare to work” programs. This project is consistent with the Folsom Safety and Corridor plan. |

| TE Eligible Projects: | No – the project requires specialized construction equipment and skills. |

**Funding committed from other sources**

1. Environmental/preliminary engineering
2. Engineering/design
3. R/W acquisition & utilities
4. Construction/procurement

**TOTAL**

**Can you build a usable partial stage of this project?** If so, describe scope and cost.

No

**Have you identified any significant and reasonably likely risks to the project?**

Describe: (150 words maximum total)

- Risks that would change scope
- Risks that would change schedule
- Risks that would change cost

No. Preliminary engineering is complete and no risks have been identified that could delay scope, schedule, or increase Project costs. This Project can be completed within existing right-of-way therefore preventing any possible delays or unexpected costs from right-of-way acquisition.

**Project Study Report or equivalent completion date (if PSR completed, attach electronic file to CD of application packet)**

No PSR has been completed. A PSR equivalent will be completed if STIP funding becomes available.

**Environmental Justice:** Include your brief response to the following: What kind of outreach to the community and to other stakeholders do you plan to undertake? Will low-income or minority members of the community be given an opportunity to fully participate in this outreach? Evaluate the benefits and burdens of this project with regard to low income and minority members of the community. (150 word limit)

The updated Sacramento County Bicycle Master Plan (SCBMP) was approved in April 2011. Significant outreach for the SCBMP was held with community workshops to solicit comments from the public and key stakeholders. The participants of this SCBMP outreach effort included a significant number of Light Rail Transit riders using the Butterfield Station who are low income and minority members. Also, the Franchise Tax Board employs 6,000 people near this Project, many are from low income families and in “welfare to work” programs. This project is consistent with the Folsom Safety and Corridor plan.

**TE Eligible Projects:** Will you be working with a community conservation corps or the California Conservation Corps (yes/no)? Please explain (50 word limit).

No – the project requires specialized construction equipment and skills.
Context Map
Butterfield Way At Folsom Blvd. Intersection Bike Lanes

Project Location

Bicycle Master Plan
- Project Area
- Existing class 2
- Existing class 3
- Existing class 3, Future class 2
- Future class 2
- Future class 3
- Existing class 2
- Future class 1
- Future class 1
- Modify Signal
### Q. COST AND SCHEDULE SUMMARY

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<th>Phase</th>
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<th>Amount Requested</th>
<th>Month/Year Funding Requested</th>
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<td>Non-capital Materials</td>
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<td></td>
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<tr>
<td>(maps, brochures, racks,</td>
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<td>printing, etc.)</td>
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<td>required.</td>
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R. ENGINEER'S ESTIMATE
BUTTERFIELD WAY @ FOLSOM BOULEVARD INTERSECTION BIKE LANES
SACRAMENTO COUNTY DEPARTMENT OF TRANSPORTATION

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<td>16</td>
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<td>17</td>
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<td>$37,344</td>
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</tr>
</tbody>
</table>

TOTAL CONSTRUCTION & CONSTRUCTION MANAGEMENT COST FOR PROJECT $180,000 $180,000 $180,000 $180,000
Total Environmental Certification & Final Design $47,000 $47,000 $47,000 $47,000
TOTAL PROJECT COST $227,000 $227,000 $227,000 $227,000

Total Participating Costs $227,000 $227,000 $227,000 $227,000
Maximum Federal Funds (88.53%) $200,900 $200,900 $200,900 $200,900

Please circle current status of project: Feasibility Study, PSR, Environmental, 30% Design, 60% Design, 90% Design, 100% Design.
S.  BICYCLE AND PEDESTRIAN PROGRAM SPECIFIC QUESTIONS

Project Screening for Capital Projects

Please respond Yes/No (if No, please explain):

1. It this project included in the Regional Bicycle, Pedestrian, & Trails Master Plan as a planned project?  Yes, ID no. 30433.
2. Is this project ready for inclusion into the Metropolitan Transportation Improvement Program, with project scope and cost?  Yes

Capital Project Performance Outcomes

Please describe how the project supports one or more of the performance outcomes for the programming round. (Half page per item, maximum)

1. **Eliminates Barriers:**
   A. The bike lane on eastbound Folsom Blvd terminates 230’ before the intersection with Butterfield Way, forcing bicyclists to “share the road” and merge into a high speed and high volume traffic lane with right turning traffic into the Butterfield Light Rail Transit (LRT) Station (see Picture #1 in the Maps/Exhibits Section). This existing geometry acts as a strong deterrent to many bicyclists from using this segment of Folsom Blvd. This Project will extend the designated bike lane to the Butterfield intersection to maintain a distinctly channeled separation between motorists and bicyclists thereby eliminating a perceived barrier, thus encouraging more bicyclists and transit commuters.

   B. A steel power pole (see Picture #2 in the Maps/Exhibits Section) obstructs the east bound bike lane on Folsom Blvd approximately 75’ east of Butterfield Way. The pole is at the edge of the rail corridor right-of-way. This Project will create additional separation between this utility pole and the east bound traffic lanes (including a new bike lane) by eliminating one of the two existing west bound left turn lanes onto Butterfield Way. This will allow the two existing east bound traffic lanes to “shift” to the north thereby also making room for the construction of an unobstructed east bound bike lane by eliminating a significant barrier to walking and bicycling along this major corridor.

   A main Program Goal of SACOG’s Regional Bicycle, Pedestrian, and Trails Master Plan (RBPTMP) is to “provide bicycle and pedestrian access across barriers”. Also, an essential goal of the Sacramento County Bicycle Master Plan (SCBMP) is to eliminate barriers that discourage bicyclists from using heavily traveled corridors such as this segment of Folsom Blvd, that also serves the Butterfield LRT Station. A key SCBMP goal is to provide bike lanes that clearly delineate the right-of-way assigned to bicyclists and motorists, and to provide for more predictable movements by each. Bicyclists have avoided this segment of Folsom Blvd because of these barriers. This Projects “quality design” will encourage more bicycling and public use of the LRT as more viable and convenient transportation alternatives along this heavily traveled section of Folsom Blvd. The proximity of this Project to the LRT station and dense employment centers makes this an ideal Project to implement and showcase key Blueprint Principles.

2. **Closes Gaps:**

   When traveling west bound on Folsom Blvd, the bike lane terminates 520’ before the Butterfield Way intersection (see Picture #3 in the Maps/Exhibits Section). Also, as referenced in 1.A. above, the bike lane on eastbound Folsom Blvd stops 230’ before the Butterfield Way intersection (see Picture #1 in the Maps/Exhibits Section). This Project will close these gaps and continue the bike lanes all the way to the Butterfield Way intersection, providing a continuous bike lane along this critical segment of the corridor. Elimination of this gap will provide all residents, visitors, commuters and transit riders with a greater
comfort level when considering additional transportation choices for reducing their dependency on automobiles.

A main Program Goal of SACOG’s RBPTMP is to “fill gaps in existing, planned, or proposed interregional bicycle or pedestrian routes”. This Project will accomplish this RBPTMP objective. Also, by providing a quality design approach, this Project will also accomplish an important Blueprint Principle by encouraging bicycling and LRT as more inviting choices for alternative transportation.

3. Connects to/within Activity Centers:

There are many major activity centers directly adjacent to this proposed Project, some of these include the following:

- Butterfield Way is the entrance to the Franchise Tax Board (FTB) which employs 5,800 to 6,500 people. The FTB Bicycle User Group (BUG) has 123 members. The FTB features a park and ride lot with a capacity for approximately 450 cars.

- The Butterfield Gold Line light rail train station is adjacent to the project. The LRT system reported over 12 million riders over the fiscal year ending June 30, 2011. The Station has both north and southbound passenger platforms, features a park and ride with a capacity of 749 vehicles, pedestrian shelters and bike lockers. This Station has the highest employment density of any Folsom Corridor Station Area east of the Power Inn Station.

Additional destinations in the vicinity of this Project include: Convenient access to the American River Parkway; several local community parks, Erlewine Elementary School, and several child care facilities. The Folsom Blvd corridor is a major transportation corridor with approximately 22,000 vehicle per day in the Project vicinity, combined eastbound and westbound.

This Project connects with many activity centers through a variety of transportation choices and is therefore an excellent Project to receive funding through the 2012 Bicycle and Pedestrian Funding Program. This Project will help to support efforts to increase light rail ridership, and by increasing the comfort level and convenience for bicyclists in the vicinity it will encourage many more people to use these alternative modes of travel thereby reducing congestion and pollution through driving less.

4. Increases the number of bicycle and walking trips (reduces Vehicles Miles Traveled):

There are no nationally recognized standards for calculating VMT reductions for a bicycle project of this nature. However, SacDOT has conducted extensive outreach with the bicycle community during the recent SCBMP update process, and the reason most often stated for why people do not bicycle more is related to safety concerns. When a bicyclist enters into a traveled segment where they feel uncomfortable they will either avoid that segment or they will not customarily use a bicycle to make the trip(s). Currently many bicyclists have avoided this section of Folsom Blvd as they must share segments of this busy corridor with vehicles because of large bike lane gaps and the power pole obstruction. There are no convenient alternative routes for a bicyclist other than traveling on this segment of Folsom Blvd. As such this project can significantly increase the expected number of bicycle trips by improving that feeling of safety when bicycling through this critical segment of Folsom Boulevard. This proposed Project will encourage bicycling and transit use as viable and safe transportation choices as supported in the Blueprint Principles.

This Project is also an important link to transit ridership as identified in the SCBMP, the Project location is in a key corridor that is vital to implementing anticipated growth, infill development, and the Sacramento County General Plan.
5. **Improves safety/security for bicyclists and pedestrians:**

Existing conditions require a bicyclist traveling on Folsom Blvd to merge from the bike lane into a high volume (> 20,000 ADT) corridor and high speed traffic lane (45 mph speed limit) as they approach the intersection with Butterfield from the east and west. This project will create continuous unobstructed bike lanes on Folsom Blvd through the intersection at Butterfield Way thereby eliminating the need for bicyclists to merge into the heavily used traffic lane.

This Project will help to make bicycling a viable transportation choice for all that use this Folsom Blvd corridor. This is an ideal centralized location to improve safety for bicyclists due to its proximity to the FTB, the Butterfield LRT Station, local community parks, residential communities, schools and the many other local businesses and destinations. The quality design inherent in this Project to improve bicyclist safety will greatly encourage more people to bicycle and take LRT. As such, this Project is an ideal candidate for this Bicycle and Pedestrian Funding Program to implement the Blueprint Principles that are a core objective of this funding opportunity.

**Selection Considerations**

1. **Goals**

   *Please briefly describe how the project supports additional capital or non-capital goals, and how well. Please refer to Part F. (Half page per goal, maximum)*

**Goal 1: Provide connections within or through the central business districts.**

Folsom Boulevard bike lanes are the longest east-west on-street bikeway in Sacramento County, connecting the City of Sacramento to the City of Folsom. This project will also provide a bike-to-transit connection to the Regional Transit Butterfield Light Rail Station on the Gold Line. Besides the LRT, Regional Transit also provides local bus service along the local Folsom Blvd business corridor.

The central business district served by this Project has a very high employment density which is adjacent to a large residential area. For example, the State Franchise Tax Board (FTB), employing approximately 6,000 people is within walking distance of this Project intersection. Many FTB employees live close enough to walk or bike to work, and would pass through this Project intersection. This Project will greatly improve the local bicycle connectivity between the high density business district and the adjoining residential area where many FTB employees live. By enhancing the bicycle route allowing for alternative modes of travel within this high density employment district, the funding for this Project will be put to good use.

Eliminating barriers to bicycling is essential in meeting alternative transportation goals for the anticipated growth in this Folsom Blvd region. This Project will help to serve these future objectives by increasing bicycle and transit usage as a viable transportation choice.

**Goal 2: Provide connections to regional and local public transit systems, at stops, stations, and terminals.**

The project directly connects to the Regional Transit Butterfield Light Rail Station on the Gold Line. Bicycle parking is available at the LRT Butterfield Station. The Gold Line travels through central business districts in unincorporated Sacramento County, and the cities of Sacramento and Folsom providing a valuable service to local commuters by providing transit and bicycling as preferred alternatives for transportation. Regional
Applicant: Sacramento County Department of Transportation

Project: Butterfield Way @ Folsom Blvd Intersection Bike Lanes

Transit local bus service (Route 21) along eastbound and westbound Folsom Blvd with approximate 30 minute headway providing additional local public transportation options along this local Folsom Blvd business corridor.

Goal 3: Provide connections within, through, or to regional and local activity centers such as schools, libraries, community centers, colleges, universities, hospitals, medical offices, senior residences, parks, athletic facilities, government services, employment centers, and high-density residential or mixed-use areas.

The Project directly connects to the Franchise Tax Board (FTB) office and processing center. The FTB employs a base of 5,800 people which increases to 6,800 during the tax season of February through May. The FTB features a park and ride lot with a capacity for approximately 450 cars.

The Butterfield Gold Line light rail train station is adjacent to the project. Last year, the LRT system reported over 12 million riders per year. The LRT Station features a park and ride with a capacity of 749 vehicles.

Additional destinations in the vicinity of this Project include: Convenient access to the American River Parkway; several local community parks, Erlewine Elementary School, and several child care facilities.

Goal 4: Fill in gaps on existing, planned, or proposed bicycle or pedestrian routes, including intercommunity routes.

The gap in the Folsom Boulevard bike lanes at Butterfield Way was identified in the SCBMP as the highest priority barrier elimination project. The bike lanes will be extended to the stop bar and crosswalk of Folsom Boulevard. This Project will fill in a 520 foot gap westbound and a 230 foot gap eastbound on Folsom Boulevard. Folsom Boulevard is a major connecting route between Sacramento, Rancho Cordova, and Folsom. This Project will complete a continuous bike lane through this segment of Folsom Blvd and promote biking as a viable transportation choice.

Goal 5: Provide bicycle and pedestrian access across barriers such as arterial roads, highways, freeways, rivers, canals, creeks, and railroads.

The bike lanes on eastbound Folsom Boulevard are dropped before the intersection with Butterfield Way, forcing bicyclists to merge into a high speed and high volume traffic lane with right turning traffic into the Butterfield Station. Secondly, a large high voltage steel power pole and concrete foundation block the bike lane on the Folsom Blvd eastbound departure leg at the intersection with Butterfield Way. The pole is at the right-of-way line with the rail corridor. The power pole has long been a barrier to the installation of bike lanes on Folsom Boulevard at Butterfield Way. As referenced previously in Section S.1.A above, this Project will shift the intersection to the north to make room for a bike lane adjacent to the pole, and provide continuous bike lanes within the existing right-of-way thus decreasing costs and eliminating the possibility of delays resulting from right-of-way acquisition while eliminating the highest priority “barrier elimination” project in the SCBMP.

Goal 6: N/A

Goal 7: Improve the safety and security of walking and bicycling. Existing conditions require a bicyclist traveling on Folsom Blvd to merge from the bike lane into a high volume and high speed traffic lane as they approach the intersection with Butterfield from the east and west.
project will create continuous bike lanes on Folsom Blvd through the intersection at Butterfield eliminating the need to merge into the traffic lane to cross the intersection. Currently many bicyclists have avoided this section of Folsom Blvd due to the lack of no dedicated bike lanes, and the pole obstruction. As such, the quality design in this Project will encourage bicycling as a viable transportation choice along this heavily used section of Folsom Blvd. This Project resolves a high priority for SacDOT to improve safety for all transportation users and to encourage alternative modes of transportation which is also a core Blueprint Principle.

Goals 8 – 11: N/A

2. Project Benefit Estimate

Please provide a quantitative and/or qualitative benefit analysis.

a. Quantifiable Benefits Methodology

Estimate of Existing Usage = x (Can be zero) = 2% (ADT) = 0.02(23,797) = 476
Estimate of Increase in Usage = y (Can be zero) = 5% (ADT) = 0.05(23,797) = 1,190
Length of Project (miles) = a = 4,500 ft measured from Mayhew Road to Bradshaw Road = 0.85 miles
Quantifiable Benefits = (x (a/10 mph) ($5/hr)) + (y(a/10 mph) ($10/hr))
= (476(0.85/10)(5)) + (1,190(0.85/10)(10))
= $ benefits
= $1,200

b. Qualitative Benefits Methodology

The project meets all of the performance outcomes for capital projects and six of the eleven capital project goals as demonstrated above.

3. Commitment to Project

SacDOT is committed to improving Folsom Boulevard bike lanes to meet current County of Sacramento standards. The Sacramento County Board of Supervisors endorsed the project application at their July 19, 2011, meeting.

Sacramento County has completed a traffic study to determine the feasibility of removing one of the two westbound left turn lanes on Folsom Boulevard so the bike lanes can be added within existing right-of-way. The model assumes increased length of the remaining single westbound left turn lane and optimizing of signal timing for the new configuration.

The results are as follows:
AM Peak Hour
• Existing Conditions: LOS C (32.9 seconds of delay)
• With Modification: LOS D (37.5 seconds of delay)
PM Peak Hour
• Existing Conditions: LOS D (37.7 seconds of delay)
• With Modification: LOS C (32.6 seconds of delay)
Based on these results Sacramento County has developed the intersection geometry, a striping plan, and a detailed cost estimate. The environmental document, final plans, specifications and construction of this priority Project can proceed immediately after funding is secured.

Other Considerations

- SacDOT has been successfully delivering millions of dollars in federal aid projects for decades.
- SacDOT is very confident that this project can be delivered in a timely manner. SacDOT has an outstanding reputation of delivering previously awarded Bicycle and Pedestrian Grants and Community Design Grants. Below is a list of previously awarded Bicycle and Pedestrian Grants and Community Design Grants showing their status:
  - Freedom Park Drive, $3.1 million for construction: Under Construction
  - Hurley Way Revitalization, $141,000 for planning: Complete
  - Marconi Ave. Improvement Project for construction, $500,000: Under Construction
  - North Watt Avenue Corridor Planning Project, $250,000: Complete
  - Watt Avenue at Roseville Road, Bike & Pedestrian Access Study, $130,000: Complete
  - Pedestrian Master Plan Implementation, Phase I, $1.954 million: Under Design
  - Arden Way Improvement Project, $1.53 million for construction: Under Construction
  - Old Town Florin Complete Streets Project, $3.746 million for Environmental/Design: Under Design
  - Fair Oaks Village Streetscape Design, Phase 1: Underway
MAPS OR EXHIBITS – PAGE 1 OF 1

**Picture #1**
(Looking West on Folsom Blvd)

**End of Bike Lane 230' from Butterfield**

**Picture #2**
(Looking East on Folsom Blvd)

**Electric Pole Obstruction**

**Picture #3**
(Looking East on Folsom Blvd)

**End of Bike Lane 520' from Butterfield**
BICYCLE FACILITIES

County: Sacramento
Federal Number:
Approval Date:
Caltrans DIST-EA:
Short Description: Butterfield Road at Folsom Boulevard Bike Lane Improvements

Project Scope:

Project Sponsor: 
Private Agency: No

CMAQ Funding: $204,000
Local Match: $0
Annual Auto Trips Reduced: 16,425
Annual Auto VMT Reduced: 29,565

Capital Recovery Factor: 0.08
Project Analysis Period: 15 years

Days (D): 365 days of use/year
Average Daily Traffic (ADT): 30,000 trips per day
Adjustment (A) on ADT: 0.0010
Credit (C) for Activity Centers near project: 0.0005

EMISSION FACTORS:

Auto Trip End Factor
ROG: 0.555 grams per trip
NOx: 0.307
PM10: 0.009

Auto VMT Factor
0.200 grams per mile
0.220
0.221

EMISSION REDUCTIONS:
Pounds per Year
Kilograms per Day
ROG: 33
0
NOx: 25
0
PM10: 15

Total: 73
0

COST-EFFECTIVENESS OF:

CMAQ Funds: $233.28 per pound $466,551 per ton
All Funding Sources: $233.28 per pound $466,551 per ton