

Regional Bicycle, Pedestrian, and Trails

MASTER PLAN

June 20, 2013



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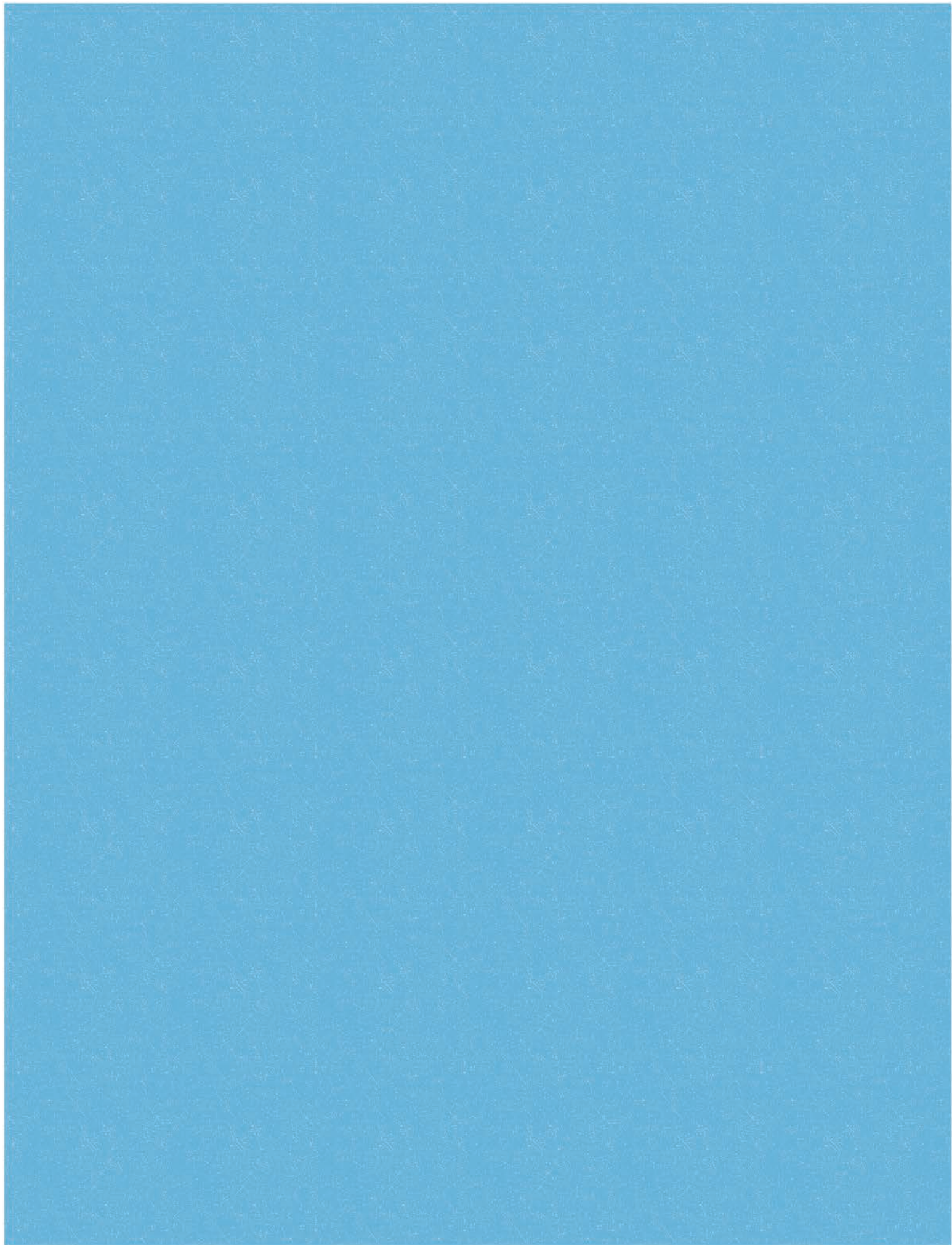
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EXECUTIVE SUMMARY

The Sacramento region's Regional Bicycle, Pedestrian, and Trails Master Plan (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. This is the Sacramento Area Council of Government's (SACOG's) fifth Master Plan since 2004, with updates in 2007, 2009, and 2011. Since 2004, SACOG has helped fund over 60 regionally significant bicycle and pedestrian projects for a total cost of over \$100 million.

Implementing the Region's Vision for Bicycle and Pedestrian Travel

This is the first Master Plan to be shaped by the goals and strategies found within the recently adopted Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Over the next 22 years, the MTP/SCS proposes to invest \$2.8 billion to bicycle and pedestrian projects. The 2013 Master Plan now shows how these goals are connected to regional strategies (to be implemented by SACOG, local agencies, advocacy groups and other organizations) and specific actions that SACOG can take to help implement the Master Plan.

Focus Area Investments Help Overcome Challenges and Leverage Opportunities

The 2013 Master Plan update showcases six Focus Areas of SACOG activities that help implement strategies and actions described in the Master Plan, such as 1) coordinating efforts between various stakeholder groups and local agencies, 2) measuring the performance of bicycle and pedestrian system, 3) assisting with complete streets planning, 4) understanding the impacts to safety, public health, and the economy, 5) promoting traveler safety through education, 6) promoting multi-modal trips through transit connections, and 7) supporting infrastructure and programs.

Updated Regional Project List and Maps of the Bicycle Network

The Master Plan's project inclusion process is a comprehensive list of planned projects throughout the region. To ensure that local jurisdictions are allowed to submit their priority bicycle and pedestrian projects for consideration during SACOG funding rounds, local agencies updated projects and related maps for inclusion in the Master Plan project list during the spring of 2013.

Regional Bicycle & Pedestrian Funding Program

While inclusion in the Master Plan is required for consideration in the biennial Regional Bicycle & Pedestrian Funding Program (Funding Program), project inclusion does not guarantee funding. Each funding round, project sponsors request more funding than is available. The Funding Program guidelines describe how candidate projects will be evaluated based on criteria shaped by the Goals, Strategies, and Actions in the Master Plan. The short-term funding priorities identified in the Master Plan serve as performance objectives in the Funding Program. These performance objectives are designed to focus SACOG investments on projects that implement the MTP/SCS—including regionally significant projects and those that demonstrate strong performance. Projects that are included in the Master Plan and demonstrate strong performance are eligible to apply for the Funding Program.

A cyclist wearing a blue and white helmet and dark clothing is riding a road bike on a paved road. The road has a white line marking. In the background, there are green trees and a building with a blue roof. The overall scene is bright and sunny.

The Sacramento region's Bicycle, Pedestrian, and Trails 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.

Creating opportunities to integrate bicycle and pedestrian travel into daily routine.

1 THE BACKGROUND

The Sacramento region is comprised of six counties and 22 cities, at the heart of a confluence of two major rivers and four significant highways, encompassing 6,562 square miles of land, including hills, mountains, rivers, lakes, wetlands, agricultural land, and open space. About 2.3 million people live in this diverse region, home to urban, suburban, foothill, and rural communities. Our region offers many exciting opportunities, and these features create many comfortable and inviting neighborhoods, compelling entertainment and arts, agricultural lands that feed the world, and diverse, beautiful scenery and natural places. In order to focus the way our region grows, the SACOG Board of Directors adopted the Blueprint project in 2004, directing the Sacramento region to take a new approach to addressing transportation, land use and air quality issues.

An integral aspect to implementing our vision for the future includes investing in infrastructure and programs that encourage walking and biking as viable options for transportation, as identified in the Regional Bicycle, Pedestrian, and Trails Master Plan (Master Plan). In the current long-range regional transportation and land use plan, the Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS), specific investments are identified based on framework provided in the Master Plan.

In order to help implement the MTP/SCS, SACOG invests in bicycle and pedestrian facilities through the bi-annual Bicycle and Pedestrian Funding Program, adopted by the SACOG Board of Directors in September

2003. The focus of both the Master Plan and the Funding Program is to provide facilities for walking and biking within and between the communities of the Sacramento region. The projects included in this plan are forward-thinking, locally and regionally significant projects that may require at least partial regional funding. This plan is not financially constrained, and it contains at least 25 years' worth of high quality, high impact, and locally or regionally significant projects.

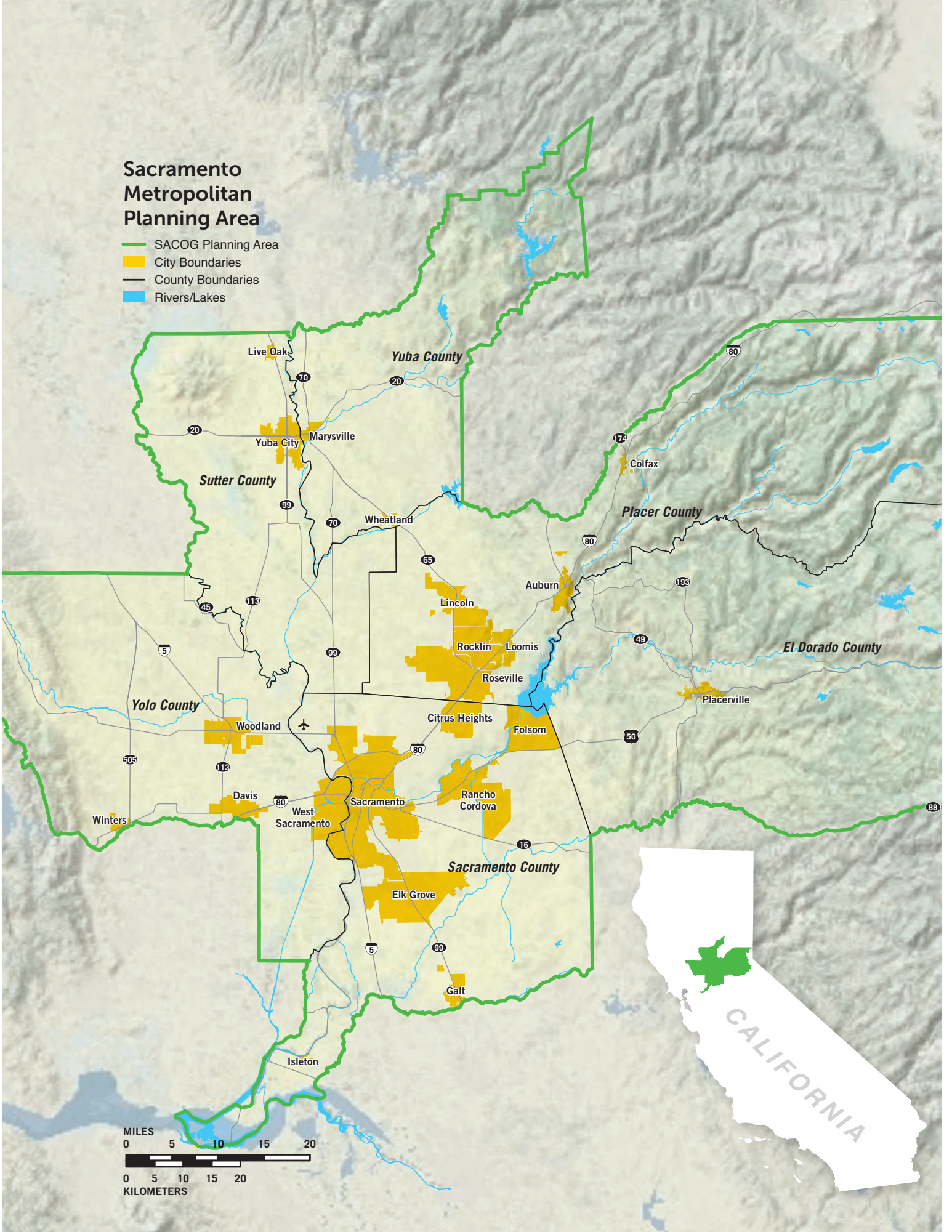
The Master Plan represents the efforts of SACOG staff, the Regional Bicycle and Pedestrian Advisory Committee, local public agencies, and advocacy groups in the Sacramento region. This partnership approach ensures that representatives from a variety of stakeholder groups with different areas of expertise could provide input and guidance on the development of the plan.


The Master Plan integrates local planning documents to visualize a seamless regional bicycle and pedestrian system. By compiling the local plans to form one comprehensive plan, the regional network becomes apparent, illustrating the key connections and access between communities that will exist when the plan is fulfilled. The projects included in this plan were submitted and ranked by local public agencies. In order to apply for the Funding Program, projects must be included in the Master Plan and meet the short term funding priorities identified in Chapter 5. The listed projects are identified in city and county bicycle and pedestrian master plans, as well as other visionary planning documents identified by local agencies. The complete project

lists can be viewed in Appendix B. Some projects identified in the Master Plan are conceptual, and exact alignments may not be determined or may change based on further study.

Sacramento Metropolitan Planning Area

- SACOG Planning Area
- City Boundaries
- County Boundaries
- Rivers/Lakes





The city of Elk Grove's trail system provides independence, physical activity, and opportunities for maintaining a healthy lifestyle to many residents.

2

PURPOSE & NEED

Public interest in providing high-quality bicycling and walking facilities has increased over the last several years for a number of reasons. The rise in obesity and related health problems throughout the country has led to public health campaigns for active, healthier lifestyles. Climate change, rising energy costs, and other environmental impacts from automobile travel have fueled the desire of residents to have better non-motorized transportation choices for commuting, errands, and other necessary trips. Additionally, a dip in economic growth in the region has renewed interest in bicycling and walking, as they are a low-cost means of transportation. These and other components coalesce into the need for enhanced bicycle and pedestrian infrastructure, support facilities, and education to accommodate travellers of all ages and abilities.

The six-county Sacramento region is geographically varied and home to a diverse population. In order to capitalize on the assets of each community, it is desirable to provide travel corridors that consistently provide con-

nections within and between communities and jurisdictions. Historically, bicycle and pedestrian planning and policies have only been addressed at the local level. However, as the popularity of bicycling and walking increases rapidly, the need for a cohesive, regional approach is more apparent. The Master Plan represents an opportunity to share best practices and improve coordination and connectivity within and between communities, and to learn how cities and counties are creating and improving facilities to foster an environment supportive of bicycle and pedestrian transportation.

It is also important to note that the Sacramento region is focused on reducing air pollution as it is designated as nonattainment for multiple transportation-related pollutants, i.e. Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and ozone; and the Sacramento region is classified as "Maintenance" for Carbon Monoxide. Improving air quality is a significant benefit of reducing vehicle miles travelled. Increasing

Benefits of Walking and Bicycling Include:

- equitable access to community resources;
- higher levels of individual health and wellness;
- higher quality of life;
- improved air quality and fewer greenhouse gasses;
- lower road infrastructure maintenance costs;
- reduced traffic congestion and exposure to crashes; and
- vibrant business districts and more money invested in the local economy.

the quantity and improving the quality of infrastructure can encourage more trips by foot and by bike. Local surveys have found that people are willing to bicycle more frequently for utilitarian purposes when better bicycle facilities are provided.¹ If more people shift to bicycling or walking for either their entire trip or for their trip to a transit station, the transportation system can serve more trips without increasing congestion or emissions of transportation-related pollutants.

1 Caltrans 2002 Bike to Work Day Survey Findings

3 WHO ARE WE?

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento region. Its members include the counties of Sacramento, Sutter, Yolo, and Yuba; the portions of El Dorado and Placer counties outside of the Tahoe Basin; as well as the 22 cities within that area.

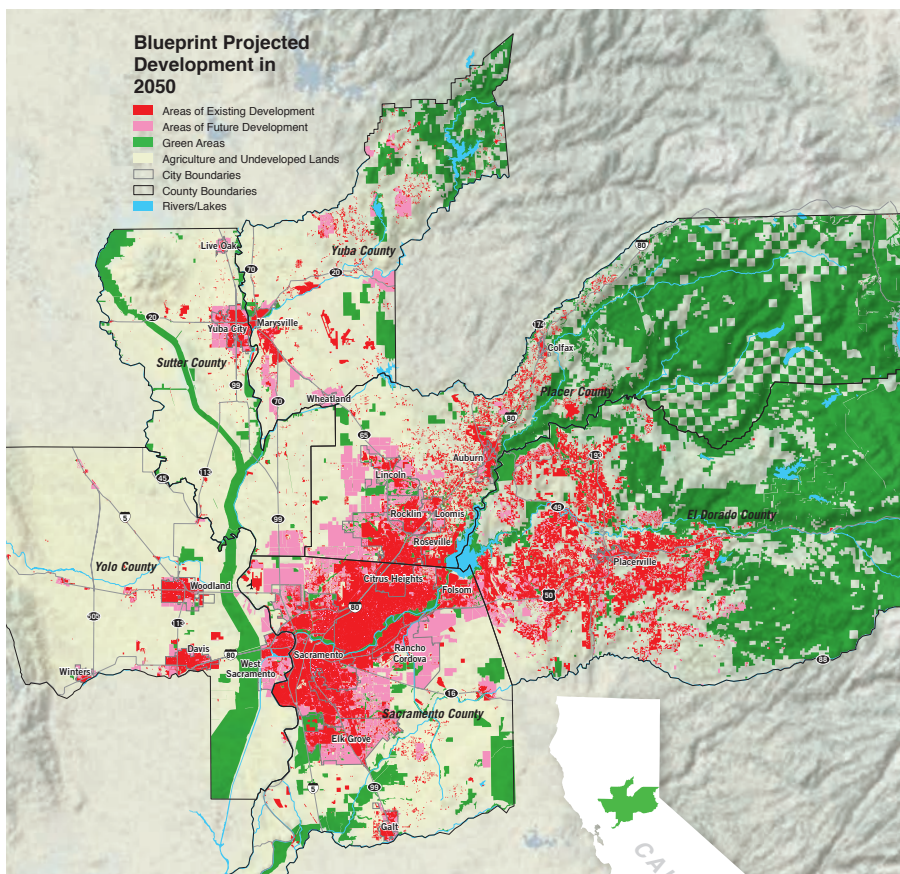
SACOG provides transportation planning for the region, conducts a biannual programming round to allocate funds to projects based on apportionments of regional funds, and serves as a forum for the study and resolution of regional issues. In addition to preparing the region's long-range transportation plan, SACOG

also approves the distribution of affordable housing in the region and assists in planning for transit, bicycle networks, clean air, and airport land uses. Over the past ten years, SACOG has undertaken a major effort to link transportation and land development more closely.

4 HOW DID WE GET HERE?

The region is growing and SACOG's mission is to provide more and better options for current and future residents. With a current population of 2.3 million residents and rising, SACOG's work must allow the region to grow in a way that makes it possible for people to live and work in the same community, and maintain independence as they age. Providing current and future residents with high quality of life through inclusive, equitable, and integrated transportation and land use planning that enables residents to thrive and live healthy lives will help accomplish these goals.

An increase in population usually means an increase in traffic and congestion. However, the Sacramento region has an ideal climate and terrain to facilitate both shorter and longer bicycle and pedestrian trips. With strategic investments in the current transportation system, the growth in traffic congestion each household experiences can be curbed, creating opportunities for residents of the region to spend less time in their cars, and protect air quality while improving quality of life.



Master Plan Implementation

By tying the transportation plan to the future land uses identified in the Preferred Blueprint Growth Scenario, communities across the region give individuals more transportation options. The Master Plan is one tool to implement the recently adopted Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), a long-range plan for transportation in the region built on the region's smart land use plan, Blueprint.

A Growing Region

By 2035, this region will have:



871,000 More People



303,000 New Homes



361,000 New Jobs

\$35.2b

Transportation Investment Budget



PHOTO COURTESY OF ERIC FREDERICKS

Linking Land Use and Transportation

By linking land use and transportation planning and bringing jobs, housing and retail closer together, computer traffic modeling reveals that strategic transportation investments can significantly improve our travel, including increasing transit, walk, and bike trips; shortening our remaining car trips; and reducing the time spent in heavy traffic congestion. Drawing on community interests and the SACOG Board’s support, the MTP/SCS is the second plan to be significantly influenced by Blueprint growth principles. The land use patterns forming the foundation of the MTP/SCS are based on cities and counties’ land use policies and the estimated performance of the market, which is influenced by state and federal regulations as well as local policies and codes. Working together to integrate policies and codes helps facilitate exciting, new planning opportunities.

The integration of smart growth practices into existing communities, and connecting each community through a regional multi-modal transportation system not only encourages the reduction of greenhouse gases emitted by motor vehicle use, but also enhances the walkability and bikeability of these regionally connected communities.

Blueprint Smart Growth

In 2004, the SACOG Board of Directors adopted a bold vision for growth that promotes compact, mixed-use development and more transit choices as an alternative to low-density development. By collaborating with 5,000 residents, community leaders, and elected officials to study future land-use patterns and their potential effects on the region’s transportation, air quality, housing, open space, and other resources, SACOG planners discovered how they could reduce air emissions, traffic congestion, and urban sprawl. Computer modeling showed that implementing smart growth principles would shorten commute times, reduce traffic congestion, lessen dependence on automobiles, and provide for a range of housing choices affordable to the workforce and more aligned with the needs of an aging population. The Preferred Blueprint Scenario adopted by SACOG calls for development based on seven growth principles:



1. Transportation Choices

Community design can help encourage people to walk, ride bicycles, ride the bus, ride light rail, take the train, or carpool. Streets can be designed to include dedicated bike lanes or special lanes for bus rapid transit. The more people walk, bicycle, or ride transit, the less they need to drive alone in their cars. Less driving alone means less congestion and less air pollution.



2. Mixed Land Uses

Building homes together with small businesses or even light industry is called “mixed use” development, and it has proven to create active, vital neighborhoods. This type of development includes: housing near an employment center, a small shopping center near housing, or a high-rise building with ground-floor retail and apartments or condominiums upstairs. Mixed-use development near transit can boost ridership and provide a viable alternative to driving.



3. Compact Development

Creating environments that are more compactly built and use space in an efficient and aesthetic manner can encourage more walking, biking, and public transit use, and discourage driving alone.



4. Housing Choices

Providing a variety of places where people can live —apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes—creates opportunities for the variety of people who need them: families, singles, seniors, and people with special needs. This issue is of special concern for the people with very low-, low-, and moderate-income, for whom finding housing close to work is challenging.



5. Use Existing Assets

Focusing development in communities with vacant land or intensifying developments of underutilized land can make better use of public infrastructure, including roads. Building on existing assets can also mean refurbishing historic buildings or clustering buildings more densely in suburban office parks.



6. Quality Design

How projects are developed, how they are oriented in relationship to the street, how their facades are designed, if they have setbacks, and where their garages are placed all contribute to a community's attractiveness. This also influences how much people like to walk or bicycle, and contributes to community pride and sense of ownership.



7. Natural Resources Conservation

Our quality of life is better when we have clean air to breathe and water to drink, and when we can experience the outdoors—in parks and greenbelts or in natural places. To ensure healthy and attractive natural environments, we must preserve and maintain our open spaces, natural places, and farmland.

Revitalizing Downtowns

The city of Marysville has undertaken four major planning efforts to direct future public and private investment toward creating a vital, thriving, and self-sustaining downtown commercial district. Revitalizing the area to create a lively ambience is a priority to attract people, activities, and commerce to the downtown while maintaining the downtown's historic small town charm.



PHOTO COURTESY OF CITY OF MARYSVILLE

Residents fill the streets at an event in downtown Marysville.



PHOTO COURTESY OF CITY OF CITRUS HEIGHTS

The city of Citrus Heights is undertaking several efforts to promote and improve bicycling and walking, transit and vehicle movement and safety, incite economic development, and revitalize an aging commercial corridor. Current projects include a Mesa Verde High School bikeway connection project partially funded through regional funding, and bicycle lanes on major roadways such as Old Auburn and Sunrise Blvd.

Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS)

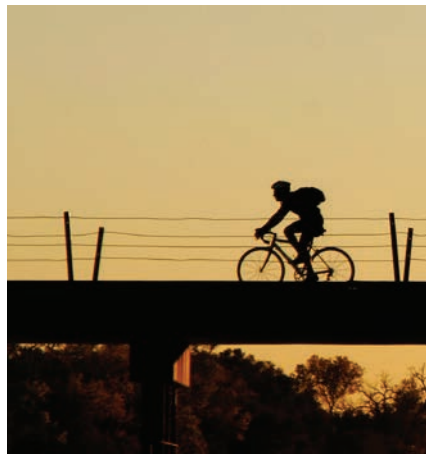
The MTP/SCS is an important evolutionary milestone along the path of inclusive, equitable, integrated transportation and land use, and performance-based planning that SACOG began with the Blueprint. The projects in the Master Plan are key components to implementing the MTP/SCS.

The MTP/SCS will allow for the coordination of projects among jurisdictions to ensure that crucial linkages are created in a timely, cost effective, and efficient manner. The MTP/SCS emphasizes expanding the network of separated, multi-use paths (class I), bike lanes (class II), and providing alternate, attractive bike routes (class III) in corridors where existing routes are insufficient or unattractive to use. The MTP/SCS also supports compact land uses and a street pattern that promotes walking. Together, these strategies provide the opportunity to make shorter trips, and make a higher share of trips by walking or bicycling.

The MTP/SCS significantly reduces the commute drive-alone share by offering better alternatives to solo driving. As a result of the MTP/SCS, bike and walk shares should increase from 3.2 percent in 2008 to 3.8 percent by 2035.²

As the Sacramento region's first MTP/SCS adopted under Senate Bill 375 (SB 375) and the second plan to link a regional growth pattern and smart land use principles to the transportation system, this plan has many unique features:

- an absolute reduction in the amount of heavy congestion typical residents will experience in their daily lives;



Bicycle and pedestrian bridges provide essential connections for non-motorized travel. A cyclist on the Sunrise Footbridge in Sacramento County crosses the American River and travels to popular business parks and residential neighborhoods.

PHOTO COURTESY OF DAVE CASSEL

- significant increases in the productivity of the transit system, with more riders and a higher percentage of total revenue coming from user fares; greater levels of investment in a multi-modal transportation system, including complete streets, bicycle and pedestrian facilities;
- better integration of future land use patterns, transportation investments, and air quality impacts, including higher levels of development near current and future transit corridors and California Environmental Quality Act (CEQA) incentives for residential and residential mixed-use projects that produce transportation and air quality benefits;
- the first phase of implementation of the findings from the ongoing Rural-Urban Connections Strategy;
- the foundation for the next Regional Housing Needs Plan; and
- reductions in per capita passenger vehicle greenhouse gas emissions that exceed the minimum targets established for the SACOG region by the California Air Resources Board.

Over the next 22 years, the MTP/SCS proposes to invest \$2.8 billion to bicycle and pedestrian projects. Policies and investments in the project lists include:

- Projects that implement “complete streets” concepts, where the right-of-way is designed for all modes of travel, including pedestrians, bicyclists, and transit, as well as automobiles.
- Sidewalk network extensions in urban neighborhoods with segments widened where needed.
- Complementary pedestrian bridges and pedestrian intersection improvements that include ADA-compatible ramps, bulb-outs and special crossing signals.
- Bike lanes on more neighborhood and major streets.
- Multi-use bike/pedestrian trails (off-street, grade-separated) that offer residents the opportunity to make utilitarian and leisure trips separated from vehicular traffic.
- Bike facilities (racks, lockers, bathrooms) at major transit stops/hubs (light rail, BRT, etc.) and at key activity centers (downtown Sacramento, shopping malls, large office complexes, etc.).

The MTP/SCS focuses on compact devel-

Completing the street in downtown city of Placerville encourages people to walk and bike to restaurants, businesses, and shopping.



² SACOG Metropolitan Transportation Plan/ Sustainable Communities Strategy 2035



Transit Priority Areas (TPAs)

The Mather/Mills light rail station in Rancho Cordova is a designated TPA, and is one of five communities that are one step closer to having new housing, jobs, and shops easily accessible by transit. TPAs are areas within a ½-mile of high quality transit: a rail stop or a bus corridor that provides or will provide at least 15-minute frequency service during peak hours by the year 2035. Compared to residents outside the TPAs, residents within TPAs in the current MTP/SCS experience many benefits, including:

- living in one of the region's highest employment areas;
- 27 percent lower vehicle miles traveled per capita;
- 5 percent lower vehicle trips;
- 29 percent higher walk and bike trips;
- 26 percent lower greenhouse gas emissions; and
- 236 percent higher transit trips.

opment to encourage more walking, biking, transit use, and shorter auto trips. To create a more compact land use pattern, projected development revolves around the addition of more small-lot and attached housing, increased infill and redevelopment opportunities, and planning for communities with a mix of uses. The forecasted land use patterns accommodate a 40 percent population increase with only an additional 7 percent of land developed (53,266 acres).³ The MTP/SCS projects that the total share of housing in Centers and Corridors—areas with higher density, more mixed uses, and a wider variety of transportation infrastructure—will increase from 12 percent in 2008 to 16 percent in 2035, primarily on vacant or underutilized land in close proximity to services and employment opportunities.

³ SACOG Metropolitan Transportation Plan/ Sustainable Communities Strategy for 2035

MTP/SCS Guiding Principles

- **Smart Land Use**—Design a transportation system to support good growth patterns, including increased housing and transportation options, focusing more growth inward and improving the economic viability of rural areas.
- **Environmental Quality and Sustainability**—Minimize direct and indirect transportation impacts on the environment for cleaner air and natural resource protection.
- **Financial Stewardship**—Manage resources for a transportation system that delivers cost-effective results and is feasible to construct and maintain.
- **Economic Vitality**—Efficiently connect people to jobs and get goods to market.
- **Access and Mobility**—Improve opportunities for businesses and citizens to easily access goods, jobs, services and housing.
- **Equity and Choice**—Provide real, viable travel choices for all people throughout our diverse region



Yolo County has focused on implementing Blueprint by directing development within city and community boundaries, and improving rural roads for bicyclists, goods movement trucks, agricultural vehicles, and motorists.

Rural Urban Connection Strategy (RUCS)

Building on Blueprint, the Rural-Urban Connections Strategy (RUCS) looks at the region's growth and sustainability objectives from a rural perspective. In the same way that Blueprint is an economic development strategy for urban areas, RUCS will be an economic and environmental sustainability strategy for rural areas.

RUCS works to support the region's agricultural legacy and promote economic development in rural communities. Through RUCS, SACOG engages with a wide group of stakeholders, including local government officials, the University of California Cooperative Extension, local Farm Bureaus, growers, and food activists. During outreach initiatives, RUCS stakeholders identified different opportunities to integrate bicycle and pedestrian concerns into the project, such as reducing conflict between bicyclists/pedestrians and agricultural vehicles/equipment. As RUCS evolves, it will continue to consider designing rural communities that support all modes of transportation.

The current RUCS effort focuses on:

- land use and conservation: policies and plans that shape rural areas;
- the infrastructure of agriculture: challenges to the production process;
- economic opportunities: new ways to grow revenue;
- forest management: building up economic and environmental value; and
- regulations: navigating federal and state environmental guidelines.

Supporting Rural Roads

Yolo County continues to pursue increasing safety along corridors between the cities of Davis, Woodland, and Winters. The County's adopted 2012 Priorities focused on pursuing full funding for the County Road 98 Safety Improvement Project. Yolo County has been awarded funding from state and regional programs to make improvements such as adding shoulders and bike lanes on this corridor, and is pursuing options to secure additional funds to complete the project.

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)

Walk Friendly Communities

Walk Friendly Communities is a national recognition program that began in 2010 and is maintained by the Pedestrian and Bicycle Information Center to encourage towns and cities to establish or recommit to supporting safer walking environments. The application is an interactive process that helps cities and towns identify areas of improvement regarding pedestrian safety, mobility, access, and comfort. The city of Rancho Cordova has been awarded an Honorable Mention.



PHOTO COURTESY OF CITY OF RANCHO CORDOVA

Constructing bicycle and pedestrian infrastructure is essential for providing real, viable transportation options. The city of Auburn is installing bicycle lanes and adjacent sidewalks along Nevada Street to allow for continuous bike and pedestrian access from Old Town Auburn to the Auburn Station and EV Cain Middle School.

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)

Removing large structural barriers can significantly facilitate and improve bicycle and pedestrian travel. Partially funded through the Bicycle & Pedestrian Funding Program, the City of Sacramento recently constructed a new bike/ped bridge over I-80 at the West Canal, just west of the I-5/I-80 interchange.



PHOTO COURTESY OF CITY OF SACRAMENTO

The Union Pacific (UP) Railroad has been in the Sacramento region for over 150 years, and sometimes providing comfortable, convenient crossings across the tracks can be challenging. The city of Colfax is constructing pedestrian improvements across UP railroad tracks to improve pedestrian safety and conditions for walking and biking.

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)

DD-64 Statewide Complete Streets Implementation

Caltrans Deputy Directive 64-R1 requires projects to consider all users of the transportation system to ensure that people of all ages and abilities can travel along and across a network of complete streets. Incorporating bicycle and pedestrian improvements into regular planning and rehabilitation projects is an important step towards creating the network described by Caltrans. In 2010, Caltrans developed a Complete Streets Implementation Plan, which is now available at <http://www.dot.ca.gov>

Walk Audits

To identify barriers that prevented kids from walking or biking to school, Sacramento County partnered with WALKSacramento to promote biking and walking events at the schools, draft a Safe Routes to School toolkit, and conduct walkability and bikeability audits helping to identify many infrastructure improvements that increase safety around schools.



In the city of Sacramento, the Bannon Creek Elementary Safe Routes to School project, at the intersection of Millcreek Dr. and West El Camino Blvd, resulted in many infrastructure improvements to increase the safety of non-motorized travel. Bulb-outs reduce the pedestrian crossing distance, a pedestrian countdown tells how much time remains to cross the street, and the installation of a stoplight (with bicycle detection) and stop bars provide amenities walkers and bikers need.

PHOTO COURTESY OF WALKSACRAMENTO

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.

Bicycle Friendly Awards

The League of American Bicyclists created the “Bicycle Friendly America” program in 1996 to provide incentives and hands-on assistance to communities supporting bicycling both in terms of the infrastructure and the support services offered. Communities, universities, and businesses may apply for the award and solicit the efforts of city officials, public agencies, and local/community bicycle advocates in order to create a holistic approach to the communities’ bike friendly efforts.

Bicycle Friendly Communities and Universities in the Sacramento region:

- City of Davis (Platinum)
- City of Folsom (Silver)
- City of Roseville (Bronze)
- City of Sacramento (Silver)
- University of California, Davis (Platinum)



City of Sacramento
Transportation Director Jerry Way, Councilmembers Angelique Ashby and Steve Cohn celebrating their 2011 rise in status from bronze to silver, attained in five years.

PHOTO COURTESY OF CITY OF SACRAMENTO

In 2009, the city of Davis endorsed a “road diet” that would reduce the number of lanes on 5th Street from four lanes to three lanes. The city conducted public outreach to identify the needs of all travel modes, incorporate the needs into the projects final design. The purpose of the project is to improve pedestrian safety, improve bicycle connectivity, and reduce motor vehicle speeds, while maintaining overall vehicle capacity.

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).

Sacramento County, city of Rancho Cordova, and SACOG are working with the community through a project called “Plan Folsom Blvd” to improve access for pedestrians and bicyclists to five transit-oriented development sites along Sacramento Regional Transit’s Gold Line. Plan Folsom Blvd will identify inadequate or non-existent bike lanes and sidewalks, existing barriers, and the utility infrastructure needs of TOD sites. Once complete, the plan will provide practical examples within our region of how to create complete communities near light rail stations and bus stops with planned frequent service. More information is available at <http://www.planfolsomblvd.org>



Secure, on-demand bike parking facilities at transit stations facilitate multi-modal travel.

PHOTO COURTESY OF CITY OF FOLSOM



The North Natomas Transportation Management Association (NNTMA) provides a free “Bike Doc” bicycle repair program. Each year Bike Doc visits North Natomas schools, community events, and local businesses to repair and provide maintenance to residents’ and employees’ bikes. The one of a kind Bike Doc cargo bike is ridden

PHOTO COURTESY OF NNTMA

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)



In addition to making communities more livable, providing opportunities for improved public health, and boosting local economies through tourism, multi-purpose trails also have a positive effect on residential property values. A University of Cincinnati study, *Understanding the Economic Benefits of Trails on Residential Property Values in the Presence of Spatial Dependence*, demonstrated that housing prices went up as they approached the Little Miami Scenic Trail entrance. The conclusion was that on average, homeowners were willing to pay a \$9,000 premium to be located one thousand feet closer to the trail.

Community Outreach

Public input is a critical element for bicycle and pedestrian plans and projects, as it gives community members the chance to express their wants, needs, and expectations of bicycle and pedestrian facilities. The city of Citrus Heights has developed a robust community outreach effort to collaborate with the residents on proposed trail projects, such as their feasibility study for a multi-use trail system within the city's creek corridors. Stakeholders from all ten Citrus Heights Neighborhood Associations as well as bicycle and pedestrian advocates are invited to participate and provide input that will inform the final recommendations.

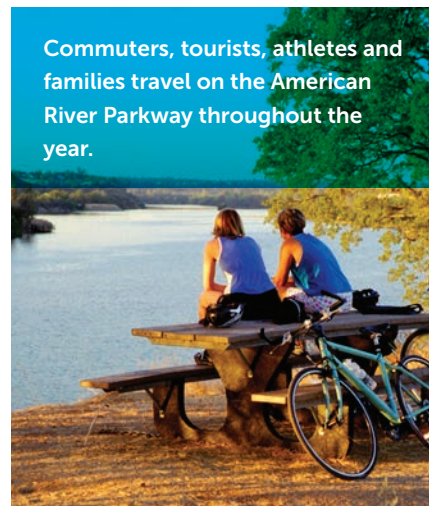
Goal 7: Create a comprehensive regional bicycling and walking network within and between communities with strong current and future demand.

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)



Commuters, tourists, athletes and families travel on the American River Parkway throughout the year.

PHOTO COURTESY OF DAVE CASSEL

American River Parkway

The American River Parkway is an exceptional asset to the Sacramento region. Created in 1983, the parkway is a 23 mile, 4,600 acre expanse of land, water, and nature. Using the American River Parkway and Sacramento city trails, residents can ride continuously from Downtown Sacramento to Folsom Lake. This highly used corridor serves commuters as well as recreational cyclists, runners, and families. Source: <http://www.arpf.org>



Bicycle bridges provide needed connections for residents and commuters to travel by foot or by bike.

PHOTO COURTESY OF CITY OF SACRAMENTO

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 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)

The Region is Thinking Long Term

Multiple partners, including the city of Roseville, Placer County, Sacramento County, Orangevale Recreation and Park District, city of Folsom, and Sacramento Area Bicycle Advocates (SABA) are working to plan a continuous network of bike paths around the region—connecting the American River Parkway to Dry Creek trails throughout Roseville and Placer County, and connecting to the Sacramento Northern Trail in Sacramento County.



PHOTO BY DAVE CASSEL COURTESY OF CITY OF ROSEVILLE

The 4th annual Safe Routes to School national conference will take place Aug. 13-15, 2013 in Sacramento, hosted by the Local Government Commission (LGC), partnering with the California Department of Public Health (CDPH), the California Department of Transportation (Caltrans), the Sacramento Metropolitan Air Quality Management District (SMAQMD), SABA, WALKSacramento, and SACOG.

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)

MAP-21

The passage of Moving Ahead for Progress in the 21st Century (MAP-21) in 2012 marked the creation of a streamlined, performance-based surface transportation program. Most projects eligible for federal funds under previous transportation bills are still eligible, but they must be able to demonstrate progress towards the following performance goals:

- safety, to achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
- infrastructure condition, to maintain the highway infrastructure asset system in a state of good repair;
- congestion reduction, to achieve a significant reduction in congestion on the National Highway System;
- system reliability, to improve the efficiency of the surface transportation system;
- freight movement and economic vitality, to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
- environmental sustainability, to enhance the performance of the transportation system while protecting and enhancing the natural environment; and
- reduced project delivery delays, to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

6 OPPORTUNITIES AND CHALLENGES

Many opportunities exist throughout the region to improve bicycling and pedestrian conditions, and increase the use of facilities. Cities and counties are making strides to maximize opportunities available, such as incorporating bicycle and pedestrian infrastructure in all new transportation projects, to increase access for bicycle and pedestrian transportation. The region is fortunate to have open space and river areas that have been invested in as bike/ped corridors to serve recreational and transportation purposes. An abundance of scenic corridors compliment an existing network of bicycle facilities both on lower traffic volume roads and on connector and arterial streets, providing connectivity to popular destinations, residential areas and employment centers.

Innovative Projects

A variety of innovative treatments are gaining traction across the United States and in California. Cycle tracks (protected bike lanes that are physically separated from the road), green bicycle lanes, and bicycle boulevards are all examples of fresh approaches to facilitate and encourage more bicycling. While not all innovative treatments are recognized as bikeways in the Manual on Uniform Traffic Control Devices (MUTCD), many communities have successfully sought and received Federal Highway Administration permission for an “experimental” facility.

To find out what bicycle facilities, signs, and markings are permitted in the MUTCD, what has interim approval, and what is currently experimental, visit http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/mutcd_bike.cfm



Innovative infrastructure projects such as green bicycle lanes in the city of West Sacramento, encourage new and existing riders to travel by bicycle.

PHOTO COURTESY OF YOLO COUNTY TRANSPORTATION DISTRICT

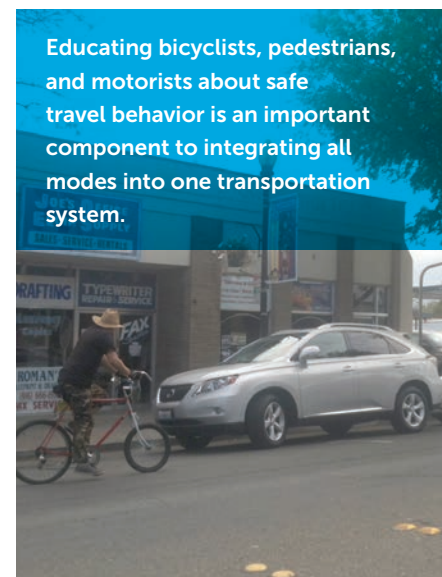
However, bicycle and pedestrian facilities are often considered a local commitment rather than a regional or statewide transportation need. There are still many challenges in the Sacramento region that can benefit from regional coordination and collaboration. Engaging at the regional level permits greater information sharing about the variety of ways communities have solved or mitigated issues surrounding the following challenges:

- Lack of sidewalks and bicycle infrastructure in urban areas, especially in the vicinity of schools and transit stops;
- Lack of safe bicycle storage facilities at work sites and transit stations;
- Lack of continuous facilities to enable direct walking and bicycle trips without necessitating circuitous routing;
- Narrow rural roadways with poor sight distances and narrow or no shoulders to accommodate bicyclists and pedestrians;
- Barriers created by natural (e.g. rivers and wetlands) and man-made (e.g. large freeway interchanges) impediments;
- High speed/volume roadways, such as major arterial roads, that are uncomfortable for use by bicyclists even when bike infrastructure is provided; and
- Streets and corridors that do not provide access for pedestrian and bicycle transportation.

While these opportunities and challenges are not unique to the Sacramento region, the solution each community is able to develop will respond individually to the wants and needs of our region's residents.

When Highways are Main Streets

Making pedestrian and bicycle improvements along a state highway can add a layer of complexity to projects, but also allows for greater coordination with Caltrans. Like many other cities along state highways, City of Wheatland frequently works with Caltrans staff to make improvements along State Route 65, which bisects the city and serves as Main Street. The City and Caltrans have collaborated to install traffic signals, sidewalks, and curbs along SR 65 using funds from the federal Safe Routes to School program and the State Highway Operation and Protection Program.



7

IMPLEMENTING REGIONAL PRIORITIES

Every two years, SACOG holds a regional funding round where flexible federal funds are made available through a competitive process to local agencies within the four-county region. The funding round applies only to jurisdictions within Sacramento, Sutter, Yolo and Yuba counties; El Dorado and Placer counties have their own funding distribution processes. The regional funding round focuses on the following areas: Air Quality, Bicycle & Pedestrian, Community Design, Regional/Local, and Transportation Demand Management.

The purpose of the Bicycle & Pedestrian Funding Program (Funding Program) is to help implement the MTP/SCS by providing facilities for walking and biking within the cities and towns of the region and providing connections between them. A complete transportation system is a key component to achieving the goals set forth by Blueprint and MTP/SCS.

In order to help implement the Regional Vision, Goals, Strategies, and Actions in the Master Plan, and by extension the MTP/SCS, SACOG worked in partnership with stakeholders and the Bicycle & Pedestrian Advisory Committee to develop regional funding priorities. The funding priorities maximize the opportunities available in the region and tackle existing challenges.

The priorities also serve as performance objectives that projects included in the Master Plan must demonstrate in order to be eligible for the Funding Program. These priorities are designed to serve as a filter for the expansive project list included in Appendix B.

Projects competing for funding in the Funding Program must demonstrate performance in the following categories (in no priority order):

- Increase access to transit services;
- Increase access to schools;
- Eliminate gaps in the existing bicycle/pedestrian network;
- Remove physical barriers in the bicycle and pedestrian network;
- Facility completion; and
- Reduce Vehicles Miles Traveled.

Measuring project performance is a key component to providing local agencies the ability to evaluate the project investment and design, as well as meet the spirit of performance-based planning identified as a priority in the Master Plan, Funding Program, MTP/SCS, and MAP-21 program.

More information about SACOG's Bicycle & Pedestrian Funding Program and other funding programs is available at <http://www.sacog.org>

8

IMPORTANT FOCUS AREAS

Coordinated Efforts

SACOG serves as a forum for regional transportation planning and funding, and for the study and resolution of regional issues. Working with city and county agencies, stakeholder groups, advocacy organizations and members of the public is a central tenet to SACOG's work.

Community Involvement

Community involvement is necessary to identify barriers and opportunities for improvement in the region. Whether it is to provide consultation on planning efforts, like through Bicycle and Pedestrian Advocacy Committees, or in participation, like May is Bike Month, the best way to address the needs of the community is to hear it from the residents themselves. In addition to advising and directing the work that we do here at SACOG, active and involved residents are a source of pride and unity in a community. Agreement may not always be possible but collaboration and understanding will guide us forward in ensuring that we continue to develop in a way that is beneficial to the entire region.

The crux of community involvement for SACOG's work stems from the outreach conducted for the MTP/SCS. During the public outreach component of the MTP/SCS, three scenarios were presented—Scenario 1 had the least amount of bicycle and pedestrian and trail projects while Scenario 3 had the most (Scenario 2 had more active transportation investment than Scenario 1 but less than Scenario 3). In December 2010, the SACOG Board of Directors adopted a framework to create an MTP/SCS Draft Preferred Scenario, which was based on the results of public workshops and focus group input. The Draft Preferred Scenario adopted, which established the transportation investments and land use growth assumptions to underpin the MTP/SCS, was based on Workshop Scenario 3, with elements of Scenario 2 for Sutter and Placer counties.

Shared Services & New Initiatives

In 2012, SACOG began a new effort to provide shared member services, at the direction of the SACOG Board-led Shared Services & New Initiatives Task Force. Existing initiatives include:

- **General Plan Technical Support** — involving technical review and project management support, GIS/data support, policy/planning support, and public participation services;
- **Regional Advocacy** — including lobbying, legislative and regulatory analysis, creating educational materials, and regional collaboration and coordination;
- **Pooled Purchasing & Pooled Risk** — includes pooled materials, equipment and service purchasing, as well as insurance/risk management;
- **Information Technology (IT) and Web Support** — includes design, network support, data sharing and other IT/web services;
- **Compensation Survey** — includes compensation surveys, benefits surveys, document warehouse, and other HR related services;
- **Regional Grant Writer** — provides grant tracking and opportunity assessment, technical expertise, strategic positioning, grant development, and grant collaboration and coordination;
- **Travel Demand Forecasting & Analysis Services;** and
- **Linking Local & Regional Plans to Support Economic Development**

Over 5,000 residents around the Sacramento region participated in MTP/SCS planning workshops



Advisory Committees

SACOG's Board of Directors has established a number of advisory committees as a means to obtain advice from citizens, key interest groups in the community, and partner planning agencies on a variety of subjects. SACOG seeks advice from local agencies on transportation and land use plan content, and investment decisions. SACOG works not only with the agency staff, but with governing boards, technical committees and advisory committees. These advisory committees typically include representatives of citizens' advocacy groups, the private sector, major colleges and universities, transportation management professionals, and private citizens unaffiliated with any of the above groups. The Regional Bicycle & Pedestrian Advisory Committee meets quarterly and is made up of representatives from local bicycle advocacy groups as well as local government and nonprofit groups involved in bikeway planning. More information is available at sacog.org.

May is Bike Month

May is Bike Month is an annual campaign organized by SACOG and championed by employers, schools, cyclists, bike-friendly businesses, and others throughout the month of May. May is Bike Month encourages people to ride their bicycles for errands, recreation, and trips to work and school (and log their miles!). Beginning in 2004 with a "million mile" challenge to the region, individuals, organizations, and schools challenged one another for the most miles bicycled throughout the month. To challenge cyclists in the Sacramento region, participants are now striving for a "Two Million Mile May." The campaign includes a large event at the State Capitol, as well as numerous organized events and rides.

In 2012, 7,633 people in Sacramento, El Dorado, Placer, Sutter, Yolo and Yuba counties logged 1,750,620 bicycle miles. There was a 26 percent increase in miles and almost 30 percent increase in participants compared to the 2011 campaign. Participation is measured by the mileage logged on the mayisbikemonth.com website and by the number of people who attended more than 50 community bicycling events and 40 cycling safety education clinics. To log miles, find local events, and challenge yourself and others to bike more in May, sign up at mayisbikemonth.com.

The May is Bike Month campaign brings awareness to the issue of air quality in the Sacramento region. Out of the total trips made by bicycle, 32 percent (630,755 miles) were for errands, meetings and commuting, which are trip purposes conventionally served by automobiles. That number of miles prevented 487,782 pounds of global-warming CO₂ and 303 pounds of Nitrogen Oxides from entering our atmosphere.⁴ Cyclists also did not purchase at least 31,500 gallons of gasoline, which at \$3.50 a gallon saved approximately \$110,000.⁵

⁴ SMAQMD

⁵ 2012 May is Bike Month Final Report

In 2012, the May is Bike Month campaign introduced Energizer Stations—places across the region where bicyclists were encouraged to sign up and log miles, and pick up a Bike Commute T-shirt, water, and other goodies. The Energizer Stations were so popular that 2013 brings more stations at more locations. Check out May is Bike Month's Facebook or Twitter for more information.



Co-chairs of the 2012 May is Bike Month campaign, SACOG Directors Joe Krovoza (Mayor of city of Davis) and Phil Serna (Sacramento County Supervisor) kicked-off BikeFest at the state capitol.

The October Low-Car Challenge is a campaign to encourage people to not drive alone. To participate, sign up and log on at sacregioncommuterclub.org to earn points for logging trips by bike, foot, transit, carpool, and vanpool.

Safe Routes to School

Safe Routes to School (SRTS) programs are designed to promote the health and well-being of children by enabling and encouraging them to walk and bicycle to school. This program is effective because of the efforts made by parents, schools, community leaders and local, state, and federal government support to improve the safety and accessibility of sustainable ways of getting children to school. For more information visit: <http://www.saferoutesinfo.org> or <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

The city of Lincoln is installing bike lanes and constructing sidewalks along major road E. Joiner Parkway, in addition to the installation of curbs and gutters to add space for bicyclists and pedestrians.



In the community of Cool in El Dorado County, the first segment of a multi-use trail is getting constructed with Safe Routes to School funding to provide continuous travel to El Dorado Northside School .

SACOG support for Safe Routes to School

SACOG staff assist local agencies applying for funding and/or focused on implementing related projects, by providing coordinated efforts with multiple partners, technical support, including maps, data, letters, and other support. In 2012, SACOG joined the National Safe Routes to School Partnership, co-hosted a regional workshop with the Institute for Local Government, and adopted a Safe Routes policy. SACOG also serves as coordinator for the WALKSacramento-led safe routes to school committee.

SACOG's policy is to support environmentally sustainable, cost-effective, healthy, and equitable transportation modes by promoting safe walking and bicycling to, from, and around schools in the Sacramento region.

Strategies include:

- providing agencies with technical assistance on program and infrastructure planning along with grant review and letters of support;
- sharing information with policymakers, partners, stakeholders, schools, and the public about the importance of safe routes to school through SACOG's Complete Streets Resource Toolkit and by hosting workshops and webinars;
- maintaining regional safe routes to school-related data (e.g. state and federally funded Safe Routes projects, project proximity to K-12 schools, safety, bicycle facilities, census information);
- encouraging bicycle and pedestrian infrastructure improvements in and around school attendance boundaries through SACOG's Regional Funding Programs; and
- facilitating development of broad-based partnerships by serving as a forum for community partners, schools, and stakeholders.

Continued Support & Research

SACOG continues to support bicycle and pedestrian planning efforts and funding opportunities by continuing to push the envelope with innovative modeling and planning tools, interactive community outreach, coordinated regional efforts, direct support to local agencies, and continuing to research, understand, and share valuable data and information. More information about SACOG's efforts is available online at <http://www.sacog.org>.



In December, 2012, nearly 100 people involved in Safe Routes to School efforts around the region discussed regional coordination, challenges, and opportunities at the Safe Routes to School workshop. Yolo County Supervisor Don Saylor and city of Marysville Mayor Ricky Samayoa were among the featured speakers at the workshop hosted by SACOG in coordination with the Institute for Local Governments.

Performance Measures

Measuring the improvements and expansion of the bicycle and pedestrian system in the Sacramento region is important to the long-term success of this plan.

There are a variety of metrics that can be used, including:

- Change in miles of bikeways and sidewalks
- Change in usage
- Impact of bicycle and pedestrian investments on air quality, public health, and other quality of life indicators

The region is home to over 480 miles of multi-use paths, 1,100 miles of bike lanes, and 300 miles of bike routes. The Master Plan proposes to greatly increase the number of facilities in the region, including about 750 miles of multi-use paths, 1,500 miles of bike lanes, and 500 miles of bike routes.

Monitoring and Review

The collection of data can help evaluate what treatments are successful and what can be improved in an active transportation network. Data can also help justify pursuing needed improvements, and help projects secure competitive funding when funds are scarce. Funds can be allocated to measure the effectiveness of improvements made to the regional bicycle and pedestrian systems after projects have been completed, and may be included as part of the total project funding. The process used for these measurements is specific to each project and will be managed by the local jurisdictions.

SACOG Collaboration with University of California, Davis

In late 2010, SACOG received a Sustainable Communities Regional Planning Grant to help develop and implement the MTP/SCS. The UC Davis Center for Regional Change is a partner on this grant, working with SACOG to develop two neighborhood indices: a vulnerability index and an opportunity index. These indices can be used to compare the social equity characteristics of specific neighborhoods to the region as a whole. A central goal of both indices was to design them in ways that could incorporate the complex and multi-faceted nature of social vulnerability and opportunity in the region, while also providing decision makers with an intuitive and quick way to identify neighborhoods with high levels of social vulnerabilities, and neighborhoods that showed characteristics of high social and economic opportunity. It was also important that the indices be developed in a broad participatory process to incorporate the wealth of knowledge of social equity advocates in the region, and to ensure that the final product had broad public support.

The resulting vulnerability index and opportunity index, and the specific indicators that comprised these indices, became important tools in the case study area selection process to investigate the implementation of the MTP/SCS, and are now forming the basis for on-going efforts to incorporate social equity into neighborhood strategic planning, in updates to the MTP/SCS, and in developing a framework for tracking performance in attaining social equity goals in the long term.

Multi-Modal Level of Service (MMLOS)

Level of Service (LOS) is a rating systems used to evaluate the effectiveness of transportation facilities and services. The LOS rates facilities from A (best) to F (worst), and these ratings are used to evaluate problems and potential solutions. Historically, LOS has been used to evaluate motor vehicle speed, convenience, comfort and security. Recently the Transportation Research Board (TRB) developed an LOS method to assess how well an urban street meets the needs of all its users, including bicycle, pedestrian, and transit modes, called a multi-modal LOS (MMLOS) for urban streets. The MMLOS evaluation method estimates auto, bus, bicycle, and pedestrian level of service on an urban street using a combination of data. More information is available online at <http://www.trb.org>.

Sacramento County is also working to establish LOS standards and desirable thresholds for all modes of travel including pedestrian, bicycle, and transit.

Planning

The integration of bicycle and pedestrian infrastructure into all transportation planning is a necessary step to achieve the region’s vision of a complete transportation system.



Complete Streets

Complete streets are roadways that provide for the effective movement of all public right-of-way users. Complete streets do more than just provide facilities for pedestrians, bicycles, transit, and cars. They include consideration of ADA accessibility, perceived comfort and safety of all users, quality of life, regional and local transportation demand, and goods movement. Complete Streets vary based on the area (i.e. urban, rural, or suburban) and the project location (e.g. downtown, residential, near schools or transit). SACOG is dedicated to assisting local governments throughout the region to make complete streets a regular part of the planning, design, construction, maintenance, and operations of roadway and transit facilities.

The MTP/SCS places a greater emphasis on increasing transportation choices for residents than previous SACOG MTPs. The multimodal strategies in the plan are supported by the greatest proportional funding increase for bicycle and pedestrian projects compared to other modes, a robust transit system with greater coverage and more frequent service, and a regional complete streets policy.

SACOG, in coordination with the local Complete Streets Coalition, has developed a Complete Streets Resource Toolkit. The toolkit is a collection of valuable resources related to complete streets, and part of SACOG’s complete streets technical assistance program. For more information on Complete Streets, please visit the toolkit online at: <http://www.sacog.org/complete-streets/toolkit/START.html>

Increased Access

Communities must be designed to enable safe and efficient travel for non-motorists. People are less likely to bicycle or walk if they are required to take an indirect route, travel long distances out of their way, or feel unsafe or uncomfortable. Therefore, to reduce distances and travel times and to improve safety, it is important to provide bicycle and pedestrian access in areas where vehicle use is restricted or blocked, such as street closures and cul-de-sacs. Local agencies should coordinate with developers to maximize opportunities to provide bicycle and pedestrian friendly development patterns and infrastructure. Local agencies are also encouraged to improve access to transit by working with their local transit operators to improve bicycle parking and on-board bicycle storage, and develop a “safe routes to transit” program.



PHOTO COURTESY OF CITY OF WINTERS

The city of Winters' Grant Avenue/State Road 128/ Russell Blvd. Complete Streets Concept Plan presents a community-supported vision for a more pedestrian and bicycle-friendly corridor that simultaneously supports a smooth automobile traffic flow. Landscape buffers between travel lanes and pedestrians, roundabouts, and signalized intersections are just some of the strategic enhancements that result in a greater sense of safety and thereby increase access and attractiveness of walking and bicycling.

The Sacramento County Freedom Park Drive Project incorporates smart growth concepts through redevelopment of the McClellan Air Force base in North Highlands, Sacramento. The focus is on adaptive reuse, infill development, and the creation of multi-modal transportation options in an older inner-ring suburban area that has no town center or community focal point. The project will create more consistent streetscapes, improve traffic circulation, and solve issues of pedestrian and bicycle safety as it strives to create a sense of community identity through integration of land use and transportation modes.



PHOTO COURTESY OF CITY OF SACRAMENTO COUNTY



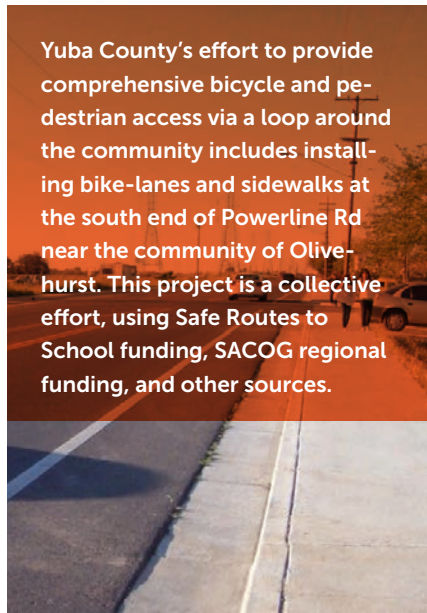
Wayfinding

Wayfinding is a systematic way of providing consistent, clear, and user-friendly information about distances and routes to transit and other key destinations for bicyclists and pedestrians. An effective regional wayfinding system will be one that unites the region and enables visitors, first-time users, and residents to navigate safely to their destination. Regional wayfinding systems serve the purpose of unifying the region in such a way that minimizes confusion for those who travel between and across different local jurisdictions.

A regional wayfinding system should establish a range of permitted functions for a signage system, but not restrict the creativity of local jurisdictions by determining a specific design or assigning locations for wayfinding signage. Many wayfinding systems for bicyclists follow the MUTCD guidelines, unless the agency responsible for the system accepts that the signs are for informational purposes rather than transportation purposes. At this time, there is no national standard for pedestrian wayfinding systems.



Bicycle and pedestrian traffic signals, loop sensors, and push buttons are ways technology can reduce barriers by increasing the convenience, time-efficiency, and safety of people walking or biking for transportation. This pedestrian push button signal is in the city of West Sacramento.



Yuba County's effort to provide comprehensive bicycle and pedestrian access via a loop around the community includes installing bike-lanes and sidewalks at the south end of Powerline Rd near the community of Olivehurst. This project is a collective effort, using Safe Routes to School funding, SACOG regional funding, and other sources.

PHOTO COURTESY OF YUBA COUNTY PUBLIC WORKS



Shoulders on rural roads increase the space available for bicycle transportation, resulting in a greater sense of security and comfort for bicyclists, as demonstrated by this cyclist in Placer County.

Understanding Impacts

The impact of bicycle and pedestrian facilities goes beyond pavement marking and signage.

Safety

An important goal of this plan is to reduce bicyclist and pedestrian injury and fatality rates while increasing the frequency of bicycling and walking for transportation. The safety of bicyclists and pedestrians is greatly affected by supporting infrastructure and education for pedestrians, bicyclists, and motorists. Road projects are encouraged to focus on maintaining bicycle and pedestrian facilities as well as promote more complete streets which will create consistent and convenient avenues of travel for bicyclists and pedestrians.

It is important to incorporate bicycle and pedestrian needs in roadway design extending beyond bike lanes, sidewalks, and paths. Effective planning also considers designing streets with narrower roadway widths, median refuge islands, lower traffic speeds, smaller corner radii, and vertical curbs, to name a few options. Planter strips, street trees, crosswalks with audible or countdown signals, and adequate lighting also enhance the safety and comfort of bicycle and pedestrian environments.⁶

Pedestrians are injured and killed in much higher proportion to their trip making than travelers using other modes of transportation. In California pedestrians are involved in 3% of all collisions, but account

for 22% of the traffic fatalities statewide.⁷ We can tackle these statistics and reduce the risk of injury and fatalities by educating our community, being aware and attentive to the multiple users of the transportation system, and by continuously improving the environment for non-motorized transportation users.

The Caltrans Pedestrian Safety Task Force has set a goal of reducing pedestrian and bicyclist injuries by greater than 20% by 2018. To evaluate bicycle and pedestrian travel, and the level of satisfaction with the bicycle/pedestrian transportation mode Caltrans plans to conduct a market research survey in coordination with the Department of Health Service (DHS). The survey will be conducted on an annual basis to determine the level of improvement made in bicycle/pedestrian travel, behavior, and satisfaction.⁸

The goals of this plan are also aggressive:

- To double the percentage of total trips made by bicycling and walking in the Sacramento Region from 6.6%⁹ in 2000 to 13.2% of all trips by 2020.
- To reduce by at least 20% the number of bicyclists and pedestrians killed or injured in traffic crashes by 2020, based on year 2000 data as shown in tables A.5 – A.8 in Appendix A section 5.2

6 Dan Burden, Walkable Communities, Inc.

7 California Pedestrian Safety Task Force Report: *Walking Towards a Brighter Future*. March 1999

8 Pedestrian Safety Task Force, March 1999

9 Sacramento Area Council of Governments "2000 Sacramento Area Household Travel Survey"

Public Health

Walkable and bikeable communities offer innumerable opportunities for residents to engage in physical activity. Many studies show a clear link between walking or bicycling to school or work and better intellectual performance and readiness. However, the perception of unsafe conditions, such as presence of crime or inadequate pedestrian facilities, can deter residents from choosing to walk to their destination. It is crucial that as we look forward we continue to support development that is safe and inviting for all residents of any ability and provides the opportunity to incorporate physical activity into their daily routine. Many communities must address past poor land use decisions and lack of transportation options that act as barriers to healthy lifestyles.

Although public health is a multifaceted issue that has endless determinants, most of which are solely controlled by the individual, as planners we can target funds towards built environment characteristics that have shown to increase the opportunities for residents to engage in physical activity. Some attributes of the built environment that have been associated with higher levels of physical activity are: complete streets, access to transit, mixed use communities, well-kept infrastructure, lighting, and aesthetically pleasing landscape to name a few. This is also an issue of social equity, as studies show an increase in walking and bicycling mode share reduces residents' exposure to toxic air contaminants and improves air quality for the whole community, and the region is in non-attainment status for multiple transportation-related pollutants.

Increasing the quantity of supportive infrastructure is essential to supporting bicycle and pedestrian travel. Because inactivity is a significant factor in obesity and many diseases, creating opportunities for people to incorporate walking and biking into everyday travel is important to improving public health. According to the U.S. Department of Health & Human Services, 55 percent of U.S. adults do not meet recommended activity guidelines, and approximately 25 percent report being completely inactive.¹⁰ One study found that 43 percent of people with safe places to walk within 10 minutes of home met recommended activity levels; and that only 27 percent of people without safe places to walk met the recommendation. Another found that residents in neighborhoods with sidewalks are 65 percent more likely to walk.¹¹



Multi-use trails provide many health benefits for people of all ages and abilities.

PHOTO COURTESY OF EDC TC



The El Dorado Trail currently extends from the western El Dorado County line to the Camino area just east of Placerville. The ultimate vision is for it to extend all the way to Lake Tahoe.

PHOTO COURTESY OF EDC TC

Transportation & Health

Health studies focusing on transportation, air quality and physical activity suggest numerous health benefits of walking and biking. The *Health Co-Benefits and Transportation-Related Reductions in Greenhouse Gas Emissions in the Bay Area* study found a 15% reduction in deaths and years of life lost to heart disease, stroke, and diabetes when 15% of car miles traveled are replaced with walking and biking. The *Air Quality and Exercise-Related Health Benefits from Reduced Car Travel in the Midwestern United States* proposes that replacing trips less than five miles with walking and biking can save \$3.8 billion a year in avoided mortality and health care costs. For more information, visit www.cdph.ca.gov

10 National Complete Streets Coalition, http://www.sacog.org/complete-streets/toolkit/files/docs/NCSC_CS%20Promote%20Good%20Health.pdf

11 Metropolitan Transportation Plan/ Sustainable Communities Strategy 2012

Riding in the Delta

The city of Isleton, located along the Sacramento River, is an integral part of the Delta Protection Commission's significant effort to develop a connected trail system through the Sacramento-San Joaquin River Delta. In 2006, California Senate Bill 1556 (Torlakson) was signed by the Governor, expressing support for the effort to link Bay Area trails and planned Sacramento River trails in Yolo and Sacramento counties to present and future trails in and around the Delta, including Delta shorelines in Contra Costa, San Joaquin, Solano, Sacramento, and Yolo counties.

Source: Delta Protection Commission

Recreational Riding

Many foothill and rural communities in the region—including the smaller cities of Auburn, Colfax, and Loomis in Placer County—are hubs for bicycling groups to ride or meet to race on weekends. These activities support local businesses, such as restaurants and hotels, help foster new industries, like bike repair and retail shops, and spur additional opportunities, such as participating in large, highly publicized events. The Sacramento region has been a part of the Amgen Tour of California route for five of the six Amgen races.

Tourism

Tourism creates a substantial economic impact for many communities, especially in California—and bicycle tourism represents a growing market. El Dorado County Transportation Commission is leading a collaborative effort in partnership with Caltrans District 3, and the Nevada, Amador, and Placer County Transportation Planning Agencies to identify and analyze the impacts to the rural roadway system from the recreation and tourism-related traffic in their Bay to Tahoe Basin: Recreation and Tourism Rural Roadway Impact Study.

Economic Indicators

Bicycle and pedestrian facilities not only improve quality of life, but also create a more attractive place to live and do business. Many areas have prospered after integrating pedestrian and bicycle facilities into their communities, including property values going up, tourism increasing, corporations relocating to communities with a bicycle and pedestrian network, and new businesses sprouting up near the route. Success of bicycle and pedestrian projects can be measured by each of these economic indicators.

In August, 2012 WALKSacramento used walkscore.com (a tool that rates communities based upon walkability measures such as close locations of key destinations) to help identify walkable communities in the City of Sacramento. In combination with real estate data from zillow.com the study looked at correlations between home values and walkability scores between the years of 2005 and 2010. The findings supported previous studies that walkable neighborhoods retain home values more so than non-walkable neighborhoods. (source: www.walksacramento.org/2012/08/walk-toward-economic-stability-research-on-walkability-and-home-values-in-Sacramento)

New Development

State and local jurisdiction agencies should consider adopting ordinances requiring developers and employers to provide secure bicycle parking and other support facilities such as showers and lockers at government buildings, commercial developments and employment sites.



Phase I of the Live Oak Community Trail converted an abandoned rail corridor into a bicycle and pedestrian facility serving Downtown Live Oak and surrounding neighborhoods.

Education

Education programs are vital to an efficient and safe bicycling and pedestrian-supportive environment. Bicyclists, pedestrians, and motorists need to understand how to travel safely and be cognizant of other roadway users.

Pedestrian Education

Pedestrian education programs should emphasize safety guidelines such as the value of crossing at intersections or crosswalks, and walking on the proper side of the street as defined in the California Vehicle Code; “When sidewalks are not available pedestrians are required to walk on the left-hand edge of the road facing traffic.” This definition also applies to the safe usages of multi-use (class I) trails. Programs designed for children can increase their awareness of motor vehicles and teach appropriate behavior in the vicinity of traffic. Elementary and high school students should develop and learn a “Suggested Route to School Plan,” as well as gain instruction on pedestrian safety.¹²

Bicyclist Education

Bicyclist education should focus on preventing crashes and injuries. Programs should outline important safety techniques when bicycling; for example, riding with traffic, equipping bicycles with lights and reflectors, and wearing bright reflective clothing for increased visibility at night. Instruction about the California Vehicle Code is also important, emphasizing that bicyclists have the same duties and responsibilities, and must follow the same rules as drivers of cars such as bicycling the same direction as traffic. Likewise the programs should highlight the California law regarding youth bicycle helmet requirements. The League of American Bicyclists “Smart Cycling” program is an example of a bicyclist education program centered on safety.



To maximize the use of multipurpose trails, there must be a way to cross barriers dividing trail segments. People traveling between residential areas and Galt Community Park or the River Oaks Elementary School can activate a flashing beacon to alert oncoming traffic that people are crossing the road.

Knowing the rules of the road (and how they apply to bicyclists) is an important step for anyone wanting to make the shift from riding recreationally to riding for transportation purposes. The Tour de Lincoln started in 2002 and is an annual recreational ride between the cities of Lincoln and Auburn that encourages learning more about biking in Lincoln and surrounding areas. Educational materials about the Tour de Lincoln, includes information on bicycle safety and sharing the road with motor vehicles, a map of bike facilities in Lincoln, and options for finding bike commuting buddies. More information is available at <http://www.tourdelincoln.org>

12 Pedestrian Safety Task Force, March 1999

Motorist Education

Programs developed for drivers should address subjects like bicyclist and pedestrian right of way, awareness of children walking to schools and playgrounds, and safe driving speeds in and around schools and neighborhoods. These issues can be addressed in curriculum included in drivers' education programs and the Department of Motor Vehicles Traffic Violators' School. These programs could be developed in conjunction with the Department of Motor Vehicles, Caltrans, California Highway Patrol, Office of Traffic Safety, and other private organizations.

Professional Education

Engineers, planners, developers and elected officials often influence how land is used. Therefore it is important that professionals are well trained, and understand the important role bicycle and pedestrian facilities play in efficient transportation systems. Integrating bicycle and pedestrian issues into mainstream engineering, landscape architecture, and planning education programs can improve awareness of the significance of bicycling and walking. Curricula for transportation and land use must present walking and bicycling as normal, expected, efficient, and desirable modes. Organizations such as the Association of Pedestrian and Bicycle Professionals (APBP) can also encourage practitioners to improve their technical skills by encouraging continuing education for professionals in related fields. Likewise licensing boards for transportation and trails professionals should review training and education needs and make appropriate recommendations.



People riding light rail have the option of parking their bike at the station or bringing it on board. On the older light rail trains, riders place their bikes in the rear or front of the car next to the flip-up seats. However, the new light rail trains are equipped with four bike racks in each car.

Transit Connections

Many Sacramento region residents walk or bicycle for some of their travel. The majority of trips are a short distance—five miles or less—a length bikeable or walkable for many people. Increasing the quantity and improving the quality of supportive infrastructure is essential to supporting bicycle and pedestrian travel. Transit connections encompass everything between a resident and his/her final destination, which infers the importance of a complete network of sidewalks, bicycle lanes, or multi-use trails.

Safe Routes to Transit

Safe Routes to Transit, an effort to increase the number of people who can safely and conveniently walk or bicycle to transit stops and stations through a variety of improvements to the surrounding infrastructure and stops/stations themselves, is a priority for the region. These cost-effective methods for increasing transit ridership benefit all users of the transportation station. Promoting projects in and around transit is one of SACOG's short-term funding priorities for the Bicycle and Pedestrian Funding Program. By creating safe facilities and an inviting environment for people to walk and bike to transit, more people can choose to leave their cars at home. In 2006, SACOG studied bicycle access to light rail and determined that improving and promoting bike access to transit stations would dramatically increase the pool of transit riders and provide a variety of community benefits. The full report can be found at sacog.org.



People often walk or bike to transit, and need infrastructure to safely and conveniently make the trip.

Current Transit Service

Transit in the Sacramento region currently encompasses a wide array of services, including urban light rail and bus services; suburban and rural local and commuter bus service; rural lifeline services, often running on limited frequencies; dial-a-ride/paratransit services for seniors and persons with disabilities; and gap-filling social service transportation provided largely by non-profits and volunteers. Additionally, interregional rail and bus services facilitate long distance trips into and out of the region.

Intercity passenger rail service also serves as part of the Sacramento region's transportation system, linking passengers to cities within the region as well as other parts of the state and nation. In California, Amtrak operates all state-supported intercity rail service. More information about Amtrak is available in Appendix D.

Bikes on Buses

Many transit operators in the region use racks for two bicycles on their buses. Recently, Yolobus converted all racks to hold three bicycles, and in 2012, Sacramento Regional Transit was awarded \$331,000 to purchase 250 bicycle racks with capacity to hold three bicycles each. Providing these multi-modal support facilities allows residents to make the last mile of their trip.



By increasing the number of bikes that can be carried on the bus, Sacramento RT will be able to accommodate more multimodal trips and expand their "transit catchment area", or the area around a transit stop from which riders will walk or bike to catch a bus or light rail train.

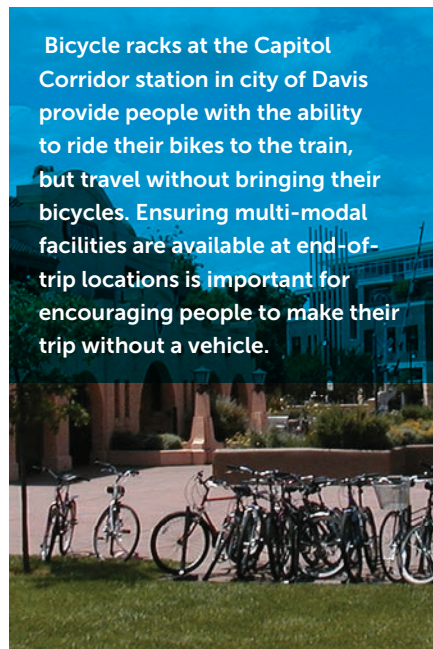
Multi-Modal Improvements

Pedestrian and bicycle access also affects the effectiveness and efficiency of transit service, as most transit trips involve walking or cycling at one or both ends. Studies show that commuters are more likely to take transit if they can easily walk or bike from their home or worksite to a transit stop or station. As a result, walking and cycling infrastructure improvements can be an effective way to support transit use. Good intermodal connections, such as convenient park-and-ride locations, on-board bike racks, secure bicycle parking, safe and pleasant access routes, and short-cuts can enhance the appeal of both non-motorized and transit modes.

Bicycle Facilities at Light Rail Stations and Transit Connections

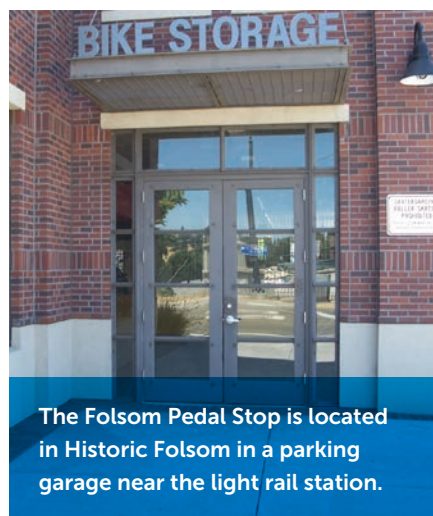
According to the 1995 National Personal Transportation Survey, approximately 63% of all people nationwide live 2 miles or less from public transportation.¹³ A key instrument to encouraging higher levels of bicycling is a public transportation system that accommodates bicyclists' needs. Within the Sacramento area there are 14 different transit agencies and many of these agencies have active bicycle programs and strongly support the use of multi-modal transportation options.

The majority of the transit agencies in the Sacramento region are attempting to make transit more bicycle friendly by providing more opportunities for people to combine biking and transit trips by providing bicycle racks on buses and secure bike parking. When commuting on the Sacramento RT light rail system a maximum of four bikes are allowed inside each light rail car, and over 150 outdoor bicycle lockers are provided at 15 light rail stations, and can be rented out for a nominal fee. Most local and commuter routes provide bicycle racks for two to three bicycles. Refer to Appendix D for specific transportation agency contact information.



Bicycle racks at the Capitol Corridor station in city of Davis provide people with the ability to ride their bikes to the train, but travel without bringing their bicycles. Ensuring multi-modal facilities are available at end-of-trip locations is important for encouraging people to make their trip without a vehicle.

PHOTO COURTESY OF ERIC FREDERICKS



The Folsom Pedal Stop is located in Historic Folsom in a parking garage near the light rail station.

PHOTO COURTESY OF CITY OF FOLSOM

Folsom Pedal Stop

The Folsom Pedal Stop provides long-term bike parking near a popular light rail station. There are 60 bike parking spots in the Pedal Stop, utilizing two-tier racks; electronic access cards to use the Pedal Stop are sold at local bike shops and online. The City also has e-lockers (accessible through the same electronic access card) at each of the three light rail stations in Folsom, and is making strides towards an on-demand bike locker system to replace the conventional bike locker rental process.

13 1995 National Personal Transportation Survey: <http://www-cta.ornl.gov/npts/1995/doc/index.shtml>

Americans with Disabilities Act

About 50–60 percent of existing roads in the urbanized areas have no sidewalks, most commonly in suburban areas that were not built as large subdivisions. This share is even higher in rural areas. The federal Americans with Disabilities Act (ADA) mandates that disabled persons must be able to access the transportation system, including streets, roads and walkways. Under the ADA, public agencies are required to prepare transition plans showing how they intend to provide for this access. Planning and implementing projects takes considerable resources, and plans have been completed by the cities of Sacramento, Citrus Heights, Galt, and Rancho Cordova, and the counties of Sacramento and El Dorado, among others. The plans include a schedule for projects, such as providing curb ramps at intersections and access improvements on public walkways; and jurisdictions are gradually funding and building projects to implement their plans. Refer to Appendix D for more transit information.

Connect Card

The Connect Transit Card (“Connect Card”) is a key component of a comprehensive plan to completely transform the customer experience using transit in the Sacramento region. The regional, electronic bus and light rail fare card will allow users to purchase fares in advance, seamlessly pay varying bus and light rail fares, and easily transfer between transit systems using the single Connect Card. Customers will be able to reload their cards online, at select light rail stations and retail outlets, or at transit agencies. Riders will have the option to register their card, which will provide balance protection in the event their card is lost or stolen. Customers simply tap their card to pay for fare as they board the bus or light rail, connecting people to transit throughout the region.

The Connect Card system will be a powerful new tool to encourage new and more transit ridership, convenience, and efficiency throughout the region.

Participating Transit Operators:

- Sacramento Regional Transit
- El Dorado Transit
- Elk Grove’s e-Tran
- Folsom Stage Lines
- Roseville Transit
- YoloBus
- Yuba-Sutter Transit



PHOTO COURTESY OF YCTD

The city of West Sacramento and Yolo County Transportation District (YCTD) partnered to build this high-performing transit center along West Capitol Avenue. The transit center was partially funded through SACOG’s Community Design grant program.



Supporting Infrastructure and Programs
Providing supporting infrastructure for end-of-trip needs, including secure bicycle racks, cages, lockers, showers, and changing rooms, is extremely important for facilitating bicycle travel. Local agency plans identify existing and proposed support facilities, focusing investments on popular trip destinations, such as employment centers, schools, public buildings, and local businesses (shopping, restaurants, and entertainment).

Secure and Convenient Parking at Destinations

Secure bicycle parking is a key factor in deterring opportunistic and organized bicycle theft. This includes providing secure bicycle parking at destinations bicyclists are likely to visit, including but not limited to schools, commercial and employment centers, public buildings, recreational facilities, park-and-ride lots, and public transportation stops and stations. It also includes determining whether short-term (e.g. basic bike racks) or long-term (e.g. on-demand bike lockers) are more appropriate for the intended users and their bike parking needs.

If bicycling is to retain its inherent advantages, it is essential that cyclists are able to lock their bicycles at the most convenient location, usually immediately adjacent to their destination. If the bicycle will be parked for several hours, a bike locker or other means of long-term bike parking facilities—such as bicycle racks in an enclosed, weather protected area—are desirable.

When adding, changing or improving bicycle storage it is valuable to consult local cyclists to be sure their needs are met. Bicycle parking facilities must be coordinated with the needs of the user if they are to be well utilized. Long-term and short-term users require different storage facilities, site location requirements, and other supportive infrastructure. It is also important to locate bicycle parking where it does not conflict with vehicular traffic or pedestrian movement.



A variety of bike parking rack designs can add character to a community while also serving a utilitarian purpose.

PHOTO COURTESY OF ERIC FREDERICKS



Bike/ped bridges provide connections between bicycle lanes, trails, sidewalks, and transit.

PHOTO COURTESY OF CITY OF FOLSOM

Converting Vehicle Parking Spaces

A growing number of cities are converting vehicle parking spaces into bicycle parking spaces. This type of facility can dedicate more space for bicycle parking to accommodate high demand or to free up limited sidewalk space where bicycle parking could obstruct pedestrian movement.



This bike corral at Pangaea Two Brews Cafe, a locally-owned cafe bridging Curtis Park and Oak Park, is part of a demonstration program to test bike corrals in the city of Sacramento.

Technology and Innovation

Additionally, the region is looking at ways to support bicycling through technology and innovative programs.

Online Bicycle Trip Planner

SACOG, in coordination with the Regional Bicycle & Pedestrian Advisory Committee, developed a Sacramento-Region online bicycle trip planner in 2010, and update it on an annual basis. The trip planner may route users onto roadways that are identified by local bicyclists, advocacy groups, and/or public agencies as a useful bicycle route and/or bicycle connector. The route may be shared with motor vehicle traffic, has no bikeway designation or upgrades, have high speed vehicle traffic, varying shoulder widths, and challenging climbs. The trip planner is available at: <http://www.sacregion511.org/bicycling/trips>

Bike Share Program

Bicycle sharing is an innovative and clever way to create public access to cycling as a form of sustainable transportation that supports clean air and public health, and reduces wear on public streets. By publicizing such a system this form of transportation becomes a viable and convenient option for area residents. The Sacramento region's relatively flat topography and moderate weather make cycling an attractive and comfortable form of transportation intriguing for residents and tourists alike. The growing interest in bike share programs nationally has resulted in the development of a sophisticated software system that is easy to use and lends great potential for the Sacramento region.

To learn more go to: <http://www.bicyclinginfo.org/promote/bikeshare.cfm?/bikeshare>

Stress Mapping

For a bicycle network to appeal to most potential users, it needs to provide routes that are fairly low-stress and also somewhat direct. The Mineta Transportation Institute has developed criteria to determine the Level of Traffic Stress (LTS) on an existing or planned bikeway network. The "LTS" category distinguishes four types of roadway segments on a scale of 1 to 4, with 1 being suitable for children and 4 being suitable for advanced "fearless" riders. By coding the bikeway network by user type instead of facility type, jurisdictions can determine how to improve the connectivity for the most users by identifying and prioritizing a continuous low-stress network.

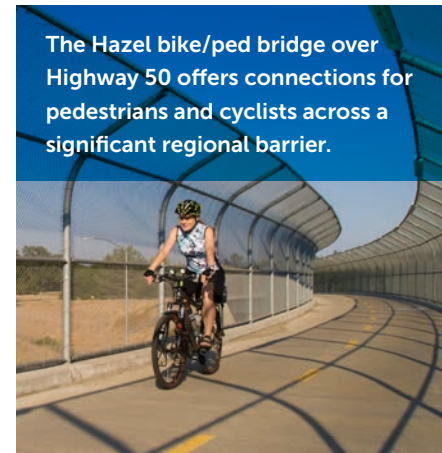


PHOTO COURTESY OF CITY OF SACRAMENTO

The City of Sacramento and the Sacramento Metropolitan Air Quality Management District are both working with local businesses throughout Sacramento (city and county, respectively) to install bicycle racks at popular destinations for little to no charge to businesses. Providing end-of-trip infrastructure encourages bicycling for utilitarian trips by ensuring a dedicated place for bike parking. These racks can be found throughout the City of Sacramento at a variety of local businesses, shopping, and entertainment venues.

9 PLANNING AND DESIGN

The State Streets and Highways Code, chapter 8 section 891, requires that local agencies must comply with design criteria set forth in Chapter 1000 of the Caltrans Highway Design Manual Bikeway Planning and Design. These shall govern design standards for all new bicycle projects. For all new pedestrian projects, locally adopted pedestrian design standards shall govern. If specific pedestrian design guidelines have not been adopted, the City of Sacramento's Pedestrian Safety Guidelines shall govern. Additionally, the Sacramento Transportation and Air Quality Collaborative's Best Practices for Bicycle and Pedestrian Facility Planning and Design and Best Practices for Complete Streets, AASHTO's Guide for the Development of Bicycle Facilities, and FHWA's Design Guidance for Accommodating Bicycle and Pedestrian Travel, and Pedestrian Facilities Users Guide — Providing Safety and Mobility are also useful references for the planning and design of bicycle and pedestrian facilities.



The Hazel bike/ped bridge over Highway 50 offers connections for pedestrians and cyclists across a significant regional barrier.

PHOTO COURTESY OF DAVE CASSEL

Pedestrian Facilities

Pedestrian facilities include multi-use paths, sidewalks, crosswalks, walkways, stairs, ramps, and building entrance ways. Sidewalks and walkways between homes within residential areas comprise the majority of pedestrian facilities within most communities in the Sacramento region. Many of the pedestrian walkways that were once included in subdivisions have been abandoned because of crime or the lack of connectivity with other pedestrian facilities.¹⁴ The original intent of these walkways may have been lost over time with the development of subdivisions that do not include pedestrian amenities.

Multi-use paths (class I facilities) are facilities designed to accommodate pedestrians, bicyclists, and other individuals using non-motorized transportation. These facilities are provided as alternatives to sidewalks or on-street bicycle lanes. Multi-use paths can be provided along existing vehicular facilities or designed to link important destinations without being within or adjacent to public motor vehicle facilities.

¹⁴ County of Sacramento Department of Transportation, "Pedestrian Master Plan – Draft Existing Conditions Discussion Paper," March 10, 2003

Street and Intersection Crossings

Safe and convenient street crossings are essential for bicycle and pedestrian travel. When pedestrians must travel substantial distances out of their way to use a controlled intersection, there is an increase in jaywalking, which increases the risk of pedestrian/vehicle collisions. On multilane roads, long crossing distances also increase the potential for bicycle or pedestrian/vehicle collisions. Therefore it is important to design intersections that are safe for bicyclists and pedestrians of all ages and abilities to cross the road, with safe crossings at convenient intervals.

The following measures can improve the safety of street and intersection crossings:

- Traffic signals, and signal timing to enable safe crossings
- Signal detection for bicycles
- Advance signing and other devices that alert drivers to pedestrian crossings
- Enhanced crosswalk facilities, with textured and/or raised surfaces, and pedestrian activated signals
- Curb extensions that improve the visibility of pedestrians, and reduce crossing distances
- Pedestrian refuge islands and medians
- Crossings on all four legs of an intersection
- Implement intersection crossing guidelines consistent with the Americans with Disabilities Act



PHOTO COURTESY OF THE CITY OF ROSEVILLE

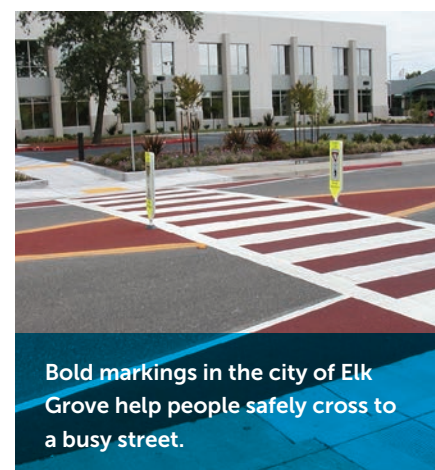


PHOTO COURTESY OF ERIC FREDERICKS

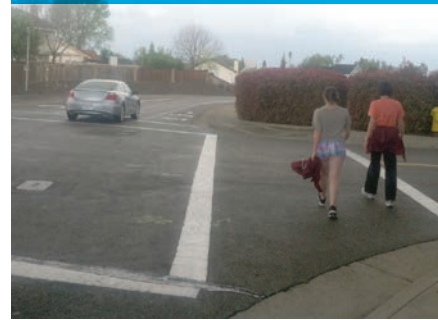
Sidewalks

To maximize pedestrian mobility, there must be a safe place to walk, preferably on both sides of the street. Pedestrians walk on the side of the street that is most advantageous to them in terms of time, comfort, and convenience. Gaps in sidewalks can lengthen walking trips, which often is the deciding factor in choosing not to walk. Meandering sidewalks are aesthetically pleasing, but they increase the distance pedestrians must walk to reach his/her destination, and therefore are not suitable for walking trips made for utilitarian purposes. Suggested sidewalk widths are 5' minimum, with 8' minimum in front of schools. A buffer area between traffic and pedestrians can significantly improve the safety of sidewalks. Acceptable buffers include a planting strip, a shoulder barrier, a parking lane or a bike lane. Buffers are also beneficial on lower speed facilities.

Sidewalks are often included in some roadway improvement projects to help fill sidewalk gaps. Sidewalk improvements depend on the density of the residential area, and may not be required in some cases (e.g. in a one-house-per-acre subdivision).¹⁵ Many residents in the rural portions of the region prefer to have roadways that reflect a more rural setting, that is, without curbs, gutter, and sidewalks. For that reason sidewalks often are not constructed in rural areas.¹⁶ Regardless of these policies, a priority should be placed on providing safe and convenient pedestrian and bicycle facilities and connections, and meeting the needs of individuals who are disabled or visually impaired.

The width of sidewalks varies depending on the adjacent land uses. In rural areas, multi-purpose shoulders may be constructed as an interim condition. When the adjacent land is developed, bike lanes and sidewalk installations may be included as part of these projects.

Sidewalks and crosswalks in residential areas, such as here in the city of Rocklin, allow residents to walk to nearby shopping, restaurants, employment, and parks, as well as to get exercise while enjoying their neighborhood.



New Guidelines

The National Association of City Transportation Officials (NACTO) and the Association of Pedestrian and Bicycle Professionals (APBP) have created innovative new guidelines to broaden the information available when designing bikeways and bicycle support facilities.

NACTO Urban Bikeway Design Guide includes design guidance for a standardized set of treatments for bikeway facilities, many of which are already permitted through the California Manual on Uniform Traffic Control Devices.

APBP's Bike Parking Guidelines highlight best practices from cities across the nation to provide guidance on short- and long-term bike parking, maintenance, sample quantity requirements for bicycle parking specific to types of land use, sample installation diagrams, and other useful information.

¹⁵ Ibid

¹⁶ Ibid

Principles for Pedestrian Design¹⁷

- The pedestrian environment should be safe and attractive
- The pedestrian network should be accessible to all
- The pedestrian network should connect to places people want to go
- The pedestrian environment should be easy to use
- The pedestrian environment should provide good places to rest
- The pedestrian environment should be used for many things
- The pedestrian environment should be economical

¹⁷ Pedestrian Transportation Program, City of Portland, "Pedestrian Master Plan" 1998

Bicycle Facilities¹⁸

Bikeway spacing and types of facilities provided are important in the development of a regional bikeway system. The ideal system would be one where all the roadways are accessible and safe for all users and are designed based on "Complete Streets" concepts. However this is not always possible or practical, and outlying areas may see bikeways spaced at 1-1/2 to 2 miles apart. All streets that serve as radial feeders to the central business district or major employment centers are prime candidates for inclusion as bikeways, regardless of distance between the feeders. Specific design standards are available in Chapter 1000 (Bikeway Planning and Design) of the Caltrans Highway Design Manual.

¹⁸ The 2010 Sacramento City/County Bikeway Master Plan, November 1993



The R Street Corridor is a 27-block long, 2-block wide area in transition—this transit-oriented-development planning project is part of the City of Sacramento's effort to transform the area into a vibrant, transit and pedestrian-friendly urban center. Between 10th and 15th Streets, completed projects include rehabilitated roads, sidewalks, lighting, benches, and public art. Popular local restaurants and mixed use developments are helping spark economic development throughout the corridor.

Widened shoulders on rural roads allow bicycling to serve as a safe and convenient transportation option for residents living in or traveling through rural areas.



GRAPHICS COURTESY OF SACRAMENTO TRANSPORTATION & AIR QUALITY COLLABORATIVE

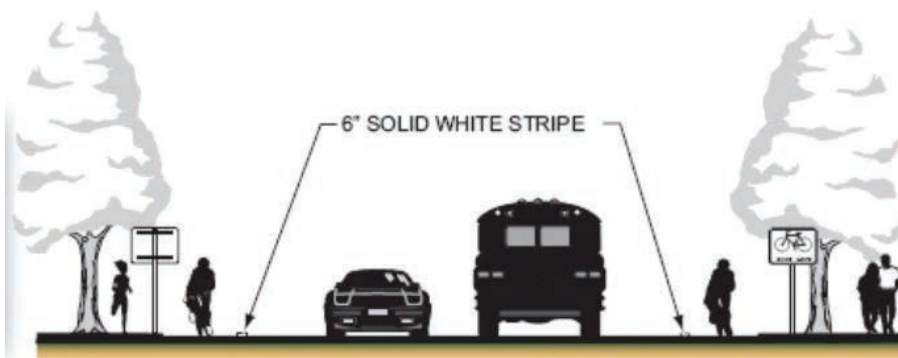


CLASS I BIKEWAY (Bike Path)

Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow minimized.

Multi-Use Paths (Class I Bikeways)

A path physically separated from motor vehicle traffic by an open space or barrier and either within a highway right-of-way or within an independent right-of-way, used by bicyclists, pedestrians, joggers, skater and other non-motorized travelers. Multi-use paths are the most popular type of facility. Because the availability of uninterrupted rights-of-way is limited, this type of facility may be difficult to locate and expensive to build relative to other types bicycle and pedestrian facilities, but inexpensive compared to new roadways. Prime locations for bike paths are areas such as power-line easements, utility easements, canal banks, river levees, drainage easements, railroad or highway rights-of-way, or regional community parks.

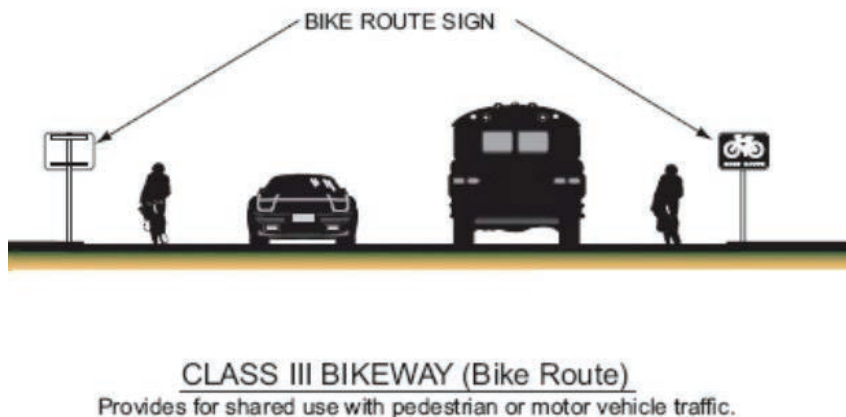


CLASS II BIKEWAY (Bike Lane)

Provides a striped lane for one-way bike travel on a street or highway.

Bike Lanes (Class II Bikeways)

A portion of a roadway that has been set aside by striping and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes are intended to promote an orderly flow of bicycle and vehicle traffic. This type of facility is established by using the appropriate striping, legends, and signs.



Bike Routes (Class III Bikeways)

Bike routes are facilities shared with motor vehicle traffic. Bike routes must be of benefit to the bicyclist and offer a higher degree of service than adjacent streets. They provide for specific bicycle demand and may be used to connect discontinuous segments of bike lane streets. Also, bike routes are located on residential streets, and rural roads. If the pavement width is sufficient and traffic volume/speeds warrant, an edge line may be painted to further delineate the bike route. Bike routes are signed with the G-93 Bike Route marker, but no striping or legends are required.

Additional Facility Information

Lighting¹⁹

Security for active transportation requires attention to design details such as trail, path, and sidewalk lighting. Lighting is important for safe, comfortable bicycle and pedestrian travel. Inadequate or non-existent lighting may discourage potential bicycling or walking trips, and increase concerns about the potential for criminal activity. Adequate lighting illuminates walkways and impediments, such as uneven surfaces or debris, improves safety, and therefore is an essential component of bicycle and pedestrian facilities.

Landscaping²⁰

Trees are an important amenity that enhances the bicycle and pedestrian environment. They are a necessity in the Sacramento region where hot weather is common many months of the year, and trees should be selected to provide shade. Landscaping also increases roadway safety by providing a buffer between traffic and pedestrians, and may cause motorists to slow down. It has also been shown that landscaping helps increase pavement life, and contributes to improvements in air and water pollution. When landscaping is included, it should be open and airy to promote good visibility.

Connectivity²¹

In many areas in the Sacramento region, bicycling or walking to schools, employment centers,



Pedestrian facilities such as the wide sidewalks, street furniture, and outdoor seating, as shown here in the city of Woodland, can create a pleasant environment that encourages walking.

¹⁹ California Blueprint for Bicycling and Walking. May 2002

²⁰ Ibid

²¹ Ibid

shopping centers, or other activity centers can be challenging. While distances may be short, the route may require traveling on a roadway that is unsuitable for bicyclists or pedestrians, or accessing the facility through a large parking lot. Unfortunately this situation is all too common, and discourages the use of bicycles or walking.

To improve connectivity in communities, it is essential to consider bicycling and pedestrian travel in all transportation and development projects. Circulation studies investigating potential access routes and crossings to adequately accommodate bicyclists and pedestrians gather important information for project implementation. Programs that offer incentives to retrofit existing suburban and urban neighborhoods can also lead to increased connectivity.

Neighborhoods should be planned in a way that is conducive to walking and biking. Studies have shown that distances less than or equal to one-half mile are the most acceptable to pedestrians.²² Street crossings must also be convenient. Pedestrians do not want to go more than 150 feet out of their way to cross a street.²³ With fewer available crossings people are more likely to cross sporadically or spontaneously, creating an unsafe environment for both pedestrians and motorists. Therefore cul-de-sacs and gated or walled communities should be discouraged, unless they include convenient bicycle and pedestrian connections. Well-designed streets should have convenient pedestrian crossings every 300 feet.²⁴

Motor-Vehicle Speeds and Traffic Calming

Arterial roadways in California are planned to minimize driving time, particularly during congested commute periods. While increasing peak-hour capacity offers benefits to motorists, expanded roadways may lead to higher motor-vehicle speeds, which are less desirable for bicyclists and pedestrians.

Roadways should be designed for their optimum and safe speed consistent with the location and functional classification, and design speed should be based on the safety of pedestrians and bicyclists. Excessive speed is the cause of many serious traffic collisions involving bicyclists and pedestrians. It is important to minimize excessive speed and incorporate traffic-calming methods for urban/main street arterial traffic. Traffic-calming is the combination of primarily physical measures that reduce the negative effects of motor-vehicle use, alter driver behavior, and improve conditions for non-motorized street users.²⁵ Traffic calming measures create a safe and comfortable environment for all users by slowing motor-vehicle speed, and reducing cut-through motor-vehicle traffic, thus reducing collision frequency and severity.²⁶ These measures also increase access for pedestrians and bicyclists.

The four main types of measures are:

- Vertical deflections
- Horizontal shifts
- Roadway narrowings
- Closures

22 Ibid

23 Ibid

24 Ibid

25 Lockwood, Ian. ITE Traffic Calming Definition. ITE Journal, July 1997, pg. 22.

26 Ibid



A commuter arrives in Downtown Sacramento using the Sacramento Northern Bikeway.



Bike lanes with clear markings that are free from debris offer bicyclists transportation options on a busy, rural road in Sutter County.

PHOTO COURTESY OF SUTTER COUNTY



PHOTO COURTESY OF ERIC FREDERICKS.

The City of Sacramento recently undertook a significant Complete Streets effort. Projects included road diets — converting three lane roads to two lane roads with bicycle lanes — converting one-way roads to two-way roads, adding and widening sidewalks and improving street crossings. In Downtown Sacramento, N Street was one street that received a “road diet.”

The traffic calming measures are intended to reduce speed and enhance the street environment for non-motorists. Examples of these include speed humps, traffic circles, and center island narrowing.²⁷ Closures, such as diagonal diverters, half closures, full closures, and median barriers, are intended to reduce cut-through traffic by obstructing traffic movements in one or more directions.²⁸ Traffic calming measures should be implemented with consultation of public transit and emergency service providers to minimize impacts on access and services.



PHOTO COURTESY OF TOWN OF LOOMIS

A steamroller puts the final touch on a multi-use path parallel to Taylor Road in Loomis. The path connects the multi-modal transit center and Downtown Loomis with the bike lanes on Sierra College Blvd.

27 Institute of Transportation Engineers Traffic Calming Website, <http://www.ite.org/traffic>

28 Ibid

APPENDIX
A.1

BACKGROUND AND SUPPORTING INFORMATION

A.1 Who Bicycles and Walks Now?

The population of the six-county Sacramento region in 2010 was 2,316,019, and is expected to grow to 3,086,213 by 2035.²⁹ The U.S. Census “journey to work” data in Table A.1 indicates that in the Sacramento region 2.0% of commuters walked to work, and 2.8% used other means, which includes bicycling; compared to statewide percentages of 2.8% and 2.3% respectively. Table A.2 shows this data for each of the six counties in the Sacramento region.

Table A.1 Commuting to Work

	SACRAMENTO REGION		CALIFORNIA	
	TOTAL	%	TOTAL	%
WORKERS 16 YEARS AND OVER	990,009	100.00	16,251,032	100.00
CAR, TRUCK, OR VAN — DROVE ALONE	744,207	75.20	11,866,492	73.00
CAR, TRUCK, OR VAN — CARPOOLED	119,934	12.10	1,899,937	11.70
PUBLIC TRANSPORTATION (INCLUDING TAXICAB)	25,852	2.60	833,261	5.10
WALKED	20,210	2.00	453,164	2.80
BICYCLE	15,952	1.60	161,165	1.00
OTHER MEANS	11,885	1.20	216,126	1.33
WORKED AT HOME	51,969	5.20	820,887	5.10
MEAN TRAVEL TIME TO WORK (MINUTES)	26.9	(X)	27	(X)

SOURCE: CENSUS 2007–2011 AMERICAN COMMUNITY SURVEY (ACS) TABLE B08301 — MEANS OF TRANSPORTATION TO WORK

29 Sacramento Area Council of Governments, 2011

Table A.2 Commuting to Work in the Sacramento Region

COMMUTING TO WORK	EL DORADO		PLACER		SACRAMENTO		SUTTER		YOLO		YUBA	
	TOTAL	%	TOTAL	%	TOTAL	%	TOTAL	%	TOTAL	%	TOTAL	%
WORKERS 16 YEARS AND OVER	80,112	100.00	155,159	100.00	603,551	100.00	37,230	100.00	88,195	100.00	25,762	100.00
CAR, TRUCK, OR VAN — DROVE ALONE	61,431	76.70	121,291	78.20	452,768	75.00	28,116	75.50	60,980	69.10	19,621	76.20
CAR, TRUCK, OR VAN — CARPOOLED	8,340	10.40	14,858	9.60	78,023	12.90	5,526	14.80	9,762	11.10	3,425	13.30
PUBLIC TRANSPORTATION (INCLUDING TAXICAB)	1,146	1.40	1,934	1.20	18,577	3.10	593	1.60	3,374	3.80	228	0.90
WALKED	1,661	2.10	2,534	1.60	11,998	2.00	707	1.90	2,643	3.00	667	2.60
BICYCLE	660	0.82	892	0.57	7,083	1.17	136	0.37	7,073	8.02	108	0.42
OTHER MEANS	983	1.23	2,017	1.30	6,820	1.13	587	1.58	982	1.11	496	1.93
WORKED AT HOME	5,891	7.40	11,633	7.50	28,282	4.70	1,565	4.20	3,381	3.80	1,217	4.70
MEAN TRAVEL TIME TO WORK (MINUTES)	29.4	(X)	27	(X)	25.8	(X)	28.4	(X)	21.6	(X)	29.1	(X)

SOURCE: CENSUS 2007–2011 AMERICAN COMMUNITY SURVEY (ACS) TABLE B08301 — MEANS OF TRANSPORTATION TO WORK

The “journey to work” data is a limited resource because it asks respondents for their primary mode of travel to work; bicycling or walking can often be a secondary or linked mode of transit. In addition bicycle or walking trips to schools are not counted, though they usually directly replace vehicle trips.

In addition, SACOG completed the “Year 2000 Sacramento Area Household Travel Survey” to provide data for a better understanding of travel behavior in the Sacramento region. The following two tables, A.3 and A.4, summarize the trip mode distribution by trip purpose. The numbers shown are the percentage of the trip purpose for each mode type. As an example, 13% of the walking trips are commuting to work and another 8% are for incidental shopping.³⁰

Pedestrians

Pedestrians are people who use the most basic public spaces — sidewalks, streets, and other walkways — to travel, and have special characteristics that must be considered in planning. They are highly diverse, including joggers, commuters, people making utilitarian trips such as shopping, groups enjoying a leisurely stroll, people delivering parcels, parents with children, people with pets on a leash, the elderly,

or people using mobility aids. Pedestrians prefer short and direct routes to their destinations. People will generally walk one-half mile or less to nearby destinations such as transit stops, restaurants, and commercial areas. Typically pedestrians do not like indirect routes or routes that are not clearly delineated. Everyone is a pedestrian, but too often the needs of pedestrians are overlooked in the planning, design and development of our communities.

Walkability refers to the quality of walking conditions, including safety, comfort, and convenience. Walkability is essential in pedestrian areas, and areas with multiple pedestrian trip generators, or destinations. Some examples of pedestrian trip generators are restaurants, parks, schools, transit stations and employment and shopping centers. Factors affecting walkability include proximity of uses, the presence of buffers from traffic, and sidewalks wide enough to share comfortably with multiple users. Walkability is key to an urban area’s efficient transportation system. Every trip begins and ends with walking. Walking remains the most inexpensive form of transportation for all people, and constructing walkable communities provides the most affordable transportation system any community can plan, design, construct and maintain.

There is more pedestrian activity in some communities than in others. In downtown Sacramento nearly 24% of residents walk to work.³¹

30 Sacramento Area Council of Governments, 2000 Sacramento Area Household Travel Survey

31 Geraghty, Anne. *Where People Walk in Sacramento*, October 2001

Residents in other, older neighborhoods in Sacramento walk to work more often than suburban residents. Street connectivity and distance to destinations are some of the reasons for this difference.

Cyclists

Utilitarian bicycle trip lengths are generally 5 miles or less, but much longer trips can be made by bicycle. Speeds are usually between 10 and 20 MPH, and because of the ability to bicycle directly to destinations without a search for parking, bicycling can be as fast or faster than driving for short trips.

When options are available, cyclists generally choose a route that provides the best balance of the following desirable characteristics:

- Directness between the origin and destination points
- Minimal gradients to be negotiated
- A high quality and well-maintained riding surface
- Lower volumes of motor vehicle traffic and low-traffic-stress
- Adequate space for allowing faster traffic to safely pass
- Pleasant environmental surroundings
- Minimal number of stops

For commuter purposes, the cyclist is most likely to place a significant amount of importance on the first three characteristics mentioned, because they directly affect the energy requirements for making a trip by bicycle. Lower volumes of motor vehicle traffic and adequate space to allow faster traffic to safely pass are desirable for utilitarian trips, but may be sacrificed for speed and directness.

A substantial variation exists in the ages, physical capabilities, and riding philosophies of cyclists currently active in the Sacramento region. This variation results in differences in both the level of expertise among riders and the types of trips they are willing to make. The planning, design, and implementation of the bikeway system should serve as much of this varied population as possible.

Other sources for evaluating bicycle and pedestrian travel are surveys and questionnaires. Specifically the California Department of Transportation (Caltrans) conducted surveys in May 2002, 2003, and 2006 to gather information about bicycle commute patterns between Sacramento, West Sacramento and Davis.

Table A.3 Activity Distribution by Mode (Percent/Frequency, n: 33,954)

PRIMARY ACTIVITY	AUTO DRIVER		AUTO PASSENGER		TRANSIT-PUBLIC BUS		TRANSIT-LIGHT RAIL		SCHOOL BUS		MOTORCYCLE		TAXI		WALK		BICYCLE		OTHER		DONT KNOW/REFUSED		ROW TOTAL		
	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	
PERSONAL ACTIVITIES AT HOME	32.7	7,698	34	2,501	39.5	98	32.1	52	41.9	140	31.3	5	30.8	4	34	578	38.1	209	27.8	15	66.7	2	33.30	11,302	
INTERNET USE AT HOME	0	7	0	1													0.2	1					0.00	9	
WORK AT HOME	0.3	79	0	2			0.6	1							0.4	6	0.7	4					0.30	92	
WORK (OTHER THAN AT HOME)	18.8	4,421	3.7	269	19.8	49	34.0	55	1.8	6	12.5	2	30.8	4	13.3	226	16.4	90	14.8	8	33.3	1	15.10	5,131	
TELECOMMUNICATIONS AT WORK INSTEAD OF TRAVEL	0	1					3.1																0.00	1	
SCHOOL - COLLEGE/VOCATIONAL	1.1	257	0.4	30	8.1	20	3.7	5	1.8	6					1.4	23	10.6	58	3.7	2			1.20	401	
SCHOOL - DAYCARE/K-12TH	0.4	98	11.5	845	9.3	23	3.1	6	43.7	146					11	187	8.2	45	1.9	1			4.00	1,351	
SHOPPING - INCIDENTAL (GAS, GROCERIES, ETC.)	9.4	2,218	7.9	585	4.4	11		5			6.3	1			7.9	134	4.4	24	1.9	1			8.80	2,979	
SHOPPING - MAJOR (APPLIANCES, AUTOS, ETC.)	2.9	692	3.3	243			8.0								0.8	14	0.4	2					2.80	951	
PERSONAL BUSINESS	8.8	2,079	7.4	548	6	15	0.6	13	2.7	9	18.8	3	7.7	1	6.5	111	6.7	37	22.2	12			8.30	2,828	
MEDICAL	1.8	415	1.9	139	1.6	4	1.2	1					15.4	2	0.5	9	0.2	1					1.70	571	
EAT MEALS OUTSIDE OF HOME	4.3	1,005	7	512	1.2	3	1.9	2			12.5	2	7.7	1	7.3	124	2.6	14	1.9	1			4.90	1,664	
SOCIAL/RECREATIONAL	6.3	1,472	11	810	4.4	11	0.6	3	4.2	14	12.5	2	7.7	1	9.3	158	8.6	47	18.5	10			7.40	2,528	
CIVIC ACTIVITIES	1.4	337	0.9	69	0.4	1		1			6.3	1			1.6	28	0.9	5					1.30	442	
CHURCH ACTIVITIES	1	224	1.7	123	0.8	2			0.3	1					0.6	11	0.4	2	1.9	1			1.10	364	
PICK-UP/DROP-OFF PASSENGER AT WORK	0.9	214	0.8	61											0.1	1							0.80	276	
PICK-UP/DROP-OFF PASSENGER AT SCHOOL	4.4	1,046	3.4	249	0.4	1			0.6	2					2.9	50	0.9	5					4.00	1,353	
PICK-UP/DROP-OFF PASSENGER AT OTHER PLACE	5	1,186	4.6	336	0.8	2	1.9	3	0.9	3					0.8	13	0.4	2					4.60	1,545	
OTHER	0.3	64	0.5	36	2.8	7	9.3	15	2.1	7					1.6	27	0.5	3	5.6	3			0.50	162	
DONT KNOW/REFUSED	0	2	0	1	0.4	1																	0.00	4	
COLUMN TOTAL (%)	99.8		100		99.9		100.1		100		100.2		100.1		100		100.2		100.2		100		100	100.00	

SOURCE: SACOG 2000 SACRAMENTO AREA HOUSEHOLD TRAVEL SURVEY

Table A.4 Mode Distribution by Activity (Percent/Frequency, n: 33,954)

PRIMARY ACTIVITY	AUTO DRIVER		AUTO PASSENGER		TRANSIT – PUBLIC BUS		TRANSIT – LIGHT RAIL		SCHOOL BUS		MOTORCYCLE		TAXI		WALK		BICYCLE		OTHER		DON'T KNOW/ REFUSED		ROW TOTAL			
	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.	%	FREQ.		
PERSONAL ACTIVITIES AT HOME	68.1	7,698	22.1	2,501	0.9	98	0.5	52	1.2	140	0	5	0	4	5.1	578	1.8	209	0.1	15	0	2	33.30	11,302		
INTERNET USE AT HOME	77.8	7	11.1	1													11.1	1						9		
WORK AT HOME	85.9	79	2.2	2			1.1	1							6.5	6	4.3	4						0.30	92	
WORK (OTHER THAN AT HOME)	86.2	4,421	5.2	269	1	49	1.1	55	0.1	6	0	2	0.1	4	4.4	226	1.8	90	0.2	8	0	1	15.10	5,131		
TELECOMMUNICATIONS AT WORK INSTEAD OF TRAVEL	100	1																						0.00	1	
SCHOOL – COLLEGE/VOCATIONAL	64.1	257	7.5	30	5	20	1.2	5	1.5	6					5.7	23	14.5	58	0.5	2				1.20	401	
SCHOOL – DAYCARE/K-12TH	7.3	98	62.5	845	1.7	23	0.4	6	10.8	146					13.8	187	3.3	45	0.1	1				4.00	1,351	
SHOPPING – INCIDENTAL (GAS, GROCERIES, ETC.)	74.5	2,218	19.6	585	0.4	11	0.2	5			0	1			4.5	134	0.8	24	0	1				8.80	2,979	
SHOPPING – MAJOR (APPLIANCES, AUTOS, ETC.)	72.8	692	25.6	243											1.5	14	0.2	2							2.80	951
PERSONAL BUSINESS	73.5	2,079	19.4	548	0.5	15	0.5	13	0.3	9	0.1	3	0	1	3.9	111	1.3	37	0.4	12				8.30	2,828	
MEDICAL	72.7	415	24.3	139	0.7	4	0.2	1							1.6	9	0.2	1						1.70	571	
EAT MEALS OUTSIDE OF HOME	60.4	1,005	30.8	512	0.2	3	0.1	2			0.1	2	0.1	1	7.5	124	0.8	14	0.1	1					4.90	1,664
SOCIAL/RECREATIONAL	58.2	1,472	32	810	0.4	11	0.1	3	0.6	14	0.1	2	0	1	6.3	158	1.9	47	0.4	10				7.40	2,528	
CIVIC ACTIVITIES	76.2	337	15.6	69	0.2	1	0.2	1			0.2	1			6.3	28	1.1	5						1.30	442	
CHURCH ACTIVITIES	61.5	224	33.8	123	0.5	2			0.3	1					3	11	0.5	2	0.3	1				1.10	364	
PICK-UP/DROP-OFF PASSENGER AT WORK	77.5	214	22.1	62											0.4	1									0.80	277
PICK-UP/DROP-OFF PASSENGER AT SCHOOL	77.3	1,046	18.4	249	0.1	1			0.1	2					3.7	50	0.4	5						4.00	1,353	
PICK-UP/DROP-OFF PASSENGER AT OTHER PLACE	76.8	1,186	21.7	336	0.1	2	0.2	3	0.2	3					0.8	13	0.1	2						4.60	1,545	
OTHER	39.5	64	22.2	36	4.3	7	9.3	15	4.3	7					16.7	27	1.9	3	1.9	3				0.50	162	
DON'T KNOW/REFUSED	50	2	25	1	25	1																			0.00	4
PERCENT OF TOTAL TRIPS	69.30		21.70		0.70		0.50		1.00		0.00		0.00		5.00		1.60		0.20		0.00		100.00			

SOURCE: SACOG 2000 SACRAMENTO AREA HOUSEHOLD TRAVEL SURVEY

APPENDIX A.2 INJURY STATISTICS

The following tables show the number of bicycle and pedestrian injuries and fatalities in the Sacramento region from 1991 to 2010, grouped by age. Please note: the age-ranges reported changed after 2006/07.

**Table A.5 Pedestrian Injuries, 1991 to 2009 —
Nonfatal Hospitalized Injuries in the Sacramento Region**

YEAR	AGE								TOTAL
	<1	1-4	5-12	13-15	16-20	21-44	45-64	65+	
1991	1	38	49	12	24	137	46	33	340
1992	0	32	48	15	21	94	41	22	273
1993	0	43	57	25	23	113	45	33	339
1994	1	38	56	21	20	122	51	30	339
1995	2	37	48	24	19	116	69	35	350
1996	0	33	44	26	16	91	33	49	292
1997	0	31	39	13	14	92	64	35	288
1998	1	24	32	18	15	65	38	23	216
1999	1	22	36	10	30	85	54	49	287
2000	0	25	41	17	22	111	62	44	322
2001	1	27	38	17	31	105	68	31	318
2002	2	27	39	9	25	110	61	37	310
2003	0	21	34	17	24	91	66	39	292
2004	1	29	36	25	39	113	64	33	340
2005	0	20	23	24	21	108	75	28	299
2006	1	23	21	19	20	106	52	32	274
TOTAL	11	470	641	292	364	1,659	889	553	4,879
YEAR	<1-4	5-9	10-14	15-19	20-24	25-44	45-64	65+	TOTAL
2007	13	16	17	31	26	62	48	36	249
2008	9	7	20	25	30	55	63	32	241
2009	13	9	11	23	29	57	59	31	232
TOTAL	35	32	48	79	85	174	170	99	722

SOURCE: CALIFORNIA DEPARTMENT OF HEALTH SERVICES, EPI CENTER

Table A.6 Pedestrian Injuries, 1991 to 2009 – Fatal Injuries in the Sacramento Region

YEAR	AGE								TOTAL
	<1	1-4	5-12	13-15	16-20	21-44	45-64	65+	
1991	0	3	1	0	4	19	10	15	52
1992	0	4	3	2	1	15	12	10	47
1993	0	2	5	2	1	20	7	9	46
1994	0	5	6	0	3	21	7	13	55
1995	0	3	6	3	5	20	10	12	59
1996	0	3	2	0	2	15	14	12	48
1997	0	3	3	0	2	20	12	10	50
1998	0	1	2	0	0	14	13	10	40
1999	0	2	2	2	2	13	13	12	46
2000	2	0	1	1	3	11	11	12	41
2001	0	2	4	3	1	21	15	7	53
2002	0	0	0	1	3	12	18	10	44
2003	0	1	3	2	5	16	17	16	60
2004	0	3	0	1	3	23	22	14	66
2005	0	2	2	2	0	27	24	9	66
2006	1	2	0	2	4	9	21	9	48
2007	0	2	1	1	3	21	16	12	56
TOTAL	3	38	41	22	42	297	242	192	877
YEAR	<1-4	5-9	10-14	15-19	20-24	25-44	45-64	65+	TOTAL
2008	1	0	0	4	1	9	14	4	33
2009	2	0	0	1	1	9	19	6	38
TOTAL	3	0	0	5	2	18	33	10	71

SOURCE: CALIFORNIA DEPARTMENT OF HEALTH SERVICES, EPI CENTER.

**Table A.7 Bicycle Injuries, 1991 to 2009 —
Nonfatal Hospitalized Injuries in the Sacramento Region**

YEAR	AGE								TOTAL
	<1	1-4	5-12	13-15	16-20	21-44	45-64	65+	
1991	0	8	79	46	31	132	45	16	357
1992	0	9	80	43	27	127	37	18	341
1993	0	11	77	40	26	120	44	19	337
1994	0	7	68	31	21	141	55	26	349
1995	0	6	72	41	23	157	63	21	383
1996	0	3	55	34	26	144	58	20	340
1997	0	9	88	40	38	166	77	23	441
1998	0	3	61	33	24	141	72	25	359
1999	0	11	72	30	24	146	70	18	371
2000	1	5	58	30	23	121	104	21	363
2001	0	4	52	43	33	126	92	16	366
2002	0	6	49	30	27	107	73	26	318
2003	0	6	45	38	27	94	84	24	318
2004	0	10	55	41	33	116	108	35	398
2005	0	5	54	30	22	112	94	21	338
2006	0	9	56	34	25	99	116	26	365
TOTAL	1	112	1,021	584	430	2,049	1,192	355	5,744
YEAR	<1-4	9-MAY	14-OCT	15-19	20-24	25-44	45-64	65+	TOTAL
2007	2	22	37	18	16	96	133	40	364
2008	6	21	39	36	24	84	130	31	371
2009	3	16	43	38	22	98	156	36	412
TOTAL	11	59	119	92	62	278	419	107	1,147

SOURCE: CALIFORNIA DEPARTMENT OF HEALTH SERVICES, EPI CENTER.

Table A.8 Bicycle Injuries, 1991 to 2009 – Fatal Injuries in the Sacramento Region

YEAR	AGE								TOTAL
	<1	1-4	5-12	13-15	16-20	21-44	45-64	65+	
1991	0	0	2	0	0	2	2	2	8
1992	0	0	0	0	1	6	3	0	10
1993	0	0	5	0	0	3	2	2	12
1994	0	0	0	1	0	4	1	2	8
1995	0	0	3	1	0	8	2	0	14
1996	0	0	1	1	2	3	1	1	9
1997	0	0	0	0	0	6	5	0	11
1998	0	0	0	1	1	0	1	1	4
1999	0	0	1	0	2	6	2	0	11
2000	0	0	1	1	0	3	3	0	8
2001	0	0	0	0	0	5	2	1	8
2002	0	0	1	1	0	6	7	1	16
2003	0	0	2	0	3	6	5	0	16
2004	0	0	1	1	0	2	5	1	10
2005	0	0	0	1	1	4	3	1	10
2006	0	0	0	1	2	1	2	1	7
2007	0	0	1	0	0	1	5	3	10
TOTAL	0	0	18	9	12	66	51	16	172
YEAR	1-4	5-9	10-14	15-19	20-24	25-44	45-64	65+	TOTAL
2008	0	0	0	2	1	2	4	3	12
2009	0	0	1	1	1	3	2	1	9
TOTAL	0	0	1	3	2	5	6	4	21

SOURCE: CALIFORNIA DEPARTMENT OF HEALTH SERVICES, EPI CENTER.

APPENDIX
B

REGIONAL PROJECT LIST AND MAPS OF BICYCLE NETWORK

This Master Plan includes a comprehensive list of planned projects, submitted and prioritized by local jurisdictions, typically from recently adopted Bicycle Transportation Plans or other planning documents. This expansive list is not fiscally constrained, but is an effort to understand the future regional bicycle and pedestrian network, and to evaluate additional needs.

Appendix B -- Regional Project List and Maps of Bicycle Network

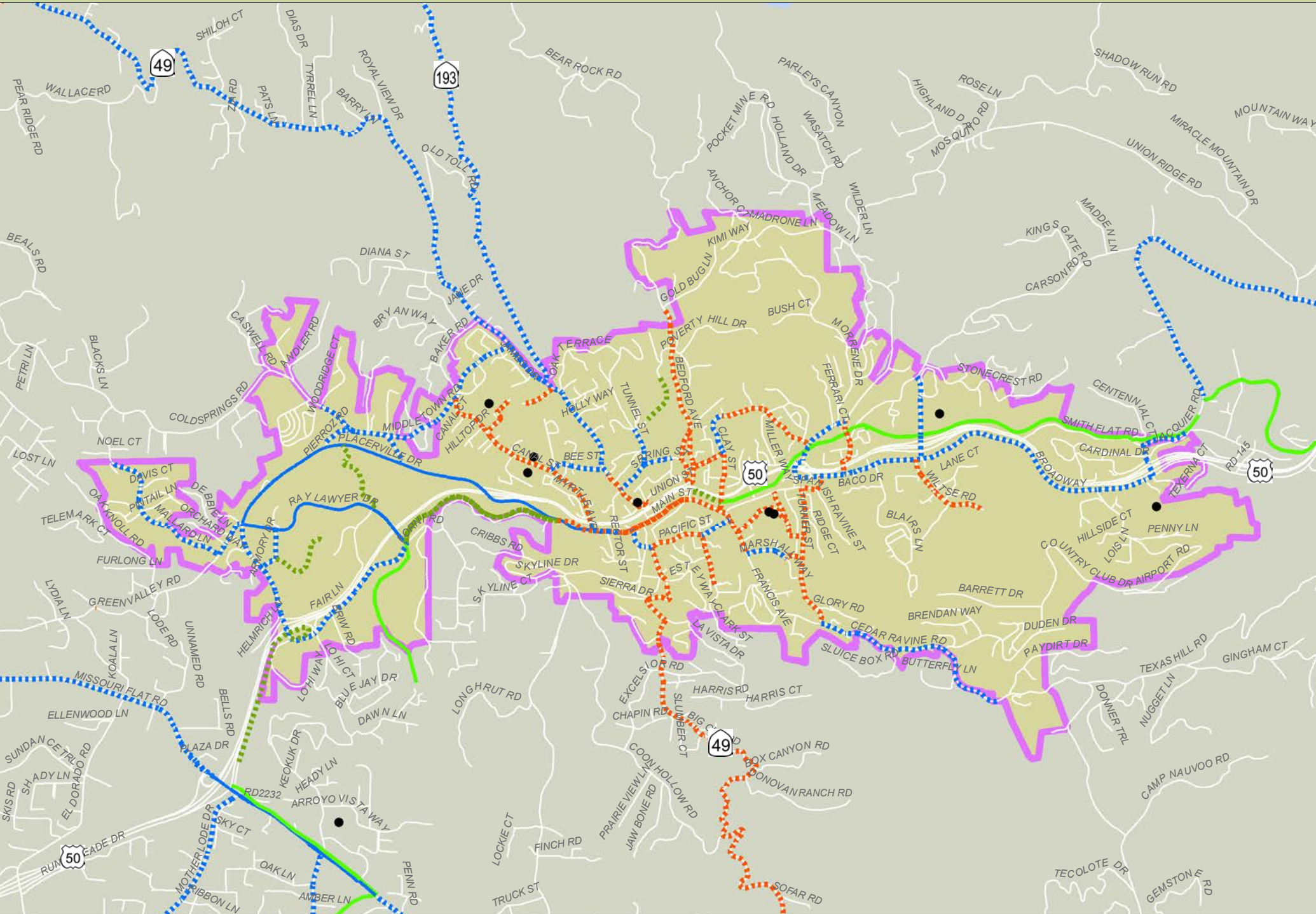
ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
CITY OF PLACERVILLE									
10041	El Dorado	City of Placerville	Multi-use Path (Class I)	El Dorado Trail	Clay Street to Bedford Avenue	0.25	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Higher Priority
10042	El Dorado	City of Placerville	Multi-use Path (Class I)	El Dorado Trail	Main Street at Forni Road to Ray Lawyer Drive	1	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Higher Priority
10043	El Dorado	City of Placerville	Multi-use Path (Class I)	Government Center Placerville Drive connector	Fair Lane to Armory Way	0.5	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10044	El Dorado	City of Placerville	Multi-use Path (Class I)	Government Center to Fairgrounds Connector	Fair Lane Court to El Dorado County Fairgrounds	0.1	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10045	El Dorado	City of Placerville	Multi-use Path (Class I)	Quartz Mountain Bike Path	Quartz Mountain Road to Robin Court/Tunnel Street	0.25	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10046	El Dorado	City of Placerville	Multi-use Path (Class I)	Weber Creek Bridge Overcrossing	Perks Court (El Dorado County) to Placerville Drive/Forni Road	0.25	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10001	El Dorado	City of Placerville	Bike Lanes (Class II)	Mallard Lane	Green Valley Road to City limit	0.5	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Higher Priority
10003	El Dorado	City of Placerville	Bike Lanes (Class II)	Placerville Drive	Green Valley Road to Forni Road/US 50	0.5	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Higher Priority
10018	El Dorado	City of Placerville	Bike Lanes (Class II)	Broadway	Main Street to Schnell School Road	0.5	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Higher Priority
10010	El Dorado	City of Placerville	Bike Lanes (Class II)	Middletown Road	Canal Street to Cold Springs Road	0.25	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Higher Priority
10002	El Dorado	City of Placerville	Bike Lanes (Class II)	Green Valley Road	Placerville Drive to Mallard Lane	0.2	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10004	El Dorado	City of Placerville	Bike Lanes (Class II)	Placerville Drive	Bridge over Hangtown Creek	0.1	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10005	El Dorado	City of Placerville	Bike Lanes (Class II)	Forni Road	Ray Lawyer Drive to US 50/Placerville Drive	0.5	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10006	El Dorado	City of Placerville	Bike Lanes (Class II)	Cold Springs Road	City Limit to Placerville Drive	0.15	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10007	El Dorado	City of Placerville	Bike Lanes (Class II)	Combella Road	Entire length	0.25	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10008	El Dorado	City of Placerville	Bike Lanes (Class II)	State Route 49	City Limit to Green Street	1	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10009	El Dorado	City of Placerville	Bike Lanes (Class II)	Spring Street	SR 49 to Pleasant Street	0.35	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10011	El Dorado	City of Placerville	Bike Lanes (Class II)	Bee Street	Entire length	0.25	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10012	El Dorado	City of Placerville	Bike Lanes (Class II)	Main Street	Spring Street to Canal Street	0.2	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10013	El Dorado	City of Placerville	Bike Lanes (Class II)	Pacific Street	Main Street to Sacramento Street and Cedar Ravine to Clark Street	0.2	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10014	El Dorado	City of Placerville	Bike Lanes (Class II)	Marshall Way	Cedar Ravine to Marshall Hospital	0.25	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10015	El Dorado	City of Placerville	Bike Lanes (Class II)	Clay Street	Coleman Street to Arizona Way	0.2	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10016	El Dorado	City of Placerville	Bike Lanes (Class II)	Mosquito Road	Dimity Lane to Broadway	0.25	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10017	El Dorado	City of Placerville	Bike Lanes (Class II)	Schnell School Road	Broadway to Carson Road	0.25	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10019	El Dorado	City of Placerville	Bike Lanes (Class II)	Broadway	Schnell School Road to Point View Drive	1	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10020	El Dorado	City of Placerville	Bike Lanes (Class II)	Tunnel Street	Spring Street to Robin Court	0.25	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10021	El Dorado	City of Placerville	Bike Lanes (Class II)	Cedar Ravine	Washington Street to Lyon Park	1	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10031	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Main Street	Spring Street to Clay Street	0.5	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Higher Priority
10022	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Armory Drive	Entire length	0.25	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10023	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Canal Street	Entire length	0.75	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10024	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Bedford Avenue	Pleasant Street to Gold Bug Park	0.75	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10025	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Moulton Drive/Markham Drive	Entire length	0.25	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10026	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Coloma Court	Entire length	0.25	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10027	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	SR 49 and Coloma Street	Green Street to US 50 Overcrossing	0.2	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10028	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Benham Avenue	Entire length	0.25	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10029	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Big Cut Road	To City limit	0.5	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10030	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Spring Street	US 50 to Pleasant Street	0.1	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10032	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Cedar Ravine	Main Street to Marshall Way	0.25	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
10033	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Washington Street	Main Street to Cedar Ravine	0.5	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10034	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Sherman Street/Thompson Street/Sheridan Street	Washington Street to Sierra School/Main Street	0.35	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10035	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Spanish Ravine Road	Connection from Main Street to McDonald's parking lot	0.1	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10036	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Clay Street	Arizona Way to Mosquito Road	0.5	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10037	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Carson Road	Broadway to Dimity Lane	0.25	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10038	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Dimity Lane	Mosquito Road to Carson Road	0.1	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10039	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Wiltse Road	Broadway to Lumsden Park	0.5	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10040	El Dorado	City of Placerville	Bike Route (Class III) / Shoulder	Clark Street	Pacific Street to Rotary Park	0.5	City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10047	El Dorado	City of Placerville	Support Facilities	Bike Racks	Lower Broadway, near Taco Bell, Rite Aid		City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10048	El Dorado	City of Placerville	Support Facilities	Bike Racks	Upper Broadway, near Grocery Outlet		City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10049	El Dorado	City of Placerville	Support Facilities	Bike Racks	At Raley's Center on Placerville Drive		City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10050	El Dorado	City of Placerville	Support Facilities	Bike Lockers	Placerville Station on Mosquito Road		City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10051	El Dorado	City of Placerville	Support Facilities	Bike Lockers	Downtown Parking Garage		City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority
10052	El Dorado	City of Placerville	Support Facilities	Bike Lockers	At any new Park and Ride Lot in the City of Placerville		City of Placerville Non-Motorized Transportation Plan (2010)	TBD	Medium Priority

Placerville

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



Appendix B -- Regional Project List and Maps of Bicycle Network

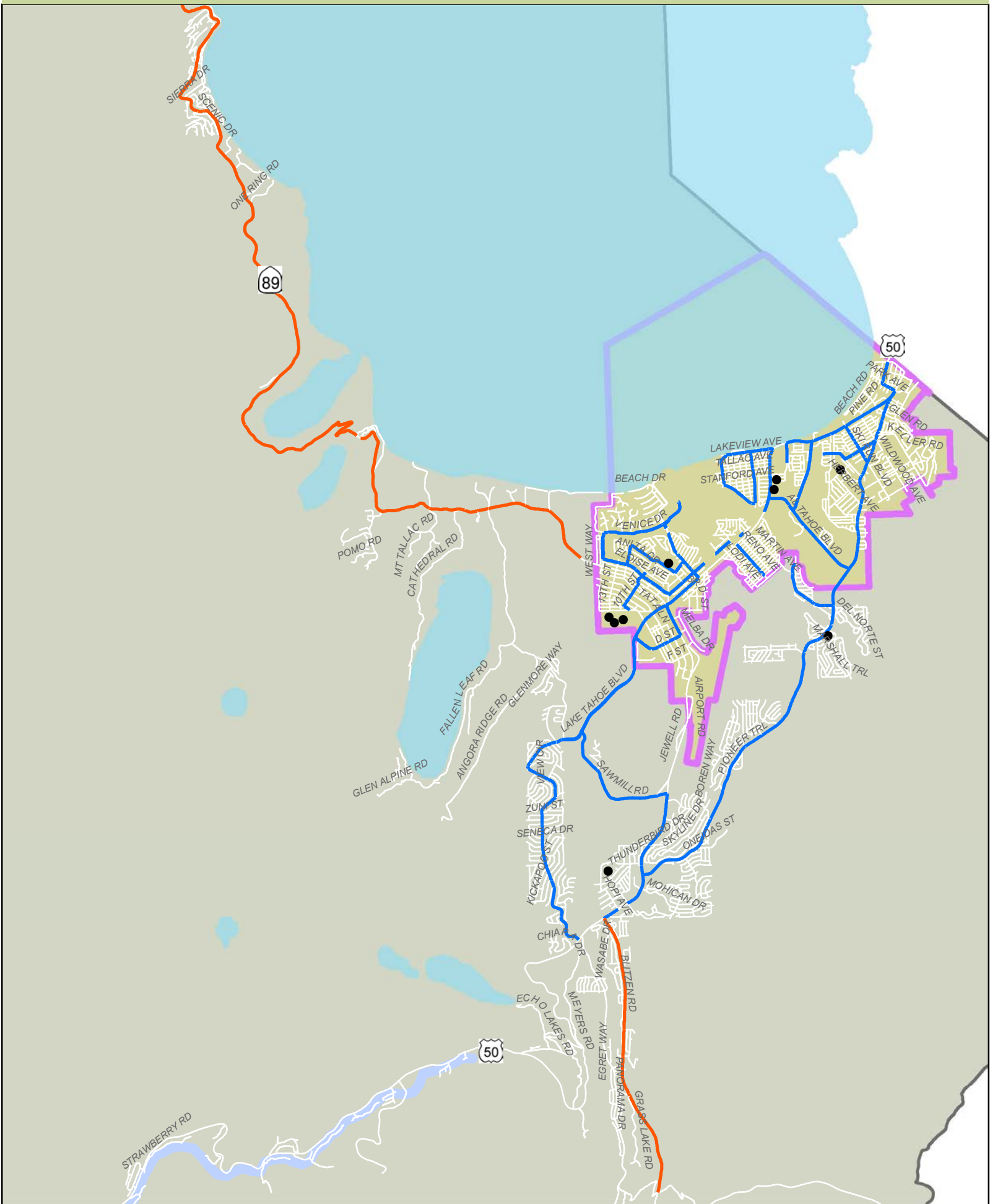
ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
EL DORADO COUNTY									
10054	El Dorado	El Dorado Hills Area	Multi-use Path (Class I)	El Dorado Hills Blvd. Bike Path	Phase 1: Sign and stripe existing Class I paths in two locations: 1) From Harvard Way to St. Andrews 2) From Governors Dr. to Francisco Dr.	1.5 mile	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10055	El Dorado	El Dorado Hills Area	Multi-use Path (Class I)	El Dorado Hills Blvd. Bike Path	Phase 2: Utilizing an existing golf cart undercrossing of Serrano Parkway, extend the bike path from the current terminus at Serrano Parkway to El Dorado Hills Village Center Shopping Center	0.5 mile	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10056	El Dorado	El Dorado Hills Area	Multi-use Path (Class I)	Harvard Way Bike Path	From Clermond Road to El Dorado Hills Boulevard	0.5 mile	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10058	El Dorado	El Dorado Hills Area	Multi-use Path (Class I)	El Dorado Hills SMUD Trail	Within the SMUD power line easement between Silva Valley Parkway and El Dorado Hills Boulevard	0.6 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10060	El Dorado	El Dorado Hills Area	Multi-use Path (Class I)	Old Bass Lake Road - EDH to Bass Lake Connection	Phase 2: EDH to Bass Lake Connection. Between gates, using existing roadway as Class I path	0.5 mile	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10061	El Dorado	El Dorado Hills Area	Multi-use Path (Class I)	Parallel to Highway 50 on the north side - EDH to Bass Lake Connection	Phase 2: EDH to Bass Lake Connection. From Silva Valley Parkway to El Dorado Hills Village Center Shopping Center at El Dorado Hills Boulevard	0.75 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10066	El Dorado	El Dorado Hills Area	Multi-use Path (Class I)	Highway 50 over or undercrossing	Crosses Caltrans facility (US 50) North/South between the El Dorado Hills Town Center and El Dorado Hills Village Center	.25 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10069	El Dorado	El Dorado Hills Area	Multi-use Path (Class I)	El Dorado Hills SMUD Trail	Withing the SMUD power line easement between Silva Valley Parkway and El Dorado Hills Boulevard	1.2 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10071	El Dorado	El Dorado Hills Area	Multi-use Path (Class I)	Valley View Bike Paths	Along Valley View parkway to schools, parks and village center	1.5 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10053	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	El Dorado Hills Blvd. Bike Lanes	Phase 1: Saratoga Way to Governor Dr./St. Andrews	1.7 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10062	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Saratoga Way Extension	Class II bike lanes on extension of Saratoga Way to Iron Point Road (alternately construct a Class I bike path to construction of extension of Saratoga Way to Iron Point Road)	0.5 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10063	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Green Valley Road Bike Lanes	El Dorado Hills Boulevard to Pleasant Grove Middle School	7 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10064	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	White Rock Road	Entire Length, to County Line	1 mile	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10065	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Silva Valley Parkway	Entire Length	4 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10067	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Saratoga Way Extension	Class II bike lanes on the extension of Saratoga Way (or Class I Trail if Saratoga Way extension is delayed)	1 mile	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10068	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	El Dorado Hills Blvd. Bike Lanes	Phase 2: Governors Dr./St. Andrews to Green Valley Road	1.5 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10070	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Latrobe Road	Highway 50 to Deer Creek	2.5 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10072	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Valley View Parkway	Entire Length	1.5 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10073	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Harvard Way Bike Path	Entire Length	0.5 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10074	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Francisco Drive	Green Valley Road to El Dorado Hills Boulevard	0.5 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10075	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Ambiance Drive	Sophia Parkway to Brittany Way	1 mile	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10076	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Brittany Way	Ambiance Drive to El Dorado Hills Boulevard	0.5 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10077	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Through El Dorado Hills town Center	Through entire commercial center	1 mile	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10078	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Serrano Parkway	Entire Length	3.5 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10079	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Saratoga Way	Entire Length	1 mile	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10080	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Village Center Drive	Entire Length	0.5 mile	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10081	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Windplay Road	Entire Length	0.25 mile	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10082	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Golden Foothill Parkway	Entire Length	2 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
11005	El Dorado	El Dorado Hills Area	Bike Lanes (Class II)	Green Valley Road Bike Lanes	Loch Way to Pleasant Grove Middle School	6 miles	El Dorado County Bicycle Transportation Plan 2010 Update	\$288,000	
10057	El Dorado	El Dorado Hills Area	Bike Route (Class III) / Shoulder	Tong Road - EDH to Old Bass Lake Road Connection	Phase I: EDH to Bass Lake Connection. Entire length	0.5 mile	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	

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ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
10059	El Dorado	El Dorado Hills Area	Bike Route (Class III) / Shoulder	Old Bass Lake Road - EDH to Bass Lake Connection	Phase 1: EDH to Bass Lake Connection. Entire length	1 mile	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10083	El Dorado	El Dorado Hills Area	Bike Route (Class III) / Shoulder	Sheffield Drive	Entire Length	1 mile	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10084	El Dorado	El Dorado Hills Area	Bike Route (Class III) / Shoulder	Francisco Drive	Sheffield Dr. to Green Valley Road	1.5 miles	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10085	El Dorado	El Dorado Hills Area	Bike Route (Class III) / Shoulder	Lakehilles Drive	Sheffield Drive to El Dorado Hills Boulevard	1 mile	El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
10086	El Dorado	El Dorado Trail	Multi-use Path (Class I)	El Dorado Trail	Missouri Flat Road to Mother Lode Drive in El Dorado	3 miles	El Dorado County Bicycle Transportation Plan 2010 Update	1.2 million	
10087	El Dorado	El Dorado Trail	Multi-use Path (Class I)	El Dorado Trail	Latrobe to Sacramento County/City of Folsom	7 miles	El Dorado County Bicycle Transportation Plan 2010 Update	2.8 million	
10088	El Dorado	El Dorado Trail	Multi-use Path (Class I)	El Dorado Trail	Mother Lode Dr. in El Dorado to Mother Lode Drive in Shingle Springs (maps 4 & 2)	4.75 miles	El Dorado County Bicycle Transportation Plan 2010 Update	1.9 million	
10089	El Dorado	El Dorado Trail	Multi-use Path (Class I)	El Dorado Trail	Mother Lode Drive to Shingle Springs to Shingle Lime Mine Road	2.5 miles	El Dorado County Bicycle Transportation Plan 2010 Update	1 million	
10090	El Dorado	El Dorado Trail	Multi-use Path (Class I)	El Dorado Trail	Extend existing Class I at Los Trampas Drive to Snows Road in Camino	3 miles	El Dorado County Bicycle Transportation Plan 2010 Update	1.2 million	
10091	El Dorado	El Dorado Trail	Multi-use Path (Class I)	El Dorado Trail	Shingle Lime Mine Road to Latrobe Road	8 miles	El Dorado County Bicycle Transportation Plan 2010 Update		
10092	El Dorado	El Dorado Trail	Multi-use Path (Class I)	El Dorado Trail	Over Crossing of Missouri Flat Road	200 feet	El Dorado County Bicycle Transportation Plan 2010 Update	1 million	
11006	El Dorado	El Dorado Trail	Multi-use Path (Class I)	El Dorado Trail	Extend existing Class I at Los Trampas Drive to Halcon Road	1 mile	El Dorado County Bicycle Transportation Plan 2010 Update	\$520,379	
10095	El Dorado	US 50 Corridor	Multi-use Path (Class I)	US 50 Corridor	Class I bike path - Silva Valley Parkway to El Dorado Hills Blvd.	8 miles	El Dorado County Bicycle Transportation Plan 2010 Update	3.2 million	
10099	El Dorado	US 50 Corridor	Multi-use Path (Class I)	US 50 Corridor	Class I bike path connection: Wild Chaparral Drive to Palmer Drive	2.5 miles	El Dorado County Bicycle Transportation Plan 2010 Update	1 million	
11000	El Dorado	US 50 Corridor	Multi-use Path (Class I)	US 50 Corridor	Class I bike path - Tierra de Dios to Old Bass Lake Road	0.9 miles	El Dorado County Bicycle Transportation Plan 2010 Update	\$25,000	
11003	El Dorado	US 50 Corridor	Multi-use Path (Class I)	US 50 Corridor	Class I bike path - Forni Road / Lower Main St. to Ray Lawyer Dr.	1 mile	El Dorado County Bicycle Transportation Plan 2010 Update	\$400,000	
11004	El Dorado	US 50 Corridor	Multi-use Path (Class I)	US 50 Corridor	Class I bike path - Clay Street to Bedford Street	.25 miles	El Dorado County Bicycle Transportation Plan 2010 Update	\$205,000	
10094	El Dorado	US 50 Corridor	Bike Lanes (Class II)	US 50 Corridor	Class II bike lanes - Extension of Saratoga Way to connection with Iron Point Road	0.5 miles	El Dorado County Bicycle Transportation Plan 2010 Update	\$150,000	
10098	El Dorado	US 50 Corridor	Bike Lanes (Class II)	US 50 Corridor	Class II bike lanes - Country Club Drive from Cameron Park Drive to Tierra de Dios	3 miles	El Dorado County Bicycle Transportation Plan 2010 Update	1.2 million	
11001	El Dorado	US 50 Corridor	Bike Route (Class III)	US 50 Corridor	Class III bike route on Tong Road, Class III bike route on Old Bass Lake Road	1 mile	El Dorado County Bicycle Transportation Plan 2010 Update	\$150,000	
11002	El Dorado	US 50 Corridor	Over/Undercrossing	US 50 Corridor	Over Crossing of Missouri Flat Road	200 feet	El Dorado County Bicycle Transportation Plan 2010 Update	1 million	

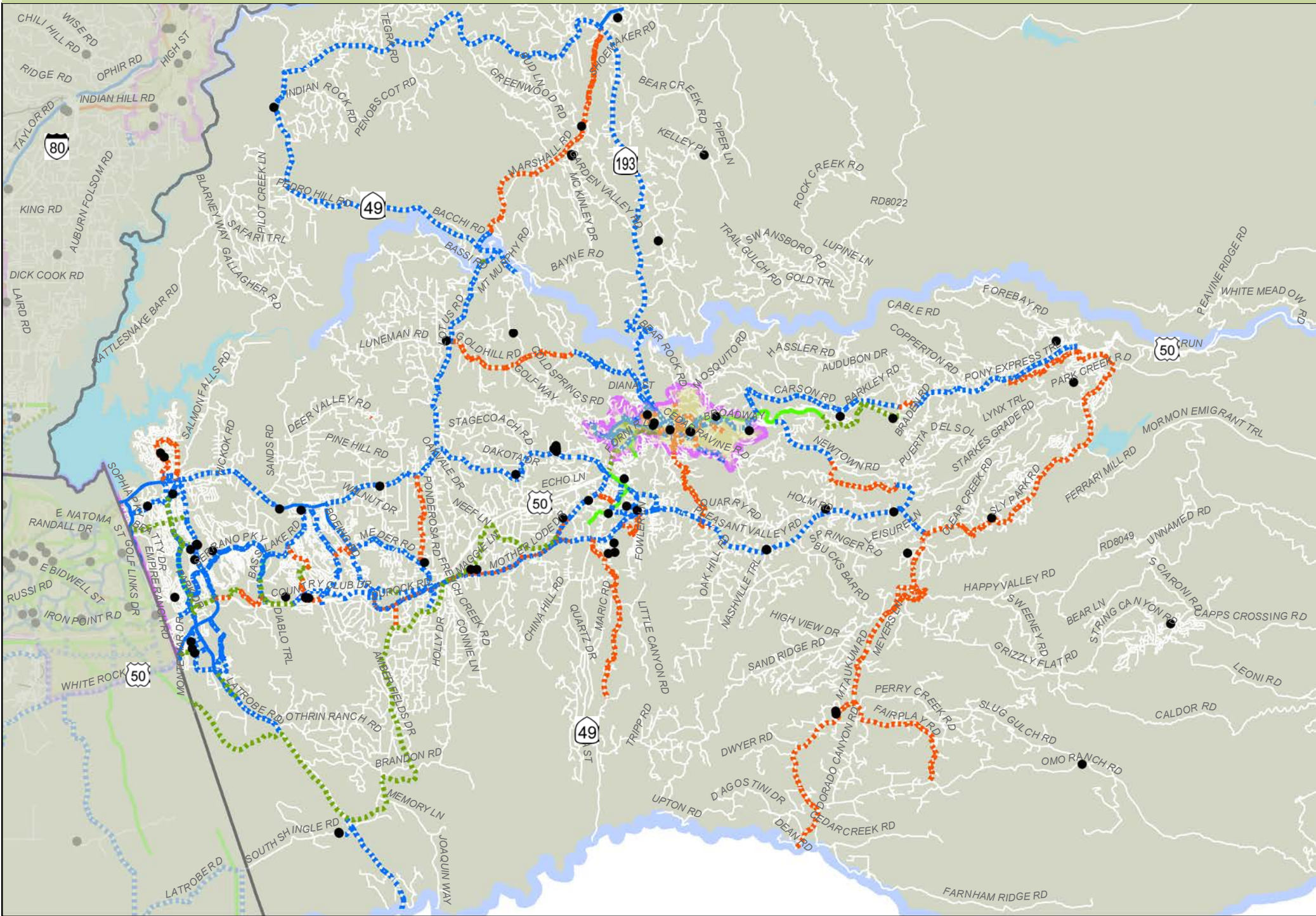
El Dorado County: East

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



El Dorado County: West

- Schools
- Cities
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



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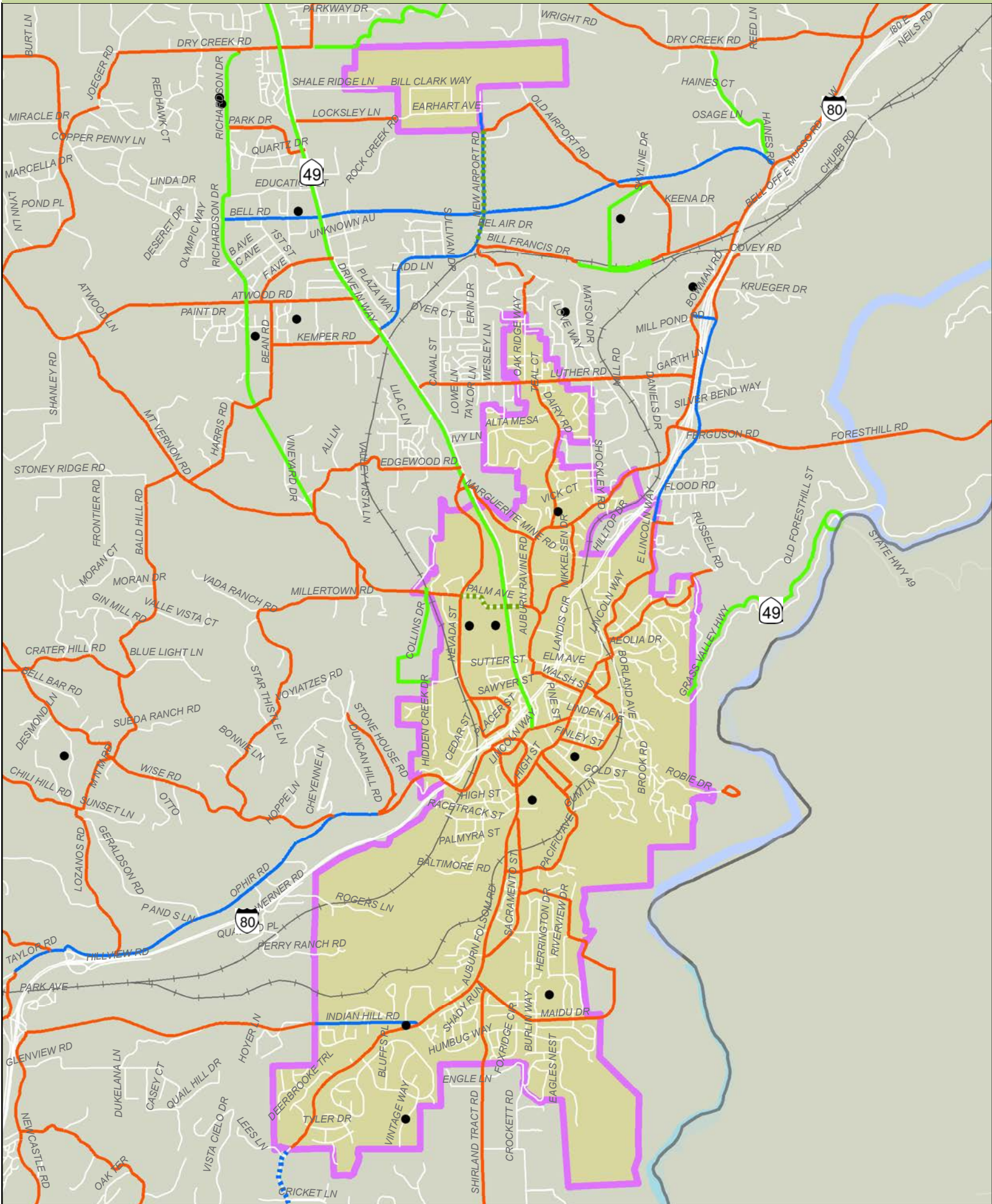
ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
EL DORADO COUNTY: MULTI-AGENCY									
11008	El Dorado	Multi-Agency: Caltrans District 3 & El Dorado	Bike/Pedestrian Upgrade	State Route 49	Bicycle and pedestrian improvements on SR 49 north of Pleasant Valley Road		El Dorado County Bicycle Transportation Plan 2010 Update	TBD	
11007	El Dorado	Multi-Agency: Caltrans District 3 & El Dorado	Bike Lanes (Class II)	State Route 49	North of Placerville: north of Lotus Road across the South Fork of the American River		El Dorado County Bicycle Transportation Plan 2010 Update	TBD	

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CITY OF AUBURN									
20248	Placer	City of Auburn	Multi-use Path (Class I)	Auburn	Palm Avenue Sidewalk and Bicycle Lane Project		TBD	TBD	Higher Priority

Auburn

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route

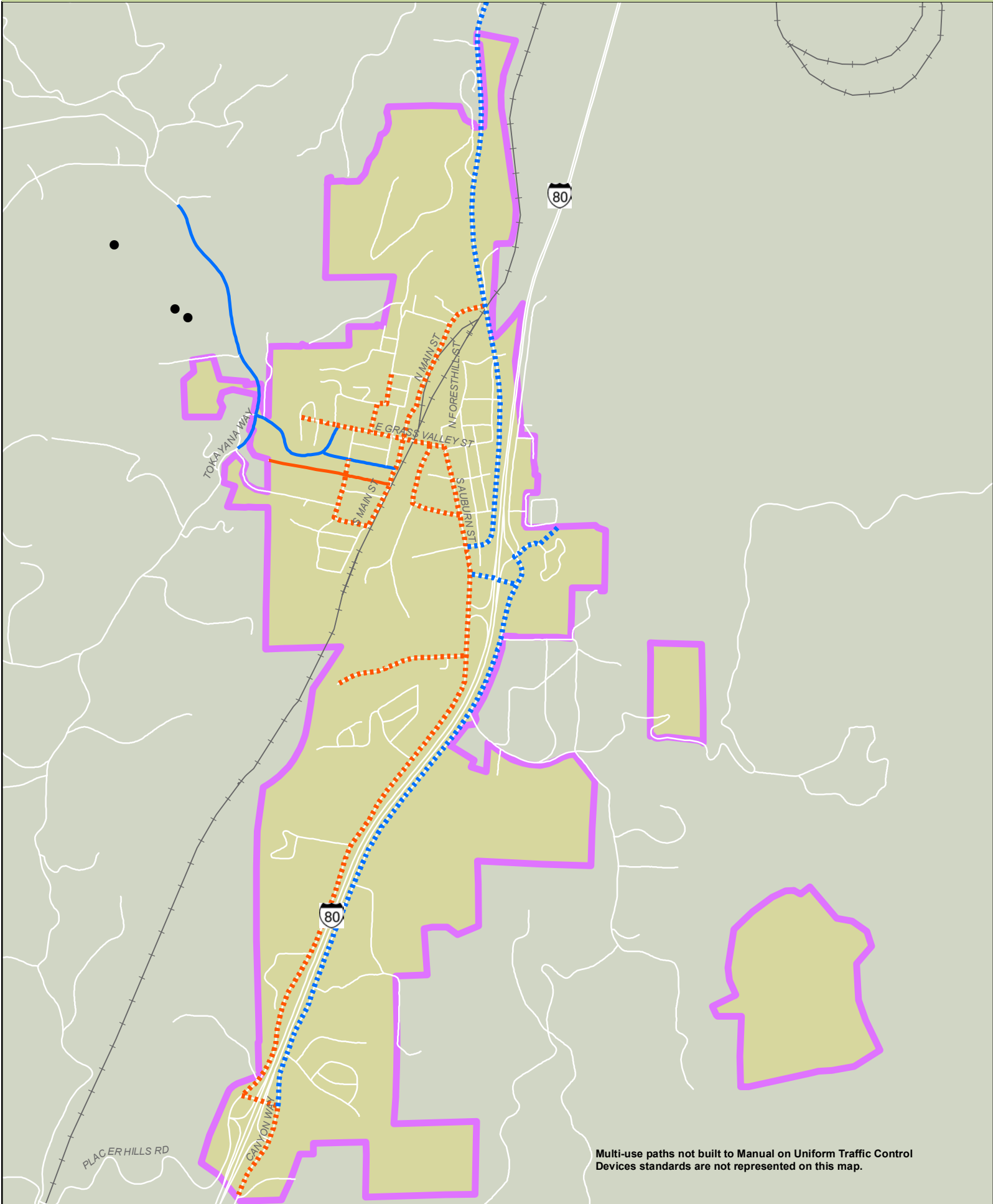


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CITY OF COLFAX									
20002	Placer	City of Colfax	Bike Lanes (Class II)	South Canyon Way	Between I-80 overcrossings at north and south ends of town	1.4 mile	City of Colfax Bikeway Master Plan		
20003	Placer	City of Colfax	Bike Lanes (Class II)	Highway 174	Auburn Street to Giovanni's Corner (where 174 and Rollins Lake Road split)	1.3 mile	City of Colfax Bikeway Master Plan		
20004	Placer	City of Colfax	Bike Route (Class III)	Grass Valley Street	Rising Sun Road to Auburn Street	1/4 mile	City of Colfax Bikeway Master Plan		
20005	Placer	City of Colfax	Bike Route (Class III)	Grass Valley Street	Auburn Street to Highway 174	1/8 mile	City of Colfax Bikeway Master Plan		
20006	Placer	City of Colfax	Bike Route (Class III)	Oak Street	Railroad Avenue to Auburn Street	1/8 mile	City of Colfax Bikeway Master Plan		
20007	Placer	City of Colfax	Bike Route (Class III)	Main Street	Highway 174 to Newman Street	1/2 mile	City of Colfax Bikeway Master Plan		
20008	Placer	City of Colfax	Bike Route (Class III)	Railroad Avenue	Grass Valley Street to Oak Street	1/8 mile	City of Colfax Bikeway Master Plan		
20009	Placer	City of Colfax	Bike Route (Class III)	Auburn Street and South Auburn Street	Main Street to I-80 overcrossing at south end of town	1.3 mile	City of Colfax Bikeway Master Plan		
20010	Placer	City of Colfax	Bike Route (Class III)	Whitcomb Avenue	Entire length	1/3 mile	City of Colfax Bikeway Master Plan		
20011	Placer	City of Colfax	Bike Route (Class III)	Culver Street	Newman Street to Church Street	1/8 mile	City of Colfax Bikeway Master Plan		
20012	Placer	City of Colfax	Bike Route (Class III)	Newman Street	Culver Street to Main Street	<1/8 mile	City of Colfax Bikeway Master Plan		
20013	Placer	City of Colfax	Bike Route (Class III)	Church Street	Rising Sun Road to Main Street	1/8 mile	City of Colfax Bikeway Master Plan		
20001	Placer	City of Colfax	Planning	City of Colfax	Bicycle & Pedestrian Network Planning		City of Colfax General Plan	\$1,000,000	

Colfax

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



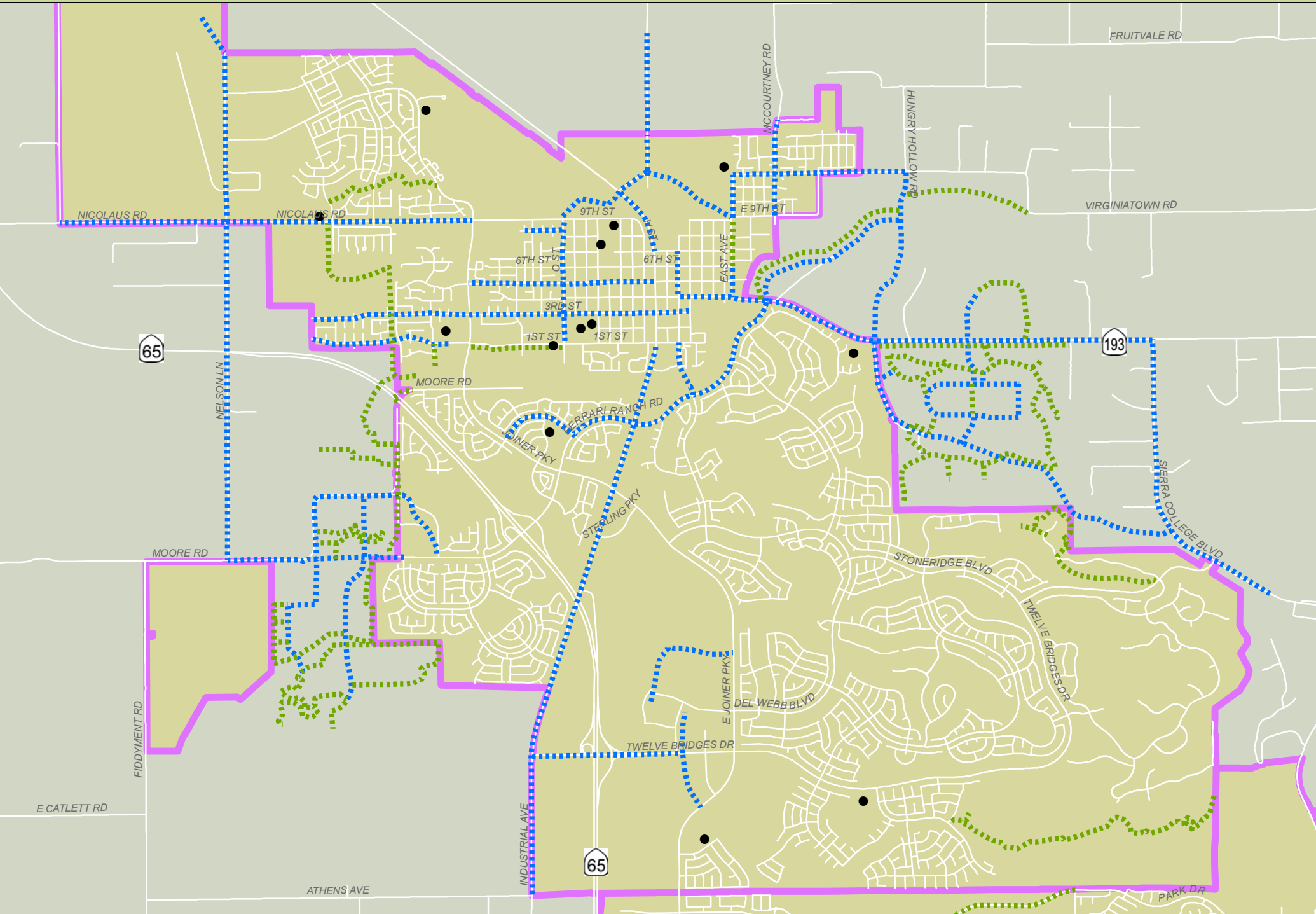
Multi-use paths not built to Manual on Uniform Traffic Control Devices standards are not represented on this map.

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CITY OF LINCOLN									
20247	Placer	City of Lincoln	Multi-use Path (Class I)	Markham Ravine Parkway Phase 1				TBD	
20249	Placer	City of Lincoln	Multi-use Path (Class I)	Auburn Ravine	Some have been completed some have been shelved.				
20250	Placer	City of Lincoln	Multi-use Path (Class I)	Nicolaus Rd	Aviation Blvd to Waverly Dr.	.55 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$826,539	
20251	Placer	City of Lincoln	Multi-use Path (Class I)	Moore Rd Gap Closure	Under Sr 65	.18 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$275,125	
20252	Placer	City of Lincoln	Multi-use Path (Class I)	Sewer Access Easement (1st Street)	Joiner Pkwy to N. O Street	1.16 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$1,742,332	
20253	Placer	City of Lincoln	Multi-use Path (Class I)	Village 19 Trail 2	Village 19 Trail 1 to Twelve Bridges Dr.	1.29 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$1,928,822	
20254	Placer	City of Lincoln	Multi-use Path (Class I)	Village 19 Trail 1	All Links	0.17 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$250,931	
20255	Placer	City of Lincoln	Multi-use Path (Class I)	Total Village 1 Path	All Links	8.39 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$12,578,428	
20256	Placer	City of Lincoln	Multi-use Path (Class I)	Total Village 7 Path	All Links	7.72 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$11,581,043.17	
20257	Placer	City of Lincoln	Multi-use Path (Class I)	Twelve Bridges Trail	Eastridge Drive to End	0.14 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$216,270	
20258	Placer	City of Lincoln	Multi-use Path (Class I)	Twelve Bridges Trail	Eastridge Drive to End	1.95 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$2,929,544	
20259	Placer	City of Lincoln	Multi-use Path (Class I)	East Ave	6 St. to 9th St.	.27 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$410,719	
20260	Placer	City of Lincoln	Multi-use Path (Class I)	New Class I Connector	Nicolaus Rd to Existing Class 1 Path	2.31 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$3,469,714	
20261	Placer	City of Lincoln	Multi-use Path (Class I)	Fuller Lane Path	Fuller Ln to New Class 1 Connector	.18 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$274,674	
20262	Placer	City of Lincoln	Multi-use Path (Class I)	Class I Connector	Existing Class 1 to Existing Class 1	.12 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$187,135	
20263	Placer	City of Lincoln	Bike Lanes (Class II)	N Collector St	SR 193 to end	.29 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$61,609	
20264	Placer	City of Lincoln	Bike Lanes (Class II)	Ferraro Ranch Rd	SR 65 to 4th St.	1.16 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$243,927	
20265	Placer	City of Lincoln	Bike Lanes (Class II)	12th Street /Virginia Town Rd	Entire Length	1.03 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$216,041	
20266	Placer	City of Lincoln	Bike Lanes (Class II)	O St. Bike Lanes	1 st St to Nicolaus Rd	.72 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$152,185	
20267	Placer	City of Lincoln	Bike Lanes (Class II)	3rd St. Bike Lanes	East Terminus to West Terminus	2.24 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$471,334	
20268	Placer	City of Lincoln	Bike Lanes (Class II)	Nicolaus Rd	Aviation Blvd to Waverly Rd	.55 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$115,716	
20269	Placer	City of Lincoln	Bike Lanes (Class II)	East Ave	12th St to 4th St.	.73 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$152,733	
20270	Placer	City of Lincoln	Bike Lanes (Class II)	N Collector St	SR 193 to Loop Collector St	.27 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$55,866	
20271	Placer	City of Lincoln	Bike Lanes (Class II)	Loop Collector St.	All Links	1.40 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$293,574	
20272	Placer	City of Lincoln	Bike Lanes (Class II)	S. Collector St	Loop Collector St to Oak Tree Ln	.19 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$40,339	
20273	Placer	City of Lincoln	Bike Lanes (Class II)	Aviator Blvd	Existing Lanes to End	.18 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$38,504	
20274	Placer	City of Lincoln	Bike Lanes (Class II)	Nicolaus Rd	City Limits to Aviation Blvd	.88 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$183,855	
20275	Placer	City of Lincoln	Bike Lanes (Class II)	Gladding Rd	9th St. to New Connector	.63 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$131,888	
20276	Placer	City of Lincoln	Bike Lanes (Class II)	Gladding Rd	City Limits to New Connector	.22 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$45,535	
20277	Placer	City of Lincoln	Bike Lanes (Class II)	O St. Bike Lanes	9th to 1st St.	.72 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$152,185	
20278	Placer	City of Lincoln	Bike Lanes (Class II)	8th St.	O St. to E St.	.55 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$116,016	
20279	Placer	City of Lincoln	Bike Lanes (Class II)	8th St.	Joiner Pkwy to O St.	.56 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$117,391	
20280	Placer	City of Lincoln	Bike Lanes (Class II)	3rd St.	City Limits to D St.	2.24 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$471,334	
20281	Placer	City of Lincoln	Bike Lanes (Class II)	1st St.	City Limits to Existing Class II Lanes	.83 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$175,082	
20282	Placer	City of Lincoln	Bike Lanes (Class II)	E St.	7th St. to 4th St.	.27 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$57,590	
20283	Placer	City of Lincoln	Bike Lanes (Class II)	Industrial Blvd	1st St. to Athens Rd/	3.39 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$711,782	
20284	Placer	City of Lincoln	Bike Lanes (Class II)	Virginia town Rd	East Ave to Hungry Hollow Rd	1.03 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$216,042	
20285	Placer	City of Lincoln	Bike Lanes (Class II)	G St.	Gladding Rd to 7th St.	.42 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$88,681	
20286	Placer	City of Lincoln	Bike Lanes (Class II)	McCourtney Rd	Todd Ln to 9th St.	.62 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$130,626	
20287	Placer	City of Lincoln	Bike Lanes (Class II)	Nelson Ln	Moore Rd to Nicolaus Rd	2.01 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$421,134	
20288	Placer	City of Lincoln	Bike Lanes (Class II)	Gladding Ed	City Limits to North	.61 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$128,660	
20289	Placer	City of Lincoln	Bike Lanes (Class II)	Moore Rd	Nelson Ln to Ferrari Ranch Rd	.28 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$58,414	
20290	Placer	City of Lincoln	Bike Lanes (Class II)	New Connector	Gladding Rd to East Ave	.57 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$120,168	
20291	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	Gladding Rd.	9th St. to New Connector	.64 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$321,792	
20292	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	New Connector	Gladding Rd to East Ave	.59 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$293,696	
20293	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	Oak Tree Lane	Village 1 Plan Boundary to Sierra College Blvd	1.87 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$936,087	
20294	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	Oak Tree Lane	SR 193 to Village 1 Plan Boundary	.49 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$242,948	
20295	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	SR 193	Oak Tree Ln to Stardust Ln	1.65 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$827,262	
20296	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	Oak Tree Lane Extension	Virgintown Rd to SR 193	1.06 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$528,815	
20297	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	Leavell Ln	SR 193 to Oak Tree Lane Extension	1.04 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$518,495	
20298	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	SR 193	Ferrari Ranch Rd to Oak Tree Ln	.69 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$334,756	
20299	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	Ferrari Ranch Rd	Caledon Cir to West Edge of Village 7	.79 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$392,555	
20300	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	Moore Rd	Ferrari Ranch Rd to East edge of Village 7	.86 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$429,803	
20301	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	Moore Rd	Ferrari Ranch Rd to South Neighborhood Village	.85 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$427,055	
20302	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	Village 7 Eastern Project Rd	Ferrari Ranch Rd to South Neighborhood Village	.89 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$443,013	
20303	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	Village 7 Eastern Project Rd	Moore Rd to Ferrari Ranch Rd	.37 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$182,756	
20304	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	Twelve Bridges Dr	Industrial Ave to Colonnade Dr	.90 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$448,326	
20305	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	E. Lincoln Pkwy	Twelve Bridges Dr to City Limits	.97 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$484,076	
20306	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	Del Webb Blvd	E Lincoln Pkwy to Gatehouse Ln	.15 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$75,606	
20307	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	Del Webb Blvd	E Lincoln Pkwy to Ingram Pkwy	.24 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$120,523	
20308	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	Sierra College Blvd	SR 193 to City Limits	1.86 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$929,716	
20309	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	Ingram Pkwy	Ferrari Ranch Ed to Existing Bike Facilities	.08 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$39,518	
20310	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	4 St.	E St. to Ferrari Ranch Rd	.54 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$268,612	
20311	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lane (Shared)	New Roadway	Moore Rd to Ferrari Ranch Rd	.47 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$235,040	
20312	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lanes (Separated)	Colonnade Drive Extension	Twelve Bridges Dr. to E Lincoln Pkwy	.35 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$173,065	
20313	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lanes (Separated)	E St/ Ingram Connector	1st St to Ferrari Ranch Rd	.32 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$161,306	
20314	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lanes (Separated)	Colonnade Dr.	Bella Breeze Dr to Lincoln Pkwy	.25 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$124,502	
20315	Placer	City of Lincoln	Bike Lanes (Class II)/NEV Lanes (Separated)	Dresden Dr.	Bella Breeze Dr. to Lincoln Pkwy	.73 miles	City of Lincoln Bicycle Transportation Plan (2012)	\$364,156	

Lincoln

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route

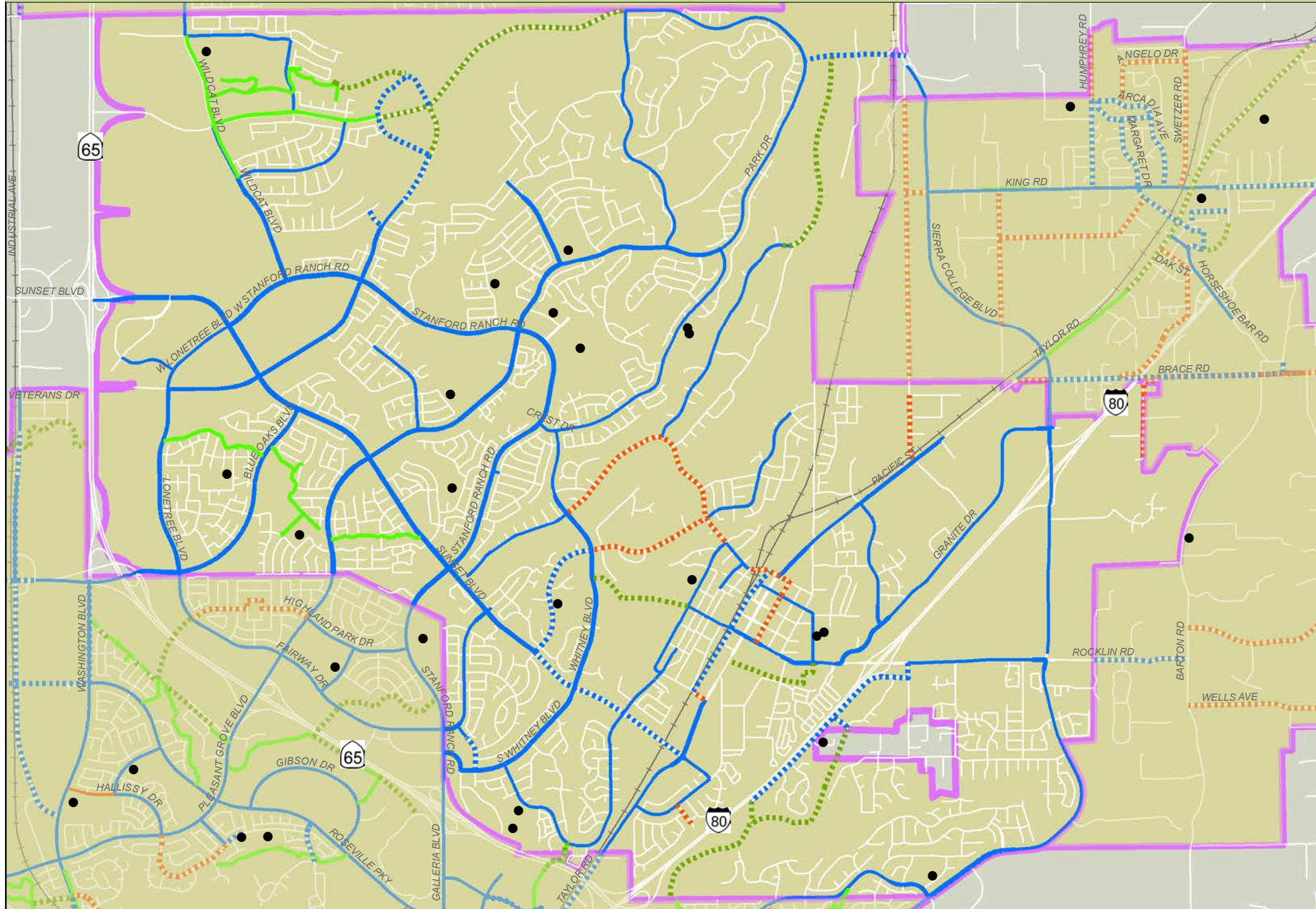


Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
CITY OF ROCKLIN									
20055	Placer	City of Rocklin	Bike Lanes (Class II)	Rocklin Road	Meyers St to 5th St			TBD	
20056	Placer	City of Rocklin	Bike Lanes (Class II)	Rocklin Road, Meyer St, Cedar St	Granite Dr to Railroad Ave			TBD	
20057	Placer	City of Rocklin	Bike Lanes (Class II)	Rocklin Road	Aguilar Rd to Sierra College Blvd			TBD	
20058	Placer	City of Rocklin	Bike Lanes (Class II)	Sierra College Blvd.	Wickenby Ct to Rocklin Rd			TBD	
20059	Placer	City of Rocklin	Bike Lanes (Class II)	Sierra College Blvd.	Granite Dr to Rocklin Rd			TBD	
20060	Placer	City of Rocklin	Bike Lanes (Class II)	Sierra College Blvd.	Granite Dr to Clover Valley Creek			TBD	
20061	Placer	City of Rocklin	Bike Lanes (Class II)	Spring Creek Dr	Ranch View Dr to Whitney Ranch PW			TBD	
20062	Placer	City of Rocklin	Bike Lanes (Class II)	Springview Dr	Whitney Blvd to Sunset Blvd			TBD	
20063	Placer	City of Rocklin	Bike Lanes (Class II)	Stanford Ranch Road, Sunset Blvd.	Wildcat Blvd to Hwy 65			TBD	
20064	Placer	City of Rocklin	Bike Lanes (Class II)	Sunset Blvd.	Topaz Ave to Stanford Ranch Rd			TBD	
20065	Placer	City of Rocklin	Bike Lanes (Class II)	Sunset Blvd.	Stanford Ranch Rd to Stanford Ranch Rd			TBD	
20066	Placer	City of Rocklin	Bike Lanes (Class II)	Sunset Blvd.	Topaz Ave to Pacific St			TBD	
20067	Placer	City of Rocklin	Bike Lanes (Class II)	Sunset Blvd., Woodside Dr	Pacific St to Pacific St			TBD	
20068	Placer	City of Rocklin	Bike Lanes (Class II)	Taylor Road	Sunset Blvd to I-80 onramp			TBD	
20069	Placer	City of Rocklin	Bike Lanes (Class II)	W Oaks Blvd.	Holly Dr			TBD	
20070	Placer	City of Rocklin	Bike Lanes (Class II)	W Oaks Blvd.	loop			TBD	
20071	Placer	City of Rocklin	Bike Lanes (Class II)	Whitney Blvd., Stanford Ranch Road, Five Star Ranch Road	Fairway Dr to Crest Dr			TBD	
20072	Placer	City of Rocklin	Bike Lanes (Class II)	Whitney Oaks Dr and Park Dr	Park Dr to Chimney Ct			TBD	
20073	Placer	City of Rocklin	Bike Lanes (Class II)	Wildcat Blvd.	Joiner Pkwy to Ranch View Dr			TBD	
20074	Placer	City of Rocklin	Bike Lanes (Class II)	Wyckford Blvd.	Park Dr to Bradford Pl			TBD	
20075	Placer	City of Rocklin	Bike Route (Class III)	Argonaut Avenue	Whitney Blvd to Midas Ave			TBD	
20076	Placer	City of Rocklin	Bike Route (Class III)	Del Mar Avenue	Alvis Ct to Pacific St			TBD	
20077	Placer	City of Rocklin	Bike Route (Class III)	Farron St	Railroad to Pacific St			TBD	
20078	Placer	City of Rocklin	Bike Route (Class III)	Midas Avenue	5th St to Whitney Blvd			TBD	
20079	Placer	City of Rocklin	Bike Route (Class III)	Midas Avenue, San Francisco St	2nd St to Cedar St			TBD	
20080	Placer	City of Rocklin	Bike Route (Class III)	Rocklin Road	Sierra College Blvd to St Francis Woods Dr			TBD	
20081	Placer	City of Rocklin	Bike Route (Class III)	San Francisco St	Cedar St to Rocklin Rd			TBD	
20082	Placer	City of Rocklin	Bike Route (Class III)	Topaz Avenue	Sunset Blvd to Whitney Blvd			TBD	
20083	Placer	City of Rocklin	Bike Route (Class III)	Woodglade Ct	Woodside Dr to end			TBD	

Rocklin

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



Appendix B -- Regional Project List and Maps of Bicycle Network

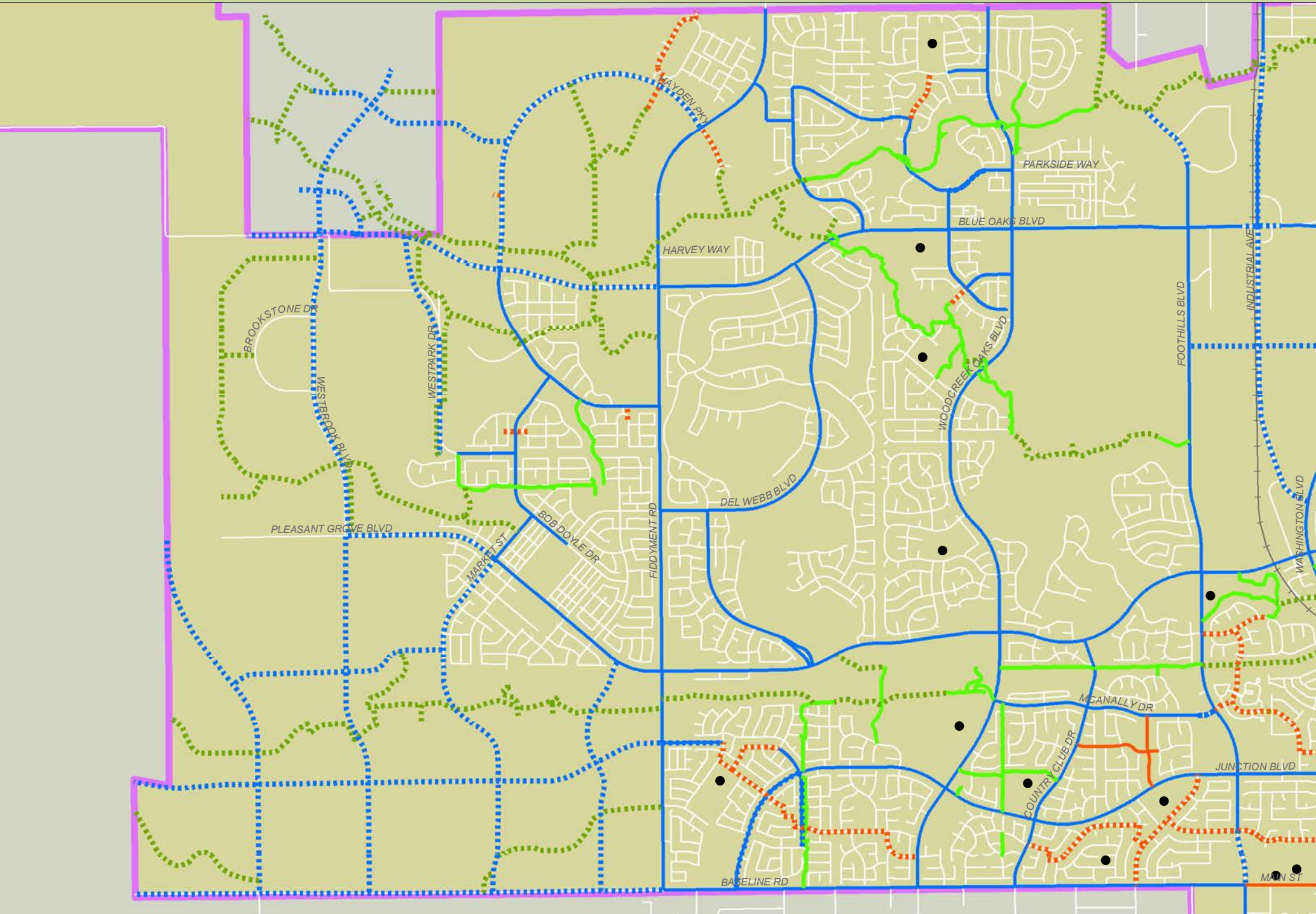
ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
CITY OF ROSEVILLE									
20085	Placer	City of Roseville	Multi-use Path (Class I)	Foothill Business Park	Diamond Woods to Foothills Blvd	.25 miles	City of Roseville Bicycle Master Plan	\$325,000	Higher Priority
20089	Placer	City of Roseville	Multi-use Path (Class I)	Villemont	Garden Park Drive to Pleasant Grove Blvd.	0.51 miles	City of Roseville Bicycle Master Plan	\$663,000	Higher Priority
20090	Placer	City of Roseville	Multi-use Path (Class I)	Shea Center	Proposed Class I to Existing Class I	0.31 miles	City of Roseville Bicycle Master Plan	\$403,000	Higher Priority
20091	Placer	City of Roseville	Multi-use Path (Class I)	Conference Center to Galleria	Existing Class I to Galleria Ci.	0.29 miles	City of Roseville Bicycle Master Plan	\$377,000	Higher Priority
20099	Placer	City of Roseville	Multi-use Path (Class I)	Harding to Royer	Lincoln Street to Harding Blvd.	1.10 miles	City of Roseville Bicycle Master Plan	\$1,430,000	Higher Priority
20101	Placer	City of Roseville	Multi-use Path (Class I)	Downtown Specific Plan	Royer Park to Lincoln Street	0.3 miles	City of Roseville Bicycle Master Plan	\$390,000	Higher Priority
20109	Placer	City of Roseville	Multi-use Path (Class I)	Riverside to Eastwood & Darling	Riverside Ave to Darling Way	1.18 miles	City of Roseville Bicycle Master Plan	\$2,360,000	Higher Priority
20110	Placer	City of Roseville	Multi-use Path (Class I)	Eastwood to Sunrise	Eastwood Park to Sunrise Ave.	0.47 miles	City of Roseville Bicycle Master Plan	\$611,000	Higher Priority
20111	Placer	City of Roseville	Multi-use Path (Class I)	Sunrise to Oak Ridge	Sunrise Ave. to Oak Ridge Drive	0.28 miles	City of Roseville Bicycle Master Plan	\$784,000	Higher Priority
20112	Placer	City of Roseville	Multi-use Path (Class I)	Eich Connector	Existing Multi-Use Trail to Existing Multi-Use Trail	0.12 miles	City of Roseville Bicycle Master Plan	\$156,000	Higher Priority
20113	Placer	City of Roseville	Multi-use Path (Class I)	Meadowlark to Rocky Ridge Dr.	Meadowlark Way to Rocky Ridge Dr.	0.55 miles	City of Roseville Bicycle Master Plan	\$1,540,000	Higher Priority
20114	Placer	City of Roseville	Multi-use Path (Class I)	Rocky Ridge to Champion Oaks	Rocky Ridge Drive to Champion Oaks Dr.	0.82 miles	City of Roseville Bicycle Master Plan	\$1,066,000	Higher Priority
20115	Placer	City of Roseville	Multi-use Path (Class I)	Champion Oaks to City Limits	Champion Oaks Dr. to City Limits	0.68 miles	City of Roseville Bicycle Master Plan	\$1,904,000	Higher Priority
20084	Placer	City of Roseville	Multi-use Path (Class I)	Veterans Park/ Crocker Ranch	Park to Crocker Ranch Road	.66 miles	City of Roseville Bicycle Master Plan	\$858,000	Medium Priority
20087	Placer	City of Roseville	Multi-use Path (Class I)	Hewlett Packard	Existing Class I to Existing Class I	0.71 miles	City of Roseville Bicycle Master Plan	\$1,988,000	Medium Priority
20098	Placer	City of Roseville	Multi-use Path (Class I)	South Bluff to Washington	Proposed Class I to Glenwood Ci.	0.46 miles	City of Roseville Bicycle Master Plan	\$598,000	Medium Priority
20102	Placer	City of Roseville	Multi-use Path (Class I)	Miners Ravine	Existing Class I to Europa Street	0.31 miles	City of Roseville Bicycle Master Plan	\$403,000	Medium Priority
20103	Placer	City of Roseville	Multi-use Path (Class I)	Miners Ravine	Harding Blvd. to Ant. Creek Trail	0.31 miles	City of Roseville Bicycle Master Plan	\$403,000	Medium Priority
20104	Placer	City of Roseville	Multi-use Path (Class I)	Corporation Yard	City Limits to City Limits	0.48 miles	City of Roseville Bicycle Master Plan	\$624,000	Medium Priority
20105	Placer	City of Roseville	Multi-use Path (Class I)	East of Corporation Yard	County Limits to County Limits	0.10 miles	City of Roseville Bicycle Master Plan		Medium Priority
20106	Placer	City of Roseville	Multi-use Path (Class I)	Placer County Segment	City Limits to Atkinson Street	0.27 miles	City of Roseville Bicycle Master Plan	\$351,000	Medium Priority
20107	Placer	City of Roseville	Multi-use Path (Class I)	Union Pacific	Atkinson Street to Vernon Street	0.44 miles	City of Roseville Bicycle Master Plan	\$1,232,000	Medium Priority
20108	Placer	City of Roseville	Multi-use Path (Class I)	Vernon to Riverside	Vernon Street to Riverside Ave.	0.5 miles	City of Roseville Bicycle Master Plan	\$1,400,000	Medium Priority
20086	Placer	City of Roseville	Multi-use Path (Class I)	North and East Extensions	Foothills Blvd to Placer Ranch/Hwy 65	1.78 miles	City of Roseville Bicycle Master Plan	\$2,314,000	Lower Priority
20088	Placer	City of Roseville	Multi-use Path (Class I)	Fairbridge/Grenada Pass	Washington Blvd. to Garden Park Ct.	0.19 miles	City of Roseville Bicycle Master Plan	\$247,000	Lower Priority
20092	Placer	City of Roseville	Multi-use Path (Class I)	Highway 65 Crossing 1	Garden Park Ct. to Fairway Dr.	0.38 miles	City of Roseville Bicycle Master Plan	\$1,064,000	Lower Priority
20093	Placer	City of Roseville	Multi-use Path (Class I)	Highway 65 Crossing 2	Proposed Class I to Fairway Dr.	0.95 miles	City of Roseville Bicycle Master Plan	\$2,660,000	Lower Priority
20094	Placer	City of Roseville	Multi-use Path (Class I)	Fiddymt road to Mahany Park	Fiddymt Rd. to Existing Class I	0.71 miles	City of Roseville Bicycle Master Plan	\$923,000	Lower Priority
20095	Placer	City of Roseville	Multi-use Path (Class I)	Mahany Park	Existing Class I to Existing Class I	0.77 miles	City of Roseville Bicycle Master Plan	\$1,001,000	Lower Priority
20097	Placer	City of Roseville	Multi-use Path (Class I)	Mahany's Boulevard to Washington	Foothills Blvd. to Washing Blvd.	0.62 miles	City of Roseville Bicycle Master Plan	\$806,000	Lower Priority
20100	Placer	City of Roseville	Multi-use Path (Class I)	Secret Ravine	Existing Class I to Existing Class I	0.84 miles	City of Roseville Bicycle Master Plan	\$1,092,000	Lower Priority
20116	Placer	City of Roseville	Multi-use Path (Class I)	Placer County Segment	Spahn Ranch to Sierra College Blvd.	1.04 miles	City of Roseville Bicycle Master Plan	TBD	
20121	Placer	City of Roseville	Bike Lanes (Class II)	Parkside to west of Dover Isle	Dover Isle Ct. to Parkside Way	0.13 miles	City of Roseville Bicycle Master Plan	\$7,935	Higher Priority
20130	Placer	City of Roseville	Bike Lanes (Class II)	Antelope Creek Dr.	Creekside Ridge Dr. to Proposed Class I	0.33 miles	City of Roseville Bicycle Master Plan	\$20,052	Higher Priority
20131	Placer	City of Roseville	Bike Lanes (Class II)	Cirby Way to City Limits	Cirby Way to City Limits	0.64 miles	City of Roseville Bicycle Master Plan	\$319,016	Higher Priority
20133	Placer	City of Roseville	Bike Lanes (Class II)	Lava Ridge Ct.	Eureka Rd. to Existing Class I	0.26 miles	City of Roseville Bicycle Master Plan	\$15,597	Higher Priority
20142	Placer	City of Roseville	Bike Lanes (Class II)	Foothills to PFE	Foothills Blvd. to PFE Rd.	0.77 miles	City of Roseville Bicycle Master Plan	\$383,822	Higher Priority
20143	Placer	City of Roseville	Bike Lanes (Class II)	Atkinson to City Limits	City Limits to March Rd.	0.27 miles	City of Roseville Bicycle Master Plan	\$135,381	Higher Priority
20144	Placer	City of Roseville	Bike Lanes (Class II)	Diamond Creek to McCloud	Diamond Creek Blvd. to McCloud Way	0.20 miles	City of Roseville Bicycle Master Plan	\$98,470	Higher Priority
20146	Placer	City of Roseville	Bike Lanes (Class II)	Cirby Way Improvements	Foothills Blvd. to Vernon Street	0.21 miles	City of Roseville Bicycle Master Plan	\$106,173	Higher Priority
20117	Placer	City of Roseville	Bike Lanes (Class II)	Washington		0.15 miles	City of Roseville Bicycle Master Plan	\$495,000	Medium Priority
20118	Placer	City of Roseville	Bike Lanes (Class II)	various		9.10 miles	City of Roseville Bicycle Master Plan	\$13,330,000	Medium Priority
20122	Placer	City of Roseville	Bike Lanes (Class II)	North of Blue Oaks	City Limits to Rachael Dr.	0.70 miles	City of Roseville Bicycle Master Plan	\$352,355	Medium Priority
20124	Placer	City of Roseville	Bike Lanes (Class II)	Foothills to Highway 65	Niblick Dr. to Alantown Dr.	0.32 miles	City of Roseville Bicycle Master Plan	\$19,478	Medium Priority
20125	Placer	City of Roseville	Bike Lanes (Class II)	Sawtell to RR Tracks	Proposed Class I to Derek Pl.	0.45 miles	City of Roseville Bicycle Master Plan	\$222,825	Medium Priority
20126	Placer	City of Roseville	Bike Lanes (Class II)	All American to Church	All America City Blvd. to Church St.	0.46 miles	City of Roseville Bicycle Master Plan	\$27,498	Medium Priority
20127	Placer	City of Roseville	Bike Lanes (Class II)	Washington		0.17 miles	City of Roseville Bicycle Master Plan	\$10,396	Medium Priority
20138	Placer	City of Roseville	Bike Lanes (Class II)	Industrial Avenue	City limits to Washington Blvd.	2.35 miles	City of Roseville Bicycle Master Plan	\$1,176,618	Medium Priority
20140	Placer	City of Roseville	Bike Lanes (Class II)	I-80 to City Limits	City Limits to I-80	0.70 miles	City of Roseville Bicycle Master Plan	\$348,268	Medium Priority
20145	Placer	City of Roseville	Bike Lanes (Class II)	West Roseville		11.16 miles	City of Roseville Bicycle Master Plan	\$669,600	Medium Priority
20148	Placer	City of Roseville	Bike Lanes (Class II)	Parkhill	Johnson Ranch Dr. to E. Roseville Pw.	0.32 miles	City of Roseville Bicycle Master Plan	\$159,544	Medium Priority
20149	Placer	City of Roseville	Bike Lanes (Class II)	N. Cirby	Champion Oaks Dr. to Stoney Point Way	0.34 miles	City of Roseville Bicycle Master Plan	\$168,743	Medium Priority
20150	Placer	City of Roseville	Bike Lanes (Class II)	N. Cirby	Cirby Ranch to Maidu	0.38 miles	City of Roseville Bicycle Master Plan	\$190,000	Medium Priority
20123	Placer	City of Roseville	Bike Lanes (Class II)	Foothills	Pilgrims Dr. to Baseline Rd.	0.25 miles	City of Roseville Bicycle Master Plan	\$125,000	Lower Priority
20128	Placer	City of Roseville	Bike Lanes (Class II)	McAnally Dr.		0.09 miles	City of Roseville Bicycle Master Plan	\$5,166	Lower Priority
20132	Placer	City of Roseville	Bike Lanes (Class II)	Hackamore to Kaiser	Existing Class II to Douglas Blvd.	0.41 miles	City of Roseville Bicycle Master Plan	\$24,338	Lower Priority
20134	Placer	City of Roseville	Bike Lanes (Class II)	Douglas to City Limits	Darling Way to Cirby Way	0.47 miles	City of Roseville Bicycle Master Plan	\$235,320	Lower Priority
20135	Placer	City of Roseville	Bike Lanes (Class II)	Vernon to Harding	Vernon Street to Harding Blvd.	0.88 miles	City of Roseville Bicycle Master Plan	\$52,980	Lower Priority
20136	Placer	City of Roseville	Bike Lanes (Class II)	Douglas - Sunrise to Rocky Ridge	N. Sunrise Ave. to Rocky Ridge Dr.	0.71 miles	City of Roseville Bicycle Master Plan	\$42,750	Lower Priority
20137	Placer	City of Roseville	Bike Lanes (Class II)	Existing Class II to Washington Blvd.	Existing Class II to Washington Blvd.	1.01 miles	City of Roseville Bicycle Master Plan	\$505,000	Lower Priority
20139	Placer	City of Roseville	Bike Lanes (Class II)	Washington to Foothills	Foothills Blvd to Washington Blvd.	0.71 miles	City of Roseville Bicycle Master Plan	\$354,064	Lower Priority
20141	Placer	City of Roseville	Bike Lanes (Class II)	Estates to Douglas	Estates Dr. to Douglas Blvd.	0.26 miles	City of Roseville Bicycle Master Plan	\$15,881	Lower Priority
20147	Placer	City of Roseville	Bike Lanes (Class II)	Cirby Way	Riverside Ave. to Rocky Ridge Dr.	1.87 miles	City of Roseville Bicycle Master Plan	\$935,021	Lower Priority
20154	Placer	City of Roseville	Bike Route (Class III) / Shoulder	Downtown Bike Route Connections	Vernon Street, Riverside to Folsom Estates, Shasta	12.89 miles	City of Roseville Bicycle Master Plan	\$19,335	Higher Priority
20155	Placer	City of Roseville	Bike Route (Class III) / Shoulder	Downtown Bike Route Connections	Diamond Oaks, Oak to Main, Atkinson, Atlantic		City of Roseville Bicycle Master Plan	TBD	Higher Priority
20151	Placer	City of Roseville	Bike Route (Class III) / Shoulder	Parellel to I-80	Cirby, Sunrise, Coloma to Oak Ridge, Santa Clara	5.14 miles	City of Roseville Bicycle Master Plan	\$7,710	Lower Priority
20152	Placer	City of Roseville	Bike Route (Class III) / Shoulder	Stoneridge	various	2.07 miles	City of Roseville Bicycle Master Plan	\$3,105	Lower Priority
20157	Placer	City of Roseville	Bike Route (Class III) / Shoulder	Painted Desert Ct.	Class I Trail to Kodiak Way	0.10 miles	City of Roseville Bicycle Master Plan	TBD	Lower Priority
20162	Placer	City of Roseville	Bike Route (Class III) / Shoulder	Professional		0.42 miles	City of Roseville Bicycle Master Plan	\$628	Lower Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
20163	Placer	City of Roseville	Bike Route (Class III) / Shoulder	Highland Park Dr.		0.73 miles	City of Roseville Bicycle Master Plan	\$1,093	Lower Priority
20164	Placer	City of Roseville	Bike Route (Class III) / Shoulder	West Roseville Specific Plan		0.77 miles	City of Roseville Bicycle Master Plan	\$1,155	Lower Priority
20153	Placer	City of Roseville	Bike Route (Class III) / Shoulder	Parallel to Cirby	Keith, Sandringham to San Simeon, Stonebridge	2.87 miles	City of Roseville Bicycle Master Plan	\$4,305	Medium Priority
20156	Placer	City of Roseville	Bike Route (Class III) / Shoulder	Trehowell	Pioneer Rd. to Treecrest Ct.	0.60 miles	City of Roseville Bicycle Master Plan	TBD	Medium Priority
20158	Placer	City of Roseville	Bike Route (Class III) / Shoulder	Cirby Ranch/Maidu Area	various	2.26 miles	City of Roseville Bicycle Master Plan	\$3,390	Medium Priority
20159	Placer	City of Roseville	Bike Route (Class III) / Shoulder	Coyote Ridge	various	1.53 miles	City of Roseville Bicycle Master Plan	\$2,289	Medium Priority
20160	Placer	City of Roseville	Bike Route (Class III) / Shoulder	Kaseburg - Kingswood	various	1.84 miles	City of Roseville Bicycle Master Plan	\$2,760	Medium Priority
20161	Placer	City of Roseville	Bike Route (Class III) / Shoulder	Foothills Junction	various	1.51 miles	City of Roseville Bicycle Master Plan	\$2,264	Medium Priority
20165	Placer	City of Roseville	Pedestrian Upgrade	Douglas Blvd..	Willow Ave. to Judah Street	190 feet	City of Roseville Pedestrian Master Plan	\$22,864	Higher Priority
20166	Placer	City of Roseville	Pedestrian Upgrade	Douglas Blvd..	Gopher Gulch Al. to Willow Ave.	113 feet	City of Roseville Pedestrian Master Plan	\$27,181	Higher Priority
20167	Placer	City of Roseville	Pedestrian Upgrade	Douglas Blvd..	Irene Ave. to Bing Al.	191 feet	City of Roseville Pedestrian Master Plan	\$22,971	Higher Priority
20168	Placer	City of Roseville	Pedestrian Upgrade	Douglas Blvd..	Earl Ave. to Stella Al.	91 feet	City of Roseville Pedestrian Master Plan	\$10,961	Higher Priority
20169	Placer	City of Roseville	Pedestrian Upgrade	Douglas Blvd..	Oak Street to Earl Ave	190 feet	City of Roseville Pedestrian Master Plan	\$45,809	Higher Priority
20170	Placer	City of Roseville	Pedestrian Upgrade	Douglas Blvd..	Ranier Al. to Clinton Ave.	193 feet	City of Roseville Pedestrian Master Plan	\$23,251	Higher Priority
20171	Placer	City of Roseville	Pedestrian Upgrade	Douglas Blvd..	Bing L to Gopher Gulch Al.	79 feet	City of Roseville Pedestrian Master Plan	\$18,981	Higher Priority
20172	Placer	City of Roseville	Pedestrian Upgrade	Douglas Blvd..	Judah Street to Buljan Dr.	588 feet	City of Roseville Pedestrian Master Plan	\$52,930	Higher Priority
20173	Placer	City of Roseville	Pedestrian Upgrade	Folsom Road	Vernon Street to Linda Dr.	494 feet	City of Roseville Pedestrian Master Plan	\$103,881	Higher Priority
20174	Placer	City of Roseville	Pedestrian Upgrade	Folsom Road	Linda Dr. to Maciel Ave.	492 feet	City of Roseville Pedestrian Master Plan	\$73,827	Higher Priority
20175	Placer	City of Roseville	Pedestrian Upgrade	Oak Street	Taylor Street to Judah Street	469 feet	City of Roseville Pedestrian Master Plan	\$28,156	Higher Priority

Roseville: Northwest

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route

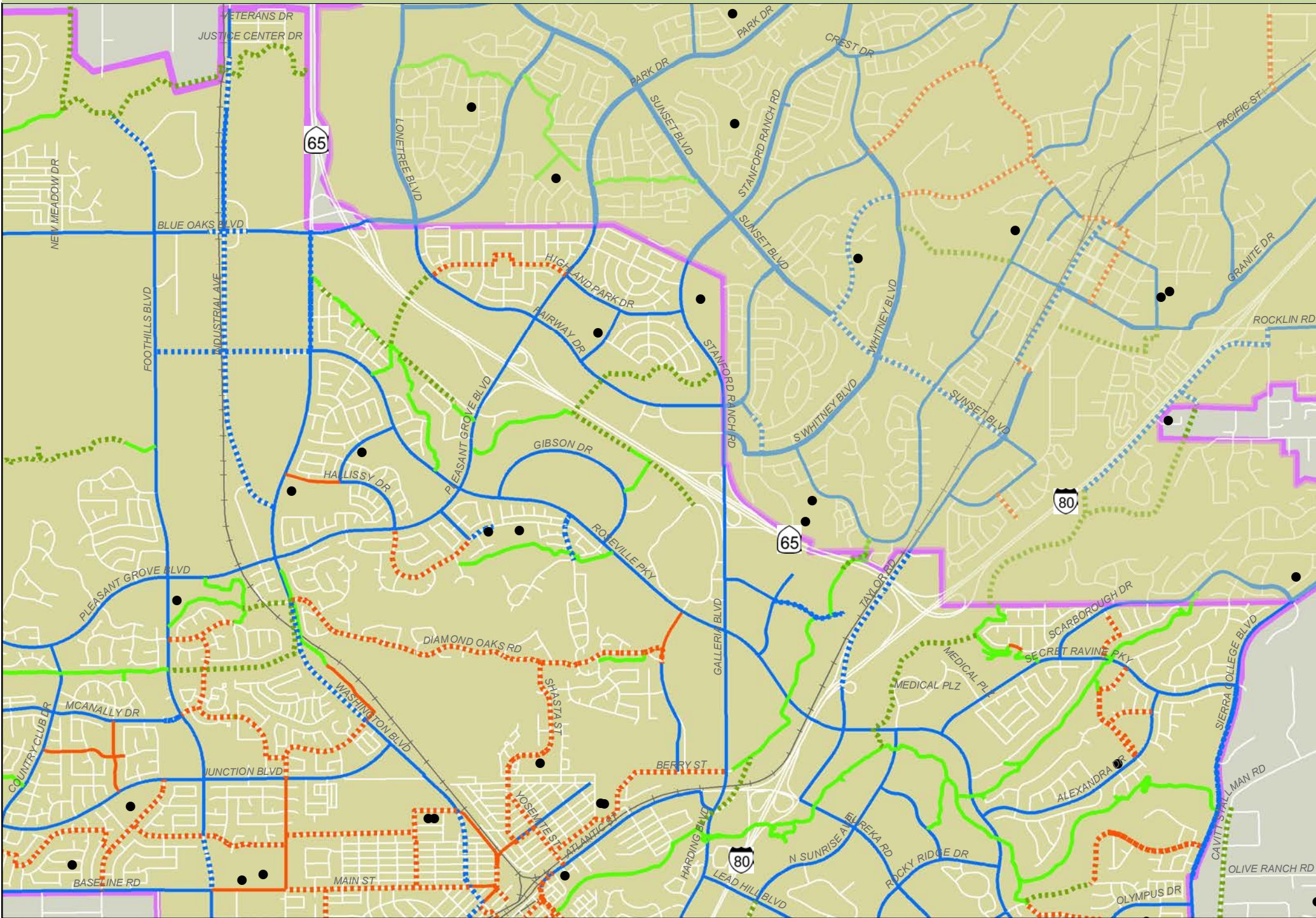


Roseville: North Central

- Schools
- Cities

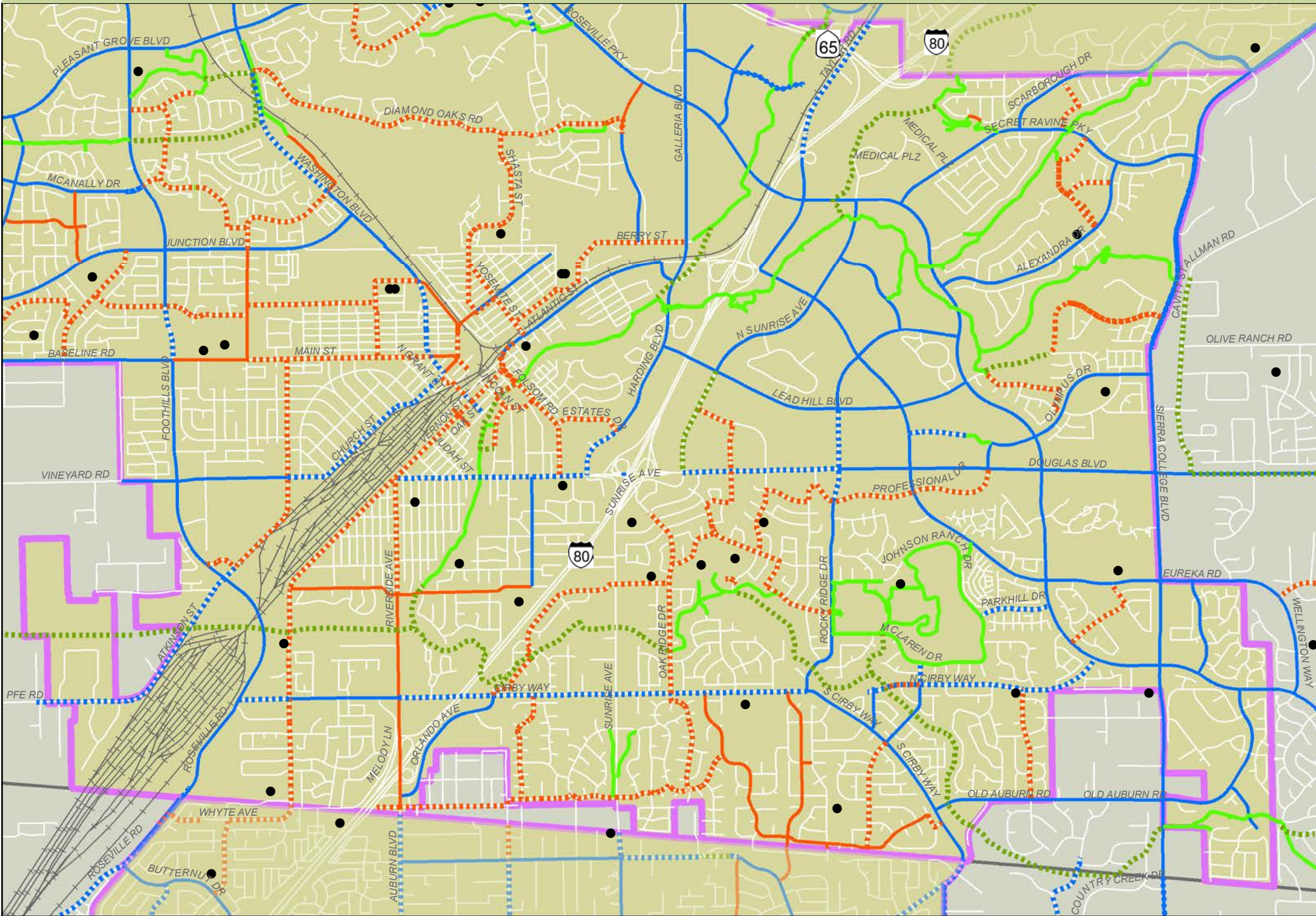
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)

- - - Proposed Multi-Use Path
- - - Proposed Bike Lane
- - - Proposed Bike Route



Roseville: South

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route

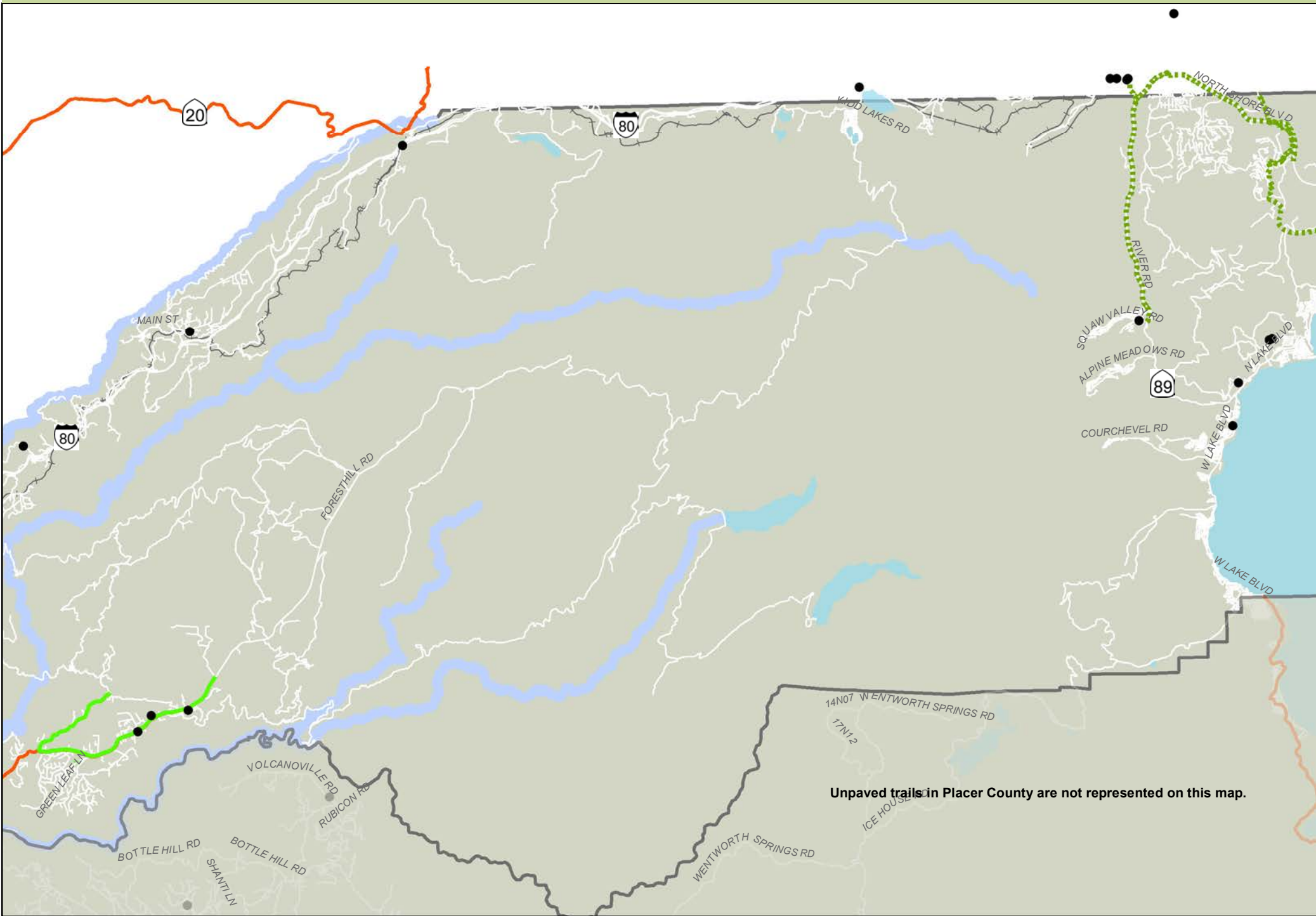


Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
PLACER COUNTY									
20178	Placer	Placer County	Multi-use Path (Class I)	Old Airport Road to Bill Francis Dr.	Old Airport Road to Bill Francis Dr.		Placer County Regional Bikeway Plan	\$360,000	
20179	Placer	Placer County	Bike Lanes (Class II)	Auburn-Folsom Road.	Auburn City limits to Shirland Tract Rd.		Placer County Regional Bikeway Plan	\$360,000	
20180	Placer	Placer County	Bike Lanes (Class II)	Cook-Riolo Road.	From 800' south of Dry Creek bridge to Dry Creek bridge		Placer County Regional Bikeway Plan	\$360,000	
20181	Placer	Placer County	Bike Lanes (Class II)	PFE Road.	Walerga Rd. to Cook-Riolo Rd.		Placer County Regional Bikeway Plan	\$840,000	
20182	Placer	Placer County	Bike Route (Class III)	Eureka Road.	Benton Acres to Wellington Way		Placer County Regional Bikeway Plan	\$1,500	
20183	Placer	Placer County	Bike Route (Class III)	Meadow Vista Road.	Placer Hills to Sherwood Way		Placer County Regional Bikeway Plan	\$2,250	
20184	Placer	Placer County	Bike Route (Class III)	Eureka Road.	Benton Acres to Auburn-Folsom Rd.		Placer County Regional Bikeway Plan	\$1,875	
20185	Placer	Placer County	Combined Projects	Dry Creek Parkway Segment 1	Dry Creek Greenway Segment 1; Placer-Sacramento County line to Dry Creek-Cirby Creek		Portions included in Placer County Regional Bikeway Plan & City of Roseville Bicycle Master Plan	\$5,500,000	
20186	Placer	Placer County	Combined Projects	Dry Creek Parkway Segment 2	Dry Creek Greenway Segment 2; Dry Creek-Galleria - Douglas Blvd		Portions included in Placer County Regional Bikeway Plan & City of Roseville Bicycle Master Plan	\$6,610,000	
20187	Placer	Placer County	Combined Projects	Dry Creek Parkway Segment 3	Dry Creek Greenway Segment 3; Cirby Creek- Linda Creek-Swan Stream-Powerline Corridor to Baldwin Reservoir		Portions included in the Placer County Regional Bikeway Plan, & City of Roseville Bicycle Master Plan	\$4,873,000	
20188	Placer	Placer County	Combined Projects	Dry Creek Parkway Segment 4	Dry Creek Greenway Segment 4; Local Greenway Connections			\$9,790,200	
20189	Placer	Placer County- Tahoe area	Multi-use Path (Class I)	Truckee River Corridor--Tahoe City to Town of Truckee	Squaw Valley to Town of Truckee	Approximately 15 miles	Truckee River Corridor Access Plan	TBD	
20190	Placer	Placer County- Tahoe area	Multi-use Path (Class I)	Highway 267 Corridor - Truckee to Tahoe Rim	Town of Truckee to Tahoe Rim near Brockway Summit	Approximately 9.5 miles	Martis Valley Community Plan - 2004	\$10,000,000	

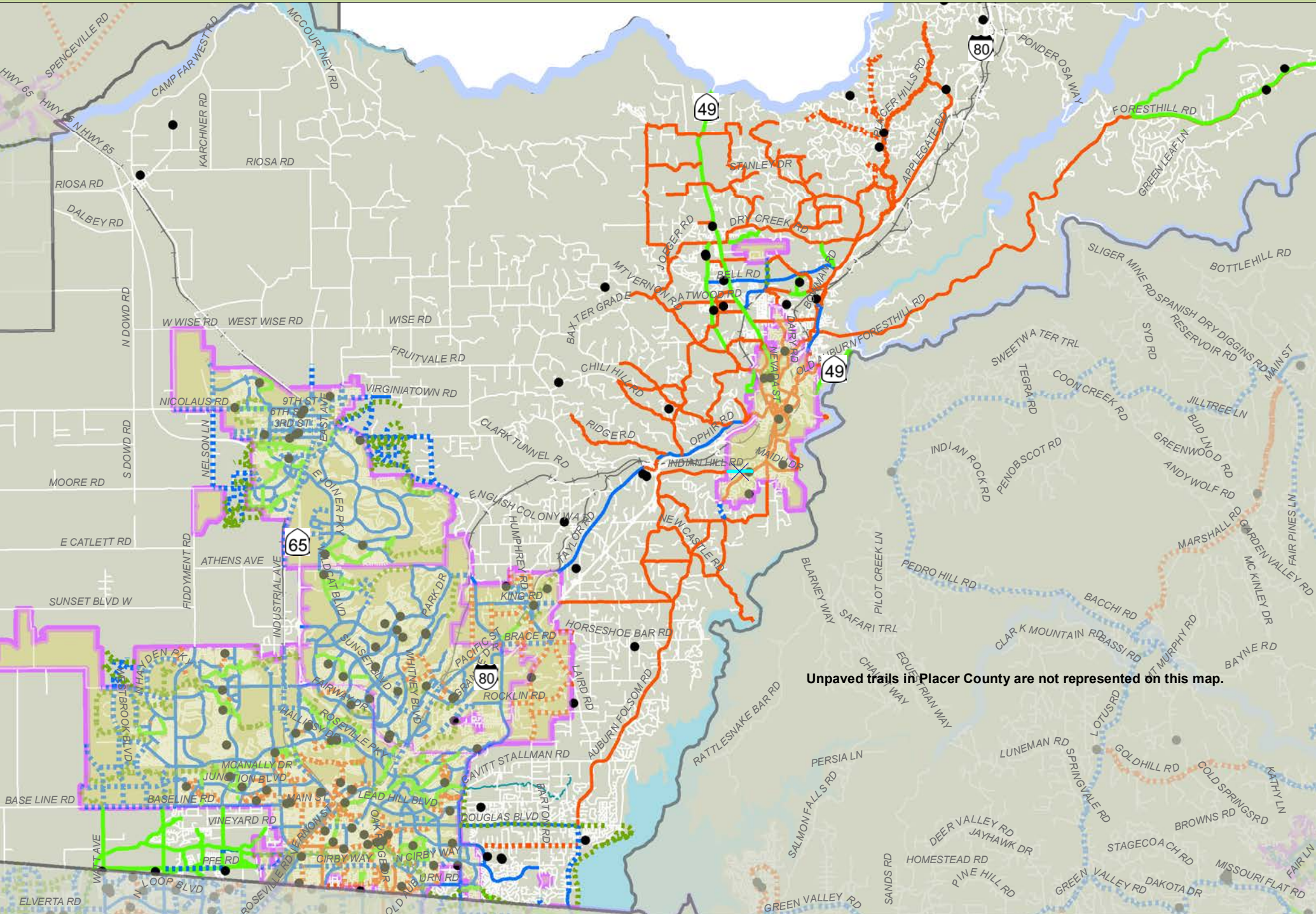
Placer County: East

- Schools
- Cities
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



Placer County: West

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route

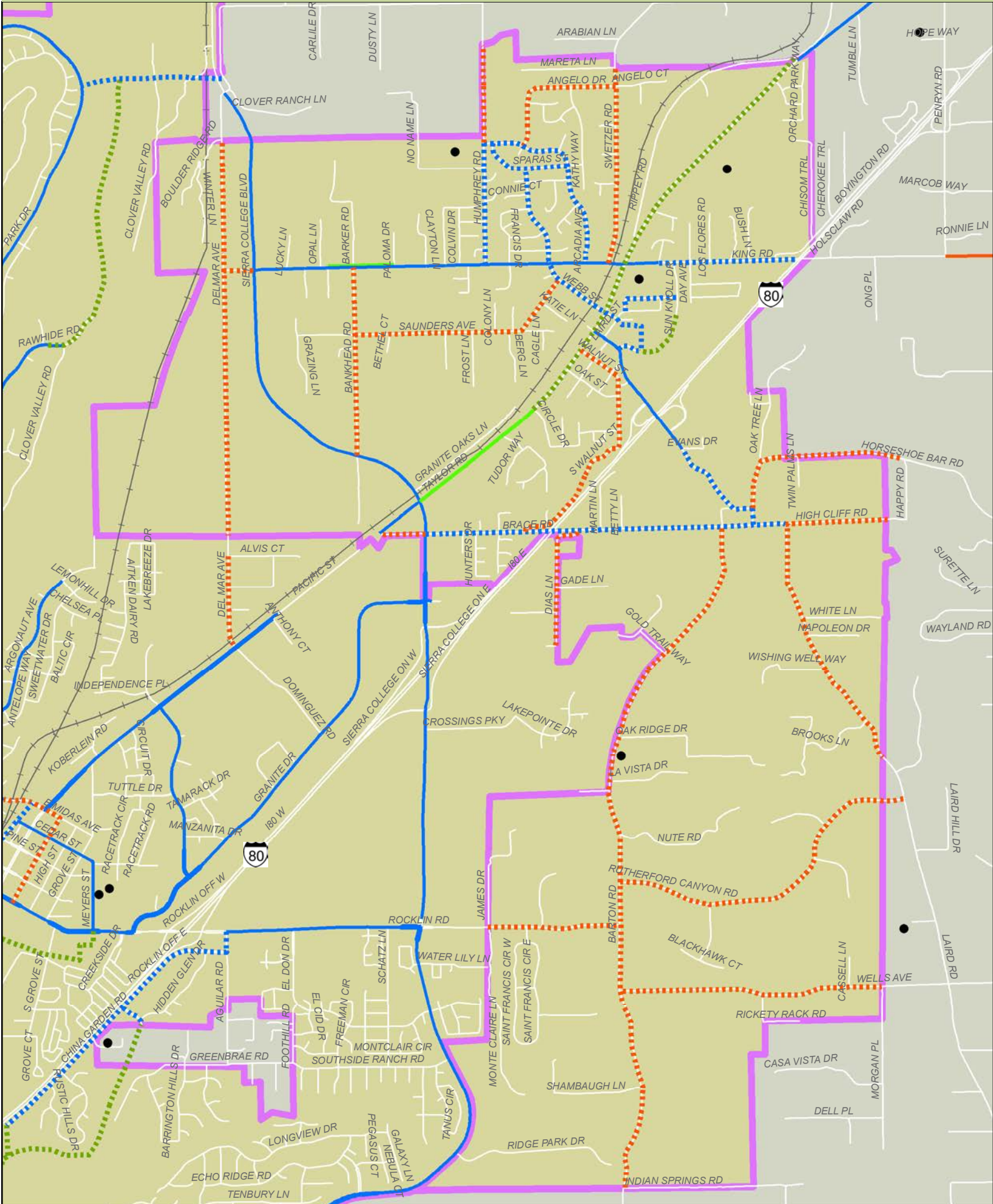


Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
TOWN OF LOOMIS									
20200	Placer	Town of Loomis	Multi-use Path (Class I)	Taylor Road	Circle Drive to Walnut Street		Town of Loomis Bicycle Transportation Plan 2010	\$30,929	Higher Priority
20203	Placer	Town of Loomis	Multi-use Path (Class I)	Taylor Road	King Road to Loomis Tributary	2378 feet	Town of Loomis Bicycle Transportation Plan 2010	\$16,028	Higher Priority
20205	Placer	Town of Loomis	Multi-use Path (Class I)	Taylor Road	Sierra College Blvd to King Road	6505 feet	Town of Loomis Bicycle Transportation Plan 2010	\$185,385	Higher Priority
20206	Placer	Town of Loomis	Multi-use Path (Class I)	Taylor Road	King Road to Loomis Town limit	5217 feet	Town of Loomis Bicycle Transportation Plan 2010	\$63,442	Higher Priority
20244	Placer	Town of Loomis	Multi-use Path (Class I)	Secret Ravine Creek Adjacent Path	Brace Road to Loomis Ton limit (north of Brace)	4456 feet	Town of Loomis Bicycle Transportation Plan 2010	TBD	Lower Priority
20245	Placer	Town of Loomis	Multi-use Path (Class I)	Sun Knoll Drive Extension	End of Sun Knoll Drive to Library Drive Extension		Town of Loomis Bicycle Transportation Plan 2010	TBD	Lower Priority
20191	Placer	Town of Loomis	Bike Lanes (Class II)	Sierra College Blvd.	Loomis Town limit to King Road	2614 feet	Town of Loomis Bicycle Transportation Plan 2010	\$17,493	Higher Priority
20192	Placer	Town of Loomis	Bike Lanes (Class II)	Sierra College Blvd.	King Road to Bankhead Road	4753 feet	Town of Loomis Bicycle Transportation Plan 2010	\$31,234	Higher Priority
20193	Placer	Town of Loomis	Bike Lanes (Class II)	Sierra College Blvd.	Bankhead Road to Taylor Road	1614 feet	Town of Loomis Bicycle Transportation Plan 2010	\$11,283	Higher Priority
20195	Placer	Town of Loomis	Bike Lanes (Class II)	King Road	Sierra College Blvd to Opel Ln	1357 feet	Town of Loomis Bicycle Transportation Plan 2010	\$10,145	Higher Priority
20196	Placer	Town of Loomis	Bike Lanes (Class II)	King Road	Opel Ln to Paloma Dr.	1552 feet	Town of Loomis Bicycle Transportation Plan 2010	\$156,002	Higher Priority
20197	Placer	Town of Loomis	Bike Lanes (Class II)	King Road	Paloma Dr. to Taylor Road	4567 feet	Town of Loomis Bicycle Transportation Plan 2010	\$33,741	Higher Priority
20198	Placer	Town of Loomis	Bike Lanes (Class II)	King Road	Taylor Road to Route 80	3647 feet	Town of Loomis Bicycle Transportation Plan 2010	\$27,056	Higher Priority
20199	Placer	Town of Loomis	Bike Lanes (Class II)	Taylor Road	Loomis Town limit to Sierra College Blvd	1293 feet	Town of Loomis Bicycle Transportation Plan 2010	\$9,234	Higher Priority
20201	Placer	Town of Loomis	Bike Lanes (Class II)	Taylor Road	Walnut Street to Webb Street	916 feet	Town of Loomis Bicycle Transportation Plan 2010	\$8,843	Higher Priority
20202	Placer	Town of Loomis	Bike Lanes (Class II)	Taylor Road	Webb Street to King Road	1070 feet	Town of Loomis Bicycle Transportation Plan 2010	\$8,250	Higher Priority
20204	Placer	Town of Loomis	Bike Lanes (Class II)	Taylor Road	Loomis Tributary to Loomis Town limit	2839 feet	Town of Loomis Bicycle Transportation Plan 2010	\$18,337	Higher Priority
20207	Placer	Town of Loomis	Bike Lanes (Class II)	Horseshoe Bar Road	Taylor Road to Route 80	2100 feet	Town of Loomis Bicycle Transportation Plan 2010	\$14,766	Medium Priority
20208	Placer	Town of Loomis	Bike Lanes (Class II)	Horseshoe Bar Road	Route 80 to Laird Road	3033 feet	Town of Loomis Bicycle Transportation Plan 2010	\$303,692	Medium Priority
20212	Placer	Town of Loomis	Bike Lanes (Class II)	Brace Road	Sierra College Blvd to Laird Road	6570 feet	Town of Loomis Bicycle Transportation Plan 2010	\$592,118	Medium Priority
20214	Placer	Town of Loomis	Bike Lanes (Class II)	Brace Road	Sierra College Blvd to Laird Road	6570 feet	Town of Loomis Bicycle Transportation Plan 2010	\$592,118	Medium Priority
20216	Placer	Town of Loomis	Bike Lanes (Class II)	Arcadia Avenue	Humphrey Road to King Road	3907 feet	Town of Loomis Bicycle Transportation Plan 2010	\$10,586	Lower Priority
20224	Placer	Town of Loomis	Bike Lanes (Class II)	Humphrey Road	Arcadia Ave to King Road	2460 feet	Town of Loomis Bicycle Transportation Plan 2010	\$7,629	Lower Priority
20226	Placer	Town of Loomis	Bike Lanes (Class II)	Margaret Drive	Sparas Street to King Road	2050 feet	Town of Loomis Bicycle Transportation Plan 2010	\$7,997	Lower Priority
20227	Placer	Town of Loomis	Bike Lanes (Class II)	Laird Road	Brace Road to Horseshoe Bar Road	347 feet	Town of Loomis Bicycle Transportation Plan 2010	\$33,036	Lower Priority
20229	Placer	Town of Loomis	Bike Lanes (Class II)	Laird Street	Horseshoe Bar Road to Webb Street	380 feet	Town of Loomis Bicycle Transportation Plan 2010	\$2,167	Lower Priority
20230	Placer	Town of Loomis	Bike Lanes (Class II)	Library Drive	Horseshoe Bar Road to End of Library Drive	395 feet	Town of Loomis Bicycle Transportation Plan 2010	\$1,064	Lower Priority
20231	Placer	Town of Loomis	Bike Lanes (Class II)	Rocklin Road	Loomis Town limit to Barton Road	2594 feet	Town of Loomis Bicycle Transportation Plan 2010	\$120,382	Lower Priority
20234	Placer	Town of Loomis	Bike Lanes (Class II)	Sparas Street	Arcadia Ave to Arcadia Ave	1845 feet	Town of Loomis Bicycle Transportation Plan 2010	\$4,921	Lower Priority
20240	Placer	Town of Loomis	Bike Lanes (Class II)	Webb Street	King Road to Laird Street	1755 feet	Town of Loomis Bicycle Transportation Plan 2010	\$89,061	Lower Priority
20243	Placer	Town of Loomis	Bike Lanes (Class II)	Library Drive Extension	End of Library Drive to King Road		Town of Loomis Bicycle Transportation Plan 2010	TBD	Lower Priority
20246	Placer	Town of Loomis	Bike Lanes (Class II)	Webb Street Extension	Laird Street to Library Drive Extension		Town of Loomis Bicycle Transportation Plan 2010	TBD	Lower Priority
20194	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	King Road	Delmar Ave to Sierra College Blvd	643 feet	Town of Loomis Bicycle Transportation Plan 2010	\$690	Higher Priority
20209	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Horseshoe Bar Road	Horseshoe Bar Road to Loomis Town limits	1410 feet	Town of Loomis Bicycle Transportation Plan 2010	\$72,866	Medium Priority
20210	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Barton Road	Brace Road to Route 80	2100 feet	Town of Loomis Bicycle Transportation Plan 2010	\$677,729	Medium Priority
20211	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Brace Road	Taylor Road to Sierra College Blvd	850 feet	Town of Loomis Bicycle Transportation Plan 2010	\$1,380	Medium Priority
20213	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Brace Road	Taylor Road to Sierra College Blvd	850 feet	Town of Loomis Bicycle Transportation Plan 2010	\$1,380	Medium Priority
20215	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Angelo Drive	Swetzer Road to Arcadia Avenue	2851 feet	Town of Loomis Bicycle Transportation Plan 2010	\$2,070	Lower Priority
20217	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Bankhead Road	Sierra College Blvd to King Road	3754 feet	Town of Loomis Bicycle Transportation Plan 2010	\$1,380	Lower Priority
20218	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Boyington Road	King Road to Chisom Trail	1107 feet	Town of Loomis Bicycle Transportation Plan 2010	\$1,380	Lower Priority
20219	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Brace Road	Laird Road to Laird Road	531 feet	Town of Loomis Bicycle Transportation Plan 2010	\$690	Lower Priority
20220	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Day Avenue	King Road to David Ave	745 feet	Town of Loomis Bicycle Transportation Plan 2010	\$1,380	Lower Priority
20221	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Delmar Avenue	Loomis Town limit to Loomis Town limit	7928 feet	Town of Loomis Bicycle Transportation Plan 2010	\$4,485	Lower Priority
20222	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Dias Ln	Loomis Town limit to Loomis Town limit	2163 feet	Town of Loomis Bicycle Transportation Plan 2010	\$1,380	Lower Priority
20223	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Humphrey Road	Loomis Town limit to Arcadia Ave	2013 feet	Town of Loomis Bicycle Transportation Plan 2010	\$1,380	Lower Priority
20225	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Magnolia Street	Walnut Street to Horseshoe Bar Road	458 feet	Town of Loomis Bicycle Transportation Plan 2010	\$1,380	Lower Priority
20228	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Laird Road	Brace Road to Loomis Town limits	5232 feet	Town of Loomis Bicycle Transportation Plan 2010	\$2,760	Lower Priority
20232	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Rutherford Canyon Road	Barton Road to Laird Road	6118 feet	Town of Loomis Bicycle Transportation Plan 2010	\$4,140	Lower Priority
20233	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Saunders Avenue	Bankhead Road to Webb Street	4672 feet	Town of Loomis Bicycle Transportation Plan 2010	\$2,070	Lower Priority
20235	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Stone Road	Brace Road to End of Stone Road	1363 feet	Town of Loomis Bicycle Transportation Plan 2010	\$1,380	Lower Priority
20236	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Sun Knoll Drive	King Road to End of Sun Knoll Drive	1109 feet	Town of Loomis Bicycle Transportation Plan 2010	\$2,070	Lower Priority
20237	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Swetzer Road	King road to Loomis town limit	4003 feet	Town of Loomis Bicycle Transportation Plan 2010	\$3,105	Lower Priority
20238	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Thornwood Drive	Laird Street to Sun Knoll Drive	1386 feet	Town of Loomis Bicycle Transportation Plan 2010	\$2,415	Lower Priority
20239	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Walnut Street	Taylor Road to end of Walnut Street	2317 feet	Town of Loomis Bicycle Transportation Plan 2010	\$2,070	Lower Priority
20241	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Wells Avenue	Barton Road to Morgan Place	5300 feet	Town of Loomis Bicycle Transportation Plan 2010	\$1,725	Lower Priority
20242	Placer	Town of Loomis	Bike Route (Class III) / Shoulder	Connector Road	Walnut Street to Stone Road		Town of Loomis Bicycle Transportation Plan 2010	TBD	Lower Priority

Loomis

- Schools
- Cities
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route

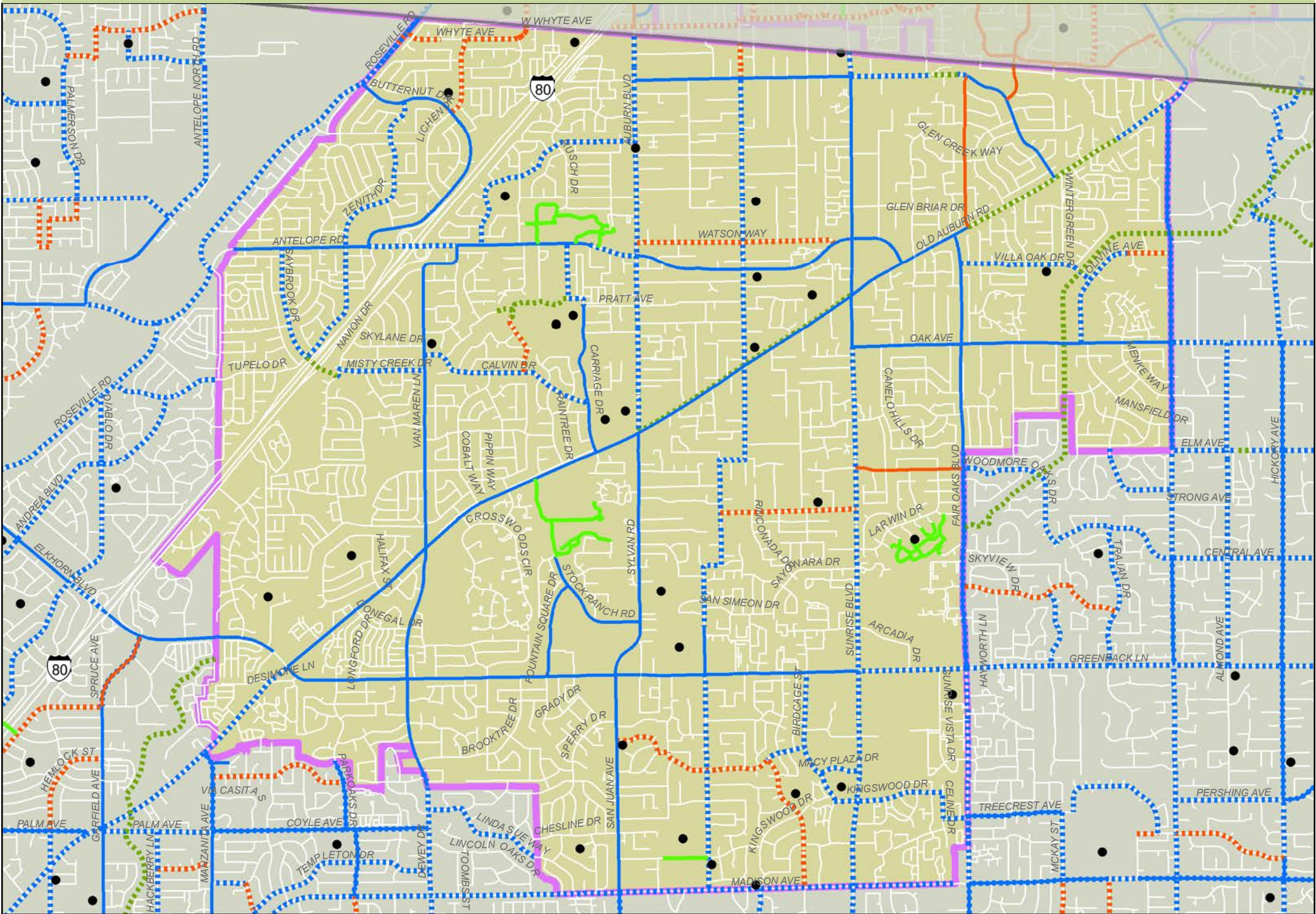


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CITY OF CITRUS HEIGHTS									
30001	Sacramento	City of Citrus Heights	Multi-use Path (Class I)	I-80 Xing	Saybrook-Misty Creek		City of Citrus Heights Bikeway Master Plan 2011	TBD	
30002	Sacramento	City of Citrus Heights	Multi-use Path (Class I)	Carriage Elementary			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30003	Sacramento	City of Citrus Heights	Multi-use Path (Class I)	Carriage Elementary			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30004	Sacramento	City of Citrus Heights	Multi-use Path (Class I)	Old Auburn Road			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30005	Sacramento	City of Citrus Heights	Multi-use Path (Class I)	Twin Oaks Avenue			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30006	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Butternut Drive			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30007	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Zenith Drive			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30008	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Antelope Road			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30009	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Rollingwood Boulevard			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30010	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Auburn Boulevard			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30011	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Sunrise Boulevard			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30012	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Auburn Boulevard			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30013	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Mariposa Avenue			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30014	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Farmgate Way			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30015	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Birdcage Street			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30016	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Macy Plaza Drive			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30017	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Old Auburn Road			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30018	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Fair Oaks Boulevard			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30019	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Villa Oak Drive			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30020	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Olivine Avenue			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30021	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Madison Avenue			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30022	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Old Auburn Road			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30023	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Saybrook Drive			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30024	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Tupelo Drive			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30025	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Lauppe Lane			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30026	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Carriage Drive			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30027	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Twin Oaks Avenue			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30028	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Twin Oaks Avenue			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30029	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Twin Oaks Avenue			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30030	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Roseville Road			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30031	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Fair Oaks Boulevard			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30032	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Fair Oaks Boulevard			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30033	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Sunrise Boulevard			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30034	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Antelope Road			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30035	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Van Maren Lane			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30036	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Van Maren Lane			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30037	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Olivine Avenue			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30038	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Greenback Lane			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30039	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Greenback Lane			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30040	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Misty Creek Drive			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30041	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Calvin Drive			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30042	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Kingswood Drive			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30043	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Celine Drive			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30044	Sacramento	City of Citrus Heights	Bike Lanes (Class II)	Treecrest Avenue			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30045	Sacramento	City of Citrus Heights	Bike Route (Class III)	Highland Avenue			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30046	Sacramento	City of Citrus Heights	Bike Route (Class III)	Cessna Drive			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30047	Sacramento	City of Citrus Heights	Bike Route (Class III)	Watson Way			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30048	Sacramento	City of Citrus Heights	Bike Route (Class III)	NorthLea Way			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30049	Sacramento	City of Citrus Heights	Bike Route (Class III)	Westgate Drive			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30050	Sacramento	City of Citrus Heights	Bike Route (Class III)	Farmgate Way			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30051	Sacramento	City of Citrus Heights	Bike Route (Class III)	Primrose Drive			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30052	Sacramento	City of Citrus Heights	Bike Route (Class III)	Macy Plaza			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30053	Sacramento	City of Citrus Heights	Bike Route (Class III)	Lichen Drive			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30054	Sacramento	City of Citrus Heights	Bike Route (Class III)	Whyte Avenue			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30055	Sacramento	City of Citrus Heights	Bike Route (Class III)	Vernon Street			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30056	Sacramento	City of Citrus Heights	Bike Route (Class III)	Mariposa Avenue			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30057	Sacramento	City of Citrus Heights	Bike Route (Class III)	Olivine Avenue			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30058	Sacramento	City of Citrus Heights	Bike Route (Class III)	Macy Plaza			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30059	Sacramento	City of Citrus Heights	Bike Route (Class III)	Lichen Drive			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30060	Sacramento	City of Citrus Heights	Bike Route (Class III)	Whyte Avenue			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30061	Sacramento	City of Citrus Heights	Bike Route (Class III)	Vernon Street			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30062	Sacramento	City of Citrus Heights	Bike Route (Class III)	Mariposa Avenue			City of Citrus Heights Bikeway Master Plan 2011	TBD	
30063	Sacramento	City of Citrus Heights	Bike Route (Class III)	Olivine Avenue			City of Citrus Heights Bikeway Master Plan 2011	TBD	

Citrus Heights

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route

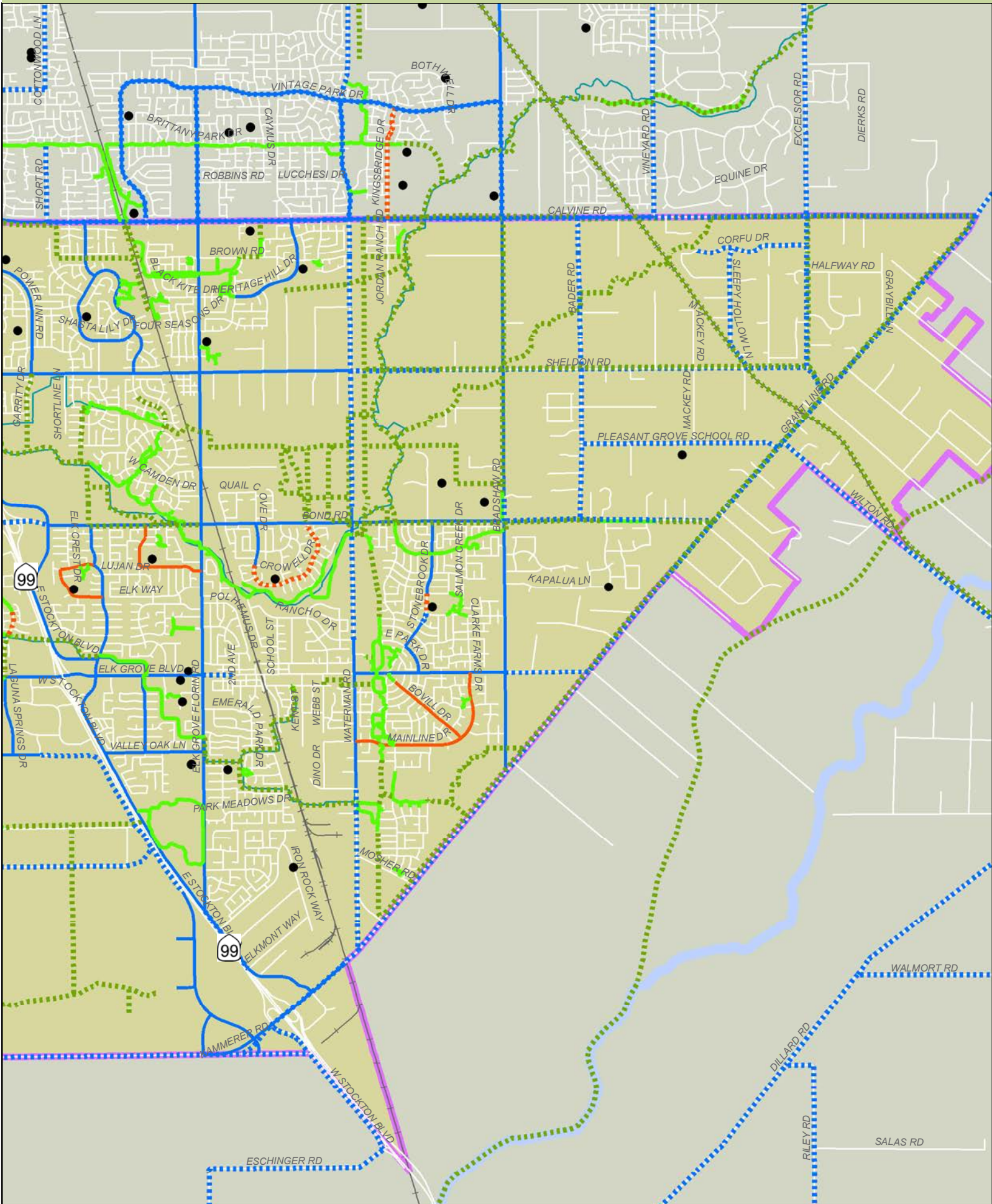


Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
CITY OF ELK GROVE									
30064	Sacramento	City of Elk Grove	Multi-use Path (Class I)	Elk Grove Creek	Pave trail from Emerald Vista Dr. to Elk Grove-Florin Rd	1.25	City of Elk Grove Trails Master Plan	\$1,000,000	Higher Priority
30065	Sacramento	City of Elk Grove	Multi-use Path (Class I)	Laguna Creek	Camden Point and Camden Estates neighborhoods to Camden Trail and California Family Fitness at Bond Rd.	0.5	City of Elk Grove Trails Master Plan	\$1,000,000 - \$2,000,000	Higher Priority
30066	Sacramento	City of Elk Grove	Multi-use Path (Class I)	Laguna Creek	Lewis Stein to Bruceville; both sides of creek	1	City of Elk Grove Trails Master Plan Elk Grove Community Services District	\$1,000,000	Higher Priority
30067	Sacramento	City of Elk Grove	Multi-use Path (Class I)	Laguna Creek	State Route 99 to Camden Park Greenbelt	1	City of Elk Grove Trails Master Plan Elk Grove Community Services District	\$1,000,000 - \$3,000,000	Higher Priority
30070	Sacramento	City of Elk Grove	Multi-use Path (Class I)	Powerline Trail	Calvine Rd to Grant Line Rd	4.6	City of Elk Grove Trails Master Plan	\$4,000,000 - \$8,000,000	Higher Priority
30071	Sacramento	City of Elk Grove	Multi-use Path (Class I)	Wackman Park Trail	Elk Spring Way to Laguna Creek Trail/City of Sacramento	0.6	City of Elk Grove Trails Master Plan	\$1,000,000	Higher Priority
30072	Sacramento	City of Elk Grove	Multi-use Path (Class I)	Wackman Park Trail	Wackman Park to Tegan Road	0.25	City of Elk Grove Trails Master Plan	\$500,000 - \$750,000	Higher Priority
31138	Sacramento	City of Elk Grove	Multi-use Path (Class I)	Strawberry Creek	Power Inn Rd to Jones Park	2	City of Elk Grove Trails Master Plan	\$1,000,000 - \$3,000,000	Higher Priority
30100	Sacramento	City of Elk Grove	Multi-use Path (Class I)	Elk Grove Creek	Falcon Meadow Dr to Elk Grove-Florin Rd	0.75	City of Elk Grove Trails Master Plan.	\$1,000,000	Medium Priority
31142	Sacramento	City of Elk Grove	Multi-use Path (Class I)	Stone Lakes and I-5 Levee	Bobbell Dr to Elk Grove Blvd	1.5	City of Elk Grove Trails Master Plan	\$1,000,000 - \$3,000,000	Medium Priority
30069	Sacramento	City of Elk Grove	Multi-use Path (Class I)	Laguna Creek	Garrity Drive to Laguna Creek/Camden Trail	0.25	City of Elk Grove Trails Master Plan	\$1,000,000 - \$2,000,000	Lower Priority
30073	Sacramento	City of Elk Grove	Multi-use Path (Class I)	White House Creek	Waterman Rd. to Springhurst Dr.	1.5	City of Elk Grove Trails Master Plan	\$1,000,000 - \$3,000,000	Lower Priority
30097	Sacramento	City of Elk Grove	Multi-use Path (Class I)	Elk Grove Creek	Trail bridge crossing at Oneto Park	0.1	City of Elk Grove Trails Master Plan	\$1,000,000 - \$5,000,000	Lower Priority
31136	Sacramento	City of Elk Grove	Bike Lanes (Class II)	Elk Grove - city-wide	Local recreational and fitness bike loops; signing and striping	30	City of Elk Grove Bicycle & Pedestrian Master Plan	\$100,000 - \$500,000	Higher Priority
30074	Sacramento	City of Elk Grove	Bike Lanes (Class II)	Bader Road	Bond Rd to Calvine Rd	2	City of Elk Grove Bicycle & Pedestrian Master Plan	TBD	Medium Priority
30075	Sacramento	City of Elk Grove	Bike Lanes (Class II)	Corfu Drive	Excelsior Rd to Central CA Traction RR	1.25	City of Elk Grove Bicycle & Pedestrian Master Plan	TBD	Medium Priority
30076	Sacramento	City of Elk Grove	Bike Lanes (Class II)	Pleasant Grove School Road	Bader Rd to Grant Line Rd	1.3	City of Elk Grove Bicycle & Pedestrian Master Plan	TBD	Medium Priority
30077	Sacramento	City of Elk Grove	Bike Lanes (Class II)	Sleepy Hollow Lane	Sheldon Rd to Corfu Dr	0.8	City of Elk Grove Bicycle & Pedestrian Master Plan	TBD	Medium Priority
31139	Sacramento	City of Elk Grove	Bike Lanes (Class II)	Bond Road	Bradshaw Rd to Grant Line Rd.	1.4	City of Elk Grove Bicycle & Pedestrian Master Plan	TBD	Medium Priority
31140	Sacramento	City of Elk Grove	Bike Lanes (Class II)	Bradshaw Road.	Bond Rd to Calvine Rd	2	City of Elk Grove Bicycle & Pedestrian Master Plan	TBD	Medium Priority
31141	Sacramento	City of Elk Grove	Bike Lanes (Class II)	Sheldon Rd	Waterman Rd. to Grant Line Rd.	3.25	City of Elk Grove Bicycle & Pedestrian Master Plan	TBD	Medium Priority
30092	Sacramento	City of Elk Grove	Bike/Pedestrian Upgrade	Powerline Trail	Shortcuts: Pave Connector and curb cuts at Waterman Grove	0.1	City of Elk Grove Trails Master Plan	TBD	Lower Priority
30099	Sacramento	City of Elk Grove	Combined Projects	Elk Grove Creek and State Route 99	(Multi-use Trail (Class I) and Overcrossing): Laguna Springs to W. Stockton, overcrossing at SR 99, E. Stockton to Emerald Vista	0.65	City of Elk Grove Trails Master Plan *Funded by CMAQ, SR25, and Local funds. Construction planned Summer 2012-2013	\$6,663,203	Higher Priority
30078	Sacramento	City of Elk Grove	Combined Projects	Elk Grove - city-wide	Gage St - Elk Grove Blvd to Truman St; Walnut Ave - Elk Grove Blvd to Grove St; Grove St. - Gage Street to Webb Street; Kent St. - Elk Grove Blvd to Grove St.; Webb St. - Elk Grove Blvd to Grove St; Bikelanes, sidewalk, grade separated x-ing of UP RR	Varies	Elk Grove Community Services District	\$2,400,000	Medium Priority
30081	Sacramento	City of Elk Grove	Over/Undercrossing	State Route 99	Between Sheldon & Bond Rd. at Laguna Creek	0.1	City of Elk Grove Trails Master Plan	\$00,000 - \$10,000,	Higher Priority
30083	Sacramento	City of Elk Grove	Over/Undercrossing	Grantline Road/UPRR	Railroad Overcrossing at Grant Line Rd/UPRR between SR 99 and Waterman Rd.	0.1	City of Elk Grove Trails Master Plan	TBD	Higher Priority
30082	Sacramento	City of Elk Grove	Over/Undercrossing	Bond Road and Waterman Road	Undercrossing connecting to Laguna Creek Trail and Powerline Trail systems and local roads	0.1	City of Elk Grove Trails Master Plan	\$1,000,000 - \$5,000,000	Medium Priority
30080	Sacramento	City of Elk Grove	Over/Undercrossing	State Route 99	Between Elk Grove Blvd. and Grant Line Rd	0.1	Laguna Ridge Specific Plan	\$5,000,000 - \$10,000,000	Lower Priority
30087	Sacramento	City of Elk Grove	Pedestrian Upgrade	West Stockton Blvd.	Laguna Palms Way to shopping center - curb, gutter, and sidewalk gap closure, bike lane	0.5	City of Elk Grove Bicycle & Pedestrian Master Plan	\$545,000	Higher Priority
30086	Sacramento	City of Elk Grove	Pedestrian Upgrade	Elk Grove - city-wide	Walnut Ave - Grove St to Emerald Park Dr; Lark Ave - Kent St to Webb St; Polhemus Dr - 2nd Ave to Quaymas Ct; Porta Rosa Way - North of Elk Grove Blvd; Elk Grove Florin Rd - Aizenberg Cir to Bond Rd	Varies		\$353,800	Medium Priority
30098	Sacramento	City of Elk Grove	Pedestrian Upgrade	Elk Grove Blvd.	Elk Grove Florin Rd to Walnut Ave; School St. to Waterman Rd.	0.2		\$800,000	Medium Priority
30088	Sacramento	City of Elk Grove	Planning	City of Elk Grove	Pedestrian Master Plan	N/A	City of Elk Grove General Plan	\$50,000 - \$150,000	Higher Priority
30089	Sacramento	City of Elk Grove	Planning	City of Elk Grove	Trails Master Plan	N/A	City of Elk Grove General Plan	\$50,000 - \$150,000	Higher Priority
31137	Sacramento	City of Elk Grove	Wayfinding	Elk Grove - city-wide	Bikeway Wayfinding Program; signing and striping	N/A	City of Elk Grove Bicycle & Pedestrian Master Plan	\$100,000 - \$500,000	Higher Priority

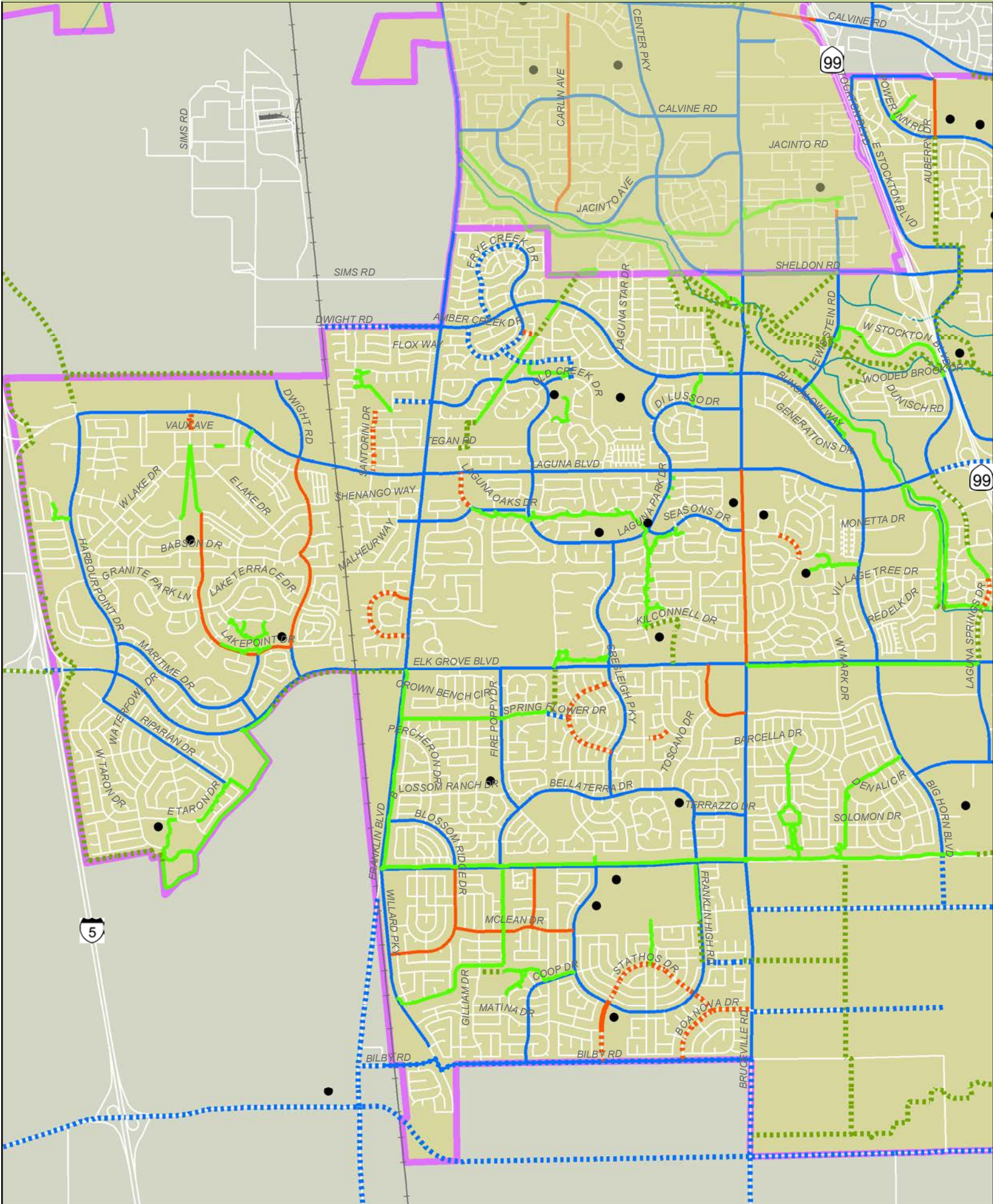
Elk Grove: East

- Schools
- Cities
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



Elk Grove: West

- Schools
- Cities
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route

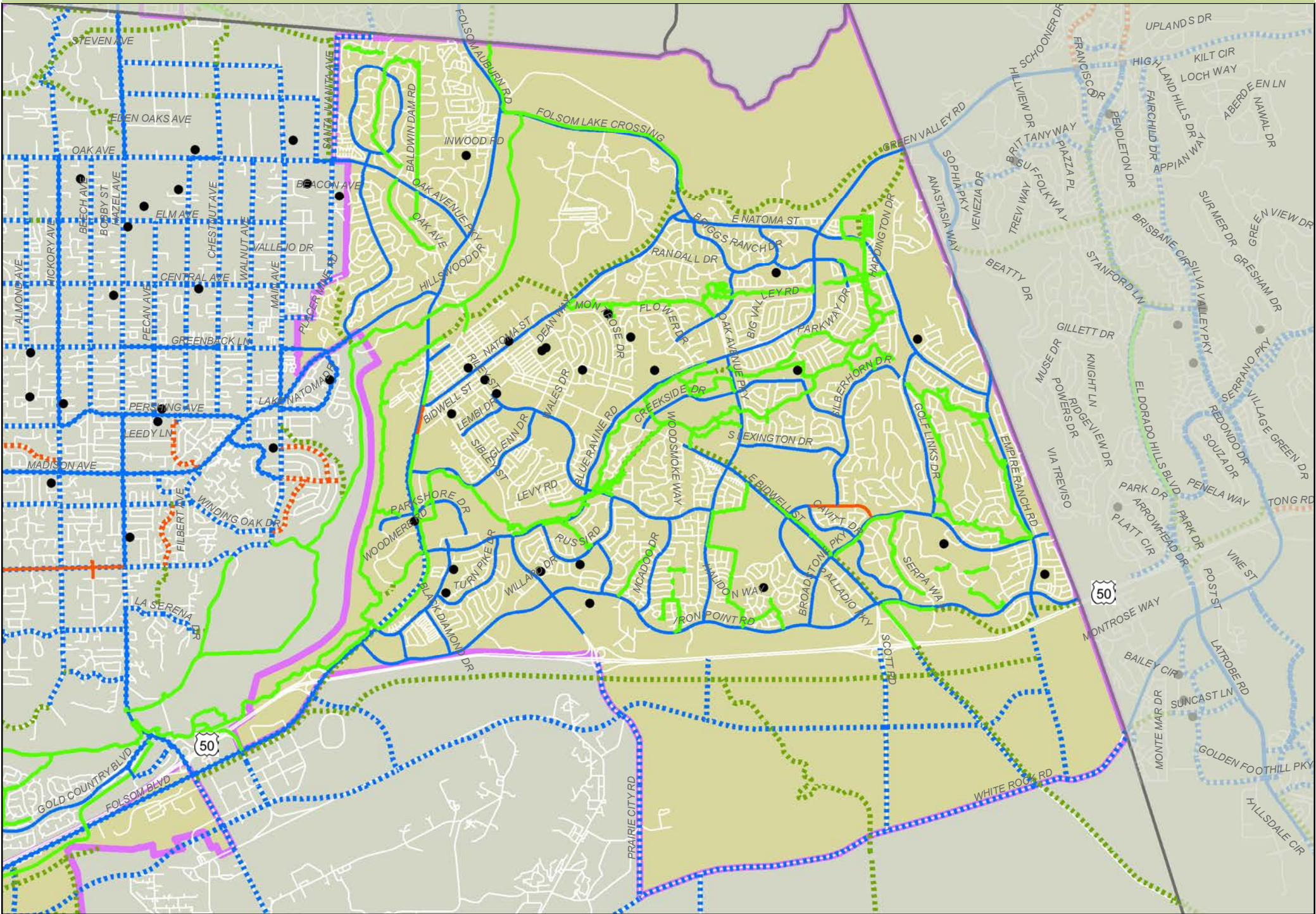


Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
CITY OF FOLSOM									
30102	Sacramento	City of Folsom	Multi-use Path (Class I)	Folsom Lake Class I Bikeway	East Natoma St. corridor from the Folsom Prison entrance road to the Folsom/El Dorado County Line. Includes a bike/pedestrian overcrossing at Folsom Lake Crossing Road		City of Folsom Bikeway Master Plan, Folsom Lake SRA General Plan, & Highway 50 Corridor Bicycle Pedestrian Transportation Plan	\$2,850,000	Higher Priority
30103	Sacramento	City of Folsom	Multi-use Path (Class I)	Lake Natoma Trail Gap Closure	Lake Natoma Bike Trail from the terminus of Class I trail behind Lake Natoma Inn to the Historic Truss Bridge		City of Folsom Bikeway Master Plan, Folsom Lake SRA General Plan, & Highway 50 Corridor Bicycle Pedestrian Transportation Plan	\$1,500,000	Higher Priority
30104	Sacramento	City of Folsom	Multi-use Path (Class I)	Historic Powerhouse Canal Trail	Historic Truss Bridge to the Folsom Prison Entrance Road		City of Folsom Bikeway Master Plan, Folsom Lake SRA General Plan, & Highway 50 Corridor Bicycle Pedestrian Transportation Plan	\$1,700,000	Higher Priority
30106	Sacramento	City of Folsom	Multi-use Path (Class I)	Folsom/Placerville Rail Trail	Bicycle/pedestrian trail along East Bidwell portion of Sacramento-Placerville Transportation Corridor from the HBWC Trail to Hwy 50. Pedestrian and bicycle connections to Folsom Class I trails. Improved pedestrian crossings of East Bidwell adjacent to Folsom Lake College.		City of Folsom Bikeway Master Plan	\$1,800,000	Higher Priority
31202	Sacramento	City of Folsom	Multi-use Path (Class I)	Along the Humbug-Willow Creek Trail Corridor	Humbug- Willow Creek Trail: Along HBWC trail corridor, completes the gap between Empire Ranch and the Parkway		City of Folsom Bikeway Master Plan	\$350,000	Higher Priority
30107	Sacramento	City of Folsom	Multi-use Path (Class I)	Mormon Island Wetlands Trail	Humbug-Willow Creek Trail, north-east of Empire Ranch Rd., to Green Valley Rd., just west of the intersection with Sophia Pkwy.		City of Folsom Bikeway Master Plan, Folsom Lake SRA General Plan, & Highway 50 Corridor Bicycle Pedestrian Transportation Plan	\$775,000	Medium Priority
31204	Sacramento	City of Folsom	Multi-use Path (Class I)	Folsom - Parallel to Highway 50	Willow Hills Reservoir Trail: Parallel to Highway 50 - between Prarie City Road and East Bidwell Street with a connection to the El Dorado Trail		City of Folsom Bikeway Master Plan	\$2,500,000	Medium Priority
30108	Sacramento	City of Folsom	Bike Lanes (Class II)	Folsom Blvd..	Hwy 50 to Natoma St.		City of Folsom Bikeway Master Plan	TBD	Medium Priority
30109	Sacramento	City of Folsom	Combined Projects	Iron Point Road.	Class I & II along Iron Point Rd from Folsom Blvd to eastern Sacramento County line			TBD	Medium Priority
30119	Sacramento	City of Folsom	Combined Projects	Folsom/Placerville Rail Trail	E. Bidwell St. to Glenn Dr.		City of Folsom Bikeway Master Plan	\$395,000	Medium Priority
30113	Sacramento	City of Folsom	Intersections	Folsom	Signalized Street Intersection Improvements at various locations		City of Folsom Bikeway Master Plan	\$375,000	Higher Priority
30114	Sacramento	City of Folsom	Over/Undercrossing	Folsom Blvd..	Overcrossing at Humbug-Willow Creek		City of Folsom Bikeway Master Plan	\$3,500,000	Higher Priority
30115	Sacramento	City of Folsom	Over/Undercrossing	US 50	Folsom Blvd. in the City of Folsom		City of Folsom Bikeway Master Plan	TBD	Medium Priority
31143	Sacramento	City of Folsom	Overcrossing	Humbug Creek Trail at Oak Avenue Parkway	Bike/pedestrian Overcrossing at Oak Avenue Parkway to provide a grade separated crossing for the Humbug Creek Trail		City of Folsom Bikeway Master Plan	\$2,500,000	Medium Priority
30118	Sacramento	City of Folsom	Traffic Calming	Folsom	School St-Wales St.-Dean St.-Montrose Dr. Glenn Dr. Bicycle Boulevards:			\$350,000	Medium Priority
31203	Sacramento	City of Folsom	Undercrossing	Oak Parkway Trail the intersection of East Natoma Street	Bike/pedestrian Undercrossing at East Natoma Street to provide grade separated crossing for the Oak Parkway Trail.		City of Folsom Bikeway Master Plan	\$1,200,000	Higher Priority

Folsom

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



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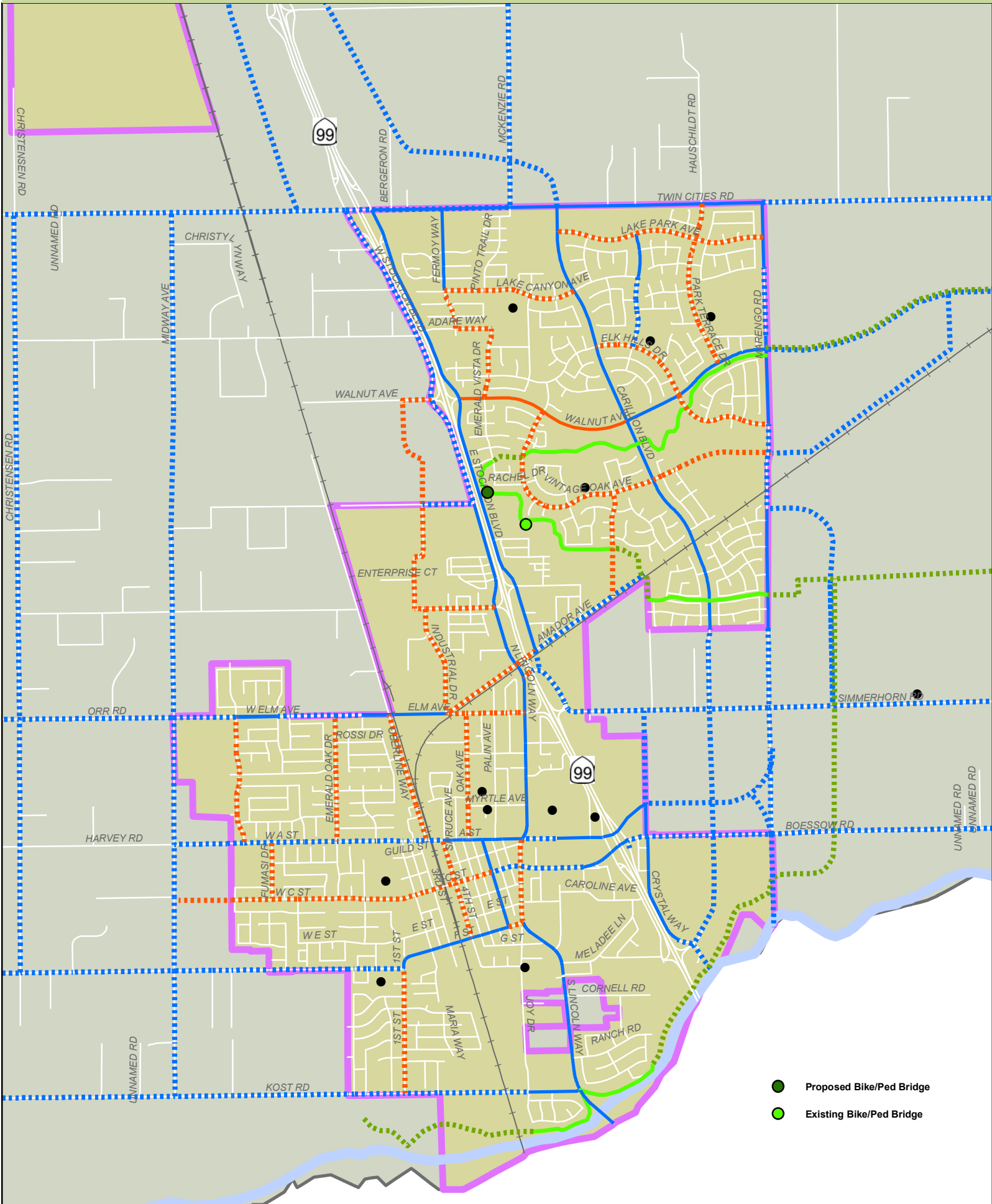
ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
CITY OF GALT									
31153	Sacramento	City of Galt	Multi-use Path (Class I)	Emerald Vista Park Bridge	From Emerald Vista Park across Deadman Gulch	1500	Galt Bicycle Transportation Plan - 2011	\$240,000	Higher Priority
31195	Sacramento	City of Galt	Multi-use Path (Class I)	Dry Creek Trail	From Marengo Rd to Hwy. 99	5900	Galt Bicycle Transportation Plan - 2011	\$283,200	Medium Priority
31196	Sacramento	City of Galt	Multi-use Path (Class I)	Dry Creek Trail	From Hwy. 99 to Chase DR	2200	Galt Bicycle Transportation Plan - 2011	\$105,600	Medium Priority
31197	Sacramento	City of Galt	Multi-use Path (Class I)	North Branch Deadman Gulch	Emerald Vista DR to Vintage Oak AVE	800	Galt Bicycle Transportation Plan - 2011	\$38,400	Medium Priority
31198	Sacramento	City of Galt	Multi-use Path (Class I)	South Branch Deadman Gulch	Trafalgar CIR to Cedar Flat RD	1500	Galt Bicycle Transportation Plan - 2011	\$72,000	Medium Priority
31183	Sacramento	City of Galt	Multi-use Path (Class I)	Dry Creek Trail	From RR tracks west to future park site	3400	Galt Bicycle Transportation Plan - 2011	\$163,200	Lower Priority
31184	Sacramento	City of Galt	Multi-use Path (Class I)	North Branch Deadman Gulch	Marengo RD to Cherokee LN	5700	Galt Bicycle Transportation Plan - 2011	\$273,600	Lower Priority
31185	Sacramento	City of Galt	Multi-use Path (Class I)	North -South Leg Dry Creek Trail	From South Branch Deadman Gulch to Boessow RD	5400	Galt Bicycle Transportation Plan - 2011	\$259,200	Lower Priority
31186	Sacramento	City of Galt	Multi-use Path (Class I)	South Branch Deadman Gulch	Marengo RD to Cherokee LN	5700	Galt Bicycle Transportation Plan - 2011	\$273,600	Lower Priority
30125	Sacramento	City of Galt	Bike Lanes (Class II)	CBD Bike Improvements	C Street from 6th ST to Civic Dr	4800	SACOG Community Design Grant- "C" ST/Central Galt Complete Streets Project Galt Bicycle Transportation Plan - 2011	\$64,800	Higher Priority
30126	Sacramento	City of Galt	Bike Lanes (Class II)	West A. Street	RR tracks and west to City limits	4,512 LF	Galt Bicycle Transportation Plan - 2011	\$60,912	Higher Priority
30128	Sacramento	City of Galt	Bike Lanes (Class II)	Elm Avenue	South side (city) between Ashley WY to Robin LN	1585	Galt Bicycle Transportation Plan - 2011	\$21,400	Higher Priority
30129	Sacramento	City of Galt	Bike Lanes (Class II)	A Street	From Lincoln WY to Galt HS driveway	706	Galt Bicycle Transportation Plan - 2011	\$9,600	Higher Priority
30132	Sacramento	City of Galt	Bike Lanes (Class II)	New Hope Road	1st ST west to City Limits	2900	Galt Bicycle Transportation Plan - 2011	\$102,700	Higher Priority
30139	Sacramento	City of Galt	Bike Lanes (Class II)	Marengo	Elk Hills DR south to RR tracks	1400	Galt Bicycle Transportation Plan - 2011	\$76,500	Higher Priority
31144	Sacramento	City of Galt	Bike Lanes (Class II)	Bay Shore Dr	Lake Canyon AVE to Elk Hills DR	1500	Galt Bicycle Transportation Plan - 2011	\$20,250	Higher Priority
31207	Sacramento	City of Galt	Bike Lanes (Class II)	Marengo RD	West side, South of Lake Park Ave south to Walnut AVE	1500	Galt Bicycle Transportation Plan - 2011	\$53,100	Higher Priority
30136	Sacramento	City of Galt	Bike Lanes (Class II)	W. Stockton Blvd..	Twin Cities RD to Live Oak AVE	6800	Galt Bicycle Transportation Plan - 2011	\$371,300	Medium Priority
30137	Sacramento	City of Galt	Bike Lanes (Class II)	Boessow Road	Crystal WY to Marengo RD	2400	Galt Bicycle Transportation Plan - 2011	\$131,100	Medium Priority
30140	Sacramento	City of Galt	Bike Lanes (Class II)	Carillion Blvd.	City Limits south to Simmerhorn RD	1700	Galt Bicycle Transportation Plan - 2011	\$92,900	Medium Priority
30143	Sacramento	City of Galt	Bike Lanes (Class II)	Simmerhorn Road	City Limits east to Carillion BLVD	2600	Galt Bicycle Transportation Plan - 2011	\$142,000	Medium Priority
31187	Sacramento	City of Galt	Bike Lanes (Class II)	W. Elm AVE	North Side, City Limits east to RR tracks	2200	Galt Bicycle Transportation Plan - 2011	\$77,900	Medium Priority
30127	Sacramento	City of Galt	Bike Lanes (Class II)	Amador Avenue	Carol DR to west end of existing Amador Ave.	1062	Galt Bicycle Transportation Plan - 2011	\$14,337	Lower Priority
30131	Sacramento	City of Galt	Bike Lanes (Class II)	Twin Cities Road	South side, Marengo RD to Cherokee LN	5300	Galt Bicycle Transportation Plan - 2011	\$187,700	Lower Priority
30133	Sacramento	City of Galt	Bike Lanes (Class II)	Simmerhorn Road	Hwy 99 east to City Limits	1400	Galt Bicycle Transportation Plan - 2011	\$76,500	Lower Priority
30134	Sacramento	City of Galt	Bike Lanes (Class II)	Kost Road	Joy RD west to City Limits	3820	Galt Bicycle Transportation Plan - 2011	\$135,300	Lower Priority
30135	Sacramento	City of Galt	Bike Lanes (Class II)	Twin Cities Road	W. Stockton BLVD west to Sargent AVE	7000	Galt Bicycle Transportation Plan - 2011	\$382,200	Lower Priority
30138	Sacramento	City of Galt	Bike Lanes (Class II)	Boessow Road	Marengo RD to Dry Creek Class I Trail	1400	Galt Bicycle Transportation Plan - 2011	\$76,500	Lower Priority
30141	Sacramento	City of Galt	Bike Lanes (Class II)	Future Streets		35200	Galt Bicycle Transportation Plan - 2011	TBD	Lower Priority
30142	Sacramento	City of Galt	Bike Lanes (Class II)	Sargent Road	Twin Cities RD to Kost RD	18700	Galt Bicycle Transportation Plan - 2011	\$1,021,100	Lower Priority
30144	Sacramento	City of Galt	Bike Lanes (Class II)	Cherokee Lane	Twin Cities RD to Marengo RD	13400	Galt Bicycle Transportation Plan - 2011	\$731,700	Lower Priority
30145	Sacramento	City of Galt	Bike Lanes (Class II)	Crystal Way	A ST north to Simmerhorn RD	2000	Galt Bicycle Transportation Plan - 2011	TBD	Lower Priority
31154	Sacramento	City of Galt	Bike Lanes (Class II)	Boessow Road	Dry Creek Trail to Cherokee LN	4000	Galt Bicycle Transportation Plan - 2011	\$218,400	Lower Priority
31155	Sacramento	City of Galt	Bike Lanes (Class II)	Carillion Blvd.	Simmerhorn RD south to Crystal WY	5000	Galt Bicycle Transportation Plan - 2011	TBD	Lower Priority
31156	Sacramento	City of Galt	Bike Lanes (Class II)	Crystal Way	Off-ramp south to Dry Creek Trail	900	Galt Bicycle Transportation Plan - 2011	\$12,150	Lower Priority
31157	Sacramento	City of Galt	Bike Lanes (Class II)	Kost Rd	City Limits west to Sargent AVE	3800	Galt Bicycle Transportation Plan - 2011	\$207,500	Lower Priority
31158	Sacramento	City of Galt	Bike Lanes (Class II)	Marengo RD	City Limits south to Boessow RD	4500	Galt Bicycle Transportation Plan - 2011	\$245,700	Lower Priority
31159	Sacramento	City of Galt	Bike Lanes (Class II)	Marengo RD	From CGIC east to Marengo RD	2600	Galt Bicycle Transportation Plan - 2011	TBD	Lower Priority
31160	Sacramento	City of Galt	Bike Lanes (Class II)	McKenzie Rd	Twin Cities Rd north to Mingo RD	4400	Galt Bicycle Transportation Plan - 2011	\$240,300	Lower Priority
31161	Sacramento	City of Galt	Bike Lanes (Class II)	New Hope Rd	City Limits west to Sargent AVE	2200	Galt Bicycle Transportation Plan - 2011	\$120,200	Lower Priority
31162	Sacramento	City of Galt	Bike Lanes (Class II)	Simmerhorn RD	Carillion BLVD to Cherokee LN	6700	Galt Bicycle Transportation Plan - 2011	\$365,900	Lower Priority
31163	Sacramento	City of Galt	Bike Lanes (Class II)	Twin Cities Road	North side, W. Stockton Blvd west to Sargent Ave	7000	Galt Bicycle Transportation Plan - 2011	\$382,200	Lower Priority
31164	Sacramento	City of Galt	Bike Lanes (Class II)	Twin Cities Road	North side, Hwy.99 to Cherokee LN	13600	Galt Bicycle Transportation Plan - 2011	\$481,500	Lower Priority
31165	Sacramento	City of Galt	Bike Lanes (Class II)	W. A ST/Harvey RD	City Limits west to Sargent AVE	1300	Galt Bicycle Transportation Plan - 2011	\$71,000	Lower Priority
31166	Sacramento	City of Galt	Bike Lanes (Class II)	W. Elm AVE/Orr RD	North Side, City Limits west to Sargent AVE	900	Galt Bicycle Transportation Plan - 2011	\$31,900	Lower Priority
31145	Sacramento	City of Galt	Bike Route (Class III)	Elk Hills DR	Carillion BLVD to Walnut AVE	2200	Galt Bicycle Transportation Plan - 2011	\$29,700	Higher Priority
31146	Sacramento	City of Galt	Bike Route (Class III)	Elk Hills DR	Walnut AVE to Marengo RD	2100	Galt Bicycle Transportation Plan - 2011	\$28,400	Higher Priority
31147	Sacramento	City of Galt	Bike Route (Class III)	Elk Hills DR	Walnut AVE to Marengo RD	2100	Galt Bicycle Transportation Plan - 2011	\$28,400	Higher Priority
31148	Sacramento	City of Galt	Bike Route (Class III)	Lake Canyon Ave	Fermoy WY to Carillion BLVD	2800	Galt Bicycle Transportation Plan - 2011	\$37,800	Higher Priority
31149	Sacramento	City of Galt	Bike Route (Class III)	Lake Park Ave	Carillion BLVD to Marengo RD	4400	Galt Bicycle Transportation Plan - 2011	\$59,400	Higher Priority
31150	Sacramento	City of Galt	Bike Route (Class III)	Park Terrace DR	Twin Cities RD to Walnut AVE	3500	Galt Bicycle Transportation Plan - 2011	\$47,300	Higher Priority
31151	Sacramento	City of Galt	Bike Route (Class III)	Vintage Oak AVE	Walnut AVE to Cedar Flat AVE	3800	Galt Bicycle Transportation Plan - 2011	\$51,300	Higher Priority
31152	Sacramento	City of Galt	Bike Route (Class III)	Vintage Oak AVE	Cedar Flat AVE to Carillion BLVD	900	Galt Bicycle Transportation Plan - 2011	\$12,200	Higher Priority
31188	Sacramento	City of Galt	Bike Route (Class III)	Adare Wy	Emerald Vista DR to Fermoy WY	800	Galt Bicycle Transportation Plan - 2011	\$10,800	Medium Priority
31189	Sacramento	City of Galt	Bike Route (Class III)	Emerald Vista DR	Walnut AVE to Adare WY	1500	Galt Bicycle Transportation Plan - 2011	\$20,300	Medium Priority
31190	Sacramento	City of Galt	Bike Route (Class III)	Emerald Oak DR	W. Elm AVE to W. A ST	2660	Galt Bicycle Transportation Plan - 2011	\$36,000	Medium Priority
31191	Sacramento	City of Galt	Bike Route (Class III)	Fumasi DR	W. A ST to W. C ST	1200	Galt Bicycle Transportation Plan - 2011	\$16,200	Medium Priority
31192	Sacramento	City of Galt	Bike Route (Class III)	Industrial Dr	Pringle RD to Live Oak Ave	2500	Galt Bicycle Transportation Plan - 2011	\$33,800	Medium Priority
31193	Sacramento	City of Galt	Bike Route (Class III)	Sparrow DR	W. Elm AVE to W. A ST	2660	Galt Bicycle Transportation Plan - 2011	\$36,000	Medium Priority
31194	Sacramento	City of Galt	Bike Route (Class III)	W C ST	Fourth ST to Fumasi DR	3900	Galt Bicycle Transportation Plan - 2011	\$52,700	Medium Priority
31305	Sacramento	City of Galt	Bike Route (Class III)	CBD Bike Improvements	C Street west of 4th ST to 6th ST, 4th ST between A Street and F Street, South Lincoln Way between A Street and F Street	4800 LF	Galt Bicycle Transportation Plan - 2011	\$64,800	Medium Priority
31167	Sacramento	City of Galt	Bike Route (Class III)	1st St	New Hope RD to Kost RD	2600	Galt Bicycle Transportation Plan - 2011	\$35,100	Lower Priority
31168	Sacramento	City of Galt	Bike Route (Class III)	Amador Avenue	Industrial DR to Carol DR	2300	Galt Bicycle Transportation Plan - 2011	\$31,100	Lower Priority
31169	Sacramento	City of Galt	Bike Route (Class III)	Cedar Flat AVE	Vintage Oak AVE to Deadman Gulch	1200	Galt Bicycle Transportation Plan - 2011	\$16,200	Lower Priority
31170	Sacramento	City of Galt	Bike Route (Class III)	Cedar Flat AVE	Deadman Gulch to Amador AVE	1000	Galt Bicycle Transportation Plan - 2011	TBD	Lower Priority
31171	Sacramento	City of Galt	Bike Route (Class III)	Elm Avenue	Industrial BLVD to Lincoln WY	1700	Galt Bicycle Transportation Plan - 2011	\$23,000	Lower Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
31172	Sacramento	City of Galt	Bike Route (Class III)	Industrial Dr	Elm AVE to Pringle RD	2300	Galt Bicycle Transportation Plan - 2011	\$31,100	Lower Priority
31173	Sacramento	City of Galt	Bike Route (Class III)	Industrial Dr	Live Oak Ave to Walnut AVE	2600	Galt Bicycle Transportation Plan - 2011	TBD	Lower Priority
31174	Sacramento	City of Galt	Bike Route (Class III)	Live Oak Ave	North Side from Industrial DR to Lincoln WY	960	Galt Bicycle Transportation Plan - 2011	\$34,000	Lower Priority
31175	Sacramento	City of Galt	Bike Route (Class III)	Live Oak Ave	South Side from Consolidated Fabricators to Lincoln WY	560	Galt Bicycle Transportation Plan - 2011	\$19,900	Lower Priority
31176	Sacramento	City of Galt	Bike Route (Class III)	McFarland ST	W. Elm AVE to W. A ST	2760	Galt Bicycle Transportation Plan - 2011	\$97,800	Lower Priority
31177	Sacramento	City of Galt	Bike Route (Class III)	Oak AVE	Elm AVE to A ST	2640	Galt Bicycle Transportation Plan - 2011	\$35,700	Lower Priority
31178	Sacramento	City of Galt	Bike Route (Class III)	Vintage Oak AVE	Carillion BLVD to Killebrew WY	600	Galt Bicycle Transportation Plan - 2011	\$8,100	Lower Priority
31179	Sacramento	City of Galt	Bike Route (Class III)	Vintage Oak AVE	Killebrew Wy to Marengo RD	3200	Galt Bicycle Transportation Plan - 2011	TBD	Lower Priority
31180	Sacramento	City of Galt	Bike Route (Class III)	W C ST	Fumasi DR to west city limits	800	Galt Bicycle Transportation Plan - 2011	\$10,800	Lower Priority
31181	Sacramento	City of Galt	Bike Route (Class III)	W C ST	West city limits to Sargent AVE	1300	Galt Bicycle Transportation Plan - 2011	TBD	Lower Priority
31182	Sacramento	City of Galt	Bike Route (Class III)	Walnut Avenue	Future Industrial Dr to W. Stockton Blvd	600	Galt Bicycle Transportation Plan - 2011	\$32,800	Lower Priority

Galt

- Schools
- Cities
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route

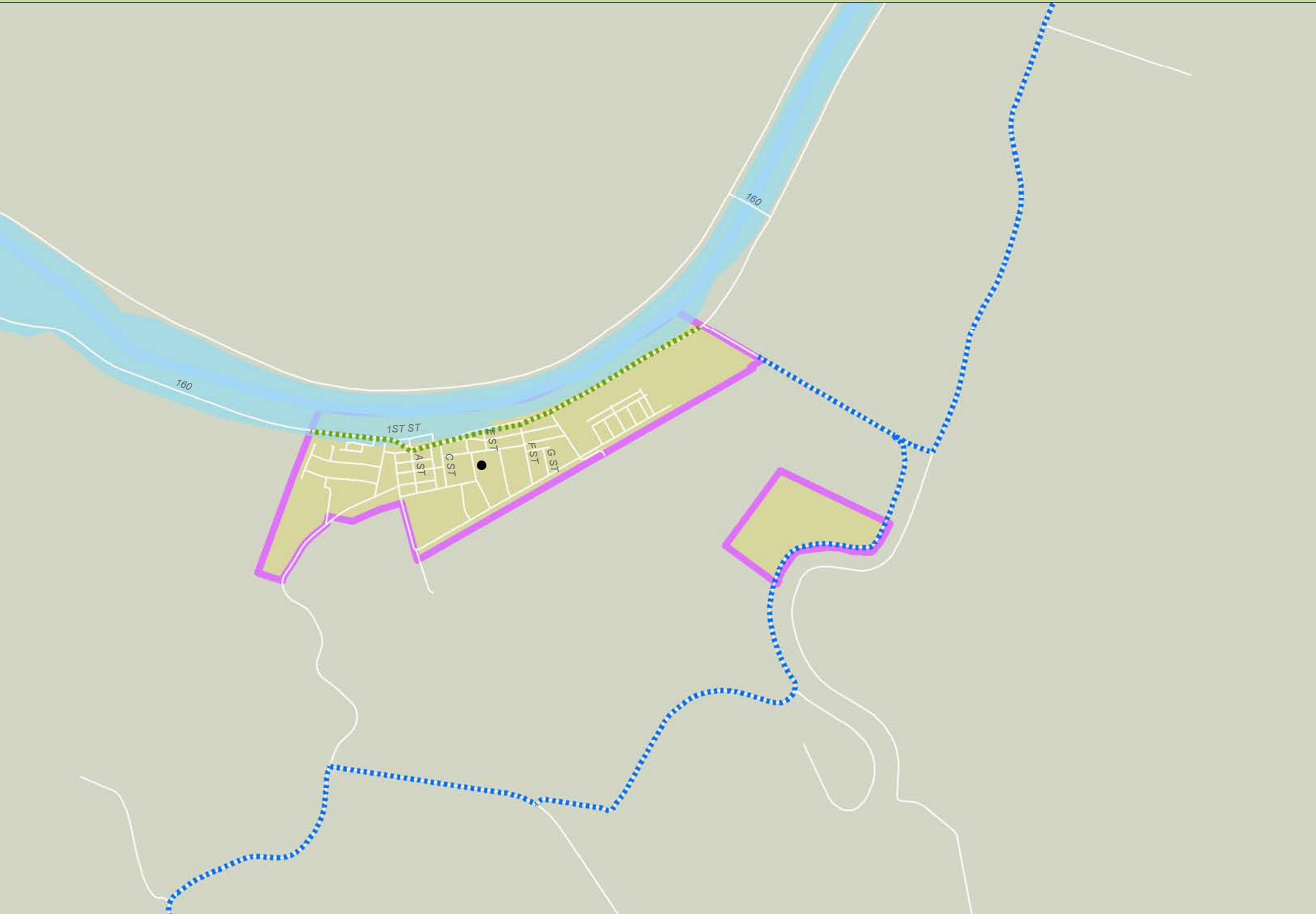


Appendix B -- Regional Project List and Maps of Bicycle Network

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CITY OF ISLETON									
31205	Sacramento	City of Isleton	Multi-use Path (Class I)	Delta Trail	Along the Sacramento River waterfront and Hwy. 160			TBD	
30147	Sacramento	City of Isleton	Planning	City of Isleton	Bicycle & Pedestrian Master Plan & Feasibility Study			TBD	

Isleton

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route

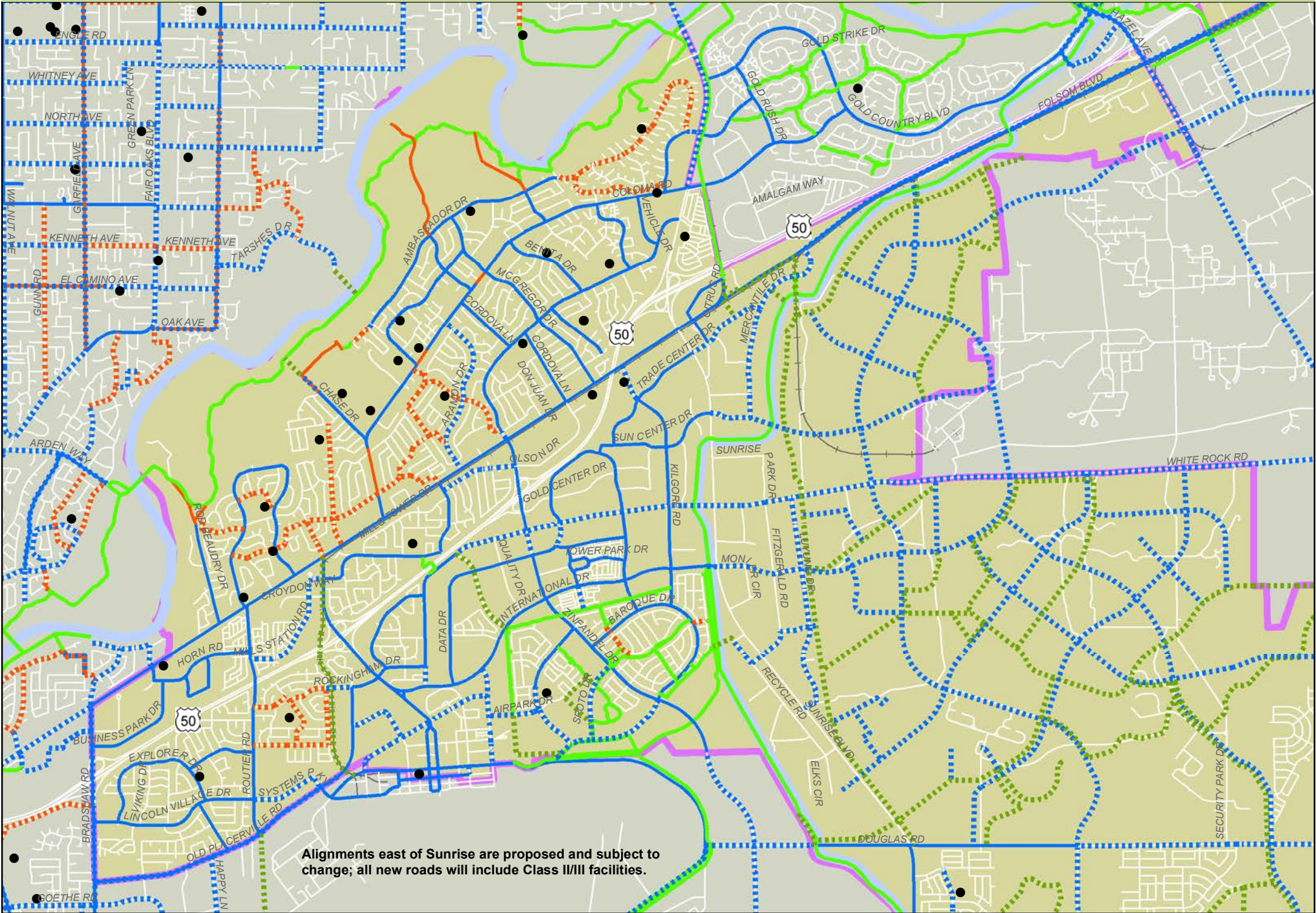


Appendix B -- Regional Project List and Maps of Bicycle Network

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CITY OF RANCHO CORDOVA									
30151	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	Hagan Park Bike Path Trail Connection	Hagan Park Bike Path Trail to American River Parkway		City of Rancho Cordova Bicycle Master Plan	\$165,000	Higher Priority
30156	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	Citrus Road Trail	Folsom Boulevard		City of Rancho Cordova Bicycle Master Plan	\$2,000,000	Higher Priority
30157	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	N Mather Blvd.	Connection to Mather Blvd.		City of Rancho Cordova Bicycle Master Plan	\$422,000	Higher Priority
30166	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	Mather Field Road.	UP Rail Spur		City of Rancho Cordova Bicycle Master Plan	\$1,810,000	Higher Priority
30167	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	Mather Field Road. (UP Rail Spur)	Feasibility Study of Pedestrian, ADA and Safety Improvements		City of Rancho Cordova Bicycle Master Plan	\$150,000	Higher Priority
30161	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	Primary Route Trail	Signage on Existing Routes		City of Rancho Cordova Bicycle Master Plan	\$9,000	Medium Priority
30150	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	Kiefer Blvd. Connection	Kiefer Blvd. to Folsom South Canal		City of Rancho Cordova Bicycle Master Plan	\$230,000	Lower Priority
30153	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	Stone Creek Trail SE Connection	Stone Creek Trail to Folsom South Canal		City of Rancho Cordova Bicycle Master Plan	\$35,000	Lower Priority
30154	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	Stone Creek Trail SW Connection	Stone Creek Trail to Mather Blvd. Existing Trail		City of Rancho Cordova Bicycle Master Plan	\$16,000	Lower Priority
30155	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	Stone Creek Trail NW Connection	Stone Creek Trail to International Drive		City of Rancho Cordova Bicycle Master Plan	\$18,000	Lower Priority
30158	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	Connection to International Drive	Capital Center Dr.		City of Rancho Cordova Bicycle Master Plan	\$200,000	Lower Priority
30159	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	Rio del Oro Trail	Sunrise Boulevard		City of Rancho Cordova Bicycle Master Plan	\$200,000	Lower Priority
30160	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	Anatolia Bike Trail	Rancho Cordova Parkway		City of Rancho Cordova Bicycle Master Plan	\$2,500,000	Lower Priority
30164	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	Stone Creek Trail N	Pedestrian Signal for Stone Creek Trail N Connection at Zinfandel Dr.		City of Rancho Cordova Bicycle Master Plan	\$200,000	Lower Priority
30165	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	Stone Creek Trail N	Ramp and Crosswalk for Stone Creek N Connection at Prospect Park Dr.		City of Rancho Cordova Bicycle Master Plan	\$14,000	Lower Priority
30168	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	Stone Creek Trail N	Connection at Kilgore Rd.		City of Rancho Cordova Bicycle Master Plan	\$14,000	Lower Priority
31201	Sacramento	City of Rancho Cordova	Multi-use Path (Class I)	Stone Creek Trail NE Connection	Stone Creek Trail to Folsom South Canal		City of Rancho Cordova Bicycle Master Plan	\$30,000	Lower Priority
30162	Sacramento	City of Rancho Cordova	Bike Lanes (Class II)	Citywide	Class II Striping		City of Rancho Cordova Bicycle Master Plan	810,000*	Higher Priority
31199	Sacramento	City of Rancho Cordova	Bike Route (Class III)	Citywide	Class III Striping		City of Rancho Cordova Bicycle Master Plan	\$18,240	Higher Priority
30172	Sacramento	City of Rancho Cordova	Intersections	City of Rancho Cordova	Intersection Improvements		City of Rancho Cordova Pedestrian Master Plan	\$2,840,000	Higher Priority
31200	Sacramento	City of Rancho Cordova	Intersections	Citywide	Bike detection at intersections		City of Rancho Cordova Bicycle Master Plan	\$500,000	Higher Priority
30176	Sacramento	City of Rancho Cordova	Intersections	City of Rancho Cordova	Midblock Signalized Crossing on Folsom Blvd. at the Cordova Town Center Light Rail Station		City of Rancho Cordova Pedestrian Master Plan	\$300,000	Medium Priority
30169	Sacramento	City of Rancho Cordova	Intersections	Stone Creek Trail N	Ramp and Crosswalk for Stone Creek N Connection at Kilgore Rd.		City of Rancho Cordova Bicycle Master Plan	\$14,000	Lower Priority
30163	Sacramento	City of Rancho Cordova	Over/Undercrossing	Promenade at High Priorityway 50	East of Zinfandel Interchange		City of Rancho Cordova Bicycle Master Plan	\$8,500,000	Medium Priority
30170	Sacramento	City of Rancho Cordova	Pedestrian Upgrade	City of Rancho Cordova	Sidewalk Infill Opportunities		City of Rancho Cordova Pedestrian Master Plan	\$7,300,000	Higher Priority
30171	Sacramento	City of Rancho Cordova	Pedestrian Upgrade	City of Rancho Cordova	Sidewalk Repair		City of Rancho Cordova Pedestrian Master Plan	\$1,100,000	Higher Priority
30174	Sacramento	City of Rancho Cordova	Pedestrian Upgrade	City of Rancho Cordova	Midblock Crossings		City of Rancho Cordova Pedestrian Master Plan	\$500,000	Medium Priority
30173	Sacramento	City of Rancho Cordova	Pedestrian Upgrade	City of Rancho Cordova	Pedestrian Pathway Upgrades		City of Rancho Cordova Pedestrian Master Plan	\$180,000	Lower Priority
30175	Sacramento	City of Rancho Cordova	Pedestrian Upgrade	City of Rancho Cordova	Lighting Improvements		City of Rancho Cordova Pedestrian Master Plan	\$60,000	Lower Priority

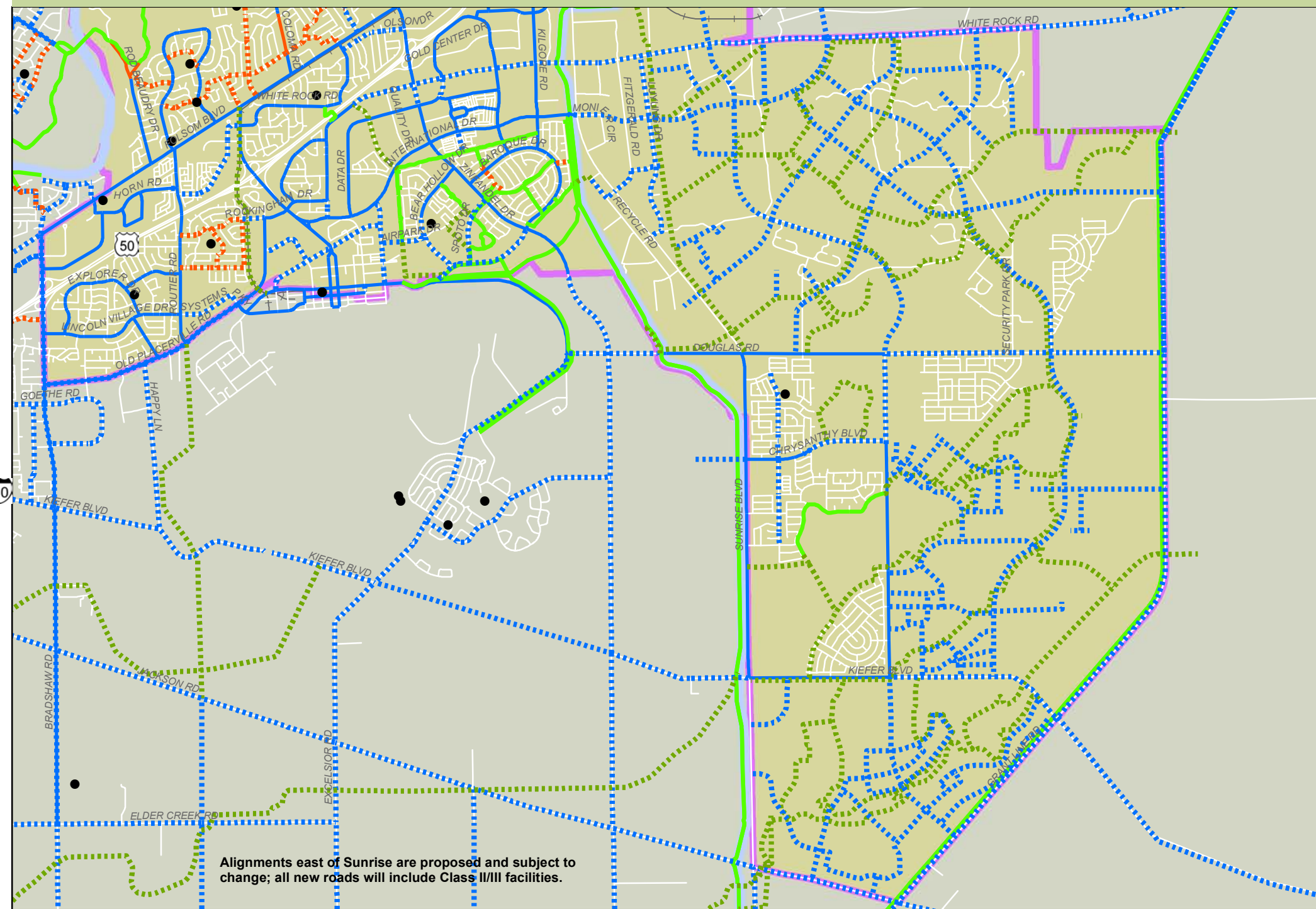
Rancho Cordova: North

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



Rancho Cordova: South

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



Alignments east of Sunrise are proposed and subject to change; all new roads will include Class II/III facilities.

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
CITY OF SACRAMENTO									
30230	Sacramento	City of Sacramento	Multi-use Path (Class I)	Haggin Oaks Golf Course	Bike trail from Fulton Ave to Longview Dr.	0.81		TBD	Higher Priority
31312	Sacramento	City of Sacramento	Multi-use Path (Class I)	North 12th Street	Separated bikeway along the west side of North 12th Street between C Street and Sunbeam Avenue.	0.38		TBD	Higher Priority
30222	Sacramento	City of Sacramento	Multi-use Path (Class I)	South Sacramento Parkway (west)	Bike trail along the South City Limits from the Bill Conlin Park to Meadowview Park. Distance of 0.52 miles.	0.52		TBD	Higher Priority
30224	Sacramento	City of Sacramento	Multi-use Path (Class I)	Two Rivers Bike Trail Ph 2 East	Bike trail along the south levee of the American River from Sacramento Northern Trail to Sutter's Landing Park site.	0.9		TBD	Higher Priority
30232	Sacramento	City of Sacramento	Multi-use Path (Class I)	Union House Creek Trail	Bike trail along Union House Creek north of Cosumnes River Boulevard from Deer Lake Drive to Bruceville Road.			TBD	Higher Priority
30246	Sacramento	City of Sacramento	Multi-use Path (Class I)	Airport Rd. Trail	Bike trail along the current alignment of Airport Rd. between San Juan Rd. and Arena Blvd.	1.24		TBD	Medium Priority
30233	Sacramento	City of Sacramento	Multi-use Path (Class I)	Arcade Creek Bike Trail (Ueda Parkway)	Bike trail along Arcade Creek from Steelhead Creek to Hagginwood Park.	1.8		TBD	Medium Priority
30234	Sacramento	City of Sacramento	Multi-use Path (Class I)	Arcade Creek East	Bike trail along Arcade Creek from Hagginwood Park Through Del Paso Park to Auburn Blvd.	4.08		TBD	Medium Priority
30245	Sacramento	City of Sacramento	Multi-use Path (Class I)	Center Parkway Extension	Bike trail on the west side of Center Parkway from Jacinto Park to Sheldon Rd.	0.28		TBD	Medium Priority
30227	Sacramento	City of Sacramento	Multi-use Path (Class I)	Del Rio Bike Trail	Bike trail along the SPRR right-of-way from I-5 Overcrossing to the Freeport Reservoir.	4.8		TBD	Medium Priority
30229	Sacramento	City of Sacramento	Multi-use Path (Class I)	East Drainage Canal	Bike trail on the east sides of the East Drain Canal from the C1 Canal to Truxel Rd.	0.69		TBD	Medium Priority
30235	Sacramento	City of Sacramento	Multi-use Path (Class I)	Folsom LRT Trail East	Bike trail along the Folsom Light Rail Line between 65th St. and Watt Ave.	2.73		TBD	Medium Priority
30244	Sacramento	City of Sacramento	Multi-use Path (Class I)	Freeport South Bike Trail	Bike trail parallel to Freeport Blvd on the east side from the Antioch Church driveway to the Water Treatment Plant driveway.	0.28		TBD	Medium Priority
30250	Sacramento	City of Sacramento	Multi-use Path (Class I)	Haggin Oaks Golf Course West	Bike trail from Connie Dr. to Arcade Creek.	0.81		TBD	Medium Priority
30242	Sacramento	City of Sacramento	Multi-use Path (Class I)	Jefferson Lofts Bike Trail	Bike trail near Jefferson Lofts from Redding Avenue to connect to the future 4th Avenue Extension at the Railroad.	0.25		TBD	Medium Priority
30241	Sacramento	City of Sacramento	Multi-use Path (Class I)	Laguna Creek South Trail	Bike trail along the south side of Laguna Creek from the existing bridge westward to the City limits.	0.26		TBD	Medium Priority
30251	Sacramento	City of Sacramento	Multi-use Path (Class I)	Lanatt Way Access Trail	Bike trail from Lanatt Way to Sutter's Landing Park.	0.4		TBD	Medium Priority
30247	Sacramento	City of Sacramento	Multi-use Path (Class I)	Mangan Park	Bike trail south of Mangan Park in Executive Airport right-of-way from 24th St to Freeport Blvd.	0.58		TBD	Medium Priority
31118	Sacramento	City of Sacramento	Multi-use Path (Class I)	Morrison Creek South	Bike trail along the west side of Morrison Creek from Mack road to the new Cosumnes River Boulevard Extension.	1.19		TBD	Medium Priority
30236	Sacramento	City of Sacramento	Multi-use Path (Class I)	Natomas Marketplace Bike Trail	Bike trail along north side of drainage canal along I-80 from Gateway Park Dr to San Juan Road.	1.02		TBD	Medium Priority
30223	Sacramento	City of Sacramento	Multi-use Path (Class I)	Ninos Parkway Bike Trail	Bike trail in Ninos Parkway from San Juan Road to B Drain Canal.	1.1		TBD	Medium Priority
30239	Sacramento	City of Sacramento	Multi-use Path (Class I)	North Natomas Regional Park Bike Trails	Network of bike trails within the North Natomas Regional Park.	2.4		TBD	Medium Priority
30249	Sacramento	City of Sacramento	Multi-use Path (Class I)	Pocket Canal Phase V	Bike trail on the west and south sides of the Pocket Canal from Gloria Dr. to Havenside Dr.	0.79		TBD	Medium Priority
30243	Sacramento	City of Sacramento	Multi-use Path (Class I)	Reichmuth Park to Del Rio Trail	Bicycle trail following the wooded drainage way from Reichmuth Park to Proposed Del Rio Trail.	0.7		TBD	Medium Priority
30252	Sacramento	City of Sacramento	Multi-use Path (Class I)	Robla Creek Bike Trail (Ueda Parkway)	Bike trail along Robla Creek from Main Avenue to Sacramento Northern Bike Trail.	1.7		TBD	Medium Priority
30248	Sacramento	City of Sacramento	Multi-use Path (Class I)	Sacramento River Bike Trail (Miller Park)	Bike trail along the Sacramento River from Broadway to Front Street.	0.2		TBD	Medium Priority
30260	Sacramento	City of Sacramento	Multi-use Path (Class I)	Sacramento River Parkway (Upper Pocket)	Bike trail on the Sacramento River levee from Clipper Way to Arabella Way.	2		TBD	Medium Priority
30256	Sacramento	City of Sacramento	Multi-use Path (Class I)	Shady Arbor Trail	Bike trail through Shady Arbor Neighborhood Park between Shady Arbor Court and Barandas Dr.	0.08		TBD	Medium Priority
30226	Sacramento	City of Sacramento	Multi-use Path (Class I)	South Sacramento Parkway (east)	Bike trail along the South City Limits from the Meadowview Park to Franklin Blvd. and along the west side of Franklin Blvd. south to Calvine Rd.	3.83		TBD	Medium Priority
30263	Sacramento	City of Sacramento	Multi-use Path (Class I)	SP Railyards	Bike trail through the SP railyards from E St. to the Sacramento River Bike Trail.	0.55		TBD	Medium Priority

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30231	Sacramento	City of Sacramento	Multi-use Path (Class I)	Steelhead Creek Bike Trail (Ueda Parkway)	Bike trail along Steelhead Creek from Arcade Creek to Main Avenue.	2.5		TBD	Medium Priority
30225	Sacramento	City of Sacramento	Multi-use Path (Class I)	Two Rivers Bike Trail Ph 2 (formerly Sutter's Landing East)	Bike trail from Sutter's landing bridge along the American River to H St.	2.05		TBD	Medium Priority
30240	Sacramento	City of Sacramento	Multi-use Path (Class I)	U.P. Tracks (old SP east/west mainline)	CSUS to Power Inn Road.	5.8		TBD	Medium Priority
30254	Sacramento	City of Sacramento	Multi-use Path (Class I)	U.P. Tracks (old SP east/west mainline)	Sacramento to Roseville.	2.5		TBD	Medium Priority
30228	Sacramento	City of Sacramento	Multi-use Path (Class I)	Ueda Park Bike Trail Connection to Sacramento Northern Trail	Trail along the east side of Steelhead Creek from El Camino Avenue to Sacramento Northern Trail.	0.4		TBD	Medium Priority
30237	Sacramento	City of Sacramento	Multi-use Path (Class I)	UPRR Phase I	Bike trail through the UPRR yards from Sacramento City College to Vallejo Way and SCC to 10th Ave.	0.82		TBD	Medium Priority
30238	Sacramento	City of Sacramento	Multi-use Path (Class I)	UPRR Phase II	Bike trail along the UPRR right-of-way from Sacramento City College to Morrison Creek.	5.01		TBD	Medium Priority
30273	Sacramento	City of Sacramento	Multi-use Path (Class I)	4th Ave. Bike Trail	East-West bike trail extending from 4th Ave from Redding Ave. to Ramona Ave.	0.53		TBD	Lower Priority
30268	Sacramento	City of Sacramento	Multi-use Path (Class I)	Arena Access Trail	East-west bike trail between East Commerce Way to Del Paso Rd overpass.	0.68		TBD	Lower Priority
30270	Sacramento	City of Sacramento	Multi-use Path (Class I)	C-1 Canal	Bike trail along the C-1 canal from the Natomas East Main Drain Canal to the East Drainage Canal.	0.97		TBD	Lower Priority
30275	Sacramento	City of Sacramento	Multi-use Path (Class I)	Cal Central Traction RR Trail	Bike trail along the Cal Central Traction RR Right of Way from Power Inn Rd. to the City limits.	2.85		TBD	Lower Priority
30269	Sacramento	City of Sacramento	Multi-use Path (Class I)	Elvas Bike Trail	Bike trail on the northeast side of the Elvas Ave. from 36th Way to F St.	1.17		TBD	Lower Priority
30259	Sacramento	City of Sacramento	Multi-use Path (Class I)	Folsom LRT Trail West	Bike trail along the Folsom Light Rail Line between Alhambra Blvd. and 65th St.	2.37		TBD	Lower Priority
31116	Sacramento	City of Sacramento	Multi-use Path (Class I)	Freeport/4th Ave Trail	Widened sidewalk connecting westbound 4th Ave/Freeport Blvd to the crosswalk at westbound 4th Ave/Freeport Blvd			TBD	Lower Priority
31117	Sacramento	City of Sacramento	Multi-use Path (Class I)	H Street Bike Trail:	Bike trail along H Street between Camellia Avenue and Carlson Drive.	0.18		TBD	Lower Priority
30264	Sacramento	City of Sacramento	Multi-use Path (Class I)	I-5 Bike Trail System	Bike trails along both sides of Interstate 5 from Hwy 99 interchange to the San Juan Road.	7.2		TBD	Lower Priority
30267	Sacramento	City of Sacramento	Multi-use Path (Class I)	I-5 South Natomas Bike Trail	North-south bike trail along east edge of I-5 from San Juan Rd to West El Camino Ave.	1.22		TBD	Lower Priority
30258	Sacramento	City of Sacramento	Multi-use Path (Class I)	Laguna Tower	Bike trail along the Laguna Creek tower easement from Laguna Creek to the south City limits.	0.31		TBD	Lower Priority
30265	Sacramento	City of Sacramento	Multi-use Path (Class I)	Morrison Creek	Bike trail along Morrison Creek from Mack Rd. to 53rd Ave.	2.17		TBD	Lower Priority
30262	Sacramento	City of Sacramento	Multi-use Path (Class I)	Ninos Bike Trail Extension	Bike trail connecting the Ninos Bike Trail at the northern limits to the Ninos Parkway Bridge.	0.38		TBD	Lower Priority
30276	Sacramento	City of Sacramento	Multi-use Path (Class I)	Ramona Ave. Bike Trail	North-South bike trail extending from Ramona Ave to 14th Ave.	0.25		TBD	Lower Priority
30257	Sacramento	City of Sacramento	Multi-use Path (Class I)	Riverfront Master Plan Trails	Bike trail system upgrades and enhancements between R St and I St along the Sacramento River.	0.7		TBD	Lower Priority
30274	Sacramento	City of Sacramento	Multi-use Path (Class I)	Roanoke Ave Access Trail	Bike trail from Roanoke Avenue to Winters Street.	200 ft		TBD	Lower Priority
30261	Sacramento	City of Sacramento	Multi-use Path (Class I)	Sacramento River Parkway (Little Pocket)	Bike trail on the Sacramento River levee from Captain's Table to trailhead at 35th Avenue.	1.6		TBD	Lower Priority
30272	Sacramento	City of Sacramento	Multi-use Path (Class I)	Sacramento River Parkway (Middle Pocket)	Bike trail on the Sacramento River levee from the Garcia Bend Park to Arabella Way.	1.9		TBD	Lower Priority
30266	Sacramento	City of Sacramento	Multi-use Path (Class I)	San Juan Access Trail	Bike trail on the north and south sides of San Juan Rd. at the I-5 underpass.	0.57		TBD	Lower Priority
30255	Sacramento	City of Sacramento	Multi-use Path (Class I)	Ueda Park Bike Trail Connection at El Camino Ave Bridge	Pave the undercrossing at the new West El Camino bridge where it crosses the Steelhead Creek drainage canal (west side of canal).	0.17		TBD	Lower Priority
30271	Sacramento	City of Sacramento	Multi-use Path (Class I)	West Canal West	Bike trail on the west side of the West Canal within the city limits.	0.34		TBD	Lower Priority
30253	Sacramento	City of Sacramento	Multi-use Path (Class I)	Whitter Ranch Bike Trail	North-south bike trail along east edge of Whitter Ranch from Natomas Crossing to San Juan Road.	0.4		TBD	Lower Priority
30212	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	24th Street North	24th Street between 2nd Avenue and Broadway			TBD	Higher Priority
30181	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	65th Street	65th St. between 4th Ave and 14th Ave			TBD	Higher Priority
30188	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	8th Avenue/San Joaquin	8th Ave and San Joaquin St between Stockton Blvd and Southern Pacific RR tracks			TBD	Higher Priority

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30186	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Amherst St/60th Avenue/20th St	Connection from Florin Rd to Chorley Park to complete the link from the northeastern corner of Morse School/Chorley Park			TBD	Higher Priority
30187	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Bannon Creek Drive	Bannon Creek Dr between Azevedo Dr and Truxel Rd			TBD	Higher Priority
30199	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Bell Avenue West	Bell Av. between Taylor St and Bollandbacher Ave			TBD	Higher Priority
30192	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Bruceville Road.	Bruceville Rd between Valley Hi Dr and Wyndham Dr			TBD	Higher Priority
30198	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Capitol Mall	Capitol Mall between Front St and 10th St			TBD	Higher Priority
30180	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Franklin Blvd.	Franklin Blvd between 2nd Ave and Fruitridge Rd			TBD	Higher Priority
30182	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Freeport Blvd.	Freeport Blvd between 4th Ave and 14th Ave			TBD	Higher Priority
30178	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Freeport Blvd. South	Freeport Blvd between Meadowview Rd and City Limits			TBD	Higher Priority
30195	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	McKinley Blvd.	McKinley Blvd between 33rd St and Elvas Ave			TBD	Higher Priority
30183	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Middlecoff Way/Pendleton St/53rd Avenue	Connection from Mogan Dr to 24th St to complete the link from the northeastern corner of Chorley Park through the old Course Terrace neighborhood to Harkness School and Woodbine Park on 24th Street.			TBD	Higher Priority
30179	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Roseville Road	Roseville Rd between Auburn Blvd. and City Limits			TBD	Higher Priority
30184	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Seamas Avenue	Seamas Ave between Peidmont and S Land Park Dr			TBD	Higher Priority
30185	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Sutterville/12th Avenue	Sutterville Rd. between Freeport and Franklin Blvd			TBD	Higher Priority
30197	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	V Street	V St. between 8th St. and 24th St			TBD	Higher Priority
30207	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Golden Oak/Alma Vista	Golden Oak Ave between S. Land Park Dr and Pocket Rd			TBD	Higher Priority
30196	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	24th Street South	24th St between 22nd Avenue and Sutterville Bypass			TBD	Medium Priority
30204	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	33rd Street	33rd St between Broadway and 12th Ave			TBD	Medium Priority
30177	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Bell Avenue East	Bell Ave. between Rio Linda Blvd. and Raley Blvd			TBD	Medium Priority
30189	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Brookfield Drive	Brookfield Dr between Franklin Blvd and Titan Parkway			TBD	Medium Priority
31111	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Carlson Drive	Carlson Drive between J St and H St			TBD	Medium Priority
30216	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Cucamonga Avenue	Cucamonga Ave between Ramona Ave and Power Inn Rd			TBD	Medium Priority
30215	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Del Paso Blvd.	Del Paso Blvd between Eleanor Ave and Arcade Blvd			TBD	Medium Priority
30193	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Del Paso Blvd. East	Del Paso Blvd between Arcade Blvd and Dayton St			TBD	Medium Priority
30205	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	H Street West	H Street between Alhambra Blvd. and 33rd St			TBD	Medium Priority
30200	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Havenhurst/56th Avenue	Havenhurst Dr. between Greenhaven Dr. and Greenhaven Dr.; 56th Avenue between Havenhurst Dr. and S. Land Park Dr			TBD	Medium Priority
30206	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Los Robles Blvd.	Los Robles Boulevard between Marysville Boulevard and DelPaso Boulevard			TBD	Medium Priority
30202	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Main Avenue	Main Ave. between Pell Dr. and Rio Linda Blvd			TBD	Medium Priority
30194	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Norwood Avenue	Norwood Ave. between Main Ave and Grace Ave			TBD	Medium Priority
30190	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Pebblewood Drive	Pebblewood Dr between Azevedo Dr and Truxel Rd			TBD	Medium Priority
30203	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Pocket/Meadowview Road	Pocket/Meadowview Rd between Greenhaven Dr and Freeport Blvd			TBD	Medium Priority
30218	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Ramona Avenue	North-South segment on Ramona between LRT tracks and			TBD	Medium Priority
31115	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Stockton Blvd	Stockton Blvd between T St and Broadway			TBD	Medium Priority
30210	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Broadway	Bike lanes or "sharrow" designations on Broadway between 19th and 21st Streets			TBD	Lower Priority
30221	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Canterbury Road	Canterbury Road between Slobe Avenue and Frontage Road			TBD	Lower Priority
31112	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Fruitridge Road East	Fruitridge Rd from South Land Park Dr. to Light Rail Station			TBD	Lower Priority
30213	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Grand Avenue	Grand Ave between Marysville Blvd and Winters St			TBD	Lower Priority
30214	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Havenside Drive	Havenside Dr. between Riverside Blvd. and Florin Rd.			TBD	Lower Priority
30209	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Oak Harbor Drive	Oak Harbor Dr between River Plaza Dr and Gateway Oaks Dr			TBD	Lower Priority
30219	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Pocket Road	Pocket Rd between Park Riviera Wy and Riverside Blvd			TBD	Lower Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

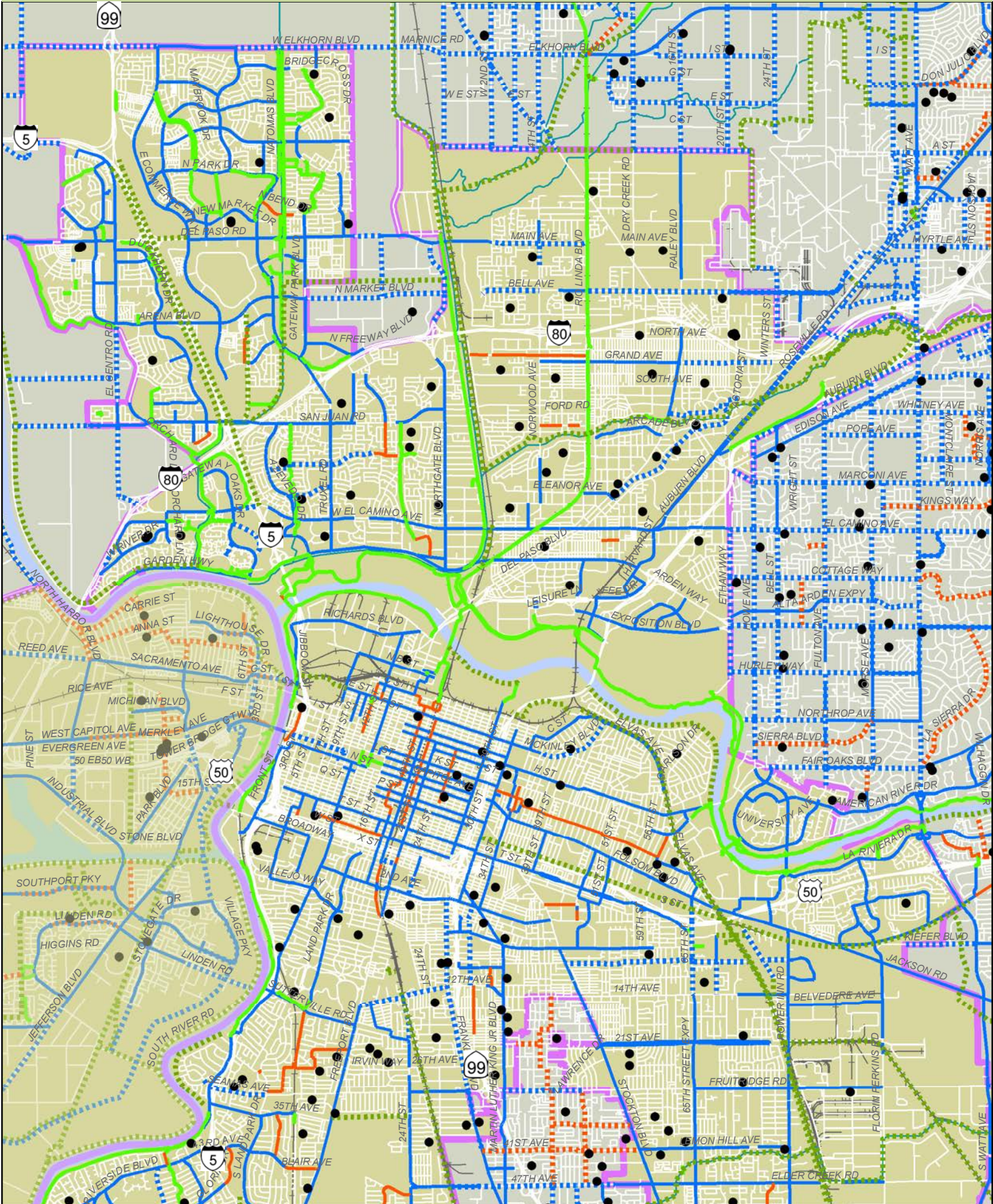
ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
30191	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Redding Avenue	Redding Ave between 14th Ave and San Joaquin St			TBD	Lower Priority
31113	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	San Juan Rd East	San Juan Road between Fong Ranch Road and Tumbleweed Way				Lower Priority
30211	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Shady Arbor Drive	Shady Arbor Dr. between West River Dr. and dead end			TBD	Lower Priority
31114	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Silver Eagle Rd/ San Juan Road	Silver Eagle Rd/San Juan Rd from Northgate Blvd to Norwood Ave				Lower Priority
30208	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	35th Avenue	35th Avenue between Park Village St and Freeport Blvd			TBD	Lower Priority
30220	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Truxel Road at Del Paso Road	Intersection Improvements for Bicycles			TBD	Lower Priority
30201	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	Venture Oaks Way	Venture Oaks Wy between Gateway Oaks Dr. and Gateway Oaks Dr			TBD	Lower Priority
30217	Sacramento	City of Sacramento	Bike Lanes (Class II) / Bike Route (Class III)	West El Camino Avenue	W. El Camino Avenue between Gateway Oaks and I-5			TBD	Lower Priority
31313	Sacramento	City of Sacramento	Combined Projects	Carlson Drive from H Street to J Street, including intersections	Green colored bike lanes and special bikeway treatments such as bike boxes. New crosswalks and pedestrian friendly treatments at both H and J Streets. Upgraded signal equipment at both intersections.	0.18		TBD	Higher Priority
31311	Sacramento	City of Sacramento	Over/Undercrossing	Southern Pacific Railyards Underpass	Provides Bike/Ped. expansion under Railroad mainline at SP Railyards site.			TBD	Higher Priority
31307	Sacramento	City of Sacramento	Over/Undercrossing	UPRY Bridge at SCC LRT Station	Provides a Bike/Ped bridge over UP Railroad at Sacramento City College LRT Station			TBD	Higher Priority
31119	Sacramento	City of Sacramento	Over/Undercrossing	7th Street Underpass	Provides Bike/Ped. undercrossing of U.P.R.R. west of 7th St.			TBD	Medium Priority
30289	Sacramento	City of Sacramento	Over/Undercrossing	Bridge at Redding to Folsom	Provides Bike/Ped. Connection under Railroad mainline connecting Redding Avenue to Folsom Boulevard.			TBD	Medium Priority
30279	Sacramento	City of Sacramento	Over/Undercrossing	Cosumnes River College Crossing	Provides Bike/Ped bridge from Sunny Creek Way to CRB across Union House Creek.			TBD	Medium Priority
30318	Sacramento	City of Sacramento	Over/Undercrossing	Del Paso Boulevard Bridge	Provides a Bike/Ped Crossing of Del Paso Boulevard at the floodgates along the north bank of the American River Parkway.			TBD	Medium Priority
30304	Sacramento	City of Sacramento	Over/Undercrossing	East Drain at Sump 20	Provides Bike/Ped. Connection over East Drain Canal near Sump 20 in North Natomas.			TBD	Medium Priority
30298	Sacramento	City of Sacramento	Over/Undercrossing	Gateway Park Boulevard at C1 Canal	Provides Bike/Ped. Crossing of C1 Canal at Gateway Park Boulevard in North Natomas.			TBD	Medium Priority
30283	Sacramento	City of Sacramento	Over/Undercrossing	Glenn Hall Park Bridge	Provides Bike/Ped. Connection over the American River between the American River Parkway and the Riverpark neighborhood.			TBD	Medium Priority
31308	Sacramento	City of Sacramento	Over/Undercrossing	Guy West Bridge Maintenance (painting)	Guy West Bridge Maintenance (painting)			TBD	Medium Priority
30293	Sacramento	City of Sacramento	Over/Undercrossing	H Street Bridge	Provides Bike/Ped. Path on the north side of the H Street bridge.			TBD	Medium Priority
30296	Sacramento	City of Sacramento	Over/Undercrossing	Haggin Oaks Crossing	Provides Bike/Ped. Connection over railroad tracks and Arcade Creek connecting north Sacramento to Haggin Oaks Bike Trail.			TBD	Medium Priority
31121	Sacramento	City of Sacramento	Over/Undercrossing	Howe Avenue Bridge (Northbound)	Provides Bike/Ped. Path on east side of northbound Howe Avenue Bridge			TBD	Medium Priority
30290	Sacramento	City of Sacramento	Over/Undercrossing	I-80 Bridge(N to S. Natomas)	Provides Bike/Ped. connection over I-80 near Bannon Creek between North & South Natomas.			TBD	Medium Priority
30311	Sacramento	City of Sacramento	Over/Undercrossing	Land Park I-5 Bridge	Provides a bike/ped crossing of Interstate 5 by expanding the Land Park Railroad Bridge.			TBD	Medium Priority
30317	Sacramento	City of Sacramento	Over/Undercrossing	Main Avenue Low Flow Bridge	Provides a low flow bike/ped crossing of Steelhead Creek in the vicinity of Main Avenue Bridge.			TBD	Medium Priority
30299	Sacramento	City of Sacramento	Over/Undercrossing	Northgate Boulevard at C1 Canal	Provides Bike/Ped. Crossing of Northgate Boulevard at the C1 Canal in North Natomas.			TBD	Medium Priority
30308	Sacramento	City of Sacramento	Over/Undercrossing	Pilgrim Court Bridge	Provides a Bike/Ped Crossing of Arcade Creek at Pilgrim Court between Los Robles Boulevard and Del Paso Boulevard.			TBD	Medium Priority
30303	Sacramento	City of Sacramento	Over/Undercrossing	R Street/Garden Street Bridge	Provides Bike Ped Connection over Sacramento River at R Street.			TBD	Medium Priority
30280	Sacramento	City of Sacramento	Over/Undercrossing	River Plaza Dr at main Drain Canal	Provides Bike/Ped. crossing over Main Drain Canal connecting River Plaza Dr.			TBD	Medium Priority
30301	Sacramento	City of Sacramento	Over/Undercrossing	South of El Camino at Main Drain Canal	Provides Bike/Ped. crossing over Main Drain Canal at Bike trail south of A-1 Market.			TBD	Medium Priority
30294	Sacramento	City of Sacramento	Over/Undercrossing	State Route 99 at Calvine Bridge	Provides a Bike/Ped Crossing of State Route 99 north of Calvine Road.			TBD	Medium Priority
30302	Sacramento	City of Sacramento	Over/Undercrossing	Town Center Pedestrian Bridge	Provides Ped. Connection over Del Paso Boulevard at the Town Center in NorthNatomas.			TBD	Medium Priority
30322	Sacramento	City of Sacramento	Over/Undercrossing	West Canal Crossing at El CentroRd	Provides Bike/Ped. connection over West Canal at El Centro Rd in North Natomas.			TBD	Medium Priority

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ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
30312	Sacramento	City of Sacramento	Over/Undercrossing	Arena Blvd. At East Drain	Provides Bike/Ped. Connection over Arena Boulevard at the East Drain Canal in North Natomas.			TBD	Lower Priority
31120	Sacramento	City of Sacramento	Over/Undercrossing	Aspen Undercrossing	Provides Bike/Ped. undercrossing at Watt Avenue south of Jackson Road.			TBD	Lower Priority
30282	Sacramento	City of Sacramento	Over/Undercrossing	B-Drain, south of Rosin Blvd	Provides Bike/Ped. over B Drain connecting bike trail near future Rosin Blvd to neighborhood south of drain.			TBD	Lower Priority
30306	Sacramento	City of Sacramento	Over/Undercrossing	California Indian Heritage Center Bridge	Provides a Bike/Ped Crossing of American River adjacent to north 12th Street.			TBD	Lower Priority
30307	Sacramento	City of Sacramento	Over/Undercrossing	Canterbury Road Bridge	Provides Bike/Ped. expansion over State Route 160 at Canterbury Road.			TBD	Lower Priority
30314	Sacramento	City of Sacramento	Over/Undercrossing	Del Paso at West Canal	Provides Bike/Ped. Crossing of Del Paso Road at the West Canal in North Natomas.			TBD	Lower Priority
30313	Sacramento	City of Sacramento	Over/Undercrossing	Del Paso Rd at East Drain	Provides Bike/Ped. Connection over Del Paso Rd at the East Drain Canal in North Natomas.			TBD	Lower Priority
30278	Sacramento	City of Sacramento	Over/Undercrossing	Discovery Park	Provides Bike/Ped. Connection over the American River for an all weather connection between Natomas and downtown.			TBD	Lower Priority
30286	Sacramento	City of Sacramento	Over/Undercrossing	Downtown Natomas Airport Joint Use Bridge	Provides Bike/Ped over American River in line with Truxel Rd.			TBD	Lower Priority
30323	Sacramento	City of Sacramento	Over/Undercrossing	El Centro Rd at West Canal	Provides Bike/Ped. crossing of El Centro Rd at the West Canal in North Natomas.			TBD	Lower Priority
30281	Sacramento	City of Sacramento	Over/Undercrossing	Garden Highway to West Sacramento	Provides a Bike/Ped Crossing of Sacramento River from Garden highway to West Sacramento.			TBD	Lower Priority
30292	Sacramento	City of Sacramento	Over/Undercrossing	I Street Bridge	Provides Bike Ped deck at railroad level over Sacramento River.			TBD	Lower Priority
30309	Sacramento	City of Sacramento	Over/Undercrossing	I-5 Bridge in S. Natomas	Provides Bike/Ped. connection over I-5 between West El Camino Ave and Garden Highway.			TBD	Lower Priority
30305	Sacramento	City of Sacramento	Over/Undercrossing	I-80 Bridge East of Truxel Interchange	Provides Bike/Ped over I-80 in line with Truxel Rd. Potential joint-use with LRT crossing.			TBD	Lower Priority
30287	Sacramento	City of Sacramento	Over/Undercrossing	I-80 Bridge(N to S. Natomas)	Provides Bike/Ped. Connection over I-80 at the WAPA Corridor between North & South Natomas.			TBD	Lower Priority
30300	Sacramento	City of Sacramento	Over/Undercrossing	National Dr at C1 Canal	Provides Bike/Ped. Crossing of C1 Canal at National Dr in North Natomas.			TBD	Lower Priority
31122	Sacramento	City of Sacramento	Over/Undercrossing	Natomas Crossing Drive at West Canal	Provides Bike/Ped. crossing of Natomas Crossing Dr in North Natomas.			TBD	Lower Priority
31123	Sacramento	City of Sacramento	Over/Undercrossing	North Land Park Tunnel	Provides Bike/Ped. undercrossing of I-5 at former RR undercrossing south of Broadway.			TBD	Lower Priority
30295	Sacramento	City of Sacramento	Over/Undercrossing	Pioneer Bridge	Provides Bike/Ped. Connection over Sacramento River by suspending below the Pioneer Bridge (Capitol City Freeway).			TBD	Lower Priority
30285	Sacramento	City of Sacramento	Over/Undercrossing	Richards Boulevard Bike/Ped Bridge	Provides Bike/Ped over Sacramento River west of Richards Boulevard.			TBD	Lower Priority
31310	Sacramento	City of Sacramento	Over/Undercrossing	San Juan Crossing at West Canal	Provides Bike/Ped. crossing of San Juan at the West Canal in North Natomas.			TBD	Lower Priority
30284	Sacramento	City of Sacramento	Over/Undercrossing	San Juan Rd at I-80	Provides a Bike/Ped Bridge over I-80 aligned with San Juan Rd.			TBD	Lower Priority
30310	Sacramento	City of Sacramento	Over/Undercrossing	San Juan Rd at Ninos Parkway	Provides Bike/Ped. bike trail crossing at San Juan Ave at Ninos Parkway (may be at-grade)			TBD	Lower Priority
30277	Sacramento	City of Sacramento	Over/Undercrossing	Sutter Landing Bridge	Provides Bike/Ped. Connection over the American River between the American River Parkway and Sutter Landing Park.			TBD	Lower Priority
30297	Sacramento	City of Sacramento	Over/Undercrossing	Two Rivers Trail Bridge	Provides a Bike/Ped Crossing of North12th/North 16th Streets along the south bank of the American River Parkway.			TBD	Lower Priority
30320	Sacramento	City of Sacramento	Over/Undercrossing	West El Camino Ave at Ninos Parkway	Provides Bike/Ped. bike trail crossing at West El Camino at Ninos Parkway (may be at-grade)			TBD	Lower Priority
30315	Sacramento	City of Sacramento	Over/Undercrossing	West El Camino near Main Drain	Provides Bike/Ped. crossing at West El Camino near Main Drain Canal			TBD	Lower Priority

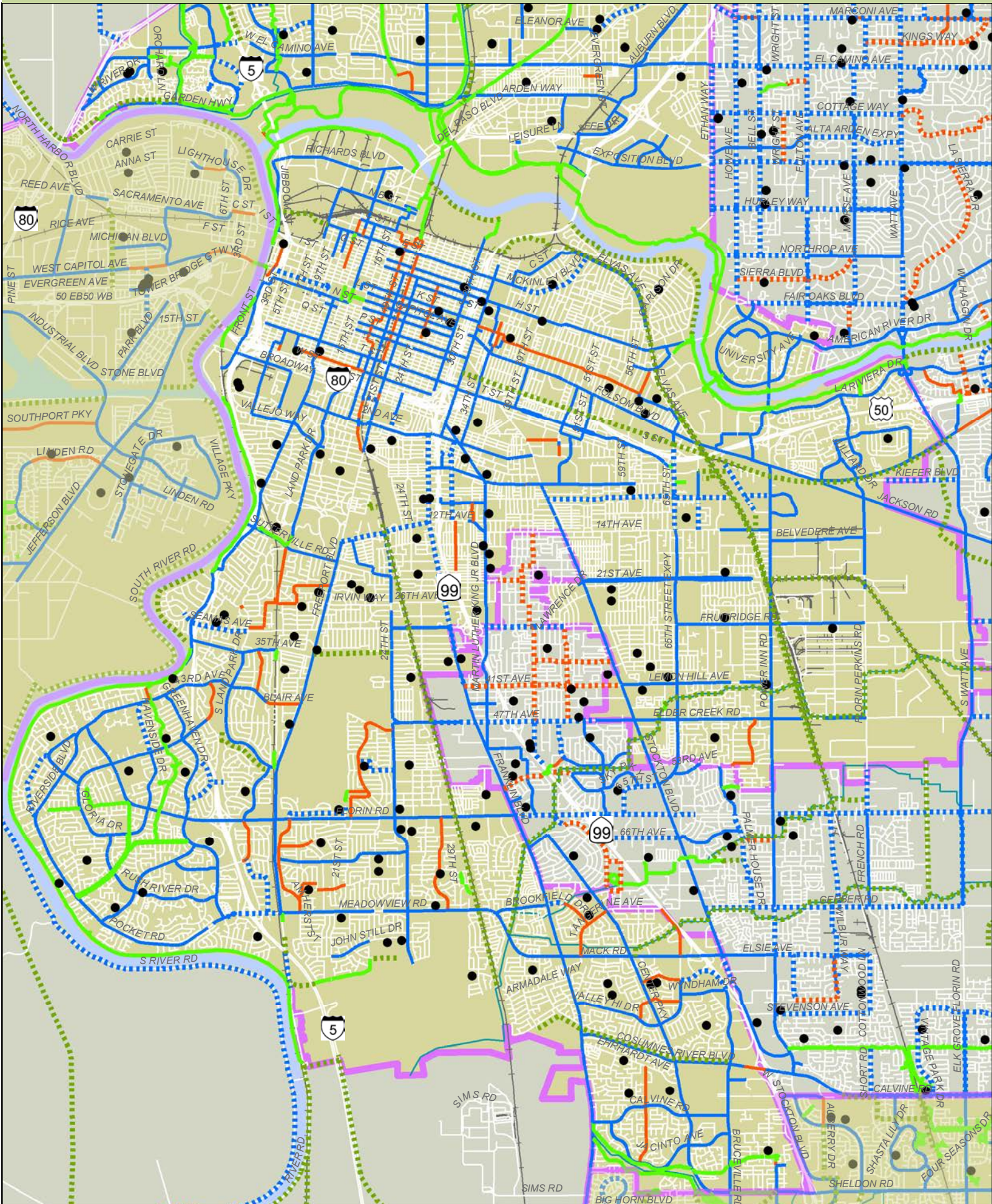
City of Sacramento: North

- Schools
- Cities
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



City of Sacramento: South

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



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ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
SACRAMENTO COUNTY									
30324	Sacramento	Sacramento County	Multi-use Path (Class I)	Cottage Park Path	Morse Avenue to Cottage Way		Sacramento County Bikeway Master Plan	\$119,000	Higher Priority
30325	Sacramento	Sacramento County	Multi-use Path (Class I)	Jan Drive Path	Jan Drive to Jan Drive		Sacramento County Bikeway Master Plan	\$81,000	Higher Priority
30326	Sacramento	Sacramento County	Multi-use Path (Class I)	Oleander Drive Connection	Oleander Drive to Oleander Drive		Sacramento County Bikeway Master Plan	\$127,500	Higher Priority
30327	Sacramento	Sacramento County	Multi-use Path (Class I)	Phoenix Park Path	Groff Drive to Sunset Avenue		Sacramento County Bikeway Master Plan	\$314,500	Higher Priority
30328	Sacramento	Sacramento County	Multi-use Path (Class I)	Arnold Avenue Path	Peacekeeper Way to Palm Street		Sacramento County Bikeway Master Plan	\$281,000	Higher Priority
30329	Sacramento	Sacramento County	Multi-use Path (Class I)	Falcon View Path	Falcon View Drive to Poker Lane		Sacramento County Bikeway Master Plan	\$204,000	Higher Priority
30330	Sacramento	Sacramento County	Multi-use Path (Class I)	Phoenix/Windsock Connector	Windsock Avenue to Phoenix Avenue		Sacramento County Bikeway Master Plan	\$26,000	Higher Priority
30331	Sacramento	Sacramento County	Multi-use Path (Class I)	Santa Anita Park Path	Hernando Road to Bell Street		Sacramento County Bikeway Master Plan	\$281,000	Higher Priority
30332	Sacramento	Sacramento County	Multi-use Path (Class I)	Arcade Creek Path	Winding Way to Citrus Heights C.L.		Sacramento County Bikeway Master Plan	\$11,368,000	Higher Priority
30333	Sacramento	Sacramento County	Multi-use Path (Class I)	Watt Avenue Paseo Path	Freedom Park Drive to U Street		Sacramento County Bikeway Master Plan	\$1,680,000	Higher Priority
30334	Sacramento	Sacramento County	Multi-use Path (Class I)	Q Street Path	Watt Avenue to 32nd Street		Sacramento County Bikeway Master Plan	\$567,000	Higher Priority
30335	Sacramento	Sacramento County	Multi-use Path (Class I)	Cowan School Path	Becerra Way to Clairidge Way		Sacramento County Bikeway Master Plan	\$79,000	Higher Priority
30336	Sacramento	Sacramento County	Multi-use Path (Class I)	Patrol Road	Dean Street to Kelly Way		Sacramento County Bikeway Master Plan	\$3,887,000	Higher Priority
30337	Sacramento	Sacramento County	Multi-use Path (Class I)	Elkhorn Path	Watt Avenue to Patrol Road Path		Sacramento County Bikeway Master Plan	\$996,000	Higher Priority
30338	Sacramento	Sacramento County	Multi-use Path (Class I)	Robla Creek Path	Watt Avenue to Patrol Road Path		Sacramento County Bikeway Master Plan	\$643,000	Higher Priority
30339	Sacramento	Sacramento County	Multi-use Path (Class I)	Placer Mine Connector	Jedediah Smith Memorial Path to Placer Mine Road		Sacramento County Bikeway Master Plan	\$511,000	Higher Priority
30340	Sacramento	Sacramento County	Multi-use Path (Class I)	Teichert Conveyor Path	Folsom Boulevard to Kiefer Boulevard		Sacramento County Bikeway Master Plan	\$5,054,000	Higher Priority
30341	Sacramento	Sacramento County	Multi-use Path (Class I)	Grant Avenue Path	Grant Avenue to Grant Avenue		Sacramento County Bikeway Master Plan	\$76,000	Higher Priority
30342	Sacramento	Sacramento County	Multi-use Path (Class I)	I-5 Path	Sacramento C.L. to Sacramento C.L.		Sacramento County Bikeway Master Plan	\$1,815,000	Higher Priority
30343	Sacramento	Sacramento County	Multi-use Path (Class I)	Sunrise Boulevard Path	Folsom Boulevard to Bridge Street		Sacramento County Bikeway Master Plan	\$15,800	Higher Priority
30344	Sacramento	Sacramento County	Multi-use Path (Class I)	Curragh Downs Path	Illinois Avenue to Curragh Downs Drive		Sacramento County Bikeway Master Plan	\$61,000	Higher Priority
30345	Sacramento	Sacramento County	Multi-use Path (Class I)	Florin Creek Path	Fleming Ave to Florin-Perkins Road		Sacramento County Bikeway Master Plan	\$1,720,000	Higher Priority
30346	Sacramento	Sacramento County	Multi-use Path (Class I)	Q Street Path	Sorento Road to Q Street		Sacramento County Bikeway Master Plan	\$519,000	Higher Priority
30347	Sacramento	Sacramento County	Multi-use Path (Class I)	Track Crossing Path	Unnamed Road to Roseville Road		Sacramento County Bikeway Master Plan	\$114,000	Higher Priority
30348	Sacramento	Sacramento County	Multi-use Path (Class I)	Morrison Creek Path	Construct approximately 1.75 miles of trail from Watt Ave. to Bradshaw Rd.	1.75	Sacramento County Bikeway Master Plan	\$7,836,000	Higher Priority
30349	Sacramento	Sacramento County	Multi-use Path (Class I)	Alder Creek Path	Hazel Avenue to Empire Ranch Road		Sacramento County Bikeway Master Plan	\$5,549,000	Higher Priority
30350	Sacramento	Sacramento County	Multi-use Path (Class I)	Waterman Path	Elder Creek Path to CCTC Path		Sacramento County Bikeway Master Plan	\$737,000	Higher Priority
30351	Sacramento	Sacramento County	Multi-use Path (Class I)	New Class I	9th Street to New Class I		Sacramento County Bikeway Master Plan	\$1,984,000	Higher Priority
30352	Sacramento	Sacramento County	Multi-use Path (Class I)	New Class I	U Street to Cherry Brook Drive		Sacramento County Bikeway Master Plan	\$987,000	Higher Priority
30353	Sacramento	Sacramento County	Multi-use Path (Class I)	Gerber Creek Path	Elder Creek Path to Florin Road		Sacramento County Bikeway Master Plan	\$3,660,000	Higher Priority
30354	Sacramento	Sacramento County	Multi-use Path (Class I)	New Class I	El Verano Avenue to Gibson Ranch Park Road		Sacramento County Bikeway Master Plan	\$2,291,000	Higher Priority
30355	Sacramento	Sacramento County	Multi-use Path (Class I)	New Class I	U Street to Placer County Line		Sacramento County Bikeway Master Plan	\$1,504,000	Higher Priority
30356	Sacramento	Sacramento County	Multi-use Path (Class I)	Elder Creek Path	Folsom South Canal Path to Sacramento C.L.		Sacramento County Bikeway Master Plan	\$19,390,000	Higher Priority
30357	Sacramento	Sacramento County	Multi-use Path (Class I)	Golden Gate Avenue Path	Golden Gate Avenue to Golden Gate Avenue		Sacramento County Bikeway Master Plan	\$102,000	Higher Priority
30358	Sacramento	Sacramento County	Multi-use Path (Class I)	Sacramento Northern Path	Jedediah Smith Memorial Path to Placer County Line		Sacramento County Bikeway Master Plan	\$1,200,000	Higher Priority
30359	Sacramento	Sacramento County	Multi-use Path (Class I)	Escobar Way Connector	So. American River Path to Escobar Way		Sacramento County Bikeway Master Plan	\$92,000	Higher Priority
30360	Sacramento	Sacramento County	Multi-use Path (Class I)	Tillotson Parkway	Power Inn Road to Smedberg Middle School		Sacramento County Bikeway Master Plan	\$294,000	Medium Priority
30361	Sacramento	Sacramento County	Multi-use Path (Class I)	Elm Avenue Path	Elm Avenue to Elm Avenue		Sacramento County Bikeway Master Plan	\$102,000	Medium Priority
30362	Sacramento	Sacramento County	Multi-use Path (Class I)	White Rock Path	Grant Line Road to El Dorado County Line		Sacramento County Bikeway Master Plan	\$4,683,000	Medium Priority
30363	Sacramento	Sacramento County	Multi-use Path (Class I)	Grant Line Path	Mosher Road to White Rock Road		Sacramento County Bikeway Master Plan	\$7,567,000	Medium Priority
30364	Sacramento	Sacramento County	Multi-use Path (Class I)	So. American River Path	Watt Avenue to Gristmill Park		Sacramento County Bikeway Master Plan	\$2,233,000	Medium Priority
30365	Sacramento	Sacramento County	Multi-use Path (Class I)	Ascot Avenue Path	4th Street to Dry Creek Road		Sacramento County Bikeway Master Plan	\$819,000	Medium Priority
30366	Sacramento	Sacramento County	Multi-use Path (Class I)	Sailor Bar Path	Natomas Street to Illinois Avenue		Sacramento County Bikeway Master Plan	\$966,000	Medium Priority
30367	Sacramento	Sacramento County	Multi-use Path (Class I)	Dry Creek Path	Ueda Path to Placer County Line		Sacramento County Bikeway Master Plan	\$5,568,000	Medium Priority
30368	Sacramento	Sacramento County	Multi-use Path (Class I)	Gibson Ranch Park Road	Unnamed Road to End		Sacramento County Bikeway Master Plan	\$222,000	Medium Priority
30369	Sacramento	Sacramento County	Multi-use Path (Class I)	Union Pacific RR Path	Sacramento C.L. to Florin Road		Sacramento County Bikeway Master Plan	\$17,657,000	Medium Priority
30370	Sacramento	Sacramento County	Multi-use Path (Class I)	New Class I Connector	Harvest Falls Drive to Dry Creek Path		Sacramento County Bikeway Master Plan	\$102,000	Medium Priority
30371	Sacramento	Sacramento County	Multi-use Path (Class I)	Santa Juanita Path	Oak Avenue to Placer County Line		Sacramento County Bikeway Master Plan	\$783,000	Medium Priority
30372	Sacramento	Sacramento County	Multi-use Path (Class I)	I-5 Path Connector	I-5 Path to Sacramento River Path		Sacramento County Bikeway Master Plan	\$12,340,000	Medium Priority
30373	Sacramento	Sacramento County	Multi-use Path (Class I)	Mercantile Drive Connector	Folsom South Canal Path to Mercantile Drive		Sacramento County Bikeway Master Plan	\$90,000	Medium Priority
30374	Sacramento	Sacramento County	Multi-use Path (Class I)	New Class I Connector	Dry Creek Path to U Street		Sacramento County Bikeway Master Plan	\$89,000	Medium Priority
30375	Sacramento	Sacramento County	Multi-use Path (Class I)	Placer County Trail	Hickory Avenue to Santa Juanita Trail		Sacramento County Bikeway Master Plan	\$1,925,000	Medium Priority
30376	Sacramento	Sacramento County	Multi-use Path (Class I)	Routier Path	Old Placerville Road to SR 160		Sacramento County Bikeway Master Plan	\$2,276,000	Medium Priority
30377	Sacramento	Sacramento County	Multi-use Path (Class I)	I-5 Path Connector	Dwight Road to I-5 Path		Sacramento County Bikeway Master Plan	\$887,000	Medium Priority
30378	Sacramento	Sacramento County	Multi-use Path (Class I)	Granite Avenue Path	Granite Avenue to Hadleigh Drive		Sacramento County Bikeway Master Plan	\$367,000	Medium Priority
30379	Sacramento	Sacramento County	Multi-use Path (Class I)	Arden Way Connector (Additional)	Jedediah Smith Memorial Path to Arden Way		Sacramento County Bikeway Master Plan	\$121,000	Medium Priority
30380	Sacramento	Sacramento County	Multi-use Path (Class I)	Placerville Road Path	Folsom C.L. to El Dorado County Line		Sacramento County Bikeway Master Plan	\$8,428,000	Medium Priority
30381	Sacramento	Sacramento County	Multi-use Path (Class I)	WPA Powerline Path (part of the Dry Creek Regional Network)	Fair Oaks Boulevard to Hazel Avenue		Sacramento County Bikeway Master Plan	\$2,804,000	Medium Priority
30382	Sacramento	Sacramento County	Multi-use Path (Class I)	CCTC Path	Power Inn Road to San Joaquin C.L.		Sacramento County Bikeway Master Plan	\$2,499,000	Medium Priority
30383	Sacramento	Sacramento County	Multi-use Path (Class I)	Mayhew Drain Path	Folsom Boulevard to So. American River Path		Sacramento County Bikeway Master Plan	\$684,000	Medium Priority
30384	Sacramento	Sacramento County	Multi-use Path (Class I)	Deer Creek Path	Alder Creek Path to Cosumnes River Path		Sacramento County Bikeway Master Plan	\$1,190,000	Medium Priority
30385	Sacramento	Sacramento County	Multi-use Path (Class I)	Folsom South Canal Path	Twin Cities Road to Jedediah Smith Memorial Path		Sacramento County Bikeway Master Plan	\$1,345,000	Medium Priority
30386	Sacramento	Sacramento County	Multi-use Path (Class I)	Cosumnes River Path	Mokelumne River Path to El Dorado County Line		Sacramento County Bikeway Master Plan	\$2,932,000	Medium Priority
30387	Sacramento	Sacramento County	Multi-use Path (Class I)	Isleton-Stone Lakes Path	Walnut Grove to Sacramento River Path		Sacramento County Bikeway Master Plan	\$1,132,000	Medium Priority
30388	Sacramento	Sacramento County	Multi-use Path (Class I)	Mokelumne River Path	Cosumnes River Path to SR 12		Sacramento County Bikeway Master Plan	\$1,558,000	Medium Priority
30389	Sacramento	Sacramento County	Multi-use Path (Class I)	Sacramento River Path	Hood-Franklin Road to Sacramento C.L.		Sacramento County Bikeway Master Plan	\$6,437,000	Medium Priority
30390	Sacramento	Sacramento County	Multi-use Path (Class I)	Calvine Road Trail	Bruceville Road to Calvine Road		Sacramento County Bikeway Master Plan	\$543,000	Lower Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
30391	Sacramento	Sacramento County	Multi-use Path (Class I)	Northrop Avenue Trail	Northrop Ave to Jedediah Smith Memorial Path		Sacramento County Bikeway Master Plan	\$20,000	Lower Priority
30392	Sacramento	Sacramento County	Multi-use Path (Class I)	Florin Creek Path	Palmer House Drive to Persimmon Avenue		Sacramento County Bikeway Master Plan	\$1,200,000	Lower Priority
30393	Sacramento	Sacramento County	Multi-use Path (Class I)	Ascot Avenue Connector	Nemdec Path to Ascot Avenue		Sacramento County Bikeway Master Plan	\$128,000	Lower Priority
30394	Sacramento	Sacramento County	Multi-use Path (Class I)	Elk Grove UPRR Path	Cosumnes River Path to Elk Grove Creek Path		Sacramento County Bikeway Master Plan	\$2,431,000	Lower Priority
30395	Sacramento	Sacramento County	Multi-use Path (Class I)	L Street Path	Teichert Mine Path to L Street		Sacramento County Bikeway Master Plan	\$77,000	Lower Priority
30396	Sacramento	Sacramento County	Multi-use Path (Class I)	Laguna Creek Path	Elk Grove C.L. to Deer Creek Path		Sacramento County Bikeway Master Plan	\$19,160,000	Lower Priority
30397	Sacramento	Sacramento County	Multi-use Path (Class I)	Nemdec Path	Del Paso Road to Sutter County Line		Sacramento County Bikeway Master Plan	\$4,568,000	Lower Priority
30398	Sacramento	Sacramento County	Multi-use Path (Class I)	Pershing Avenue Path	Main Avenue to Jedediah Smith Memorial Path		Sacramento County Bikeway Master Plan	\$753,000	Lower Priority
30399	Sacramento	Sacramento County	Multi-use Path (Class I)	Hedge Avenue Path	McCoy Ave to Elder Creek Path		Sacramento County Bikeway Master Plan	\$1,350,000	Lower Priority
30400	Sacramento	Sacramento County	Multi-use Path (Class I)	Gardner Avenue Path	Elder Creek Path to Sacramento CL		Sacramento County Bikeway Master Plan	\$1,173,000	Lower Priority
30401	Sacramento	Sacramento County	Multi-use Path (Class I)	Rogers Road Path	Florin Road to Churchill Downs Park		Sacramento County Bikeway Master Plan	\$1,200,000	Lower Priority
30402	Sacramento	Sacramento County	Multi-use Path (Class I)	New Path	Leland Ave to Rogers Rd Path		Sacramento County Bikeway Master Plan	\$844,000	Lower Priority
30403	Sacramento	Sacramento County	Multi-use Path (Class I)	Passalis Ln Path	Elder Creek Path to Union House Creek		Sacramento County Bikeway Master Plan	\$853,000	Lower Priority
30404	Sacramento	Sacramento County	Multi-use Path (Class I)	River Road Path	Sacramento C.L. to Sutter County Line		Sacramento County Bikeway Master Plan	\$37,468,000	Lower Priority
30405	Sacramento	Sacramento County	Multi-use Path (Class I)	Stone Lakes Refuge Path	I-5 to Sacramento River Path		Sacramento County Bikeway Master Plan	\$1,632,000	Lower Priority
30406	Sacramento	Sacramento County	Multi-use Path (Class I)	North WPA Powerline Path	Connecting Linda Creek to Granite Ave Trail and Santa Juanita Trail along power line corridor	2.5	2007 Bike Ped Regional Plan	TBD	Lower Priority
30844	Sacramento	Sacramento County	Multi-use Path (Class I)	Southgate: Florin Creek Trail	Acquire and construct approximately 1.4 miles of trail from Power Inn Rd. to Florin Perkins Rd.	1.4	Sacramento County BMP, Southgate Recreation and Park Dist	\$1,100,970	
30845	Sacramento	Sacramento County	Multi-use Path (Class I)	Southgate: Central California Traction Railroad	Acquire and construct approximately 4.8 miles of trail from Calvine Rd. to South Watt Avenue	4.8	Sacramento County BMP, Southgate Recreation and Park Dist	\$10,982,750	
30847	Sacramento	Sacramento County	Multi-use Path (Class I)	Southgate: Gerber Creek	Acquire and construct approximately 1 mile of trail outside of plan areas from Gerber Rd. to Florin Rd.	1	Sacramento County BMP, Southgate Recreation and Park Dist	\$1,424,850	
30849	Sacramento	Sacramento County	Multi-use Path (Class I)	Southgate: Folsom South Canal	Signage and safe crossings on the trail at all intersections and access points from Jackson Hwy. to Grant Line Rd.	-	Sacramento County BMP, Southgate Recreation and Park Dist	TBD	
30850	Sacramento	Sacramento County	Multi-use Path (Class I)	Southgate: Tillotson Parkway	Repair, replace, and reconstruct from Power Inn Rd. to Smedberg Middle School	-	Sacramento County BMP, Southgate Recreation and Park Dist	TBD	
30842	Sacramento	Sacramento County	Multi-use Path (Class I)	Southgate: Morrison Creek	Construct approximately 1.75 miles of trail from Hedge Ave. to Bradshaw Rd.	1.75	Sacramento County BMP, Southgate Recreation and Park Dist	\$1,374,150	
30843	Sacramento	Sacramento County	Multi-use Path (Class I)	South Gate: Florin Creek Trail	Replace lighting in Hwy 99 pedestrian/bicycle tunnel, repair and reconstruct approximately 1.26 miles of trail from Persimmon Ave. to Rutter Middle School, reconstruct retaining wall, remove & replace existing bollards add trail signage	1.26	Sacramento County BMP, Southgate Recreation and Park Dist	TBD	
30846	Sacramento	Sacramento County	Multi-use Path (Class I)	Southgate: Elder Creek	Acquire and construct portions of trail outside of plan areas from Hwy. 99 to Jackson Hwy. Approximately 5 miles of trail.	5	Sacramento County BMP portions included in Florin Vineyard	\$4,300,390	
30848	Sacramento	Sacramento County	Multi-use Path (Class I)	Southgate: Laguna Creek Parkway	Acquire and construct approximately 4 miles of trail outside of financing plan areas from Excelsior Rd. to Folsom South Canal	4	Sacramento County BMP, Southgate Recreation and Park Dist	\$5,989,950	
30851	Sacramento	Sacramento County	Multi-use Path (Class I)	Southgate: Tillotson Parkway	Acquire and construct last 0.5 mile segment of trail from Smedberg Middle School to Laguna Creek Parkway	0.5	Sacramento County BMP, Southgate Recreation and Park Dist	\$459,100	
30407	Sacramento	Sacramento County	Bike Lanes (Class II)	Morse Avenue	Cottage Way to Fair Oaks Boulevard		Sacramento County Bikeway Master Plan	\$96,000	Higher Priority
30408	Sacramento	Sacramento County	Bike Lanes (Class II)	California Avenue	Jan Drive to Oak Avenue		Sacramento County Bikeway Master Plan	\$90,000	Higher Priority
30409	Sacramento	Sacramento County	Bike Lanes (Class II)	Hurley Way	Ethan Way to Watt Avenue		Sacramento County Bikeway Master Plan	\$613,000	Higher Priority
30410	Sacramento	Sacramento County	Bike Lanes (Class II)	Dewey Drive	Citrus Heights C.L. to Winding Way		Sacramento County Bikeway Master Plan	\$486,000	Higher Priority
30411	Sacramento	Sacramento County	Bike Lanes (Class II)	Edison Avenue	Watt Avenue to Pasadena Avenue		Sacramento County Bikeway Master Plan	\$172,000	Higher Priority
30412	Sacramento	Sacramento County	Bike Lanes (Class II)	Northrop Avenue	Watt Avenue to End		Sacramento County Bikeway Master Plan	\$66,000	Higher Priority
30413	Sacramento	Sacramento County	Bike Lanes (Class II)	Winding Way	Auburn Boulevard to San Juan Avenue		Sacramento County Bikeway Master Plan	\$968,000	Higher Priority
30414	Sacramento	Sacramento County	Bike Lanes (Class II)	Saverien Drive	Fair Oaks Boulevard to American River Drive		Sacramento County Bikeway Master Plan	\$16,000	Higher Priority
30415	Sacramento	Sacramento County	Bike Lanes (Class II)	47th Street	47th Avenue to 51st Street		Sacramento County Bikeway Master Plan	\$19,000	Higher Priority
30416	Sacramento	Sacramento County	Bike Lanes (Class II)	Engle Avenue	Norris Avenue to Fair Oaks Boulevard		Sacramento County Bikeway Master Plan	\$101,000	Higher Priority
30417	Sacramento	Sacramento County	Bike Lanes (Class II)	Garfield Avenue	Greenback Lane to Fair Oaks Boulevard		Sacramento County Bikeway Master Plan	\$206,000	Higher Priority
30418	Sacramento	Sacramento County	Bike Lanes (Class II)	Hemlock Street	Myrtle Avenue to Palm Avenue		Sacramento County Bikeway Master Plan	\$24,000	Higher Priority
30419	Sacramento	Sacramento County	Bike Lanes (Class II)	Walerga Road	Palm Avenue to Placer County Line		Sacramento County Bikeway Master Plan	\$333,000	Higher Priority
30420	Sacramento	Sacramento County	Bike Lanes (Class II)	Morse Avenue	Marconi Avenue to El Camino Avenue		Sacramento County Bikeway Master Plan	\$24,000	Higher Priority
30421	Sacramento	Sacramento County	Bike Lanes (Class II)	Eastern Avenue	Edison Avenue to Fair Oaks Boulevard		Sacramento County Bikeway Master Plan	\$429,000	Higher Priority
30422	Sacramento	Sacramento County	Bike Lanes (Class II)	Cottage Way	Ethan Way to Watt Avenue		Sacramento County Bikeway Master Plan	\$611,000	Higher Priority
30423	Sacramento	Sacramento County	Bike Lanes (Class II)	Palmer House Drive	Florin Road to Gerber Road		Sacramento County Bikeway Master Plan	\$50,000	Higher Priority
30424	Sacramento	Sacramento County	Bike Lanes (Class II)	Mission Avenue	Engle Avenue to Fair Oaks Boulevard		Sacramento County Bikeway Master Plan	\$99,000	Higher Priority
30425	Sacramento	Sacramento County	Bike Lanes (Class II)	Morse Avenue	Auburn Boulevard to Marconi Avenue		Sacramento County Bikeway Master Plan	\$51,000	Higher Priority
30426	Sacramento	Sacramento County	Bike Lanes (Class II)	Sunset Avenue	Isabella Avenue to Main Avenue		Sacramento County Bikeway Master Plan	\$204,000	Higher Priority
30427	Sacramento	Sacramento County	Bike Lanes (Class II)	Grant Avenue	Sue Pam Way to End		Sacramento County Bikeway Master Plan	\$47,000	Higher Priority
30428	Sacramento	Sacramento County	Bike Lanes (Class II)	Pershing Avenue	Kenneth Avenue to Madison Avenue		Sacramento County Bikeway Master Plan	\$24,000	Higher Priority
30429	Sacramento	Sacramento County	Bike Lanes (Class II)	34th Street	U Street to Freedom Park Drive		Sacramento County Bikeway Master Plan	\$599,000	Higher Priority
30430	Sacramento	Sacramento County	Bike Lanes (Class II)	Beech Avenue	Pershing Avenue to Oak Avenue		Sacramento County Bikeway Master Plan	\$95,000	Higher Priority
30431	Sacramento	Sacramento County	Bike Lanes (Class II)	Sutter Avenue	Fair Oaks Boulevard to Hollister Avenue		Sacramento County Bikeway Master Plan	\$71,000	Higher Priority
30432	Sacramento	Sacramento County	Bike Lanes (Class II)	Whitney Avenue	Morse Avenue to Sue Pam Drive		Sacramento County Bikeway Master Plan	\$994,000	Higher Priority

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30433	Sacramento	Sacramento County	Bike Lanes (Class II)	Folsom Boulevard	South Watt Avenue to Rancho Cordova C.L.		Sacramento County Bikeway Master Plan	\$983,000	Higher Priority
30434	Sacramento	Sacramento County	Bike Lanes (Class II)	Walnut Avenue	Winding Way to Fair Oaks Boulevard		Sacramento County Bikeway Master Plan	\$70,000	Higher Priority
30435	Sacramento	Sacramento County	Bike Lanes (Class II)	College Oak Drive	Winding Way to Palm Avenue		Sacramento County Bikeway Master Plan	\$433,000	Higher Priority
30437	Sacramento	Sacramento County	Bike Lanes (Class II)	Myrtle Avenue	Roseville Road to I-80		Sacramento County Bikeway Master Plan	\$48,000	Higher Priority
30438	Sacramento	Sacramento County	Bike Lanes (Class II)	Oak Avenue	Fair Oaks Boulevard to California Avenue		Sacramento County Bikeway Master Plan	\$19,000	Higher Priority
30440	Sacramento	Sacramento County	Bike Lanes (Class II)	Central Avenue	Woodmore Oaks Drive to Santa Juanita Avenue		Sacramento County Bikeway Master Plan	\$157,000	Higher Priority
30441	Sacramento	Sacramento County	Bike Lanes (Class II)	Marconi Avenue	SR 51 to Fair Oaks Boulevard		Sacramento County Bikeway Master Plan	\$1,034,000	Higher Priority
30442	Sacramento	Sacramento County	Bike Lanes (Class II)	U Street	24th Street to Watt Avenue		Sacramento County Bikeway Master Plan	\$453,000	Higher Priority
30443	Sacramento	Sacramento County	Bike Lanes (Class II)	Diablo Drive	Hillsdale Boulevard to Roseville Road		Sacramento County Bikeway Master Plan	\$98,000	Higher Priority
30444	Sacramento	Sacramento County	Bike Lanes (Class II)	Kenneth Avenue	Oak Avenue to Winding Way		Sacramento County Bikeway Master Plan	\$1,180,000	Higher Priority
30446	Sacramento	Sacramento County	Bike Lanes (Class II)	Sue Pam Way	Whitney Avenue to Grant Avenue		Sacramento County Bikeway Master Plan	\$6,000	Higher Priority
30447	Sacramento	Sacramento County	Bike Lanes (Class II)	Illinois Avenue	Sailor Bar to Greenback Lane		Sacramento County Bikeway Master Plan	\$132,000	Higher Priority
30448	Sacramento	Sacramento County	Bike Lanes (Class II)	Poplar Boulevard	Wings Way to A Street		Sacramento County Bikeway Master Plan	\$17,000	Higher Priority
30449	Sacramento	Sacramento County	Bike Lanes (Class II)	Manzanita Avenue	Auburn Boulevard to Fair Oaks Boulevard		Sacramento County Bikeway Master Plan	\$26,000	Higher Priority
30452	Sacramento	Sacramento County	Bike Lanes (Class II)	MLK Jr. Boulevard	Fruitridge Road to Franklin Boulevard		Sacramento County Bikeway Master Plan	\$7,000	Higher Priority
30453	Sacramento	Sacramento County	Bike Lanes (Class II)	Bell Street	Auburn Boulevard to Northrop Avenue		Sacramento County Bikeway Master Plan	\$123,000	Higher Priority
30454	Sacramento	Sacramento County	Bike Lanes (Class II)	Main Avenue	Sunset Avenue to Oak Avenue		Sacramento County Bikeway Master Plan	\$1,031,000	Higher Priority
30456	Sacramento	Sacramento County	Bike Lanes (Class II)	Filbert Avenue	Pershing Avenue to Oak Avenue		Sacramento County Bikeway Master Plan	\$105,000	Higher Priority
30457	Sacramento	Sacramento County	Bike Lanes (Class II)	Auburn Boulevard	Howe Avenue to Citrus Heights C.L.		Sacramento County Bikeway Master Plan	\$1,831,000	Higher Priority
30458	Sacramento	Sacramento County	Bike Lanes (Class II)	Roseville Road	Sacramento C.L. to Antelope Road		Sacramento County Bikeway Master Plan	\$1,014,000	Higher Priority
30459	Sacramento	Sacramento County	Bike Lanes (Class II)	Elverta Road	Rio Linda Boulevard to Antelope Road		Sacramento County Bikeway Master Plan	\$1,601,000	Higher Priority
30463	Sacramento	Sacramento County	Bike Lanes (Class II)	Winding Way	San Juan Avenue to Fair Oaks Boulevard		Sacramento County Bikeway Master Plan	\$59,000	Higher Priority
30464	Sacramento	Sacramento County	Bike Lanes (Class II)	Palm Avenue	Roseville Road to I-80		Sacramento County Bikeway Master Plan	\$49,000	Higher Priority
30465	Sacramento	Sacramento County	Bike Lanes (Class II)	Lincoln Avenue	Manzanita Avenue to San Juan Avenue		Sacramento County Bikeway Master Plan	\$93,000	Higher Priority
30468	Sacramento	Sacramento County	Bike Lanes (Class II)	Orangevale Avenue	Main Avenue to Folsom City Limits		Sacramento County Bikeway Master Plan	\$12,000	Higher Priority
30469	Sacramento	Sacramento County	Bike Lanes (Class II)	Power Inn Road	Sacramento C.L. to Geneva Point Drive		Sacramento County Bikeway Master Plan	\$383,000	Higher Priority
30470	Sacramento	Sacramento County	Bike Lanes (Class II)	Hillsdale Boulevard	Madison Avenue to Elkhorn Boulevard		Sacramento County Bikeway Master Plan	\$708,000	Higher Priority
30471	Sacramento	Sacramento County	Bike Lanes (Class II)	South Watt Avenue	Folsom Boulevard to Florin Road		Sacramento County Bikeway Master Plan	\$1,589,000	Higher Priority
30472	Sacramento	Sacramento County	Bike Lanes (Class II)	Rio Linda Boulevard	Elverta Road to Sacramento C.L.		Sacramento County Bikeway Master Plan	\$772,000	Higher Priority
30473	Sacramento	Sacramento County	Bike Lanes (Class II)	Lumina Way	Sheraton Drive to Treecrest Avenue		Sacramento County Bikeway Master Plan	\$30,000	Higher Priority
30474	Sacramento	Sacramento County	Bike Lanes (Class II)	James Way	Dudley Boulevard to Watt Avenue		Sacramento County Bikeway Master Plan	\$76,000	Higher Priority
30475	Sacramento	Sacramento County	Bike Lanes (Class II)	A Street	Watt Avenue to Poplar Boulevard		Sacramento County Bikeway Master Plan	\$22,000	Higher Priority
30477	Sacramento	Sacramento County	Bike Lanes (Class II)	Morse Avenue	El Camino Avenue to Cottage Park		Sacramento County Bikeway Master Plan	\$18,000	Higher Priority
30478	Sacramento	Sacramento County	Bike Lanes (Class II)	Palm Drive	Fair Oaks Boulevard to California Avenue		Sacramento County Bikeway Master Plan	\$18,000	Higher Priority
30480	Sacramento	Sacramento County	Bike Lanes (Class II)	24th Street	U Street to McClellan Perimeter Road Trail		Sacramento County Bikeway Master Plan	\$108,000	Higher Priority
30481	Sacramento	Sacramento County	Bike Lanes (Class II)	Hickory Avenue	Greenback Lane to End		Sacramento County Bikeway Master Plan	\$96,000	Higher Priority
30482	Sacramento	Sacramento County	Bike Lanes (Class II)	Myrtle Avenue	I-80 to Hemlock Street		Sacramento County Bikeway Master Plan	\$64,000	Higher Priority
30483	Sacramento	Sacramento County	Bike Lanes (Class II)	San Juan Avenue	Madison Avenue to End		Sacramento County Bikeway Master Plan	\$428,000	Higher Priority
30490	Sacramento	Sacramento County	Bike Lanes (Class II)	Wilbur Way	Gerber Road to Elsie Avenue		Sacramento County Bikeway Master Plan	\$25,000	Higher Priority
30491	Sacramento	Sacramento County	Bike Lanes (Class II)	Oak Avenue	Wachtel Way to Folsom C.L.		Sacramento County Bikeway Master Plan	\$755,000	Higher Priority
30492	Sacramento	Sacramento County	Bike Lanes (Class II)	Old Placerville Road	Bradshaw Road to Rancho Cordova C.L.		Sacramento County Bikeway Master Plan	\$661,000	Higher Priority
30493	Sacramento	Sacramento County	Bike Lanes (Class II)	65th Street Expy.	Florin Road to Sacramento C.L.		Sacramento County Bikeway Master Plan	\$191,000	Higher Priority
30495	Sacramento	Sacramento County	Bike Lanes (Class II)	47th Avenue	UPRR (Sac C.L.) to Sacramento C.L.		Sacramento County Bikeway Master Plan	\$98,000	Higher Priority
30497	Sacramento	Sacramento County	Bike Lanes (Class II)	Franklin Boulevard	Fruitridge Road to Sacramento C.L.		Sacramento County Bikeway Master Plan	\$73,000	Higher Priority
30499	Sacramento	Sacramento County	Bike Lanes (Class II)	Dry Creek Road	U Street to Ascot Avenue		Sacramento County Bikeway Master Plan	\$753,000	Higher Priority
30500	Sacramento	Sacramento County	Bike Lanes (Class II)	Winding Way	Fair Oaks Boulevard to Hazel Avenue		Sacramento County Bikeway Master Plan	\$113,000	Higher Priority
30501	Sacramento	Sacramento County	Bike Lanes (Class II)	Fair Oaks Boulevard	Howe Avenue to Citrus Heights C.L.		Sacramento County Bikeway Master Plan	\$3,183,000	Higher Priority
30502	Sacramento	Sacramento County	Bike Lanes (Class II)	Stockton Boulevard	Sacramento C.L. to E. Stockton Boulevard		Sacramento County Bikeway Master Plan	\$106,000	Higher Priority
30504	Sacramento	Sacramento County	Bike Lanes (Class II)	Franklin Boulevard	Elk Grove C.L. to San Joaquin C.L.		Sacramento County Bikeway Master Plan	\$2,921,000	Higher Priority
30507	Sacramento	Sacramento County	Bike Lanes (Class II)	Don Julio Blvd.	32nd Street to Placer County Line		Sacramento County Bikeway Master Plan	\$918,000	Higher Priority
30508	Sacramento	Sacramento County	Bike Lanes (Class II)	Antelope Road	Watt Avenue to Citrus Heights C.L.		Sacramento County Bikeway Master Plan	\$220,000	Higher Priority
30510	Sacramento	Sacramento County	Bike Lanes (Class II)	Wilton Road	Dillard Road to Grant Line Road		Sacramento County Bikeway Master Plan	\$957,000	Higher Priority
30511	Sacramento	Sacramento County	Bike Lanes (Class II)	Waterman Road	New Connector to Calvine Road		Sacramento County Bikeway Master Plan	\$221,000	Higher Priority
30512	Sacramento	Sacramento County	Bike Lanes (Class II)	Q Street	Marysville Boulevard to Watt Avenue		Sacramento County Bikeway Master Plan	\$237,000	Higher Priority
30513	Sacramento	Sacramento County	Bike Lanes (Class II)	Grant Line Road	SR 99 to White Rock Road		Sacramento County Bikeway Master Plan	\$499,000	Higher Priority
30515	Sacramento	Sacramento County	Bike Lanes (Class II)	Gerber Road	Stockton Boulevard to Excelsior Road		Sacramento County Bikeway Master Plan	\$2,070,000	Higher Priority
30516	Sacramento	Sacramento County	Bike Lanes (Class II)	Santa Juanita Avenue	Central Avenue to Placer County Line		Sacramento County Bikeway Master Plan	\$116,000	Higher Priority
30518	Sacramento	Sacramento County	Bike Lanes (Class II)	Dillard Road	SR 160 to SR 99		Sacramento County Bikeway Master Plan	\$4,391,000	Higher Priority
30520	Sacramento	Sacramento County	Bike Lanes (Class II)	Bradshaw Road	Mira Del Rio Drive to Folsom Blvd		Sacramento County Bikeway Master Plan	\$209,000	Higher Priority
30523	Sacramento	Sacramento County	Bike Lanes (Class II)	Marmith Avenue	Hemlock Street to Garfield Avenue		Sacramento County Bikeway Master Plan	\$9,000	Higher Priority
30524	Sacramento	Sacramento County	Bike Lanes (Class II)	Watt Avenue	Placer County Line to Folsom Boulevard		Sacramento County Bikeway Master Plan	\$3,099,000	Higher Priority
30526	Sacramento	Sacramento County	Bike Lanes (Class II)	Butterfield Way	Stoughton Way to Oates Drive		Sacramento County Bikeway Master Plan	\$23,000	Higher Priority
30527	Sacramento	Sacramento County	Bike Lanes (Class II)	Central Avenue	Sacramento Street to Winding Way		Sacramento County Bikeway Master Plan	\$4,000	Higher Priority
30528	Sacramento	Sacramento County	Bike Lanes (Class II)	Arden Way	Ethan Way to McClaren Drive		Sacramento County Bikeway Master Plan	\$992,000	Higher Priority
30529	Sacramento	Sacramento County	Bike Lanes (Class II)	Pasadena Avenue	Auburn Boulevard to Winding Way		Sacramento County Bikeway Master Plan	\$430,000	Higher Priority
30530	Sacramento	Sacramento County	Bike Lanes (Class II)	Norris Avenue	Auburn Boulevard to Engle Road		Sacramento County Bikeway Master Plan	\$33,000	Higher Priority
30531	Sacramento	Sacramento County	Bike Lanes (Class II)	Elk Grove-Florin Road	Florin Road to Calvine Road		Sacramento County Bikeway Master Plan	\$444,000	Higher Priority
30533	Sacramento	Sacramento County	Bike Lanes (Class II)	Oleander Drive	Saint James Drive to End		Sacramento County Bikeway Master Plan	\$9,000	Higher Priority
30534	Sacramento	Sacramento County	Bike Lanes (Class II)	Tuolumne Drive	La Riviera Drive to La Riviera Drive		Sacramento County Bikeway Master Plan	\$28,000	Higher Priority
30535	Sacramento	Sacramento County	Bike Lanes (Class II)	Calvine Road	SR 99 to Grant Line Road		Sacramento County Bikeway Master Plan	\$1,143,000	Higher Priority
30536	Sacramento	Sacramento County	Bike Lanes (Class II)	Elsie Avenue	Stockton Boulevard to Cottonwood Lane		Sacramento County Bikeway Master Plan	\$31,000	Higher Priority
30537	Sacramento	Sacramento County	Bike Lanes (Class II)	Clay Station Road	Simmerhorn Road to Dillard Road		Sacramento County Bikeway Master Plan	\$547,000	Higher Priority
30539	Sacramento	Sacramento County	Bike Lanes (Class II)	Woodring Drive	Excelsior Road to Eagles Nest Road		Sacramento County Bikeway Master Plan	\$73,000	Higher Priority
30540	Sacramento	Sacramento County	Bike Lanes (Class II)	Goethe Road	Mayhew Road to Existing End		Sacramento County Bikeway Master Plan	\$61,000	Higher Priority
30543	Sacramento	Sacramento County	Bike Lanes (Class II)	Sunrise Boulevard	Rancho Cordova C.L. to Grant Line Road		Sacramento County Bikeway Master Plan	\$1,105,000	Higher Priority
30547	Sacramento	Sacramento County	Bike Lanes (Class II)	Curved Bridge Road	Oak Lane to Dry Creek Road		Sacramento County Bikeway Master Plan	\$17,000	Higher Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium/ Lower Priority)
30548	Sacramento	Sacramento County	Bike Lanes (Class II)	Chicago Avenue	Winding Way to Yvonne Way		Sacramento County Bikeway Master Plan	\$37,000	Higher Priority
30549	Sacramento	Sacramento County	Bike Lanes (Class II)	Elkhorn Boulevard	Crossfield Drive to Citrus Heights C.L.		Sacramento County Bikeway Master Plan	\$3,485,000	Higher Priority
30550	Sacramento	Sacramento County	Bike Lanes (Class II)	Palm Avenue	Garfield Avenue to Manzanita Avenue		Sacramento County Bikeway Master Plan	\$24,000	Higher Priority
30551	Sacramento	Sacramento County	Bike Lanes (Class II)	Rogue River Drive	Whitewater Way to La Riviera Drive		Sacramento County Bikeway Master Plan	\$22,000	Higher Priority
31208	Sacramento	Sacramento County	Bike Lanes (Class II)	Norris Avenue	Engle Road to Marconi Avenue			\$152,000	Higher Priority
31209	Sacramento	Sacramento County	Bike Lanes (Class II)	Stollwood Drive	Winding Way to Lincoln Avenue			\$35,000	Higher Priority
31306	Sacramento	Sacramento County	Bike Lanes (Class II)	Winding Oak Drive	Madison Avenue to Main Avenue		Sacramento County Bikeway Master Plan	\$49,000	Higher Priority
30555	Sacramento	Sacramento County	Bike Lanes (Class II)	Hilltop Drive	Manzanita Avenue to Park Oaks Drive		Sacramento County Bikeway Master Plan	\$31,000	Medium Priority
30556	Sacramento	Sacramento County	Bike Lanes (Class II)	McKinley Avenue	Clay Station Road to Twin Cities Road		Sacramento County Bikeway Master Plan	\$44,000	Medium Priority
30557	Sacramento	Sacramento County	Bike Lanes (Class II)	Dudley Boulevard	Freedom Park Drive to Winters Street		Sacramento County Bikeway Master Plan	\$913,000	Medium Priority
30558	Sacramento	Sacramento County	Bike Lanes (Class II)	El Rio Avenue	Elverta Road to W. Delano St		Sacramento County Bikeway Master Plan	\$15,000	Medium Priority
30560	Sacramento	Sacramento County	Bike Lanes (Class II)	Oates Drive	Butterfield Way to Bradshaw Road		Sacramento County Bikeway Master Plan	\$28,000	Medium Priority
30561	Sacramento	Sacramento County	Bike Lanes (Class II)	North Avenue	Mission Avenue to Fair Oaks Boulevard		Sacramento County Bikeway Master Plan	\$70,000	Medium Priority
30562	Sacramento	Sacramento County	Bike Lanes (Class II)	SR 16	Sacramento C.L. to Amador County Line		Sacramento County Bikeway Master Plan	\$8,155,000	Medium Priority
30563	Sacramento	Sacramento County	Bike Lanes (Class II)	Montclair Street	Whitney Avenue to Marconi Avenue		Sacramento County Bikeway Master Plan	\$36,000	Medium Priority
30564	Sacramento	Sacramento County	Bike Lanes (Class II)	Bruce Way	Larry Way to La Cienega Drive		Sacramento County Bikeway Master Plan	\$10,000	Medium Priority
30565	Sacramento	Sacramento County	Bike Lanes (Class II)	Ethan Way	El Camino Avenue to End		Sacramento County Bikeway Master Plan	\$631,000	Medium Priority
30566	Sacramento	Sacramento County	Bike Lanes (Class II)	Aztec Way	Elverta Road to Navaho Drive		Sacramento County Bikeway Master Plan	\$17,000	Medium Priority
30567	Sacramento	Sacramento County	Bike Lanes (Class II)	Don Crest Lane	Bruce Way to La Cienega Drive		Sacramento County Bikeway Master Plan	\$12,000	Medium Priority
30568	Sacramento	Sacramento County	Bike Lanes (Class II)	Ellerslee Drive	Manzanita Avenue to Rutland Drive		Sacramento County Bikeway Master Plan	\$7,000	Medium Priority
30569	Sacramento	Sacramento County	Bike Lanes (Class II)	Falcon View Drive	Palmerson Drive to North Loop Boulevard		Sacramento County Bikeway Master Plan	\$18,000	Medium Priority
30570	Sacramento	Sacramento County	Bike Lanes (Class II)	Gibbons Drive	Walnut Avenue to Garfield Avenue		Sacramento County Bikeway Master Plan	\$24,000	Medium Priority
30571	Sacramento	Sacramento County	Bike Lanes (Class II)	Gothberg Avenue	Larchmont Drive to Weddigen Way		Sacramento County Bikeway Master Plan	\$13,000	Medium Priority
30572	Sacramento	Sacramento County	Bike Lanes (Class II)	Kirkby Way	Larry Way to Walerga Road		Sacramento County Bikeway Master Plan	\$7,000	Medium Priority
30573	Sacramento	Sacramento County	Bike Lanes (Class II)	McKay Street	Madison Avenue to Treecrest Avenue		Sacramento County Bikeway Master Plan	\$15,000	Medium Priority
30574	Sacramento	Sacramento County	Bike Lanes (Class II)	Rustic Road	Papaya Drive to Winding Way		Sacramento County Bikeway Master Plan	\$9,000	Medium Priority
30576	Sacramento	Sacramento County	Bike Lanes (Class II)	Westcamp Road	Rimwood Drive to Fair Oaks Boulevard		Sacramento County Bikeway Master Plan	\$7,000	Medium Priority
30577	Sacramento	Sacramento County	Bike Lanes (Class II)	Winona Way	Roseville Road to Watt Avenue		Sacramento County Bikeway Master Plan	\$20,000	Medium Priority
30578	Sacramento	Sacramento County	Bike Lanes (Class II)	Tributary Point Drive	Tributary Crossing Drive to Hazel Avenue		Sacramento County Bikeway Master Plan	\$19,000	Medium Priority
30580	Sacramento	Sacramento County	Bike Lanes (Class II)	White Rock Road	Sunrise Boulevard to El Dorado County Line		Sacramento County Bikeway Master Plan	\$4,471,000	Medium Priority
30581	Sacramento	Sacramento County	Bike Lanes (Class II)	10th Street	Oak Lane to U Street		Sacramento County Bikeway Master Plan	\$22,000	Medium Priority
30582	Sacramento	Sacramento County	Bike Lanes (Class II)	W. 6th Street	End of Roadway to Ascot Avenue		Sacramento County Bikeway Master Plan	\$639,000	Medium Priority
30583	Sacramento	Sacramento County	Bike Lanes (Class II)	Twin Cities Road	River Road to Amador County Line		Sacramento County Bikeway Master Plan	\$9,266,000	Medium Priority
30584	Sacramento	Sacramento County	Bike Lanes (Class II)	El Camino Avenue	Ethan Way to Fair Oaks Boulevard		Sacramento County Bikeway Master Plan	\$1,511,000	Medium Priority
30585	Sacramento	Sacramento County	Bike Lanes (Class II)	Black Eagle Drive	Watt Avenue to Redwater Drive		Sacramento County Bikeway Master Plan	\$19,000	Medium Priority
30586	Sacramento	Sacramento County	Bike Lanes (Class II)	Date Avenue	Myrtle Avenue to Madison Avenue		Sacramento County Bikeway Master Plan	\$23,000	Medium Priority
30587	Sacramento	Sacramento County	Bike Lanes (Class II)	Falcon View Drive	North Loop Boulevard to End		Sacramento County Bikeway Master Plan	\$18,000	Medium Priority
30588	Sacramento	Sacramento County	Bike Lanes (Class II)	La Cienega Drive	Don Julio Boulevard to Larchmont Drive		Sacramento County Bikeway Master Plan	\$16,000	Medium Priority
30590	Sacramento	Sacramento County	Bike Lanes (Class II)	Longdale Drive	Walerga Road to Keema Avenue		Sacramento County Bikeway Master Plan	\$27,000	Medium Priority
30591	Sacramento	Sacramento County	Bike Lanes (Class II)	Northham Drive	Redwater Drive to Elverta Drive		Sacramento County Bikeway Master Plan	\$26,000	Medium Priority
30592	Sacramento	Sacramento County	Bike Lanes (Class II)	Sprig Drive	Elkhorn Boulevard to Don Julio Boulevard		Sacramento County Bikeway Master Plan	\$18,000	Medium Priority
30593	Sacramento	Sacramento County	Bike Lanes (Class II)	Tributary Crossing Drive	Gold Country Boulevard to Tributary Point Drive		Sacramento County Bikeway Master Plan	\$5,000	Medium Priority
30594	Sacramento	Sacramento County	Bike Lanes (Class II)	Robertson Avenue	Watt Avenue to Eastern Avenue		Sacramento County Bikeway Master Plan	\$48,000	Medium Priority
30595	Sacramento	Sacramento County	Bike Lanes (Class II)	Alta Arden Expy.	Ethan Way to Watt Avenue		Sacramento County Bikeway Master Plan	\$401,000	Medium Priority
30596	Sacramento	Sacramento County	Bike Lanes (Class II)	16th Street	Q Street to Placer County Line		Sacramento County Bikeway Master Plan	\$699,000	Medium Priority
30597	Sacramento	Sacramento County	Bike Lanes (Class II)	Marysville Blvd.	W. 6th Street to Rio Linda Blvd		Sacramento County Bikeway Master Plan	\$679,000	Medium Priority
30598	Sacramento	Sacramento County	Bike Lanes (Class II)	Robertson Avenue	6th Mission Avenue to Fair Oaks Boulevard		Sacramento County Bikeway Master Plan	\$69,000	Medium Priority
30599	Sacramento	Sacramento County	Bike Lanes (Class II)	W. 2nd Street	U Street to Ascot Avenue		Sacramento County Bikeway Master Plan	\$115,000	Medium Priority
30600	Sacramento	Sacramento County	Bike Lanes (Class II)	Pope Avenue	Fulton Avenue to Watt Avenue		Sacramento County Bikeway Master Plan	\$47,000	Medium Priority
30601	Sacramento	Sacramento County	Bike Lanes (Class II)	McDemott Drive	Galbrath Drive to Elkhorn Boulevard		Sacramento County Bikeway Master Plan	\$17,000	Medium Priority
30602	Sacramento	Sacramento County	Bike Lanes (Class II)	Palm Street	Dudley Boulevard to Watt Avenue		Sacramento County Bikeway Master Plan	\$67,000	Medium Priority
30603	Sacramento	Sacramento County	Bike Lanes (Class II)	Hackberry Lane	Palm Avenue to Cypress Avenue		Sacramento County Bikeway Master Plan	\$94,000	Medium Priority
30604	Sacramento	Sacramento County	Bike Lanes (Class II)	Barrett Road	Winding Way to Lincoln Avenue		Sacramento County Bikeway Master Plan	\$29,000	Medium Priority
30605	Sacramento	Sacramento County	Bike Lanes (Class II)	Blackfoot Way	Watt Avenue to Navaho Drive		Sacramento County Bikeway Master Plan	\$33,000	Medium Priority
30606	Sacramento	Sacramento County	Bike Lanes (Class II)	Kenneth Avenue	Mission Avenue to Garfield Avenue		Sacramento County Bikeway Master Plan	\$47,000	Medium Priority
30607	Sacramento	Sacramento County	Bike Lanes (Class II)	Landis Avenue	Fair Oaks Boulevard to California Avenue		Sacramento County Bikeway Master Plan	\$18,000	Medium Priority
30608	Sacramento	Sacramento County	Bike Lanes (Class II)	Minnesota Avenue	Sunset Avenue to Winding Way		Sacramento County Bikeway Master Plan	\$26,000	Medium Priority
30609	Sacramento	Sacramento County	Bike Lanes (Class II)	Poker Lane	Elverta Road to Existing Gap		Sacramento County Bikeway Master Plan	\$13,000	Medium Priority
30610	Sacramento	Sacramento County	Bike Lanes (Class II)	Madison Avenue	Roseville Road to Greenback Lane		Sacramento County Bikeway Master Plan	\$2,672,000	Medium Priority
30611	Sacramento	Sacramento County	Bike Lanes (Class II)	2nd Street	U Street to Ascot Avenue		Sacramento County Bikeway Master Plan	\$117,000	Medium Priority
30612	Sacramento	Sacramento County	Bike Lanes (Class II)	Heartland Drive	Don Julio Boulevard to Palmerson Drive		Sacramento County Bikeway Master Plan	\$19,000	Medium Priority
30613	Sacramento	Sacramento County	Bike Lanes (Class II)	Pecan Avenue	Pershing Avenue to Elm Avenue		Sacramento County Bikeway Master Plan	\$73,000	Medium Priority
30614	Sacramento	Sacramento County	Bike Lanes (Class II)	Stanley Avenue	Fair Oaks Boulevard to Marshall Avenue		Sacramento County Bikeway Master Plan	\$48,000	Medium Priority
30615	Sacramento	Sacramento County	Bike Lanes (Class II)	Almond Avenue	Oak Avenue to Greenback Lane		Sacramento County Bikeway Master Plan	\$72,000	Medium Priority
30616	Sacramento	Sacramento County	Bike Lanes (Class II)	Wildridge Drive	Primrose Drive to Rimwood Drive		Sacramento County Bikeway Master Plan	\$20,000	Medium Priority
30617	Sacramento	Sacramento County	Bike Lanes (Class II)	Stewart Road	Arden Way to Fair Oaks Boulevard		Sacramento County Bikeway Master Plan	\$38,000	Medium Priority
30620	Sacramento	Sacramento County	Bike Lanes (Class II)	Iona Way	Elsie Avenue to Turnbury Drive		Sacramento County Bikeway Master Plan	\$23,000	Medium Priority
30621	Sacramento	Sacramento County	Bike Lanes (Class II)	Redwater Drive	Black Eagle Drive to North Loop Boulevard		Sacramento County Bikeway Master Plan	\$59,000	Medium Priority
30622	Sacramento	Sacramento County	Bike Lanes (Class II)	Kingsford Drive	Arden Way to End		Sacramento County Bikeway Master Plan	\$10,000	Medium Priority
30623	Sacramento	Sacramento County	Bike Lanes (Class II)	Florin Road	Franklin Boulevard to Sunrise Boulevard		Sacramento County Bikeway Master Plan	\$4,662,000	Medium Priority
30624	Sacramento	Sacramento County	Bike Lanes (Class II)	M Street	Marysville Boulevard to Oak Lane		Sacramento County Bikeway Master Plan	\$71,000	Medium Priority
30625	Sacramento	Sacramento County	Bike Lanes (Class II)	Arnold Avenue	James Way to Dudley Boulevard		Sacramento County Bikeway Master Plan	\$46,000	Medium Priority
30626	Sacramento	Sacramento County	Bike Lanes (Class II)	Flyway Drive	Vought Drive to Madison Avenue		Sacramento County Bikeway Master Plan	\$11,000	Medium Priority
30627	Sacramento	Sacramento County	Bike Lanes (Class II)	Linda Sue Way	Dewey Drive to Madison Avenue		Sacramento County Bikeway Master Plan	\$29,000	Medium Priority
30628	Sacramento	Sacramento County	Bike Lanes (Class II)	Marshall Avenue	Stanley Avenue to Grant Avenue		Sacramento County Bikeway Master Plan	\$24,000	Medium Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
30629	Sacramento	Sacramento County	Bike Lanes (Class II)	Marshall Avenue	Sutter Avenue to Lincoln Avenue		Sacramento County Bikeway Master Plan	\$24,000	Medium Priority
30630	Sacramento	Sacramento County	Bike Lanes (Class II)	Poker Lane	Don Julio Boulevard to Antelope Road North		Sacramento County Bikeway Master Plan	\$45,000	Medium Priority
30631	Sacramento	Sacramento County	Bike Lanes (Class II)	Templeton Drive	Rutland Drive to Dewey Drive		Sacramento County Bikeway Master Plan	\$43,000	Medium Priority
30632	Sacramento	Sacramento County	Bike Lanes (Class II)	Trajan Drive	Greenback Lane to Central Avenue		Sacramento County Bikeway Master Plan	\$32,000	Medium Priority
30633	Sacramento	Sacramento County	Bike Lanes (Class II)	Del Paso Road	Power Line Road to Sacramento C.L.		Sacramento County Bikeway Master Plan	\$437,000	Medium Priority
30634	Sacramento	Sacramento County	Bike Lanes (Class II)	Vought Drive	Phoenix Avenue to Flyway Drive		Sacramento County Bikeway Master Plan	\$4,000	Medium Priority
30635	Sacramento	Sacramento County	Bike Lanes (Class II)	Mira Del Rio Drive	End to Paseo Rio Way		Sacramento County Bikeway Master Plan	\$17,000	Medium Priority
30636	Sacramento	Sacramento County	Bike Lanes (Class II)	Elwyn Avenue	Elverta Road to U Street		Sacramento County Bikeway Master Plan	\$31,000	Medium Priority
30637	Sacramento	Sacramento County	Bike Lanes (Class II)	(McClellan) Patrol Road	Dean Street to Magpie Creek		Sacramento County Bikeway Master Plan	\$88,000	Medium Priority
30638	Sacramento	Sacramento County	Bike Lanes (Class II)	Dean Street	Winters Street to McClellan Perimeter Rd. Trail		Sacramento County Bikeway Master Plan	\$12,000	Medium Priority
30639	Sacramento	Sacramento County	Bike Lanes (Class II)	Douglas Road	Mather Boulevard to Sunrise Boulevard		Sacramento County Bikeway Master Plan	\$284,000	Medium Priority
30640	Sacramento	Sacramento County	Bike Lanes (Class II)	Winters Street	Dean Street to Sacramento C.L.		Sacramento County Bikeway Master Plan	\$229,000	Medium Priority
30641	Sacramento	Sacramento County	Bike Lanes (Class II)	New Road	Winona Way to Orange Grove Avenue		Sacramento County Bikeway Master Plan	\$18,000	Medium Priority
30642	Sacramento	Sacramento County	Bike Lanes (Class II)	10th Street	Elkhorn Boulevard to E Street		Sacramento County Bikeway Master Plan	\$24,000	Medium Priority
30643	Sacramento	Sacramento County	Bike Lanes (Class II)	16th Street	Ascot Avenue to Elkhorn Boulevard		Sacramento County Bikeway Master Plan	\$404,000	Medium Priority
30644	Sacramento	Sacramento County	Bike Lanes (Class II)	Chestnut Avenue	Pershing Avenue to Oak Avenue		Sacramento County Bikeway Master Plan	\$97,000	Medium Priority
30645	Sacramento	Sacramento County	Bike Lanes (Class II)	Palmerson Drive	Elverta Road to Poker Lane		Sacramento County Bikeway Master Plan	\$126,000	Medium Priority
30646	Sacramento	Sacramento County	Bike Lanes (Class II)	Paseo Rio Way	Mira Del Rio Way to Folsom Boulevard		Sacramento County Bikeway Master Plan	\$7,000	Medium Priority
30647	Sacramento	Sacramento County	Bike Lanes (Class II)	G Street	10th Street to 16th Street		Sacramento County Bikeway Master Plan	\$36,000	Medium Priority
30648	Sacramento	Sacramento County	Bike Lanes (Class II)	Isabella Avenue	Sunset Avenue to Winding Way		Sacramento County Bikeway Master Plan	\$12,000	Medium Priority
30649	Sacramento	Sacramento County	Bike Lanes (Class II)	Lake Natoma Drive	Main Avenue to Greenback Lane		Sacramento County Bikeway Master Plan	\$38,000	Medium Priority
30650	Sacramento	Sacramento County	Bike Lanes (Class II)	Locust Avenue	Walnut Avenue to Manzanita Avenue		Sacramento County Bikeway Master Plan	\$46,000	Medium Priority
30651	Sacramento	Sacramento County	Bike Lanes (Class II)	Los Rios Drive	McClaren Drive to Shelato Way		Sacramento County Bikeway Master Plan	\$3,000	Medium Priority
30652	Sacramento	Sacramento County	Bike Lanes (Class II)	Palmyra Drive	Madison Avenue to Dory Way		Sacramento County Bikeway Master Plan	\$16,000	Medium Priority
30653	Sacramento	Sacramento County	Bike Lanes (Class II)	Andrea Boulevard	Roseville Road to Tupelo Drive		Sacramento County Bikeway Master Plan	\$70,000	Medium Priority
30654	Sacramento	Sacramento County	Bike Lanes (Class II)	Greenback Lane	Fair Oaks Boulevard to Folsom C.L.		Sacramento County Bikeway Master Plan	\$1,031,000	Medium Priority
30655	Sacramento	Sacramento County	Bike Lanes (Class II)	Van Alstine Avenue	Fair Oaks Boulevard to California Avenue		Sacramento County Bikeway Master Plan	\$18,000	Medium Priority
30656	Sacramento	Sacramento County	Bike Lanes (Class II)	La Serena Drive	Hazel Avenue to End		Sacramento County Bikeway Master Plan	\$30,000	Medium Priority
30657	Sacramento	Sacramento County	Bike Lanes (Class II)	Walnut Avenue	Blue Oak Drive to Pershing Avenue		Sacramento County Bikeway Master Plan	\$10,000	Medium Priority
30658	Sacramento	Sacramento County	Bike Lanes (Class II)	Wittenham Way	Greenback Lane to Woodlake Hills Drive		Sacramento County Bikeway Master Plan	\$17,000	Medium Priority
30659	Sacramento	Sacramento County	Bike Lanes (Class II)	Elm Avenue	Elm Avenue Trail to Main Avenue		Sacramento County Bikeway Master Plan	\$92,000	Medium Priority
30660	Sacramento	Sacramento County	Bike Lanes (Class II)	Fulton Avenue	SR 51 (Business 80) to Munroe Street		Sacramento County Bikeway Master Plan	\$1,026,000	Medium Priority
30661	Sacramento	Sacramento County	Bike Lanes (Class II)	Walnut Avenue	Madison Avenue to Oak Avenue		Sacramento County Bikeway Master Plan	\$97,000	Medium Priority
30662	Sacramento	Sacramento County	Bike Lanes (Class II)	Tallyho Drive	Kiefer Boulevard to Kiefer Boulevard		Sacramento County Bikeway Master Plan	\$55,000	Medium Priority
30663	Sacramento	Sacramento County	Bike Lanes (Class II)	Shelato Way	Los Rios Drive to McClaren Drive		Sacramento County Bikeway Master Plan	\$24,000	Medium Priority
30664	Sacramento	Sacramento County	Bike Lanes (Class II)	Mayhew Road	Mayhew Road Connection to Elder Creek Road		Sacramento County Bikeway Master Plan	\$83,000	Medium Priority
30665	Sacramento	Sacramento County	Bike Lanes (Class II)	14th Street	Elkhorn Boulevard to I Street		Sacramento County Bikeway Master Plan	\$5,000	Medium Priority
30666	Sacramento	Sacramento County	Bike Lanes (Class II)	Curragh Downs Drive	Curragh Downs Trail to Hazel Avenue		Sacramento County Bikeway Master Plan	\$24,000	Medium Priority
30667	Sacramento	Sacramento County	Bike Lanes (Class II)	El Modena Avenue	Elverta Road to Placer County Line		Sacramento County Bikeway Master Plan	\$60,000	Medium Priority
30668	Sacramento	Sacramento County	Bike Lanes (Class II)	Flight Lane	Arnold Avenue to New Class I UPRR Crossing		Sacramento County Bikeway Master Plan	\$3,000	Medium Priority
30669	Sacramento	Sacramento County	Bike Lanes (Class II)	I Street	14th Street to 24th Street		Sacramento County Bikeway Master Plan	\$59,000	Medium Priority
30670	Sacramento	Sacramento County	Bike Lanes (Class II)	Keema Avenue	Walerga Road to Longdale Drive		Sacramento County Bikeway Master Plan	\$18,000	Medium Priority
30671	Sacramento	Sacramento County	Bike Lanes (Class II)	Rimwood Drive	Madison Avenue to West Camp Road		Sacramento County Bikeway Master Plan	\$27,000	Medium Priority
30672	Sacramento	Sacramento County	Bike Lanes (Class II)	Stevenson Avenue	Power Inn Road to Cottonwood Lane		Sacramento County Bikeway Master Plan	\$48,000	Medium Priority
30673	Sacramento	Sacramento County	Bike Lanes (Class II)	Orange Grove Avenue	Roseville Road to Watt Avenue		Sacramento County Bikeway Master Plan	\$48,000	Medium Priority
30674	Sacramento	Sacramento County	Bike Lanes (Class II)	Mayhew Road Connection	Oxwood Drive to Mayhew Road		Sacramento County Bikeway Master Plan	\$14,000	Medium Priority
30675	Sacramento	Sacramento County	Bike Lanes (Class II)	Industry Drive	Industry Drive (I-80) Overcrossing to Orange Grove Ave		Sacramento County Bikeway Master Plan	\$4,000	Medium Priority
30676	Sacramento	Sacramento County	Bike Lanes (Class II)	Grant Avenue	End to Hollister Avenue		Sacramento County Bikeway Master Plan	\$30,000	Medium Priority
30677	Sacramento	Sacramento County	Bike Lanes (Class II)	Artesia Road	Elwyn Avenue to El Modena Avenue		Sacramento County Bikeway Master Plan	\$23,000	Medium Priority
30678	Sacramento	Sacramento County	Bike Lanes (Class II)	Sand City Drive	Antelope Road to Elverta Road		Sacramento County Bikeway Master Plan	\$12,000	Medium Priority
30679	Sacramento	Sacramento County	Bike Lanes (Class II)	Howe Avenue	Auburn Boulevard to Fair Oaks Boulevard		Sacramento County Bikeway Master Plan	\$1,350,000	Medium Priority
30680	Sacramento	Sacramento County	Bike Lanes (Class II)	Granite Avenue	Oak Avenue to Cherry Avenue		Sacramento County Bikeway Master Plan	\$36,000	Medium Priority
30681	Sacramento	Sacramento County	Bike Lanes (Class II)	Fruitridge Road	S. Watt Avenue to Mayhew Road		Sacramento County Bikeway Master Plan	\$434,000	Medium Priority
30682	Sacramento	Sacramento County	Bike Lanes (Class II)	32nd Street	U Street to Freedom Park Drive		Sacramento County Bikeway Master Plan	\$93,000	Medium Priority
30683	Sacramento	Sacramento County	Bike Lanes (Class II)	Dory Way	Lake Knoll Lane to Greenridge Way		Sacramento County Bikeway Master Plan	\$18,000	Medium Priority
30684	Sacramento	Sacramento County	Bike Lanes (Class II)	Elm Avenue	Kenneth Avenue to Elm Avenue Trail		Sacramento County Bikeway Master Plan	\$14,000	Medium Priority
30685	Sacramento	Sacramento County	Bike Lanes (Class II)	Jackson Street	Myrtle Avenue to Madison Avenue		Sacramento County Bikeway Master Plan	\$24,000	Medium Priority
30686	Sacramento	Sacramento County	Bike Lanes (Class II)	New Road	Roseville Road to Orange Grove Avenue		Sacramento County Bikeway Master Plan	\$28,000	Medium Priority
30687	Sacramento	Sacramento County	Bike Lanes (Class II)	Old Ranch Road	Citrus Heights C.L. to Kenneth Avenue		Sacramento County Bikeway Master Plan	\$21,000	Medium Priority
30688	Sacramento	Sacramento County	Bike Lanes (Class II)	55th Street	Florin Road to 66th Avenue		Sacramento County Bikeway Master Plan	\$12,000	Medium Priority
30689	Sacramento	Sacramento County	Bike Lanes (Class II)	Fruitridge Road	MLK Jr. Boulevard to Sacramento C.L.		Sacramento County Bikeway Master Plan	\$336,000	Medium Priority
30690	Sacramento	Sacramento County	Bike Lanes (Class II)	Elwyn Avenue	Rio Linda Blvd to Placer County Line		Sacramento County Bikeway Master Plan	\$245,000	Medium Priority
30691	Sacramento	Sacramento County	Bike Lanes (Class II)	Mountain Avenue	Oak Avenue to Cherry Avenue		Sacramento County Bikeway Master Plan	\$36,000	Medium Priority
30692	Sacramento	Sacramento County	Bike Lanes (Class II)	Hedge Avenue	SR 16 to Florin Road		Sacramento County Bikeway Master Plan	\$132,000	Medium Priority
30693	Sacramento	Sacramento County	Bike Lanes (Class II)	Gibson Ranch Park Road	Elverta Road to Unnamed Road		Sacramento County Bikeway Master Plan	\$53,000	Medium Priority
30694	Sacramento	Sacramento County	Bike Lanes (Class II)	Peacekeeper Way	Dudley Boulevard to Watt Avenue		Sacramento County Bikeway Master Plan	\$88,000	Medium Priority
30695	Sacramento	Sacramento County	Bike Lanes (Class II)	Trade Center Drive	Sunrise Boulevard to Mercantile Drive		Sacramento County Bikeway Master Plan	\$25,000	Medium Priority
30696	Sacramento	Sacramento County	Bike Lanes (Class II)	Indian Hill Court	End to Indian Creek Drive		Sacramento County Bikeway Master Plan	\$7,000	Medium Priority
30697	Sacramento	Sacramento County	Bike Lanes (Class II)	Antelope Road North	Antelope Road to Placer County Line		Sacramento County Bikeway Master Plan	\$333,000	Medium Priority
30698	Sacramento	Sacramento County	Bike Lanes (Class II)	McClaren Drive	Kingsford Drive to Shelato Way		Sacramento County Bikeway Master Plan	\$21,000	Medium Priority
30699	Sacramento	Sacramento County	Bike Lanes (Class II)	Golden Gate Avenue	Granite Avenue to Cardwell Avenue		Sacramento County Bikeway Master Plan	\$38,000	Medium Priority
30700	Sacramento	Sacramento County	Bike Lanes (Class II)	Phoenix Avenue	Kenneth Avenue to Winding Oak Drive		Sacramento County Bikeway Master Plan	\$66,000	Medium Priority
30701	Sacramento	Sacramento County	Bike Lanes (Class II)	Folsom Boulevard	Sunrise Boulevard to Folsom City Limits		Sacramento County Bikeway Master Plan	\$27,000	Medium Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
30702	Sacramento	Sacramento County	Bike Lanes (Class II)	Excelsior Road	Mather Boulevard to Calvine Road		Sacramento County Bikeway Master Plan	\$2,175,000	Medium Priority
30703	Sacramento	Sacramento County	Bike Lanes (Class II)	Tupelo Drive	Roseville Road to Citrus Heights C.L.		Sacramento County Bikeway Master Plan	\$25,000	Medium Priority
30704	Sacramento	Sacramento County	Bike Lanes (Class II)	El Verano Avenue	Elverta Road to Adair Street		Sacramento County Bikeway Master Plan	\$36,000	Medium Priority
30705	Sacramento	Sacramento County	Bike Lanes (Class II)	Cardwell Avenue	Oak Avenue to Golden Gate Avenue		Sacramento County Bikeway Master Plan	\$24,000	Medium Priority
30706	Sacramento	Sacramento County	Bike Lanes (Class II)	U Street	W. 6th Street to Dry Creek Trail		Sacramento County Bikeway Master Plan	\$960,000	Medium Priority
30707	Sacramento	Sacramento County	Bike Lanes (Class II)	W. Elverta Road	Rio Linda Boulevard to Garden Hwy		Sacramento County Bikeway Master Plan	\$3,077,000	Medium Priority
30708	Sacramento	Sacramento County	Bike Lanes (Class II)	Wachtel Way	Old Auburn Road to Oak Avenue		Sacramento County Bikeway Master Plan	\$53,000	Medium Priority
30709	Sacramento	Sacramento County	Bike Lanes (Class II)	9th Street	U Street to Elverta Road		Sacramento County Bikeway Master Plan	\$31,000	Medium Priority
30710	Sacramento	Sacramento County	Bike Lanes (Class II)	Cherry Lane	Curved Bridge Road to Elkhorn Boulevard		Sacramento County Bikeway Master Plan	\$27,000	Medium Priority
30711	Sacramento	Sacramento County	Bike Lanes (Class II)	E Street	10th Street to 24th Street		Sacramento County Bikeway Master Plan	\$82,000	Medium Priority
30712	Sacramento	Sacramento County	Bike Lanes (Class II)	Roseville Road	Antelope Road to Roseville C.L.		Sacramento County Bikeway Master Plan	\$512,000	Medium Priority
30713	Sacramento	Sacramento County	Bike Lanes (Class II)	Unnamed Road	Track Crossing Trail to Dudley Boulevard		Sacramento County Bikeway Master Plan	\$3,000	Medium Priority
30714	Sacramento	Sacramento County	Bike Lanes (Class II)	66th Avenue	55th Street to Stockton Boulevard		Sacramento County Bikeway Master Plan	\$36,000	Medium Priority
30715	Sacramento	Sacramento County	Bike Lanes (Class II)	East Parkway	Florin Road to Circle Parkway		Sacramento County Bikeway Master Plan	\$9,600	Medium Priority
30716	Sacramento	Sacramento County	Bike Lanes (Class II)	Hood-Franklin Road	Bruceville Road to Franklin Boulevard		Sacramento County Bikeway Master Plan	\$836,000	Lower Priority
30717	Sacramento	Sacramento County	Bike Lanes (Class II)	Hood-Franklin Road	Franklin Boulevard to SR 160		Sacramento County Bikeway Master Plan	\$177,000	Lower Priority
30718	Sacramento	Sacramento County	Bike Lanes (Class II)	Ridgepoint Drive	Great Valley Drive to Antelope Road North		Sacramento County Bikeway Master Plan	\$23,000	Lower Priority
30719	Sacramento	Sacramento County	Bike Lanes (Class II)	Indian Creek Road	Country Creek Drive to Indian Hill Ct		Sacramento County Bikeway Master Plan	\$7,000	Lower Priority
30720	Sacramento	Sacramento County	Bike Lanes (Class II)	Scott Road	White Rock Road to Latrobe Road		Sacramento County Bikeway Master Plan	\$3,137,000	Lower Priority
30721	Sacramento	Sacramento County	Bike Lanes (Class II)	Ascot Avenue	W. 2nd Street to 4th Street		Sacramento County Bikeway Master Plan	\$25,000	Lower Priority
30722	Sacramento	Sacramento County	Bike Lanes (Class II)	14th Avenue	Lisette Avenue to Stockton Boulevard		Sacramento County Bikeway Master Plan	\$27,000	Lower Priority
30723	Sacramento	Sacramento County	Bike Lanes (Class II)	20th Street	Q Street to Ascot Avenue		Sacramento County Bikeway Master Plan	\$95,000	Lower Priority
30724	Sacramento	Sacramento County	Bike Lanes (Class II)	Aerojet Road	Folsom Boulevard to Easton Valley Parkway		Sacramento County Bikeway Master Plan	\$145,000	Lower Priority
30725	Sacramento	Sacramento County	Bike Lanes (Class II)	Arno Road	Riley Road to SR 99		Sacramento County Bikeway Master Plan	\$72,000	Lower Priority
30726	Sacramento	Sacramento County	Bike Lanes (Class II)	Country Lake Drive	Country Trail Dr to Petite Creek Drive		Sacramento County Bikeway Master Plan	\$21,000	Lower Priority
30727	Sacramento	Sacramento County	Bike Lanes (Class II)	Petite Creek Drive	Country Lake Drive to Placer County Line		Sacramento County Bikeway Master Plan	\$11,000	Lower Priority
30728	Sacramento	Sacramento County	Bike Lanes (Class II)	Stone House Road	Latrobe Road to Jackson Road		Sacramento County Bikeway Master Plan	\$70,000	Lower Priority
30729	Sacramento	Sacramento County	Bike Lanes (Class II)	Valensin Road	Alta Mesa Road to Colony Road		Sacramento County Bikeway Master Plan	\$118,000	Lower Priority
30730	Sacramento	Sacramento County	Bike Lanes (Class II)	Valensin Road	Colony Road to Arno Road		Sacramento County Bikeway Master Plan	\$66,000	Lower Priority
30731	Sacramento	Sacramento County	Bike Lanes (Class II)	W. Ascot Street	W. 6th Street to W. 2nd Street		Sacramento County Bikeway Master Plan	\$24,000	Lower Priority
30732	Sacramento	Sacramento County	Bike Lanes (Class II)	Sunrise Gold Circle	Sunrise Boulevard to Mercantile Drive		Sacramento County Bikeway Master Plan	\$44,000	Lower Priority
30733	Sacramento	Sacramento County	Bike Lanes (Class II)	Mercantile Drive	Sunrise Gold Circle to Folsom Boulevard		Sacramento County Bikeway Master Plan	\$26,000	Lower Priority
30734	Sacramento	Sacramento County	Bike Lanes (Class II)	South Bayou Way	Airport Boulevard to Sacramento C.L.		Sacramento County Bikeway Master Plan	\$122,000	Lower Priority
30735	Sacramento	Sacramento County	Bike Lanes (Class II)	Colony Road	Valensin Road to Dillard Road		Sacramento County Bikeway Master Plan	\$286,000	Lower Priority
30736	Sacramento	Sacramento County	Bike Lanes (Class II)	Elder Creek Road	South Watt Avenue to Excelsior Road		Sacramento County Bikeway Master Plan	\$1,200,000	Lower Priority
30737	Sacramento	Sacramento County	Bike Lanes (Class II)	Eagles Nest Road	Grant Line Road to Douglas Road		Sacramento County Bikeway Master Plan	\$1,917,000	Lower Priority
30738	Sacramento	Sacramento County	Bike Lanes (Class II)	Happy Lane	Old Placerville Road to Kiefer Boulevard		Sacramento County Bikeway Master Plan	\$367,000	Lower Priority
30739	Sacramento	Sacramento County	Bike Lanes (Class II)	Power Line Road	Graden Hwy to Sutter County Line		Sacramento County Bikeway Master Plan	\$1,814,000	Lower Priority
30740	Sacramento	Sacramento County	Bike Lanes (Class II)	Cherry Avenue	Hazel Avenue to Mountain Avenue		Sacramento County Bikeway Master Plan	\$60,000	Lower Priority
30741	Sacramento	Sacramento County	Bike Lanes (Class II)	Mather Boulevard	Douglas Road to Excelsior Road		Sacramento County Bikeway Master Plan	\$47,000	Lower Priority
30742	Sacramento	Sacramento County	Bike Lanes (Class II)	Crestview Drive	Schuyler Drive to Winding Way		Sacramento County Bikeway Master Plan	\$15,000	Lower Priority
30743	Sacramento	Sacramento County	Bike Lanes (Class II)	Hazel Avenue	White Rock Road to Placer County Line		Sacramento County Bikeway Master Plan	\$2,226,000	Lower Priority
30744	Sacramento	Sacramento County	Bike Lanes (Class II)	Airport Boulevard	S. Bayou Drive to End		Sacramento County Bikeway Master Plan	\$1,497,000	Lower Priority
30745	Sacramento	Sacramento County	Bike Lanes (Class II)	Blake Road	Colony Road to Alta Mesa Road		Sacramento County Bikeway Master Plan	\$47,000	Lower Priority
30746	Sacramento	Sacramento County	Bike Lanes (Class II)	Bruceville Road	Elk Grove C.L. to Twin Cities Road		Sacramento County Bikeway Master Plan	\$292,000	Lower Priority
30747	Sacramento	Sacramento County	Bike Lanes (Class II)	Conley Road	Cherokee Lane to Alta Mesa Road		Sacramento County Bikeway Master Plan	\$98,000	Lower Priority
30748	Sacramento	Sacramento County	Bike Lanes (Class II)	Core Road	Ed Rau Road to Franklin Blvd		Sacramento County Bikeway Master Plan	\$41,000	Lower Priority
30749	Sacramento	Sacramento County	Bike Lanes (Class II)	Cottonwood Lane	Elsie Avenue to Stevenson Avenue		Sacramento County Bikeway Master Plan	\$30,000	Lower Priority
30750	Sacramento	Sacramento County	Bike Lanes (Class II)	Cresthill Drive	Sheldon Lake Drive to Sloughhouse Road		Sacramento County Bikeway Master Plan	\$31,000	Lower Priority
30751	Sacramento	Sacramento County	Bike Lanes (Class II)	Dwight Road	Franklin Boulevard to Elk Grove C.L.		Sacramento County Bikeway Master Plan	\$189,000	Lower Priority
30752	Sacramento	Sacramento County	Bike Lanes (Class II)	Ed Rau Road	Eschinger Road to Core Road		Sacramento County Bikeway Master Plan	\$24,000	Lower Priority
30753	Sacramento	Sacramento County	Bike Lanes (Class II)	Green Road	Dillard Road to Wilton Road		Sacramento County Bikeway Master Plan	\$781,000	Lower Priority
30754	Sacramento	Sacramento County	Bike Lanes (Class II)	Hobday Road	Colony Road to Folsom South Canal Trail		Sacramento County Bikeway Master Plan	\$136,000	Lower Priority
30755	Sacramento	Sacramento County	Bike Lanes (Class II)	Kammerer Road	SR 99 to Bruceville Road		Sacramento County Bikeway Master Plan	\$1,260,000	Lower Priority
30756	Sacramento	Sacramento County	Bike Lanes (Class II)	New Hope Road	San Joaquin County Line to Galt C.L.		Sacramento County Bikeway Master Plan	\$268,000	Lower Priority
30757	Sacramento	Sacramento County	Bike Lanes (Class II)	Placerville Road	Folsom C.L. to White Rock Road		Sacramento County Bikeway Master Plan	\$70,000	Lower Priority
30758	Sacramento	Sacramento County	Bike Lanes (Class II)	Prairie City Road	US 50 to White Rock Road		Sacramento County Bikeway Master Plan	\$787,000	Lower Priority
30759	Sacramento	Sacramento County	Bike Lanes (Class II)	Rio Linda Boulevard	Elverta Road to Sorrento Road		Sacramento County Bikeway Master Plan	\$585,000	Lower Priority
30760	Sacramento	Sacramento County	Bike Lanes (Class II)	Rising Road	Alta Mesa Road to Tavernor Road		Sacramento County Bikeway Master Plan	\$24,000	Lower Priority
30761	Sacramento	Sacramento County	Bike Lanes (Class II)	San Juan Road	Garden Highway to El Centro Road		Sacramento County Bikeway Master Plan	\$340,000	Lower Priority
30762	Sacramento	Sacramento County	Bike Lanes (Class II)	Sheldon Lake Drive	Grant Line Road to Cresthill Drive		Sacramento County Bikeway Master Plan	\$30,000	Lower Priority
30763	Sacramento	Sacramento County	Bike Lanes (Class II)	Short Road	Calvine Road to Tillotson Pkwy Trail		Sacramento County Bikeway Master Plan	\$24,000	Lower Priority
30764	Sacramento	Sacramento County	Bike Lanes (Class II)	Sorento Road	Elverta Road to Placer County Line		Sacramento County Bikeway Master Plan	\$424,000	Lower Priority
30765	Sacramento	Sacramento County	Bike Lanes (Class II)	Tavernor Road	Rising Road to Dillard Road		Sacramento County Bikeway Master Plan	\$181,000	Lower Priority
30766	Sacramento	Sacramento County	Bike Lanes (Class II)	Tree View Road	SR 16 to End of Existing Roadway		Sacramento County Bikeway Master Plan	\$12,000	Lower Priority
30767	Sacramento	Sacramento County	Bike Lanes (Class II)	Unnamed Road	El Centro Road to Garden Hwy		Sacramento County Bikeway Master Plan	\$56,000	Lower Priority
30768	Sacramento	Sacramento County	Bike Lanes (Class II)	Walmart Road	Dillard Road to Alta Mesa Road		Sacramento County Bikeway Master Plan	\$176,000	Lower Priority
30769	Sacramento	Sacramento County	Bike Lanes (Class II)	Waterman Road	SR 16 to New Connector		Sacramento County Bikeway Master Plan	\$1,221,000	Lower Priority
30770	Sacramento	Sacramento County	Bike Lanes (Class II)	Waterman Road Connector	New Connector to New Connector		Sacramento County Bikeway Master Plan	\$39,000	Lower Priority
30771	Sacramento	Sacramento County	Bike Lanes (Class II)	Woods Road	Colony Road to Alta Mesa Road		Sacramento County Bikeway Master Plan	\$47,000	Lower Priority
30772	Sacramento	Sacramento County	Bike Lanes (Class II)	Golden Gate Avenue	Hazel Avenue to Golden Gate Avenue Trail		Sacramento County Bikeway Master Plan	\$30,000	Lower Priority
30773	Sacramento	Sacramento County	Bike Lanes (Class II)	Lambert Road	Bruceville Road to SR 160		Sacramento County Bikeway Master Plan	\$373,000	Lower Priority
30774	Sacramento	Sacramento County	Bike Lanes (Class II)	Marengo Road	Boessow Road to Twin Cities Road		Sacramento County Bikeway Master Plan	\$119,000	Lower Priority
30775	Sacramento	Sacramento County	Bike Lanes (Class II)	Christensen Road	New Hope Road to Twin Cities Road		Sacramento County Bikeway Master Plan	\$922,000	Lower Priority
30776	Sacramento	Sacramento County	Bike Lanes (Class II)	Borden Road	Twin Cities Road to Clay Station Road		Sacramento County Bikeway Master Plan	\$206,000	Lower Priority
30777	Sacramento	Sacramento County	Bike Lanes (Class II)	Florin-Perkins Road	Sacramento C.L. to Gerber Road		Sacramento County Bikeway Master Plan	\$139,000	Lower Priority
30778	Sacramento	Sacramento County	Bike Lanes (Class II)	4th Street	Marysville Boulevard to Ascot Avenue		Sacramento County Bikeway Master Plan	\$17,000	Lower Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
30779	Sacramento	Sacramento County	Bike Lanes (Class II)	Simmerhorn Road	SR 99 to Clay Station Road		Sacramento County Bikeway Master Plan	\$323,000	Lower Priority
30780	Sacramento	Sacramento County	Bike Lanes (Class II)	Ione Road	SR 16 to Amador County Line		Sacramento County Bikeway Master Plan	\$294,000	Lower Priority
30781	Sacramento	Sacramento County	Bike Lanes (Class II)	Longview Drive	Roseville Road to Watt Avenue		Sacramento County Bikeway Master Plan	\$53,000	Lower Priority
30782	Sacramento	Sacramento County	Bike Lanes (Class II)	Alta Mesa Road	Boessow Road to Dillard Road		Sacramento County Bikeway Master Plan	\$558,000	Lower Priority
30783	Sacramento	Sacramento County	Bike Lanes (Class II)	Cherokee Lane	Boessow Road to Conley Road		Sacramento County Bikeway Master Plan	\$157,000	Lower Priority
30784	Sacramento	Sacramento County	Bike Lanes (Class II)	Sloughhouse Road	Grantline Road to SR 16		Sacramento County Bikeway Master Plan	\$204,000	Lower Priority
30785	Sacramento	Sacramento County	Bike Lanes (Class II)	Sunrise Boulevard	Madison Avenue to Rancho Cordova C.L.		Sacramento County Bikeway Master Plan	\$2,177,000	Lower Priority
30786	Sacramento	Sacramento County	Bike Lanes (Class II)	Bilby Road	Franklin Boulevard to Bruceville Road		Sacramento County Bikeway Master Plan	\$633,000	Lower Priority
30787	Sacramento	Sacramento County	Bike Lanes (Class II)	Boessow Road	SR 99 to Alta Mesa Road		Sacramento County Bikeway Master Plan	\$144,000	Lower Priority
30788	Sacramento	Sacramento County	Bike Lanes (Class II)	Kost Road	New Hope Road to Galt CL		Sacramento County Bikeway Master Plan	\$153,000	Lower Priority
30789	Sacramento	Sacramento County	Bike Lanes (Class II)	Orr Road	New Hope Road to Galt CL		Sacramento County Bikeway Master Plan	\$1,198,000	Lower Priority
30790	Sacramento	Sacramento County	Bike Lanes (Class II)	Riley Road	Dillard Road to Arno Road		Sacramento County Bikeway Master Plan	\$158,000	Lower Priority
30791	Sacramento	Sacramento County	Bike Lanes (Class II)	SR 12	San Joaquin County Line to SR 160		Sacramento County Bikeway Master Plan	\$1,728,000	Lower Priority
30792	Sacramento	Sacramento County	Bike Lanes (Class II)	SR 160	SR 12 to Contra Costa C.L.		Sacramento County Bikeway Master Plan	\$3,290,000	Lower Priority
30793	Sacramento	Sacramento County	Bike Lanes (Class II)	SR 160	Hood-Franklin Road to Walnut Grove-Thornton Road		Sacramento County Bikeway Master Plan	\$598,000	Lower Priority
30794	Sacramento	Sacramento County	Bike Lanes (Class II)	Walnut Grove-Thornton Road	SR 160 to Mokelumne River		Sacramento County Bikeway Master Plan	\$48,000	Lower Priority
30795	Sacramento	Sacramento County	Bike Lanes (Class II)	El Centro Road	Arena Blvd to West El Camino Road		Sacramento County Bikeway Master Plan	\$562,000	Lower Priority
30796	Sacramento	Sacramento County	Bike Lanes (Class II)	Eschinger Road	SR 99 to Ed Rau Road		Sacramento County Bikeway Master Plan	\$259,000	Lower Priority
30797	Sacramento	Sacramento County	Bike Lanes (Class II)	Kiefer Boulevard	Sunrise Boulevard to So. Watt Avenue		Sacramento County Bikeway Master Plan	\$989,000	Lower Priority
30798	Sacramento	Sacramento County	Bike Lanes (Class II)	Kiefer Boulevard	Grant Line Road to SR 16		Sacramento County Bikeway Master Plan	\$362,000	Lower Priority
30799	Sacramento	Sacramento County	Bike Lanes (Class II)	Latrobe Road	SR 16 to Michigan Bar Road		Sacramento County Bikeway Master Plan	\$345,000	Lower Priority
30800	Sacramento	Sacramento County	Bike Lanes (Class II)	Jackson Slough Road	Terminus Road to SR 12		Sacramento County Bikeway Master Plan	\$43,000	Lower Priority
30801	Sacramento	Sacramento County	Bike Lanes (Class II)	Lone Tree Road	Meister Way to W. Elverta Road		Sacramento County Bikeway Master Plan	\$767,000	Lower Priority
30802	Sacramento	Sacramento County	Bike Lanes (Class II)	McKenzie Road	Arno Road to Twin Cities Road		Sacramento County Bikeway Master Plan	\$113,000	Lower Priority
30803	Sacramento	Sacramento County	Bike Lanes (Class II)	Meister Way	Metro Air Parkway to Lone Tree Road		Sacramento County Bikeway Master Plan	\$153,000	Lower Priority
30804	Sacramento	Sacramento County	Bike Lanes (Class II)	Michigan Bar Road	Latrobe Road to Cosumnes River Trail		Sacramento County Bikeway Master Plan	\$138,000	Lower Priority
30805	Sacramento	Sacramento County	Bike Lanes (Class II)	N. Bayou Way	Crossfield Drive to Garden Hwy		Sacramento County Bikeway Master Plan	\$90,000	Lower Priority
30806	Sacramento	Sacramento County	Bike Lanes (Class II)	Oxbow Drive	Tyler Island Road to Terminus Road		Sacramento County Bikeway Master Plan	\$93,000	Lower Priority
30807	Sacramento	Sacramento County	Bike Lanes (Class II)	Race Track Road	Walnut Grove-Thornton Road to Tyler Island Road		Sacramento County Bikeway Master Plan	\$114,000	Lower Priority
30808	Sacramento	Sacramento County	Bike Lanes (Class II)	Reese Road	Florin Road to Gerber Road		Sacramento County Bikeway Master Plan	\$47,000	Lower Priority
30809	Sacramento	Sacramento County	Bike Lanes (Class II)	Scott Road	US 50 to White Rock Road		Sacramento County Bikeway Master Plan	\$574,000	Lower Priority
30810	Sacramento	Sacramento County	Bike Lanes (Class II)	Terminus Road	Jackson Slough Road to Oxbow Drive		Sacramento County Bikeway Master Plan	\$29,000	Lower Priority
30811	Sacramento	Sacramento County	Bike Lanes (Class II)	West El Camino Road	El Centro Road to I-80		Sacramento County Bikeway Master Plan	\$67,000	Lower Priority
30812	Sacramento	Sacramento County	Bike Lanes (Class II)	Aviation Drive	Crossfield Drive to Airport Blvd		Sacramento County Bikeway Master Plan	\$24,000	Lower Priority
30813	Sacramento	Sacramento County	Bike Lanes (Class II)	Ascot Avenue	Dry Creek Road to McClellan Perimeter Rd. Trail		Sacramento County Bikeway Master Plan	\$59,000	Lower Priority
30814	Sacramento	Sacramento County	Bike Lanes (Class II)	Tyler Island Road	Race Track Road to SR 160		Sacramento County Bikeway Master Plan	\$251,000	Lower Priority
30815	Sacramento	Sacramento County	Bike Lanes (Class II)	Metro Air Parkway	South Bayou Way to W. Elverta Road		Sacramento County Bikeway Master Plan	\$1,230,000	Lower Priority
30816	Sacramento	Sacramento County	Bike Lanes (Class II)	Elk Grove Boulevard	I-5 to Franklin Boulevard		Sacramento County Bikeway Master Plan	\$822,000	Lower Priority
30817	Sacramento	Sacramento County	Bike Lanes (Class II)	Poker Lane	Existing Gap to Don Julio Boulevard		Sacramento County Bikeway Master Plan	\$11,000	Lower Priority
30818	Sacramento	Sacramento County	Bike Lanes (Class II)	Crossfield Drive	Airport Boulevard to Aviation Drive		Sacramento County Bikeway Master Plan	\$59,000	Lower Priority
30819	Sacramento	Sacramento County	Bike Lanes (Class II)	Vineyard Road	SR 16 to Calvine Road		Sacramento County Bikeway Master Plan	\$1,504,000	Lower Priority
30820	Sacramento	Sacramento County	Bike Lanes (Class II)	Del Paso Road	Sacramento C.L. to Natomas Main Drain		Sacramento County Bikeway Master Plan	\$371,000	Lower Priority
30821	Sacramento	Sacramento County	Bike Lanes (Class II)	N. Market Boulevard	Gateway Park Boulevard to Northgate Boulevard		Sacramento County Bikeway Master Plan	\$452,000	Lower Priority
30822	Sacramento	Sacramento County	Bike Lanes (Class II)	Bell Avenue	Winters Street to Dayton Street		Sacramento County Bikeway Master Plan	\$21,000	Lower Priority
30823	Sacramento	Sacramento County	Bike Lanes (Class II)	National Drive	Del Paso Road to N. Market Boulevard		Sacramento County Bikeway Master Plan	\$199,000	Lower Priority
30824	Sacramento	Sacramento County	Bike Lanes (Class II)	Northgate Blvd.	I-80 to Del Paso Road		Sacramento County Bikeway Master Plan	\$285,000	Lower Priority
30825	Sacramento	Sacramento County	Bike Lanes (Class II)	W. Stockton Road	Kammerer Road to Eschinger Road		Sacramento County Bikeway Master Plan	\$38,000	Lower Priority
30826	Sacramento	Sacramento County	Bike Lanes (Class II)	Guthrie Street	Don Julio Boulevard to Keema Avenue		Sacramento County Bikeway Master Plan	\$13,000	Lower Priority
30827	Sacramento	Sacramento County	Bike Lanes (Class II)	Adair Street	Elwyn Avenue to 16th Street		Sacramento County Bikeway Master Plan	\$96,000	Lower Priority
30828	Sacramento	Sacramento County	Bike Lanes (Class II)	W. 6th Street	Marysville Boulevard to End of Roadway		Sacramento County Bikeway Master Plan	\$8,000	Lower Priority
30829	Sacramento	Sacramento County	Bike Lanes (Class II)	Dwight Road Extension	Existing Dwight Road to Elk Grove C.L.		Sacramento County Bikeway Master Plan	\$117,000	Lower Priority
30830	Sacramento	Sacramento County	Bike Lanes (Class II)	El Rio Avenue	W Delano St to U Street		Sacramento County Bikeway Master Plan	\$16,000	Lower Priority
30831	Sacramento	Sacramento County	Bike Lanes (Class II)	Empire Ranch Road	US 50 to White Rock Road		Sacramento County Bikeway Master Plan	\$385,000	Lower Priority
30832	Sacramento	Sacramento County	Bike Lanes (Class II)	Gerber Road	Excelsior Road to Eagles Nest Road		Sacramento County Bikeway Master Plan	\$614,000	Lower Priority
30833	Sacramento	Sacramento County	Bike Lanes (Class II)	Glenborough Drive	Folsom Boulevard to Easton Valley Parkway		Sacramento County Bikeway Master Plan	\$305,000	Lower Priority
30834	Sacramento	Sacramento County	Bike Lanes (Class II)	Goethe Road	Existing End to Bradshaw Road		Sacramento County Bikeway Master Plan	\$106,000	Lower Priority
30835	Sacramento	Sacramento County	Bike Lanes (Class II)	New Loop Road	16th Street to 16th Street		Sacramento County Bikeway Master Plan	\$1,227,000	Lower Priority
30836	Sacramento	Sacramento County	Bike Lanes (Class II)	New Road	New Loop Road to U Street		Sacramento County Bikeway Master Plan	\$116,000	Lower Priority
30837	Sacramento	Sacramento County	Bike Lanes (Class II)	Oak Avenue Parkway	US 50 to Easton Valley Parkway		Sacramento County Bikeway Master Plan	\$147,000	Lower Priority
30838	Sacramento	Sacramento County	Bike Lanes (Class II)	Rancho Cordova Parkway	US 50 to White Rock Road		Sacramento County Bikeway Master Plan	\$770,000	Lower Priority
30839	Sacramento	Sacramento County	Bike Lanes (Class II)	Tree View Road	End of Existing Roadway to Gerber Road Extension		Sacramento County Bikeway Master Plan	\$95,000	Lower Priority
30840	Sacramento	Sacramento County	Bike Lanes (Class II)	Zinfandel Drive	Rancho Cordova C.L. to Douglas Road		Sacramento County Bikeway Master Plan	\$244,000	Lower Priority
30841	Sacramento	Sacramento County	Bike Lanes (Class II)	Easton Valley Parkway	Rancho Cordova Parkway to Empire Ranch Road		Sacramento County Bikeway Master Plan	\$3,466,000	Lower Priority
30852	Sacramento	Sacramento County	Pedestrian Upgrade	Southgate: Florin Creek Park	Sidewalk, curb, gutter, and drainage construction along Persimmon Avenue for Florin Creek Park (approximately 665 linear ft.)	665 ft		TBD	
30853	Sacramento	Sacramento County	Sidewalk	Sacramento County: Antelope Road	South side from Grey Wolf Dr to Holbrook Way	824	Sacramento County Pedestrian Master Plan	\$329,600	Higher Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
30854	Sacramento	Sacramento County	Sidewalk	Sacramento County: Antelope Road	South side from Holbrook Way to Black Bear Dr	658	Sacramento County Pedestrian Master Plan	\$263,200	Higher Priority
30855	Sacramento	Sacramento County	Sidewalk	Sacramento County: Antelope Road	South side from Walerga Rd to Driveway	203	Sacramento County Pedestrian Master Plan	\$81,200	Higher Priority
30856	Sacramento	Sacramento County	Sidewalk	Sacramento County: Antelope Road	North side from Walerga Rd to Driveway	203	Sacramento County Pedestrian Master Plan	\$81,200	Higher Priority
30857	Sacramento	Sacramento County	Sidewalk	Sacramento County: Elverta Road	South side from Quiet Knolls Dr to Walerga Rd	1682	Sacramento County Pedestrian Master Plan	\$672,800	Higher Priority
30858	Sacramento	Sacramento County	Sidewalk	Sacramento County: Walerga Road	West side from Big Cloud Way to Aparartments	594	Sacramento County Pedestrian Master Plan	\$237,600	Higher Priority
30859	Sacramento	Sacramento County	Sidewalk	Sacramento County: Walerga Road	East side from Segment near Bogart W. to Segment near Garbo W.	200	Sacramento County Pedestrian Master Plan	\$80,000	Higher Priority
30860	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Alta Arden Expy	South side from Richmond St to Watt Ave	814	Sacramento County Pedestrian Master Plan	\$325,600	Higher Priority
30861	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Arden Way	South side from Devonshire Rd to El Nido Way	79	Sacramento County Pedestrian Master Plan	\$31,600	Higher Priority
30862	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Arden Way	South side from Watt Ave to Devonshire Rd	824	Sacramento County Pedestrian Master Plan	\$329,600	Higher Priority
30863	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Bell St	West side from Cottage Way to Woodstock Way	322	Sacramento County Pedestrian Master Plan	\$128,800	Higher Priority
30864	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Bell St	West side from Woodstock Way to Wyda Way	993	Sacramento County Pedestrian Master Plan	\$397,200	Higher Priority
30865	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Eastern Avenue	West side from Castec Dr to Alley	169	Sacramento County Pedestrian Master Plan	\$67,600	Higher Priority
30866	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Eastern Avenue	East side from Corona Way to La Salle Dr	128	Sacramento County Pedestrian Master Plan	\$51,200	Higher Priority
30867	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Eastern Avenue	West side from Corona Way to La Salle Dr	128	Sacramento County Pedestrian Master Plan	\$51,200	Higher Priority
30868	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Eastern Avenue	West side from Entrada Rd to Alley	150	Sacramento County Pedestrian Master Plan	\$60,000	Higher Priority
30869	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Eastern Avenue	East side from Fair Oaks Blvd to Loazell Ct	358	Sacramento County Pedestrian Master Plan	\$143,200	Higher Priority
30870	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Eastern Avenue	West side from La Salle Dr to Corona Way	398	Sacramento County Pedestrian Master Plan	\$159,200	Higher Priority
30871	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Eastern Avenue	East side from La Salle Dr to Corona Way	398	Sacramento County Pedestrian Master Plan	\$159,200	Higher Priority
30872	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Eastern Avenue	West side from La Salle Dr to Entrada Rd	114	Sacramento County Pedestrian Master Plan	\$45,600	Higher Priority
30873	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Eastern Avenue	East side from La Salle Dr to Entrada Rd	114	Sacramento County Pedestrian Master Plan	\$45,600	Higher Priority
30874	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Eastern Avenue	East side from Loazell Ct to La Salle Dr	270	Sacramento County Pedestrian Master Plan	\$108,000	Higher Priority
30875	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Eastern Avenue	West side from Puente Way to Castec Dr	347	Sacramento County Pedestrian Master Plan	\$138,800	Higher Priority
30876	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Eastern Avenue	East side from Puente Way to Castec Dr	347	Sacramento County Pedestrian Master Plan	\$138,800	Higher Priority
30877	Sacramento	Sacramento County	Sidewalk	Arden Arcade: El Camino Avenue	North side from Anna Way to Darwin St	268	Sacramento County Pedestrian Master Plan	\$107,200	Higher Priority
30878	Sacramento	Sacramento County	Sidewalk	Arden Arcade: El Camino Avenue	South side from Anna Way to Darwin St	268	Sacramento County Pedestrian Master Plan	\$107,200	Higher Priority
30879	Sacramento	Sacramento County	Sidewalk	Arden Arcade: El Camino Avenue	North side from Moretti Way to 127' west to Howe	127	Sacramento County Pedestrian Master Plan	\$50,800	Higher Priority
30880	Sacramento	Sacramento County	Sidewalk	Arden Arcade: El Camino Avenue	North side from Moretti Way to Tamarack Way	285	Sacramento County Pedestrian Master Plan	\$114,000	Higher Priority
30881	Sacramento	Sacramento County	Sidewalk	Arden Arcade: El Camino Avenue	South side from Morse Ave to Morse Ave/Drayton	646	Sacramento County Pedestrian Master Plan	\$258,400	Higher Priority
30882	Sacramento	Sacramento County	Sidewalk	Arden Arcade: El Camino Avenue	South side from St Mathews Dr to Kentfield Dr	296	Sacramento County Pedestrian Master Plan	\$118,400	Higher Priority
30883	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Fair Oaks Blvd.	South side from Drake Cir / Mills Rd to Alley	95	Sacramento County Pedestrian Master Plan	\$38,000	Higher Priority
30884	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Fair Oaks Blvd.	North side from Howe Ave to Fair Oaks Blvd	643	Sacramento County Pedestrian Master Plan	\$257,200	Higher Priority
30885	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Fair Oaks Blvd.	South side from Howe Ave to Fair Oaks Blvd	643	Sacramento County Pedestrian Master Plan	\$257,200	Higher Priority
30886	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Fair Oaks Blvd.	South side from Lake Oak Ct to Pietro Ln	979	Sacramento County Pedestrian Master Plan	\$391,600	Higher Priority
30887	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Fair Oaks Blvd.	South side from Pietro Ln to Saverien Dr	428	Sacramento County Pedestrian Master Plan	\$171,200	Higher Priority
30888	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Fulton Avenue	West side from Cooper Way to Arden Way	219	Sacramento County Pedestrian Master Plan	\$87,600	Higher Priority
30889	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Fulton Avenue	West side from Hurley Way to Marigold Ln	988	Sacramento County Pedestrian Master Plan	\$395,200	Higher Priority
30890	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Fulton Avenue	West side from Maison Way to Cooper Way	671	Sacramento County Pedestrian Master Plan	\$268,400	Higher Priority
30891	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Fulton Avenue	West side from Marigold Ln to Wittkop Way	330	Sacramento County Pedestrian Master Plan	\$132,000	Higher Priority
30892	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Fulton Avenue	West side from Wittkop Way to Maison Way	429	Sacramento County Pedestrian Master Plan	\$171,600	Higher Priority
30893	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Hurley Way	South side from Fulton Ave to Rowena Way	858	Sacramento County Pedestrian Master Plan	\$343,200	Higher Priority
30894	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Hurley Way	North side from Morse Ave to Rushden Dr	1127	Sacramento County Pedestrian Master Plan	\$450,800	Higher Priority
30895	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Marconi Avenue	North side from Lieno Ln to Morse Ave	559	Sacramento County Pedestrian Master Plan	\$223,600	Higher Priority
30896	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Watt Avenue	West side from Arden Creek Rd to Maplewood Ln	565	Sacramento County Pedestrian Master Plan	\$226,000	Higher Priority
30897	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Watt Avenue	West side from Ardendale Ln to Arden Creek Rd	483	Sacramento County Pedestrian Master Plan	\$193,200	Higher Priority
30898	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Watt Avenue	West side from Cottage Way to Ardendale Ln	348	Sacramento County Pedestrian Master Plan	\$139,200	Higher Priority
30899	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Watt Avenue	West side from Maplewood Ln to Alta Arden Expressway	148	Sacramento County Pedestrian Master Plan	\$59,200	Higher Priority
30900	Sacramento	Sacramento County	Sidewalk	Carmichael: Dewey Dr	East side from Coyle Ave to north 130'	130	Sacramento County Pedestrian Master Plan	\$52,000	Higher Priority
30901	Sacramento	Sacramento County	Sidewalk	Carmichael: Dewey Dr	West side from Coyle Ave to north 130'	130	Sacramento County Pedestrian Master Plan	\$52,000	Higher Priority
30902	Sacramento	Sacramento County	Sidewalk	Carmichael: Dewey Dr	West side from Northbrook Way to Linda Sue Way	85	Sacramento County Pedestrian Master Plan	\$34,000	Higher Priority
30903	Sacramento	Sacramento County	Sidewalk	Carmichael: Dewey Dr	East side from Northbrook Way to Linda Sue Way	85	Sacramento County Pedestrian Master Plan	\$34,000	Higher Priority
30904	Sacramento	Sacramento County	Sidewalk	Carmichael: Dewey Dr	East side from Northbrook Way to south 219'	219	Sacramento County Pedestrian Master Plan	\$87,600	Higher Priority
30905	Sacramento	Sacramento County	Sidewalk	Carmichael: Dewey Dr	West side from Northbrook Way to south 219'	219	Sacramento County Pedestrian Master Plan	\$87,600	Higher Priority
30906	Sacramento	Sacramento County	Sidewalk	Carmichael: Engle Road	North side from Garfield to Timmco Ct	414	Sacramento County Pedestrian Master Plan	\$165,600	Higher Priority
30907	Sacramento	Sacramento County	Sidewalk	Carmichael: Engle Road	South side from Garfield to Timmco Ct	414	Sacramento County Pedestrian Master Plan	\$165,600	Higher Priority
30908	Sacramento	Sacramento County	Sidewalk	Carmichael: Engle Road	North side from Hallelujah Ct to Fair Oaks Blvd	686	Sacramento County Pedestrian Master Plan	\$274,400	Higher Priority
30909	Sacramento	Sacramento County	Sidewalk	Carmichael: Engle Road	South side from Hallelujah Ct to Fair Oaks Blvd	686	Sacramento County Pedestrian Master Plan	\$274,400	Higher Priority
30910	Sacramento	Sacramento County	Sidewalk	Carmichael: Engle Road	North side from Holloway Ln to Vega Ct	375	Sacramento County Pedestrian Master Plan	\$150,000	Higher Priority
30911	Sacramento	Sacramento County	Sidewalk	Carmichael: Engle Road	South side from Holloway Ln to Vega Ct	375	Sacramento County Pedestrian Master Plan	\$150,000	Higher Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium / Lower Priority)
30912	Sacramento	Sacramento County	Sidewalk	Carmichael: Engle Road	North side from Sareco Ct to Hallelujah Ct	267	Sacramento County Pedestrian Master Plan	\$106,800	Higher Priority
30913	Sacramento	Sacramento County	Sidewalk	Carmichael: Engle Road	South side from Sareco Ct to Hallelujah Ct	267	Sacramento County Pedestrian Master Plan	\$106,800	Higher Priority
30914	Sacramento	Sacramento County	Sidewalk	Carmichael: Engle Road	North side from Timmco Ct to Holloway Ln	413	Sacramento County Pedestrian Master Plan	\$165,200	Higher Priority
30915	Sacramento	Sacramento County	Sidewalk	Carmichael: Engle Road	South side from Timmco Ct to Holloway Ln	413	Sacramento County Pedestrian Master Plan	\$165,200	Higher Priority
30916	Sacramento	Sacramento County	Sidewalk	Carmichael: Engle Road	North side from Vega Ct to Sareco Ct	301	Sacramento County Pedestrian Master Plan	\$120,400	Higher Priority
30917	Sacramento	Sacramento County	Sidewalk	Carmichael: Engle Road	South side from Vega Ct to Sareco Ct	301	Sacramento County Pedestrian Master Plan	\$120,400	Higher Priority
30918	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	East side from Ainsley Ct to Homewood Way	193	Sacramento County Pedestrian Master Plan	\$77,200	Higher Priority
30919	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Ainsley Ct to Homewood Way	193	Sacramento County Pedestrian Master Plan	\$77,200	Higher Priority
30920	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	East side from Arden Way to Walnut Ave	453	Sacramento County Pedestrian Master Plan	\$181,200	Higher Priority
30921	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Arden Way to Walnut Ave	454	Sacramento County Pedestrian Master Plan	\$181,600	Higher Priority
30922	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	East side from Cenacle Ln to Marchita Way	498	Sacramento County Pedestrian Master Plan	\$199,200	Higher Priority
30923	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Cenacle Ln to Marchita Way	498	Sacramento County Pedestrian Master Plan	\$199,200	Higher Priority
30924	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	North side from Chaplain Ln to Sumner Ln	994	Sacramento County Pedestrian Master Plan	\$397,600	Higher Priority
30925	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	South side from Chaplain Ln to Sumner Ln	994	Sacramento County Pedestrian Master Plan	\$397,600	Higher Priority
30926	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	North side from Claremont Rd to Van Ufford Ln	228	Sacramento County Pedestrian Master Plan	\$91,200	Higher Priority
30927	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	South side from Claremont Rd to Van Ufford Ln	228	Sacramento County Pedestrian Master Plan	\$91,200	Higher Priority
30928	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	South side from Day Dr to Menlo Ave	295	Sacramento County Pedestrian Master Plan	\$118,000	Higher Priority
30929	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	South side from Del Dayo Dr to Mipaty Ln	252	Sacramento County Pedestrian Master Plan	\$100,800	Higher Priority
30930	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	South side from Elsdon Cir to Paloma Ave	412	Sacramento County Pedestrian Master Plan	\$164,800	Higher Priority
30931	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	East side from Fairchild Dr to Westminster Ct	348	Sacramento County Pedestrian Master Plan	\$139,200	Higher Priority
30932	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Fairchild Dr to Westminster Ct	348	Sacramento County Pedestrian Master Plan	\$139,200	Higher Priority
30933	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	South side from Fairwood Way to Dell Rd	493	Sacramento County Pedestrian Master Plan	\$197,200	Higher Priority
30934	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	East side from Frontier Way to Wedgewood Ave	129	Sacramento County Pedestrian Master Plan	\$51,600	Higher Priority
30935	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Frontier Way to Wedgewood Ave	130	Sacramento County Pedestrian Master Plan	\$52,000	Higher Priority
30936	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Garfield Ave to Marywood Wy	10	Sacramento County Pedestrian Master Plan	\$4,000	Higher Priority
30937	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	East side from Garfield Ave to Marywood Wy	10	Sacramento County Pedestrian Master Plan	\$4,000	Higher Priority
30938	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	North side from Genesee Ct to Jacob Ln	293	Sacramento County Pedestrian Master Plan	\$117,200	Higher Priority
30939	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	East side from Gunn Rd to Cenacle Ln	422	Sacramento County Pedestrian Master Plan	\$168,800	Higher Priority
30940	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Gunn Rd to Cenacle Ln	422	Sacramento County Pedestrian Master Plan	\$168,800	Higher Priority
30941	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	East side from Homewood Way to Garfield Ave	498	Sacramento County Pedestrian Master Plan	\$199,200	Higher Priority
30942	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Homewood Way to Garfield Ave	498	Sacramento County Pedestrian Master Plan	\$199,200	Higher Priority
30943	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	South side from Jacob Ln to Philomene Ct	271	Sacramento County Pedestrian Master Plan	\$108,400	Higher Priority
30944	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Marchita Way to Ainsley Ct	328	Sacramento County Pedestrian Master Plan	\$131,200	Higher Priority
30945	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Marchita Way to Ainsley Ct	328	Sacramento County Pedestrian Master Plan	\$131,200	Higher Priority
30946	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Marione Dr to Fairchild Dr	258	Sacramento County Pedestrian Master Plan	\$103,200	Higher Priority
30947	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	East side from Marione Dr to Fairchild Dr	258	Sacramento County Pedestrian Master Plan	\$103,200	Higher Priority
30948	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	East side from Marione Dr to Gunn Rd	748	Sacramento County Pedestrian Master Plan	\$299,200	Higher Priority
30949	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Marione Dr to Gunn Rd	748	Sacramento County Pedestrian Master Plan	\$299,200	Higher Priority
30950	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Marywood Ct to Seabler Pl	296	Sacramento County Pedestrian Master Plan	\$118,400	Higher Priority
30951	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Marywood Ct to Seabler Pl	296	Sacramento County Pedestrian Master Plan	\$118,400	Higher Priority
30952	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	South side from Mipaty Ln to Day Dr	316	Sacramento County Pedestrian Master Plan	\$126,400	Higher Priority
30953	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	North side from Mission Ave to Genesee Ct	326	Sacramento County Pedestrian Master Plan	\$130,400	Higher Priority
30954	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	East side from Oak Ave to Twin Gardens Rd	166	Sacramento County Pedestrian Master Plan	\$66,400	Higher Priority
30955	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Oak Ave to Twin Gardens Rd	166	Sacramento County Pedestrian Master Plan	\$66,400	Higher Priority
30956	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	South side from Paloma Ave to Arden Way	566	Sacramento County Pedestrian Master Plan	\$226,400	Higher Priority
30957	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	South side from Philomene Ct to Del Dayo Dr	306	Sacramento County Pedestrian Master Plan	\$122,400	Higher Priority
30958	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	North side from Seabler Pl to Sheffield Dr/ Elena Ln	292	Sacramento County Pedestrian Master Plan	\$116,800	Higher Priority
30959	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	South side from Seabler Pl to Sheffield Dr/ Elena Ln	292	Sacramento County Pedestrian Master Plan	\$116,800	Higher Priority
30960	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	North side from Sheffield Dr/ Elena Ln to Claremont Rd	297	Sacramento County Pedestrian Master Plan	\$118,800	Higher Priority
30961	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	South side from Sheffield Dr/ Elena Ln to Claremont Rd	298	Sacramento County Pedestrian Master Plan	\$119,200	Higher Priority
30962	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	East side from Twin Gardens Rd to Frontier Way	563	Sacramento County Pedestrian Master Plan	\$225,200	Higher Priority
30963	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Twin Gardens Rd to Frontier Way	563	Sacramento County Pedestrian Master Plan	\$225,200	Higher Priority
30964	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	South side from Van Ufford Ln to Oak Ave	550	Sacramento County Pedestrian Master Plan	\$220,000	Higher Priority
30965	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	North side from Van Ufford Ln to Oak Ave	550	Sacramento County Pedestrian Master Plan	\$220,000	Higher Priority
30966	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	East side from Walnut Ave to Marione Dr	298	Sacramento County Pedestrian Master Plan	\$119,200	Higher Priority
30967	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Walnut Ave to Marione Dr	298	Sacramento County Pedestrian Master Plan	\$119,200	Higher Priority
30968	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	East side from Wedgewood Ave to Van Alstine Ave	499	Sacramento County Pedestrian Master Plan	\$199,600	Higher Priority
30969	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Wedgewood Ave to Van Alstine Ave	499	Sacramento County Pedestrian Master Plan	\$199,600	Higher Priority
30970	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	East side from Westminster Ct to Marione Dr	66	Sacramento County Pedestrian Master Plan	\$26,400	Higher Priority
30971	Sacramento	Sacramento County	Sidewalk	Carmichael: Fair Oaks Blvd.	West side from Westminster Ct to Marione Dr	66	Sacramento County Pedestrian Master Plan	\$26,400	Higher Priority
30972	Sacramento	Sacramento County	Sidewalk	Carmichael: Mission Avenue	East side from El Camino Ave to Melvin Dr	705	Sacramento County Pedestrian Master Plan	\$282,000	Higher Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
30973	Sacramento	Sacramento County	Sidewalk	Carmichael: Mission Avenue	East side from Hardcastle Ln to Nottingham Cir	119	Sacramento County Pedestrian Master Plan	\$47,600	Higher Priority
30974	Sacramento	Sacramento County	Sidewalk	Carmichael: Mission Avenue	East side from Knapp Wy to Laurelwood Wy	211	Sacramento County Pedestrian Master Plan	\$84,400	Higher Priority
30975	Sacramento	Sacramento County	Sidewalk	Carmichael: Mission Avenue	East side from Laurelwood Wy to Cottage Wy	480	Sacramento County Pedestrian Master Plan	\$192,000	Higher Priority
30976	Sacramento	Sacramento County	Sidewalk	Carmichael: Mission Avenue	East side from Melvin Dr to Oxbow Dr	298	Sacramento County Pedestrian Master Plan	\$119,200	Higher Priority
30977	Sacramento	Sacramento County	Sidewalk	Carmichael: Mission Avenue	East side from Nelroy Wy to Nottingham Cir	184	Sacramento County Pedestrian Master Plan	\$73,600	Higher Priority
30978	Sacramento	Sacramento County	Sidewalk	Carmichael: Mission Avenue	East side from Nottingham Cir to Hardcastle Ln	212	Sacramento County Pedestrian Master Plan	\$84,800	Higher Priority
30979	Sacramento	Sacramento County	Sidewalk	Carmichael: Mission Avenue	East side from Nottingham Cir to Knapp Wy	120	Sacramento County Pedestrian Master Plan	\$48,000	Higher Priority
30980	Sacramento	Sacramento County	Sidewalk	Carmichael: Mission Avenue	East side from Oxbow Dr to Nelroy Wy	203	Sacramento County Pedestrian Master Plan	\$81,200	Higher Priority
30981	Sacramento	Sacramento County	Sidewalk	Carmichael: San Juan Avenue	East side from Ash Rd to Winding Wy	384	Sacramento County Pedestrian Master Plan	\$153,600	Higher Priority
30982	Sacramento	Sacramento County	Sidewalk	Carmichael: San Juan Avenue	West side from Ash Rd to Winding Wy	384	Sacramento County Pedestrian Master Plan	\$153,600	Higher Priority
30983	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	North side from Alley to San Juan Ave	323	Sacramento County Pedestrian Master Plan	\$129,200	Higher Priority
30984	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	South side from Barrett Rd to Meyer Way	606	Sacramento County Pedestrian Master Plan	\$242,400	Higher Priority
30985	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	North side from Charleston Dr to Dewey Dr	151	Sacramento County Pedestrian Master Plan	\$60,400	Higher Priority
30986	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	South side from Charleston Dr to Dewey Dr	151	Sacramento County Pedestrian Master Plan	\$60,400	Higher Priority
30987	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	South side from Dewey Dr to Rustic Rd	1187	Sacramento County Pedestrian Master Plan	\$474,800	Higher Priority
30988	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	North side from Isabella Ave to Alley	310	Sacramento County Pedestrian Master Plan	\$124,000	Higher Priority
30989	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	South side from Isabella Ave to Alley	310	Sacramento County Pedestrian Master Plan	\$124,000	Higher Priority
30990	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	North side from Johnson Dr to Solano Way	397	Sacramento County Pedestrian Master Plan	\$158,800	Higher Priority
30991	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	South side from Johnson Dr to Solano Way	397	Sacramento County Pedestrian Master Plan	\$158,800	Higher Priority
30992	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	North side from Meyer Way to Charleston Dr	525	Sacramento County Pedestrian Master Plan	\$210,000	Higher Priority
30993	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	South side from Meyer Way to Charleston Dr	525	Sacramento County Pedestrian Master Plan	\$210,000	Higher Priority
30994	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	North side from Olivegate Dr to Isabella Ave	34	Sacramento County Pedestrian Master Plan	\$13,600	Higher Priority
30995	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	South side from Olivegate Dr to Isabella Ave	34	Sacramento County Pedestrian Master Plan	\$13,600	Higher Priority
30996	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	South side from Rustic Rd to Stollwood Dr	1287	Sacramento County Pedestrian Master Plan	\$514,800	Higher Priority
30997	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	North side from Solano Way to Olivegate Dr	281	Sacramento County Pedestrian Master Plan	\$112,400	Higher Priority
30998	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	South side from Solano Way to Olivegate Dr	281	Sacramento County Pedestrian Master Plan	\$112,400	Higher Priority
30999	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	North side from Solano Way to Solano Way	43	Sacramento County Pedestrian Master Plan	\$17,200	Higher Priority
31000	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	South side from Solano Way to Solano Way	43	Sacramento County Pedestrian Master Plan	\$17,200	Higher Priority
31001	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	South side from Stollwood Dr to Zelinda Dr	15	Sacramento County Pedestrian Master Plan	\$6,000	Higher Priority
31002	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	North side from Windmill Way to Hackberry Ln	278	Sacramento County Pedestrian Master Plan	\$111,200	Higher Priority
31003	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	South side from Windmill Way to Hackberry Ln	278	Sacramento County Pedestrian Master Plan	\$111,200	Higher Priority
31004	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	North side from Windmill Way to Manzanita Ave	1077	Sacramento County Pedestrian Master Plan	\$430,800	Higher Priority
31005	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	South side from Windmill Way to Manzanita Ave	1077	Sacramento County Pedestrian Master Plan	\$430,800	Higher Priority
31006	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	North side from Zelinda Dr to Johnson Dr	776	Sacramento County Pedestrian Master Plan	\$310,400	Higher Priority
31007	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	South side from Zelinda Dr to Johnson Dr	776	Sacramento County Pedestrian Master Plan	\$310,400	Higher Priority
31008	Sacramento	Sacramento County	Sidewalk	Cosumnes: Jackson Road	South side from Kiefer to Latrobe Rd	2576	Sacramento County Pedestrian Master Plan	\$1,030,400	Higher Priority
31009	Sacramento	Sacramento County	Sidewalk	Cosumnes: Jackson Road	North side from Kiefer to Latrobe Rd	2576	Sacramento County Pedestrian Master Plan	\$1,030,400	Higher Priority
31010	Sacramento	Sacramento County	Sidewalk	Delta/Franklin/Laguna: Hood-Franklin Road	North side from I-5 to Franklin Blvd	6378	Sacramento County Pedestrian Master Plan	\$2,551,200	Higher Priority
31011	Sacramento	Sacramento County	Sidewalk	Delta/Franklin/Laguna: Eschinger Road	North side from Carroll Rd to W Stockton Blvd	18281	Sacramento County Pedestrian Master Plan	\$7,312,400	Higher Priority
31012	Sacramento	Sacramento County	Sidewalk	Delta/Franklin/Laguna: Eschinger Road	North side from W Stockton Blvd to USHY 99	247	Sacramento County Pedestrian Master Plan	\$98,800	Higher Priority
31013	Sacramento	Sacramento County	Sidewalk	Delta/Franklin/Laguna: Eschinger Road	South side from W Stockton Blvd to USHY 99	247	Sacramento County Pedestrian Master Plan	\$98,800	Higher Priority
31014	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Fair Oaks Blvd.	West side from Archer Ave to Monte Park Ave	169	Sacramento County Pedestrian Master Plan	\$67,600	Higher Priority
31015	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Fair Oaks Blvd.	East side from McMillan Dr to Oahu Dr	319	Sacramento County Pedestrian Master Plan	\$127,600	Higher Priority
31016	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Fair Oaks Blvd.	West side from McMillan Dr to Oahu Dr	319	Sacramento County Pedestrian Master Plan	\$127,600	Higher Priority
31017	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Fair Oaks Blvd.	East side from Oahu Dr to Kalua Dr	319	Sacramento County Pedestrian Master Plan	\$127,600	Higher Priority
31018	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Fair Oaks Blvd.	West side from Oahu Dr to Kalua Dr	319	Sacramento County Pedestrian Master Plan	\$127,600	Higher Priority
31019	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Fair Oaks Blvd.	West side from Shangrila Dr to Archer Ave	116	Sacramento County Pedestrian Master Plan	\$46,400	Higher Priority
31020	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Fair Oaks Blvd.	East side from Shangrila Dr to Archer Ave	116	Sacramento County Pedestrian Master Plan	\$46,400	Higher Priority
31021	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Kenneth Avenue	East side from Gunner Way to Rolling Creek Way	544	Sacramento County Pedestrian Master Plan	\$217,600	Higher Priority
31022	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Kenneth Avenue	West side from Gunner Way to Rolling Creek Way	544	Sacramento County Pedestrian Master Plan	\$217,600	Higher Priority
31023	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Kenneth Avenue	West side from Jomarr Ln to Phoenix Ave	656	Sacramento County Pedestrian Master Plan	\$262,400	Higher Priority
31024	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Kenneth Avenue	East side from Jomarr Ln to Phoenix Ave	656	Sacramento County Pedestrian Master Plan	\$262,400	Higher Priority
31025	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Kenneth Avenue	East side from Rolling Creek Way to Kenneth Creek Ln	268	Sacramento County Pedestrian Master Plan	\$107,200	Higher Priority
31026	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Kenneth Avenue	West side from Sunset Ave to Gunner Way	1252	Sacramento County Pedestrian Master Plan	\$500,800	Higher Priority
31027	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Kenneth Avenue	East side from Sunset Ave to Gunner Way	1252	Sacramento County Pedestrian Master Plan	\$500,800	Higher Priority
31028	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Madison Avenue	South side from San Juan Ave to Highview Ln	968	Sacramento County Pedestrian Master Plan	\$387,200	Higher Priority
31029	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Madison Avenue	North side from Shire Ct to Waikiki Dr	139	Sacramento County Pedestrian Master Plan	\$55,600	Higher Priority
31030	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Madison Avenue	South side from Shire Ct to Waikiki Dr	139	Sacramento County Pedestrian Master Plan	\$55,600	Higher Priority
31031	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Madison Avenue	East side from Waikiki Dr to Greenbreier Way	120	Sacramento County Pedestrian Master Plan	\$48,000	Higher Priority
31032	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Madison Avenue	East side from Waikiki Dr to Greenbreier Way	120	Sacramento County Pedestrian Master Plan	\$48,000	Higher Priority
31033	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Madison Avenue	East side from Norway Dr to Norway Dr (West)	127	Sacramento County Pedestrian Master Plan	\$50,800	Higher Priority
31034	Sacramento	Sacramento County	Sidewalk	Fair Oaks: San Juan Avenue	East side from Ash Rd to Walnut Rd	462	Sacramento County Pedestrian Master Plan	\$184,800	Higher Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
31035	Sacramento	Sacramento County	Sidewalk	Fair Oaks: San Juan Avenue	East side from Walnut Rd to Midiron Dr	292	Sacramento County Pedestrian Master Plan	\$116,800	Higher Priority
31036	Sacramento	Sacramento County	Sidewalk	Fair Oaks: San Juan Avenue	East side from Walnut Rd to Walnut Rd	27	Sacramento County Pedestrian Master Plan	\$10,800	Higher Priority
31037	Sacramento	Sacramento County	Sidewalk	Fair Oaks: San Juan Avenue	East side from Winding Way to Ash Rd	384	Sacramento County Pedestrian Master Plan	\$153,600	Higher Priority
31038	Sacramento	Sacramento County	Sidewalk	North Highlands/Foothill Farms: Antelope Road	North side from Nott Ln to Daly Ave	1378	Sacramento County Pedestrian Master Plan	\$551,200	Higher Priority
31039	Sacramento	Sacramento County	Sidewalk	North Highlands/Foothill Farms: Elkhorn Blvd.	West side from I - 80 to Diablo Dr	1193	Sacramento County Pedestrian Master Plan	\$477,200	Higher Priority
31040	Sacramento	Sacramento County	Sidewalk	North Highlands/Foothill Farms: Roseville Road	East side from Watt Ave to Changes to Madison Ave	605	Sacramento County Pedestrian Master Plan	\$242,000	Higher Priority
31041	Sacramento	Sacramento County	Sidewalk	North Highlands/Foothill Farms: Roseville Road	West side from Watt Ave to Changes to Madison Ave	605	Sacramento County Pedestrian Master Plan	\$242,000	Higher Priority
31042	Sacramento	Sacramento County	Sidewalk	Orangevale: Hazel Avenue	East side from Elm Lane to Central Av	2636	Sacramento County Pedestrian Master Plan	\$1,054,400	Higher Priority
31043	Sacramento	Sacramento County	Sidewalk	Orangevale: Hazel Avenue	West side from Oak Ave to Park Entrance	741	Sacramento County Pedestrian Master Plan	\$296,400	Higher Priority
31044	Sacramento	Sacramento County	Sidewalk	Orangevale: Hazel Avenue	East side from Oak Ave to Park Entrance	741	Sacramento County Pedestrian Master Plan	\$296,400	Higher Priority
31045	Sacramento	Sacramento County	Sidewalk	Rio Linda/Elverta: L St	North side from 6th Ave to 7th St	319	Sacramento County Pedestrian Master Plan	\$127,600	Higher Priority
31046	Sacramento	Sacramento County	Sidewalk	Rio Linda/Elverta: L St	North side from 6th St to 6th Ave	335	Sacramento County Pedestrian Master Plan	\$134,000	Higher Priority
31047	Sacramento	Sacramento County	Sidewalk	Rio Linda/Elverta: Rio Linda Blvd.	West side from E St to G St	1308	Sacramento County Pedestrian Master Plan	\$523,200	Higher Priority
31048	Sacramento	Sacramento County	Sidewalk	Rio Linda/Elverta: Rio Linda Blvd.	West side from G St to Elkhorn Blvd	1328	Sacramento County Pedestrian Master Plan	\$531,200	Higher Priority
31049	Sacramento	Sacramento County	Sidewalk	Rio Linda/Elverta: Rio Linda Blvd.	West side from Marysville Blvd to E St	732	Sacramento County Pedestrian Master Plan	\$292,800	Higher Priority
31050	Sacramento	Sacramento County	Sidewalk	South Sacramento: 47th Avenue	South side from 45th to Welty Way	239	Sacramento County Pedestrian Master Plan	\$95,600	Higher Priority
31051	Sacramento	Sacramento County	Sidewalk	South Sacramento: 47th Avenue	South side from Laurine Way to Leola Way	246	Sacramento County Pedestrian Master Plan	\$98,400	Higher Priority
31052	Sacramento	Sacramento County	Sidewalk	South Sacramento: 47th Avenue	South side from Welty Way to Laurine Way	247	Sacramento County Pedestrian Master Plan	\$98,800	Higher Priority
31053	Sacramento	Sacramento County	Sidewalk	South Sacramento: Cottonwood Ln	East side from Elsie Ave to Gainswood Ln	518	Sacramento County Pedestrian Master Plan	\$207,200	Higher Priority
31054	Sacramento	Sacramento County	Sidewalk	South Sacramento: E Stockton Blvd.	West side from Stevenson Ave to Power Inn Rd	3090	Sacramento County Pedestrian Master Plan	\$1,236,000	Higher Priority
31055	Sacramento	Sacramento County	Sidewalk	South Sacramento: E Stockton Blvd.	West side from Stevenson Ave to Power Inn Rd	751	Sacramento County Pedestrian Master Plan	\$300,400	Higher Priority
31056	Sacramento	Sacramento County	Sidewalk	South Sacramento: Elsie Avenue	North side from Robinette Rd to La Fiesta Way	923	Sacramento County Pedestrian Master Plan	\$369,200	Higher Priority
31057	Sacramento	Sacramento County	Sidewalk	South Sacramento: Elsie Avenue	South side from Robinette Rd to La Fiesta Way	923	Sacramento County Pedestrian Master Plan	\$369,200	Higher Priority
31058	Sacramento	Sacramento County	Sidewalk	South Sacramento: French Road	West side from Sun Florin Dr to Elaine Dr	692	Sacramento County Pedestrian Master Plan	\$276,800	Higher Priority
31059	Sacramento	Sacramento County	Sidewalk	South Sacramento: Gerber Road	North side from Palmer House Dr to Power Inn Rd	1306	Sacramento County Pedestrian Master Plan	\$522,400	Higher Priority
31060	Sacramento	Sacramento County	Sidewalk	South Sacramento: Gerber Road	South side from Power Inn Rd to Fernridge Dr	986	Sacramento County Pedestrian Master Plan	\$394,400	Higher Priority
31061	Sacramento	Sacramento County	Sidewalk	South Sacramento: Power Inn Road	East side from Blackhawk Dr to Loucreta Dr	326	Sacramento County Pedestrian Master Plan	\$130,400	Higher Priority
31062	Sacramento	Sacramento County	Sidewalk	South Sacramento: Power Inn Road	East side from Elsie Ave to Lenhart Rd	1983	Sacramento County Pedestrian Master Plan	\$793,200	Higher Priority
31063	Sacramento	Sacramento County	Sidewalk	South Sacramento: Power Inn Road	West side from Elsie Ave to Lenhart Rd	1983	Sacramento County Pedestrian Master Plan	\$793,200	Higher Priority
31064	Sacramento	Sacramento County	Sidewalk	South Sacramento: Power Inn Road	West side from Florin Rd to Blackhawk Dr	1152	Sacramento County Pedestrian Master Plan	\$460,800	Higher Priority
31065	Sacramento	Sacramento County	Sidewalk	South Sacramento: Power Inn Road	East side from Florin Rd to Blackhawk Dr	1152	Sacramento County Pedestrian Master Plan	\$460,800	Higher Priority
31066	Sacramento	Sacramento County	Sidewalk	South Sacramento: Power Inn Road	East side from Gerber Rd to Trail Woods Dr	930	Sacramento County Pedestrian Master Plan	\$372,000	Higher Priority
31067	Sacramento	Sacramento County	Sidewalk	South Sacramento: Power Inn Road	East side from Hemingway Dr to Elsie Ave	525	Sacramento County Pedestrian Master Plan	\$210,000	Higher Priority
31068	Sacramento	Sacramento County	Sidewalk	South Sacramento: Power Inn Road	West side from Lenhart Rd to Spellberg Way	534	Sacramento County Pedestrian Master Plan	\$213,600	Higher Priority
31069	Sacramento	Sacramento County	Sidewalk	South Sacramento: Power Inn Road	West side from Llanovista to Calvine Rd	604	Sacramento County Pedestrian Master Plan	\$241,600	Higher Priority
31070	Sacramento	Sacramento County	Sidewalk	South Sacramento: Power Inn Road	West side from Loucreta Dr to 68th Ave	694	Sacramento County Pedestrian Master Plan	\$277,600	Higher Priority
31071	Sacramento	Sacramento County	Sidewalk	South Sacramento: Power Inn Road	East side from McFadden Dr to Gerber Rd	665	Sacramento County Pedestrian Master Plan	\$266,000	Higher Priority
31072	Sacramento	Sacramento County	Sidewalk	South Sacramento: Power Inn Road	East side from Skywoods Way to Hemingway Dr	628	Sacramento County Pedestrian Master Plan	\$251,200	Higher Priority
31073	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stevenson Avenue	North side from Beachmont Way to Lexus Way	449	Sacramento County Pedestrian Master Plan	\$179,600	Higher Priority
31074	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stevenson Avenue	North side from Elegante Way to Spearberry Way	280	Sacramento County Pedestrian Master Plan	\$112,000	Higher Priority
31075	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stevenson Avenue	South side from Elegante Way to Spearberry Way	280	Sacramento County Pedestrian Master Plan	\$112,000	Higher Priority
31076	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stevenson Avenue	North side from Goshen Way to Beachmont Way	696	Sacramento County Pedestrian Master Plan	\$278,400	Higher Priority
31077	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stevenson Avenue	North side from Parkgate Way to Elegante Way	247	Sacramento County Pedestrian Master Plan	\$98,800	Higher Priority
31078	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stevenson Avenue	North side from Spearberry Way to Cottonwood Ln	526	Sacramento County Pedestrian Master Plan	\$210,400	Higher Priority
31079	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stevenson Avenue	South side from Spearberry Way to Cottonwood Ln	526	Sacramento County Pedestrian Master Plan	\$210,400	Higher Priority
31080	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stevenson Avenue	North side from Spengler Dr to Parkgate Way	257	Sacramento County Pedestrian Master Plan	\$102,800	Higher Priority

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ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
31081	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stevenson Avenue	North side from Springarden Way to Golden Meadow Dr	702	Sacramento County Pedestrian Master Plan	\$280,800	Higher Priority
31082	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stockton Blvd.	West side from Chandler Dr to Orange Ave	1407	Sacramento County Pedestrian Master Plan	\$562,800	Higher Priority
31083	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stockton Blvd.	East side from Gerber Rd to Massie Ct	1070	Sacramento County Pedestrian Master Plan	\$428,000	Higher Priority
31084	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stockton Blvd.	West side from Gerber Rd to Massie Ct	1070	Sacramento County Pedestrian Master Plan	\$428,000	Higher Priority
31085	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stockton Blvd.	East side from Patterson Way to 236' northwest	236	Sacramento County Pedestrian Master Plan	\$94,400	Higher Priority
31086	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stockton Blvd.	East side from Patterson Way to 284' southeast	284	Sacramento County Pedestrian Master Plan	\$113,600	Higher Priority
31087	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stockton Blvd.	East side from Segment between to Patterson Way & 65th St	197	Sacramento County Pedestrian Master Plan	\$78,800	Higher Priority
31088	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stockton Blvd.	East side from Segment between to Patterson Way & 65th St	243	Sacramento County Pedestrian Master Plan	\$97,200	Higher Priority
31089	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stockton Blvd.	East side from Walter Ave to Whitewillow Dr	692	Sacramento County Pedestrian Master Plan	\$276,800	Higher Priority
31090	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stockton Blvd.	West side from Walter Ave to Whitewillow Dr	692	Sacramento County Pedestrian Master Plan	\$276,800	Higher Priority
31091	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stockton Blvd.	West side from Whitewillow Dr to Stacy Ave	163	Sacramento County Pedestrian Master Plan	\$65,200	Higher Priority
31092	Sacramento	Sacramento County	Sidewalk	Vineyard: Vineyard Road	East side from Gerber Rd to Mission Hills Dr	2768	Sacramento County Pedestrian Master Plan	\$1,107,200	Higher Priority
31210	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Alta Arden Expy	Both sides from Bell Street to Watt Ave	8,200	Sacramento County Pedestrian Master Plan	\$14,000,000	Higher Priority
31211	Sacramento	Sacramento County	Sidewalk	Arden Arcade: American River Drive	Both sides from Mering Ct. to Wyndgate Rd	2,600	Sacramento County Pedestrian Master Plan	\$6,000,000	Higher Priority
31212	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Archer Avenue	Both sides from Plumeria Ave to Fair Oaks Blvd	400	Sacramento County Pedestrian Master Plan	\$2,000,000	Higher Priority
31213	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Arden Way	Both sides from Heskett Way to El Nido Way	6800	Sacramento County Pedestrian Master Plan	\$12,000,000	Higher Priority
31214	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Becerra Way	East side, from JoAnn Dr to 200' south	200	Sacramento County Pedestrian Master Plan	\$400,000	Higher Priority
31215	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Crondall Dr	Both sides from Estates Dr to northeast 1,300'	1,300	Sacramento County Pedestrian Master Plan	\$5,000,000	Higher Priority
31216	Sacramento	Sacramento County	Sidewalk	Arden Arcade: El Camino Avenue	Both Sides from Ethan Way to Fair Oaks Blvd	26,000	Sacramento County Pedestrian Master Plan	\$40,000,000	Higher Priority
31217	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Fair Oaks Blvd.	Both sides from El Camino Ave to Marshall Ave	15,200	Sacramento County Pedestrian Master Plan	\$21,000,000	Higher Priority
31218	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Fair Oaks Blvd.	Both sides from San Lucas Way to County Line near Howe Ave	9,400	Sacramento County Pedestrian Master Plan	\$15,000,000	Higher Priority
31219	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Fair Oaks Blvd.	Both sides from El Camino Ave to Manzanita Ave	10,000	Sacramento County Pedestrian Master Plan	\$18,000,000	Higher Priority
31220	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Fair Oaks Blvd.	Both sides from Manzanita to Marshall Ave	5,300	Sacramento County Pedestrian Master Plan	\$12,000,000	Higher Priority
31221	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Fulton Avenue	Both sides Auburn Blvd and Arden Way	12,500	Sacramento County Pedestrian Master Plan	\$19,000,000	Higher Priority
31222	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Fulton Avenue	Both sides from Fair Oaks Blvd to Sierra Blvd	1,800	Sacramento County Pedestrian Master Plan	\$7,000,000	Higher Priority
31223	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Howe Ave	East & West sides from Cottage Way to Marconi Ave	5,300	Sacramento County Pedestrian Master Plan	\$9,000,000	Higher Priority
31224	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Howe Ave	East & West sides from Spanos Ct to Fair Oaks Blvd	1,600	Sacramento County Pedestrian Master Plan	\$4,000,000	Higher Priority
31225	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Manzanita Ave	Both sides from Fair Oaks Blvd to Winding Way	4,800	Sacramento County Pedestrian Master Plan	\$10,000,000	Higher Priority
31226	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Morse Ave	Both sides from Cottage Way to Maison Way	3,600	Sacramento County Pedestrian Master Plan	\$10,000,000	Higher Priority
31227	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Munroe St	Both sides from Fulton Ave to Fair Oaks Blvd	1,200	Sacramento County Pedestrian Master Plan	\$5,000,000	Higher Priority
31228	Sacramento	Sacramento County	Sidewalk	Arden Arcade: North River Way	Both sides from Ashton Dr to northeast 900'	900	Sacramento County Pedestrian Master Plan	\$4,000,000	Higher Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
31229	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Pasadena Ave	Both sides from Orange Grove Ave to Arcade Creek	1,900	Sacramento County Pedestrian Master Plan	\$7,000,000	Higher Priority
31230	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Pope Ave	Both sides Watt Ave to Edison Ave (extended)	6,600	Sacramento County Pedestrian Master Plan	\$15,000,000	Higher Priority
31231	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Walnut Avenue	East side, from Engle Road to 200' north	200	Sacramento County Pedestrian Master Plan	\$800,000	Higher Priority
31232	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Watt Avenue	Both sides Auburn Blvd and Arden Way	15,500	Sacramento County Pedestrian Master Plan	\$25,000,000	Higher Priority
31233	Sacramento	Sacramento County	Sidewalk	Arden Arcade: Watt Avenue	Both sides from San Lucas Way to the American River Bridge	2,500	Sacramento County Pedestrian Master Plan	\$16,000,000	Higher Priority
31234	Sacramento	Sacramento County	Sidewalk	Carmichael: American River Drive / McClaren Dr	Both sides, from Jacob Lane to Sand Bar Circle	2,300	Sacramento County Pedestrian Master Plan	\$2,000,000	Higher Priority
31235	Sacramento	Sacramento County	Sidewalk	Carmichael: Arden Way	South Side, from El Nido Way to 200' west	200	Sacramento County Pedestrian Master Plan	\$800,500	Higher Priority
31236	Sacramento	Sacramento County	Sidewalk	Carmichael: Auburn Blvd	Southerly side from Howe Ave north-east to Winding Way	15,100	Sacramento County Pedestrian Master Plan	\$19,000,000	Higher Priority
31237	Sacramento	Sacramento County	Sidewalk	Carmichael: Auburn Blvd	Both sides county line near Kitty Lane , northeast to Manzanita Ave	15,000	Sacramento County Pedestrian Master Plan	\$17,000,000	Higher Priority
31238	Sacramento	Sacramento County	Sidewalk	Carmichael: Bridge St	Both sides from Fair Oaks Blvd and Grand Ave	900	Sacramento County Pedestrian Master Plan	\$2,000,000	Higher Priority
31239	Sacramento	Sacramento County	Sidewalk	Carmichael: Butano Dr	Both sides from El Camino Dr to Cottage Way	5,000	Sacramento County Pedestrian Master Plan	\$7,000,000	Higher Priority
31240	Sacramento	Sacramento County	Sidewalk	Carmichael: Cottage Way	Both sides from Cortez Lane to Weldon way	2,200	Sacramento County Pedestrian Master Plan	\$5,000,000	Higher Priority
31241	Sacramento	Sacramento County	Sidewalk	Carmichael: Crondall Dr	Both sides from Estates Dr north-east to Cul-de-sac (near Exeter St)	1,200	Sacramento County Pedestrian Master Plan	\$4,000,000	Higher Priority
31242	Sacramento	Sacramento County	Sidewalk	Carmichael: Cypress Ave	Both Sides George to Manzanita Ave	1,800	Sacramento County Pedestrian Master Plan	\$5,000,000	Higher Priority
31243	Sacramento	Sacramento County	Sidewalk	Carmichael: El Camino Way	Both sides Winsford Lane to Carmichael Way	1,200	Sacramento County Pedestrian Master Plan	\$4,000,000	Higher Priority
31244	Sacramento	Sacramento County	Sidewalk	Carmichael: El Camino Way	Both sidesfrom Ethan Way to Butano Dr	10,500	Sacramento County Pedestrian Master Plan	\$19,000,000	Higher Priority
31245	Sacramento	Sacramento County	Sidewalk	Carmichael: El Camino Way	Both sides from Winsford Ln to Carmichael Wy	1,300	Sacramento County Pedestrian Master Plan	\$4,000,000	Higher Priority
31246	Sacramento	Sacramento County	Sidewalk	Carmichael: Freedom Park Dr	Both sides from 34th St to Watt Ave	1,400	Sacramento County Pedestrian Master Plan	\$4,000,000	Higher Priority
31247	Sacramento	Sacramento County	Sidewalk	Carmichael: Garfield Way	Both sides from Leader Ave to White Fir Way	1,900	Sacramento County Pedestrian Master Plan	\$6,000,000	Higher Priority
31248	Sacramento	Sacramento County	Sidewalk	Carmichael: Locust Ave	Both sides from Younger Way to Manzanita Ave	2,000	Sacramento County Pedestrian Master Plan	\$6,000,000	Higher Priority
31249	Sacramento	Sacramento County	Sidewalk	Carmichael: Madison Ave	Both sides from Harrison Street to Hemlock St	8,200	Sacramento County Pedestrian Master Plan	\$17,000,000	Higher Priority
31250	Sacramento	Sacramento County	Sidewalk	Carmichael: Manzanita Ave	Both sides from Bourbon Dr to Fair Oaks Blvd	6,500	Sacramento County Pedestrian Master Plan	\$15,000,000	Higher Priority
31251	Sacramento	Sacramento County	Sidewalk	Carmichael: Marconi Ave	Both sides from Garfield Blvd to Fair Oaks Blvd	2,600	Sacramento County Pedestrian Master Plan	\$6,000,000	Higher Priority
31252	Sacramento	Sacramento County	Sidewalk	Carmichael: Marconi Ave	Both sides from Wright St to Corabel Ln	2,800	Sacramento County Pedestrian Master Plan	\$6,000,000	Higher Priority
31253	Sacramento	Sacramento County	Sidewalk	Carmichael: Orange Grove Ave	Both sides from Roseville Rd to Palomino Ln	6,500	Sacramento County Pedestrian Master Plan	\$12,000,000	Higher Priority
31254	Sacramento	Sacramento County	Sidewalk	Carmichael: Orange Grove Ave	Both sides from Creek Rd to Sycamore Ave	3,700	Sacramento County Pedestrian Master Plan	\$8,000,000	Higher Priority
31255	Sacramento	Sacramento County	Sidewalk	Carmichael: Palm Dr	Both sides from Fair Oaks Blvd to Panama Ave	700	Sacramento County Pedestrian Master Plan	\$3,000,000	Higher Priority
31256	Sacramento	Sacramento County	Sidewalk	Carmichael: Plumeria Ave	Both sides from From Fair Oaks Blvd to west end of Plumeria	600	Sacramento County Pedestrian Master Plan	\$3,000,000	Higher Priority
31257	Sacramento	Sacramento County	Sidewalk	Carmichael: Roseville Rd	Both sides from Orange Grove Ave to Madison Ave	8,400	Sacramento County Pedestrian Master Plan	\$17,000,000	Higher Priority
31258	Sacramento	Sacramento County	Sidewalk	Carmichael: Sacramento St	Both sides from Watkins Dr to Fair Oaks Blvd	1,200	Sacramento County Pedestrian Master Plan	\$5,000,000	Higher Priority
31259	Sacramento	Sacramento County	Sidewalk	Carmichael: Shangrilla Dr	Both siodes from Fair Oaks Blvd to Dietz Way	1,700	Sacramento County Pedestrian Master Plan	\$7,000,000	Higher Priority
31260	Sacramento	Sacramento County	Sidewalk	Carmichael: Sunrise Blvd	Both sides from Fair Oaks Blvd to Winding Way	2,000	Sacramento County Pedestrian Master Plan	\$9,000,000	Higher Priority
31261	Sacramento	Sacramento County	Sidewalk	Carmichael: Sunset Ave	Both sides from Livoti Ave to Tommar Dr	1,400	Sacramento County Pedestrian Master Plan	\$6,000,000	Higher Priority
31262	Sacramento	Sacramento County	Sidewalk	Carmichael: Sutter Ave	Both sides from Horton Ln to California Ave	3,400	Sacramento County Pedestrian Master Plan	\$9,000,000	Higher Priority
31263	Sacramento	Sacramento County	Sidewalk	Carmichael: Watt Avenue	East side, from El Ricon Way to 200' north	200	Sacramento County Pedestrian Master Plan	\$825,000	Higher Priority
31264	Sacramento	Sacramento County	Sidewalk	Carmichael: Whitney Ave	South side, from Watt Ave to Eastern Ave	5,000	Sacramento County Pedestrian Master Plan	\$4,000,000	Higher Priority
31265	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	Both sides from Hackberry Ln to Mary Lynn Lane	2,200	Sacramento County Pedestrian Master Plan	\$8,000,000	Higher Priority
31266	Sacramento	Sacramento County	Sidewalk	Carmichael: Winding Way	Both sides from Sunrise Blvd to Fair Oaks Blvd	2,300	Sacramento County Pedestrian Master Plan	\$8,000,000	Higher Priority
31267	Sacramento	Sacramento County	Sidewalk	Cosumnes: Roosevelt Ave	Both sides from 44th St to Stockton Blvd	2,600	Sacramento County Pedestrian Master Plan	\$4,000,000	Higher Priority
31268	Sacramento	Sacramento County	Sidewalk	Cosumnes: Southwest Ave	Both sides from Nina Way to Stockton Blvd	1,400	Sacramento County Pedestrian Master Plan	\$4,000,000	Higher Priority
31269	Sacramento	Sacramento County	Sidewalk	Cosumnes: Stockton Blvd	Both sides from Southwest Ave to County line near MC Mahon Dr	1,700	Sacramento County Pedestrian Master Plan	\$6,000,000	Higher Priority
31270	Sacramento	Sacramento County	Sidewalk	Cosumnes: Stockton Blvd	Both sides from Elsie Ave north to County line near Patterson Way	12,000	Sacramento County Pedestrian Master Plan	\$23,000,000	Higher Priority
31271	Sacramento	Sacramento County	Sidewalk	Cosumnes: Stockton Blvd	Westerly side from 14th Ave to 21st Ave	2,900	Sacramento County Pedestrian Master Plan	\$4,000,000	Higher Priority
31272	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Fair Oaks Blvd.	Both Sides from Vinegrove Lane to Sunrise Blvd	12,000	Sacramento County Pedestrian Master Plan	\$21,000,000	Higher Priority
31273	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Madison Ave	Both sides from Almaden Way to 1/8 mile east of Fair Oaks Blvd	2,100	Sacramento County Pedestrian Master Plan	\$6,000,000	Higher Priority
31274	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Madison Ave	Both sides from Walnut Ave to Main Ave	1,600	Sacramento County Pedestrian Master Plan	\$5,000,000	Higher Priority
31275	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Main Ave	Both sides from Madison Ave to 1/8 mile north of Orangevale Ave	3,800	Sacramento County Pedestrian Master Plan	\$8,000,000	Higher Priority
31276	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Old Winding Way	Both sides from Winding Way to Fair Oaks Blvd	1,500	Sacramento County Pedestrian Master Plan	\$5,000,000	Higher Priority
31277	Sacramento	Sacramento County	Sidewalk	Fair Oaks: Watkins Dr	Both sides from Fair Oaks Blvd to Sacramento St	1,000	Sacramento County Pedestrian Master Plan	\$5,000,000	Higher Priority
31278	Sacramento	Sacramento County	Sidewalk	North Highlands/Foothill Farms: Elkhorn Blvd.	Both sides from 34th St to Stoneman Dr	3,800	Sacramento County Pedestrian Master Plan	\$7,000,000	Higher Priority
31279	Sacramento	Sacramento County	Sidewalk	North Highlands/Foothill Farms: M Street	Both sides from Rio Linda Blvd to 8th St	2,700	Sacramento County Pedestrian Master Plan	\$7,000,000	Higher Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

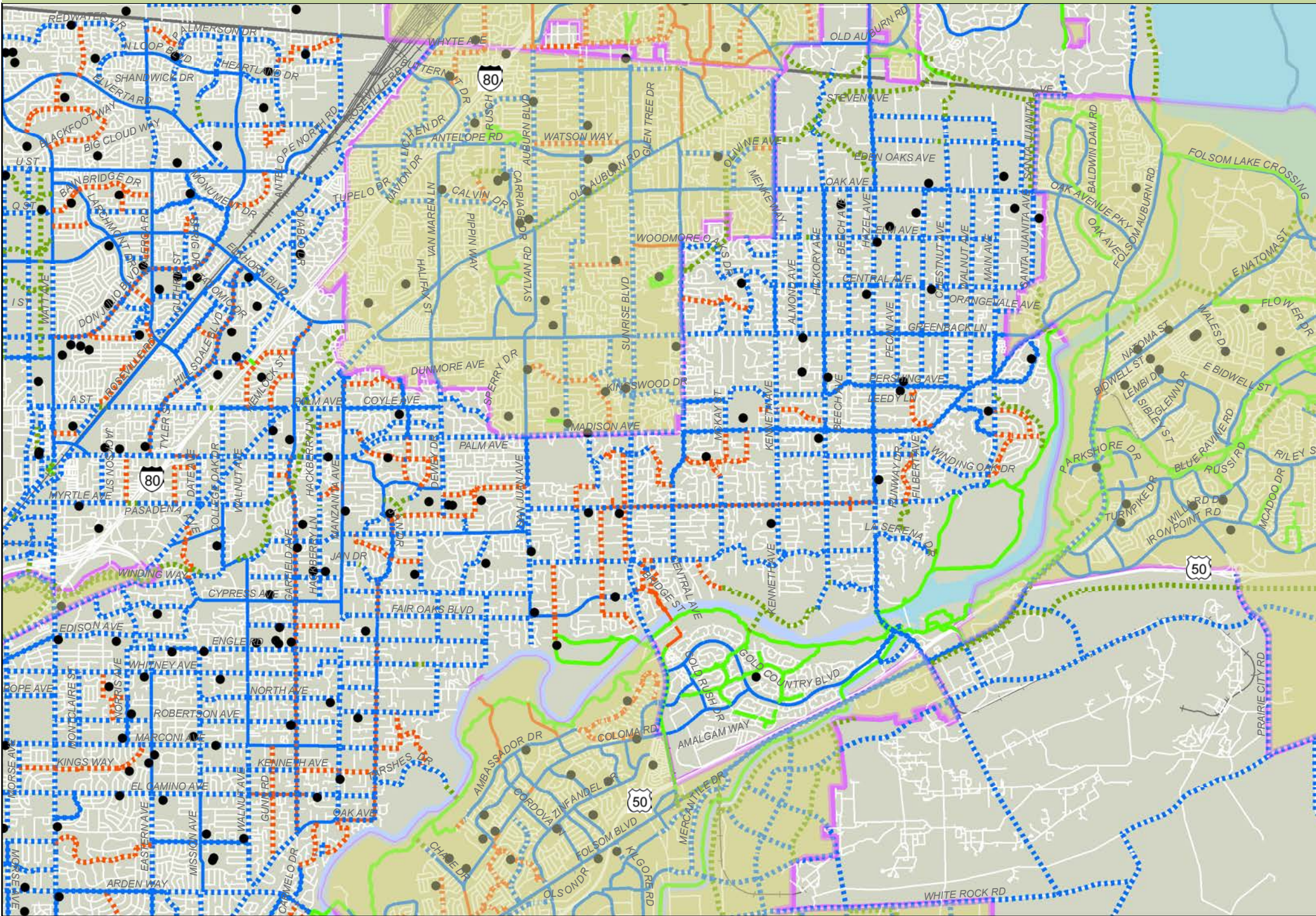
ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
31280	Sacramento	Sacramento County	Sidewalk	North Highlands/Foothill Farms: Rio Linda Blvd	Both sides from Elkhorn Blvd to M St	2,800	Sacramento County Pedestrian Master Plan	\$7,000,000	Higher Priority
31281	Sacramento	Sacramento County	Sidewalk	North Highlands/Foothill Farms: Watt Ave	Both sides from Antelope Rd/U St to Roseville Rd	17,500	Sacramento County Pedestrian Master Plan	\$50,000,000	Higher Priority
31282	Sacramento	Sacramento County	Sidewalk	Orangevale: Fair Oaks Blvd	Both sides from Sun Tree Lane to Woodlake Hills Dr	2,700	Sacramento County Pedestrian Master Plan	\$6,000,000	Higher Priority
31283	Sacramento	Sacramento County	Sidewalk	Orangevale: Greenback Lane	Fair Oaks Blvd to Folsom City Limits (east of Main St)	23,000	Sacramento County Pedestrian Master Plan	\$24,000,000	Higher Priority
31284	Sacramento	Sacramento County	Sidewalk	Orangevale: Hazel Avenue	Both sides from Fortuna Way to Cerezo Dr	1,800	Sacramento County Pedestrian Master Plan	\$5,000,000	Higher Priority
31285	Sacramento	Sacramento County	Sidewalk	Orangevale: Old Auburn Road	From Wachtel Way to Placer County Line	1,100	Sacramento County Pedestrian Master Plan	\$2,000,000	Higher Priority
31286	Sacramento	Sacramento County	Sidewalk	South Sacramento: 47th Avenue	Both sides from Franklin Blvd to Martin Luther King Blvd	700	Sacramento County Pedestrian Master Plan	\$3,000,000	Higher Priority
31287	Sacramento	Sacramento County	Sidewalk	South Sacramento: 47th Avenue	Both sides from Highway 99 east to City of Sacramento limits	5,500	Sacramento County Pedestrian Master Plan	\$15,000,000	Higher Priority
31288	Sacramento	Sacramento County	Sidewalk	South Sacramento: 48th Street	Both sides from Yosemite Ave south to Sacramento City Limits	1,500	Sacramento County Pedestrian Master Plan	\$5,000,000	Higher Priority
31289	Sacramento	Sacramento County	Sidewalk	South Sacramento: 65th St Expwy	Both sides from Florin Rd north to County limits near 53rd Ave	5,100	Sacramento County Pedestrian Master Plan	\$9,000,000	Higher Priority
31290	Sacramento	Sacramento County	Sidewalk	South Sacramento: Calvine Rd	Both sides Hwy 99 to Short Rd	6,000	Sacramento County Pedestrian Master Plan	\$10,000,000	Higher Priority
31291	Sacramento	Sacramento County	Sidewalk	South Sacramento: Elsie Ave	Both Sides Stockton Blvd to Iona Wy	4,000	Sacramento County Pedestrian Master Plan	\$8,000,000	Higher Priority
31292	Sacramento	Sacramento County	Sidewalk	South Sacramento: Florin Rd	Both sides Franklin Blvd to Florin Perkins	20,000	Sacramento County Pedestrian Master Plan	\$19,000,000	Higher Priority
31293	Sacramento	Sacramento County	Sidewalk	South Sacramento: Folsom Blvd	Both sides (except City of Rancho Cordova) starting 1,500' west of Watt Ave to City of Rancho Cordova near Bradshaw Rd /Paseo Rio Wy	16,000	Sacramento County Pedestrian Master Plan	\$14,000,000	Higher Priority
31294	Sacramento	Sacramento County	Sidewalk	South Sacramento: Folsom Blvd	Both sides (Except City off R.C.) From Sunrise Ave east to City of Folsom near Aerojet Rd	14,000	Sacramento County Pedestrian Master Plan	\$13,000,000	Higher Priority
31295	Sacramento	Sacramento County	Sidewalk	South Sacramento: Franklin Blvd	Both sides from County line (near 41st Ave) to Florin Rd	8500	Sacramento County Pedestrian Master Plan	\$12,000,000	Higher Priority
31296	Sacramento	Sacramento County	Sidewalk	South Sacramento: Gerber Road	Both Sides Stockton Blvd to Fernridge Dr	4,900	Sacramento County Pedestrian Master Plan	\$8,000,000	Higher Priority
31297	Sacramento	Sacramento County	Sidewalk	South Sacramento: Martin Luther King Jr	Both sides from 35th Ave to 47th ave	4,300	Sacramento County Pedestrian Master Plan	\$8,000,000	Higher Priority
31298	Sacramento	Sacramento County	Sidewalk	South Sacramento: Power Inn Rd	Both sides from Elsie Ave to Calvine Rd	7,200	Sacramento County Pedestrian Master Plan	\$12,000,000	Higher Priority
31299	Sacramento	Sacramento County	Sidewalk	South Sacramento: Power Inn Rd	Both sides from Junipero St to Loucreta Dr	4200	Sacramento County Pedestrian Master Plan	\$8,000,000	Higher Priority
31300	Sacramento	Sacramento County	Sidewalk	South Sacramento: Salmon Falls Drive	South Side, 150' segment starting 400' west of Waterton Way, Curb ramps 650' west on Salmon Falls Dr	150	Sacramento County ADA Transition Plan	\$800,000	Higher Priority
31301	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stockton Blvd.	Both sides from Power Inn north to County limits near Patterson Way	18,100	Sacramento County Pedestrian Master Plan	\$24,000,000	Higher Priority
31302	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stockton Blvd.	Westerly side from 14th Ave to Baker Ave	2,900	Sacramento County Pedestrian Master Plan	\$7,000,000	Higher Priority
31303	Sacramento	Sacramento County	Sidewalk	South Sacramento: Stockton Blvd.	Westerly side from County line near Young St to County Line near McMahon Dr	2,300	Sacramento County Pedestrian Master Plan	\$5,000,000	Higher Priority
31304	Sacramento	Sacramento County	Sidewalk & Intersection	South Sacramento: Fruitridge Rd	Both sides (except city of Sac.) Franklin Blvd to Stockton Blvd	7,900	Sacramento County Pedestrian Master Plan	\$7,000,000	Higher Priority

Sacramento County: NE

- Schools
- Cities

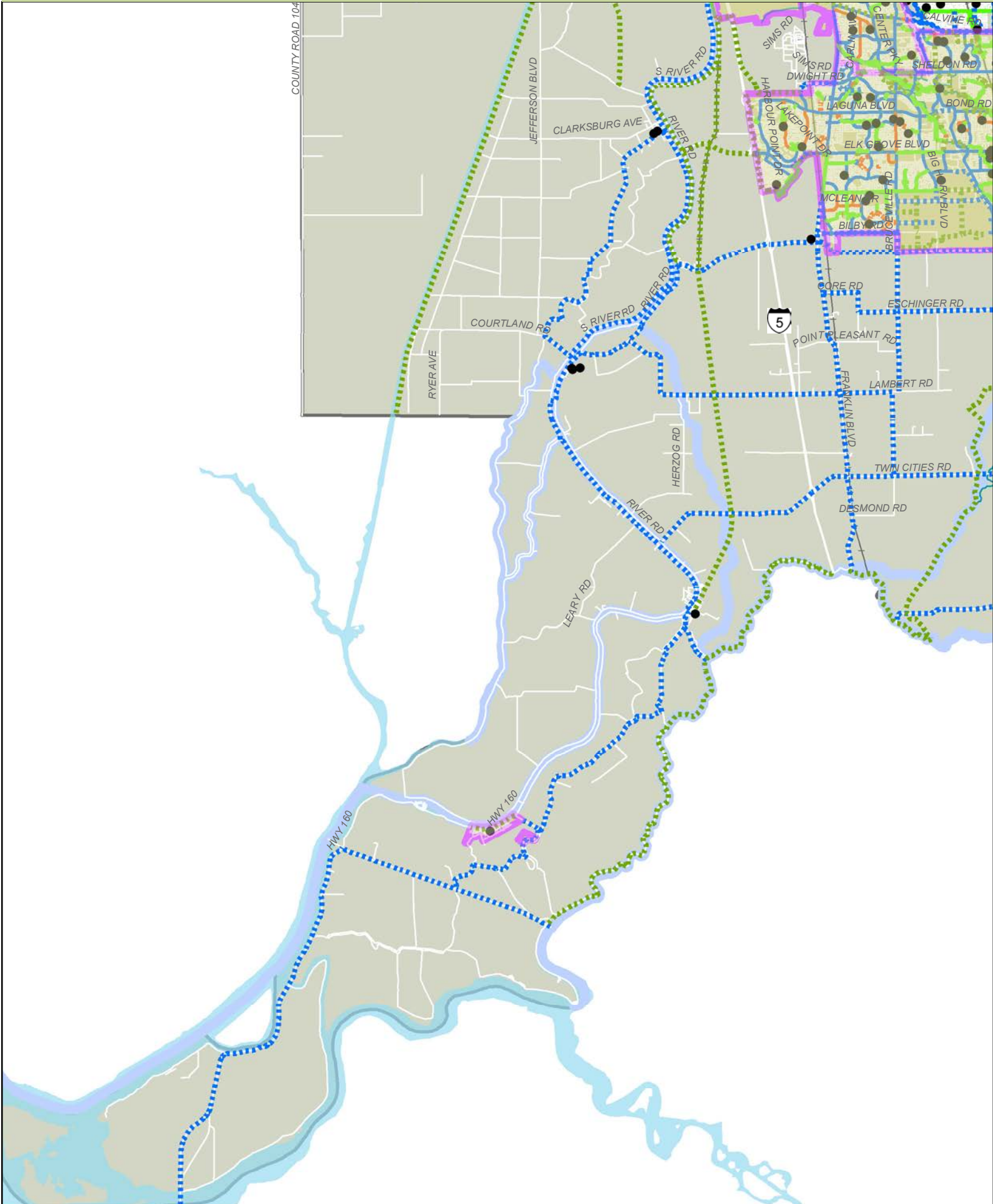
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)

- - - Proposed Multi-Use Path
- - - Proposed Bike Lane
- - - Proposed Bike Route



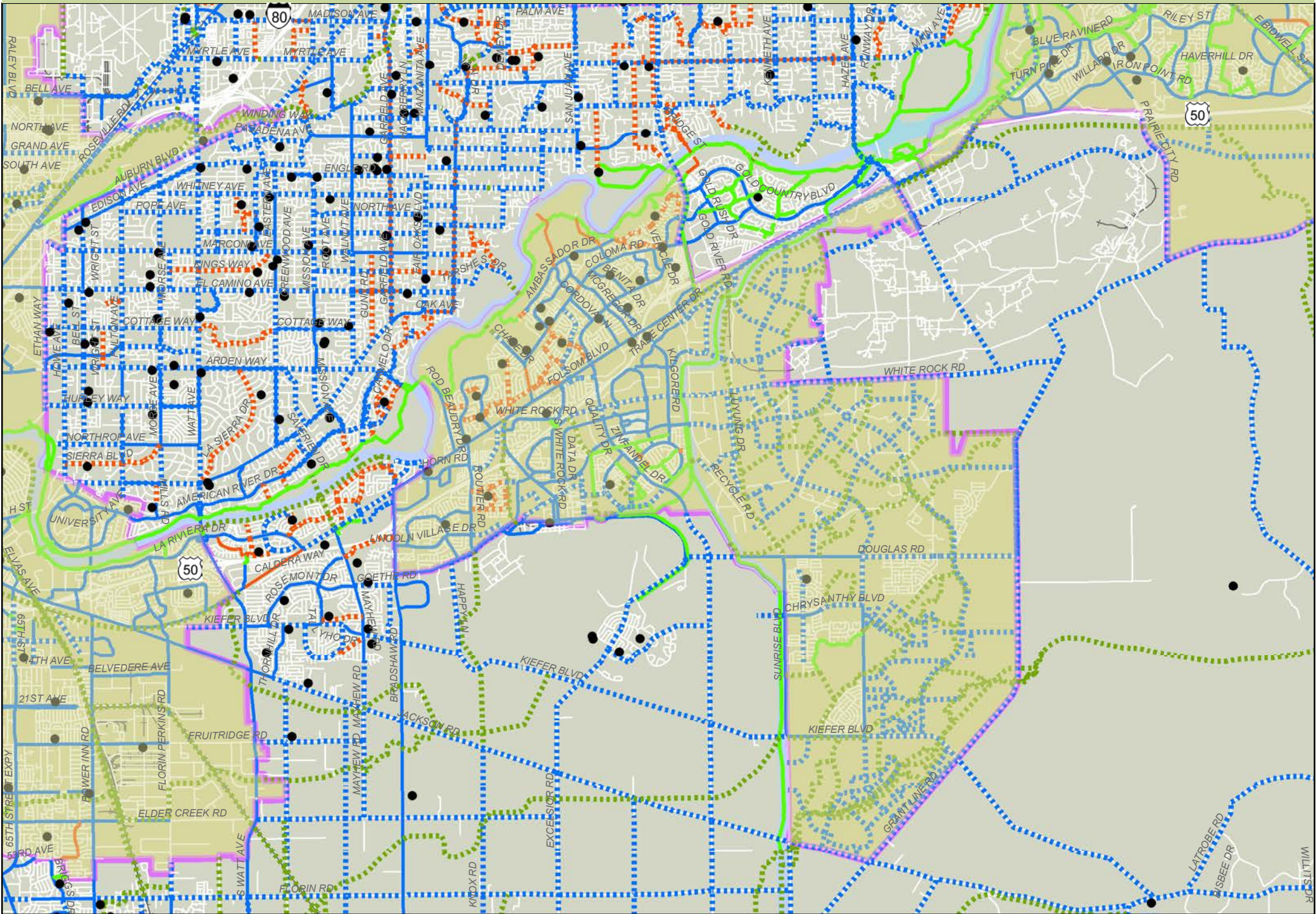
Sacramento County: Delta

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



Sacramento County: Urban Core

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
SACRAMENTO REGIONAL TRANSIT DISTRICT									
31105	Sacramento	Sacramento Regional Transit District	Combined Projects	Fruitridge Station	Acquire equipment rental yard to west of station, for PNR lot and pass-through from 25th Street/28th Avenue.			TBD	Medium Priority
31103	Sacramento	Sacramento Regional Transit District	Combined Projects	4th Avenue/Wayne Hultgren Station	Shared bike/ped path running from City parking lot/south end of station platform, south along RT ROW, to 7th Ave.			TBD	Lower Priority
31126	Sacramento	Sacramento Regional Transit District	Planning	Sacramento County	Perform analysis on bicycle accommodation on light rail vehicles and at stations.		Safe Routes to Transit; TransitAction	\$100,000	Higher Priority

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ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
SACRAMENTO COUNTY: MULTI-AGENCY									
30095	Sacramento	Multi-Agency: City of Elk Grove & Sacramento County	Multi-use Path (Class I)	I-5 Corridor	Southern Elk Grove City Limits to Freeport Blvd.	5.4	2010 Sacramento Bikeway Master Plan	\$3,000,000 - \$7,800,000	Higher Priority
30093	Sacramento	Multi-Agency: City of Elk Grove & Sacramento County	Bike Lanes (Class II)	Grant Line Road	State Route 99 to White Rock Rd	20	City of Elk Grove Bicycle & Pedestrian Master Plan	TBD	Medium Priority
30096	Sacramento	Multi-Agency: City of Elk Grove & Sacramento County	Pedestrian Upgrade	Bradshaw Road.	Entire length - separated sidewalks on both sides of street, planter strips, shade trees, improved intersection crossings, mid-block crossings.	11.5	Sacramento Pedestrian Master Plan	TBD	Lower Priority
30124	Sacramento	Multi-Agency: City of Folsom & Sacramento County	Multi-use Path (Class I)	Rails to Trails: Folsom Parkway Rail Trail	Folsom Blvd/LRT Corridor from Natoma Station Dr. to Aerojet Rd.		City of Folsom Bikeway Master Plan	\$2,000,000	Higher Priority
31110	Sacramento	Multi-Agency: Sacramento Regional Transit District & City of Rancho Cordova	Over/Undercrossing	Cordova Town Center Station	Construct bike/ped bridge over US-50 from Olson Drive to Sun Center Drive.		Racno Cordova's General Plan	TBD	Lower Priority
31094	Sacramento	Multi-Agency: Sacramento Regional Transit District & City of Sacramento	Combined Projects	University/65th Street Station	Sidewalks and bike lane along south side of Folsom Blvd. between 65th - 69th, and sidewalk along south side of Q Street between station and 69th/Redding Avenue.		65th Street Station Area Study; 65th Street/University Transit Village Plan (City of Sacramento)	TBD	Higher Priority
31102	Sacramento	Multi-Agency: Sacramento Regional Transit District & City of Sacramento	Combined Projects	Broadway Station	Purchase 2 adjacent side yards from houses, to be used for pass-through/shortcut from Freeport Blvd. to near the south end of Broadway Station.			TBD	Lower Priority
31106	Sacramento	Multi-Agency: Sacramento Regional Transit District & City of Sacramento	Combined Projects	Power Inn Station	Pass through PG&E yard from east end of Power Inn Station to Folsom Blvd. at eastern intersection with Bicentennial Circle; sidewalk along south side of Folsom Blvd from Power Inn Rd. to Jackson High Priorityway.			TBD	Lower Priority
31095	Sacramento	Multi-Agency: Sacramento Regional Transit District & City of Sacramento	Over/Undercrossing	Swanston Station	Stairs/ramp from El Camino Avenue UPRR Overcrossing to Swanston Station			TBD	Higher Priority
31096	Sacramento	Multi-Agency: Sacramento Regional Transit District & City of Sacramento	Over/Undercrossing	Marconi/Arcade Station	Stairs/ramp from Marconi Avenue UPRR Overcrossing to Marconi/Arcade Station		Marconi LR Station Technical Background Report (City of Sacramento)	TBD	Higher Priority
31098	Sacramento	Multi-Agency: Sacramento Regional	Over/Undercrossing	Roseville Road Station	Ped bridge over UPRR from Roseville Road entrance to Harris Drive, including sidewalks within the station PNR lot.			TBD	Higher Priority
31206	Sacramento	Multi-Agency: Sacramento Regional Transit District & City of Sacramento	Over/Undercrossing	Swanston Station	Stairs/ramp from Arden Way UPRR Overcrossing to Swanston Station (or ped bridge to former USAA office complex)		ped bridge is in: Swanston Station Transit Village Plan (City of Sacramento)	TBD	Medium Priority
31100	Sacramento	Multi-Agency: Sacramento Regional Transit District & City of Sacramento	Sidewalk	Swanston Station	Sidewalks on Calvados Ave. and Selma St. and Clay		Swanston Station Transit Village Plan (City of Sacramento)	TBD	Higher Priority
31099	Sacramento	Multi-Agency: Sacramento Regional Transit District & City of Sacramento	Sidewalk	Marconi/Arcade Station	Sidewalks on Academy Way.		Marconi LR Station Technical Background Report (City of Sacramento)	TBD	Medium Priority
31101	Sacramento	Multi-Agency: Sacramento Regional Transit District & City of Sacramento	Sidewalk	Globe Station	Stairs/ramp from north end of Acoma Street to Arden-Garden Connector.			TBD	Lower Priority
31107	Sacramento	Multi-Agency: Sacramento Regional Transit District & City of Sacramento	Sidewalk	College Greens Station	Sidewalk along south side of Folsom Blvd. from Jackson High Priorityway to west end of College Greens Station; Pedestrian grade crossing from south platform to adjacent development across SPTCIPA ROW, which includes offices leased to the State of California Department of Corrections.			TBD	Lower Priority
31108	Sacramento	Multi-Agency: Sacramento Regional Transit District & Sacramento County	Combined Projects	Tiber Station	Purchase 2 adjacent side yards from houses at southeast corner of Catania Way and at northeast corner of Rio Bravo Circle. Open and pave bike/ped path along both sides of drainage channel running north from Folsom/Mayhew intersection and connect to American River bike trails. Create a pedestrian crossing across the west leg of Folsom/Mayhew intersection.			TBD	Medium Priority
31109 A	Sacramento	Multi-Agency: Sacramento Regional Transit District & Sacramento County	Combined Projects	Butterfield Station	Extend sidewalk from there along the north side of Folsom Blvd. east to Butterfield Drive.			TBD	Medium Priority
31109 B	Sacramento	Multi-Agency: Sacramento Regional Transit District & Sacramento County	Combined Projects	Butterfield Station	Add a pass-through over vacant land from the south end of Pepper Oaks Drive to Folsom Blvd.,			TBD	Medium Priority

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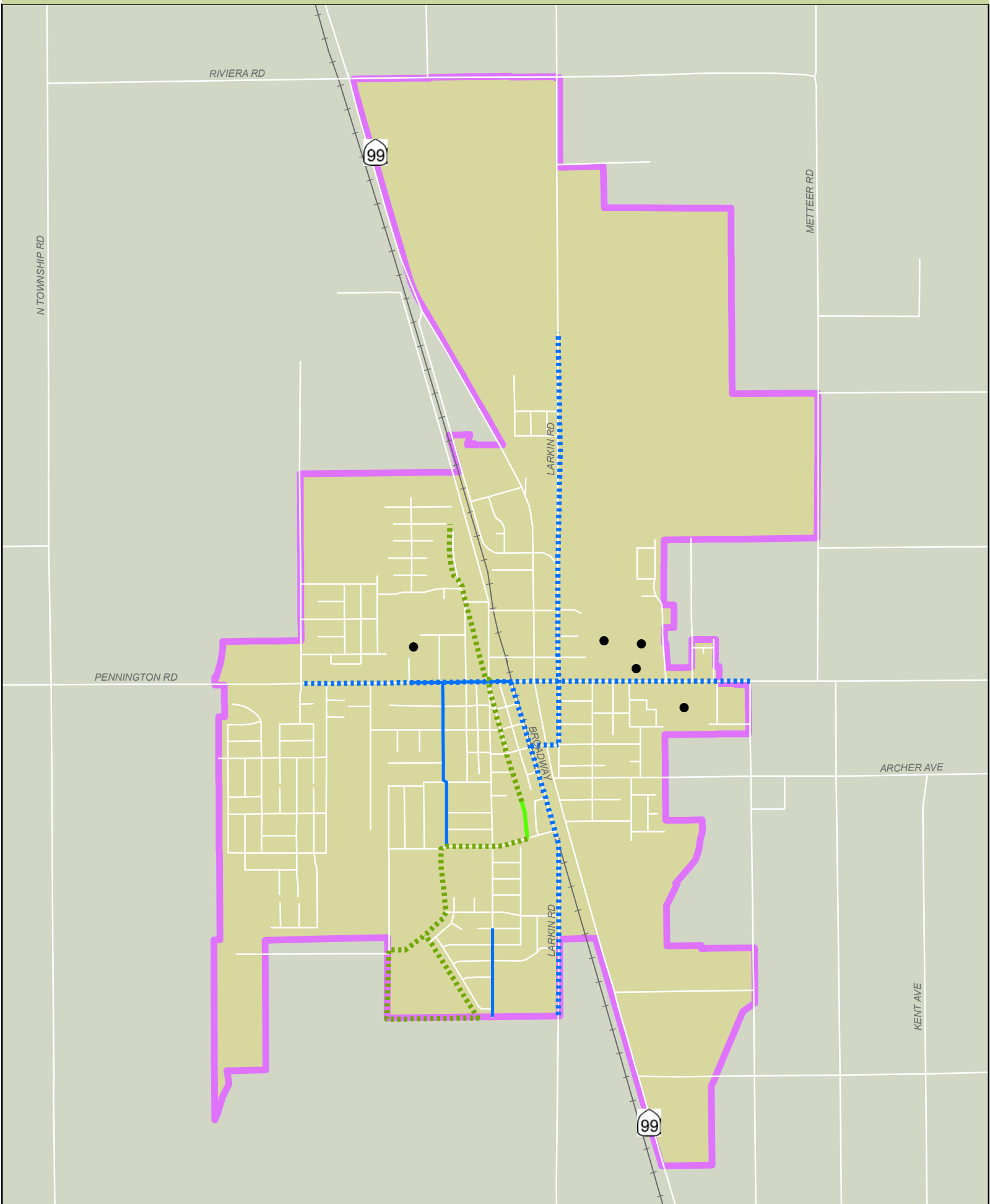
ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
31109 C	Sacramento	Multi-Agency: Sacramento Regional Transit District & Sacramento County	Combined Projects	Butterfield Station	Purchase 4 adjacent side yards from houses to create a pass-through from Appalachian Dr. west to Kellingworth Ct. (or 2 adjacent side yards and an easement through a business parking lot) for a pass-through from Appalachian Dr. south to Folsom Blvd.). Purchase 4 adjacent side yards from houses to create a pass-through from Elmira Circle west to Appalachian Dr. (or 2 adjacent side yards and an easement through a business parking lot) for a pass-through from Elmira Circle south to Folsom Blvd.).			TBD	Lower Priority
31097	Sacramento	Multi-Agency: Sacramento Regional Transit District & Sacramento County	Over/Undercrossing	Watt/I-80 Station	Pedestrian bridge from Longview Drive (just east of Watt Avenue) over Business 80 to Park Rd. or Bridge Rd. (just north of Auburn Blvd.); could also be an underpass under Business 80 at Arcade Creek.			TBD	Higher Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
CITY OF LIVE OAK									
40039	Sutter	City of Live Oak	Multi-use Path (Class I)	Soccer Park Community Trail	SouthWest side of High Priorityway 99 on Apricot St. and continue south on the Drainage Canal to link up with the 26 acre Live Oak Soccer Park/Detention Basin Community Trail	Approximately 3/4 of a mile		\$1,250,000	Higher Priority
40000	Sutter	City of Live Oak	Multi-use Path (Class I)	Pennington Road	Within City limits, East/West of High Priorityway 99- bike lane project.	Approximately 2 miles	County of Sutter and City of Live Oak Bicycle Transportation Plan (2008)	TBD	Medium Priority
40001	Sutter	City of Live Oak	Bike Lanes (Class II)	Broadway/ Larkin Road	Along Broadway and Larkin Road, west of High Priorityway 99 from Pennington Road south to the City Limits-bike lanes	Approximately 1 mile	County of Sutter and City of Live Oak Bicycle Transportation Plan (2008)	TBD	Medium Priority
40002	Sutter	City of Live Oak	Bike Lanes (Class II)	Larkin Road	East of 99 from Elm Street north to the City Limits and Elm Street from High Priorityway 99 to Larkin Road to the City limits-bike lanes	Approximately 1/2 mile	County of Sutter and City of Live Oak Bicycle Transportation Plan (2008)	TBD	Medium Priority
40003	Sutter	City of Live Oak	Combined Projects	City of Live Oak	SouthWest side of High Priorityway 99 on Apricot St. and continue north along the abandoned railroad corridor to Epperson Way. Segment 2	Approximately 1 mile	County of Sutter and City of Live Oak Bicycle Transportation Plan (2008)	\$2,215,713	Higher Priority

Live Oak

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route

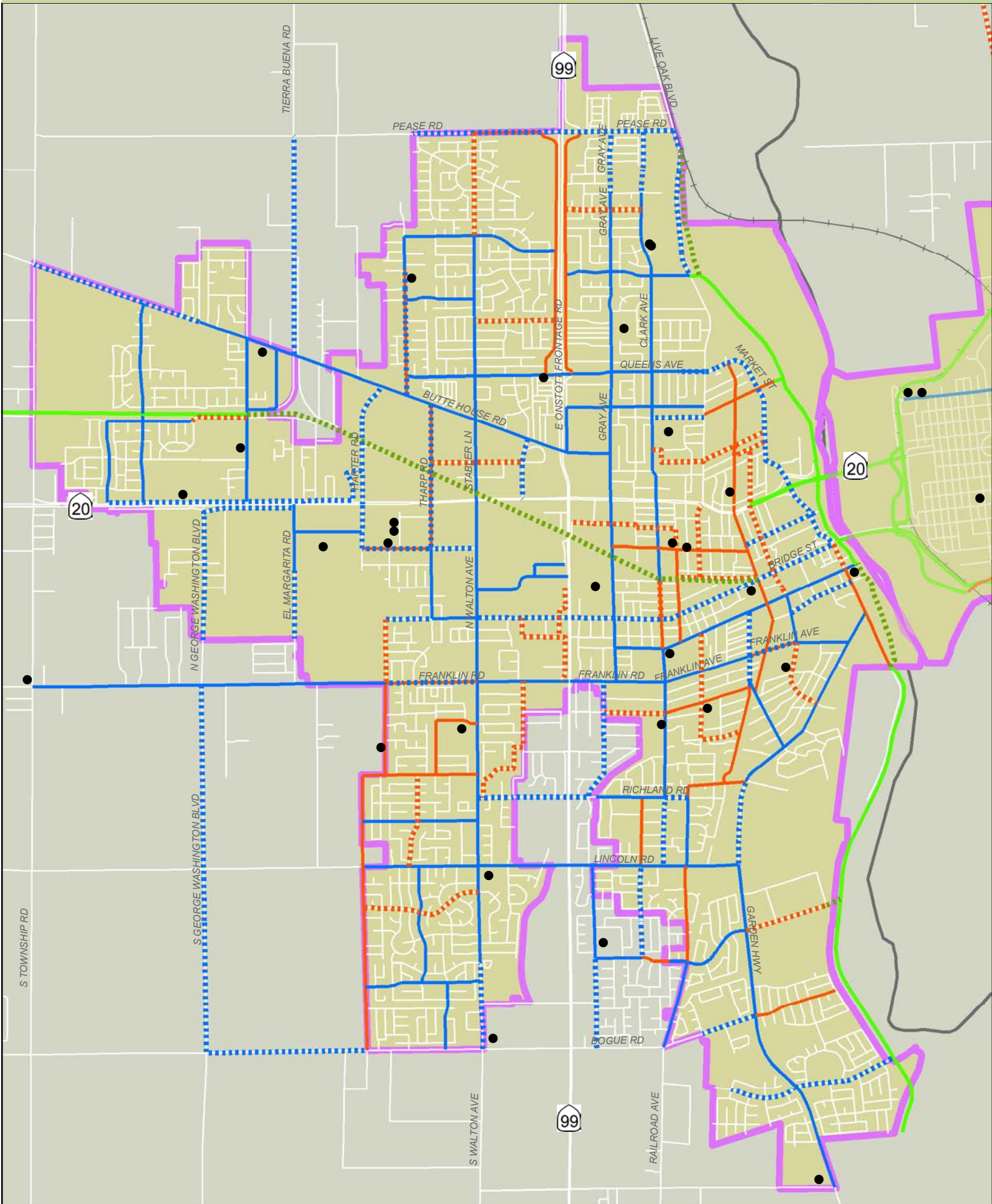


Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
CITY OF YUBA CITY									
40004	Sutter	City of Yuba City	Multi-use Path (Class I)	Rails to Trails: Abandoned Railroad Right-of-Way	Hooper Road to Bridge Street	2.9	Yuba City Bicycle Master Plan (2011)	\$4,100,000	Higher Priority
40005	Sutter	City of Yuba City	Multi-use Path (Class I)	Feather River West Levee Path Connection	B Street to Second Street	0.57	Yuba City Bicycle Master Plan (2011)	\$225,000	Higher Priority
40016	Sutter	City of Yuba City	Multi-use Path (Class I)	Burns Drive Levee Access	Burns Drive to Feather River West Levee	0.05	Yuba City Bicycle Master Plan (2011)	\$95,000	Medium Priority
40017	Sutter	City of Yuba City	Multi-use Path (Class I)	Feather River West Levee North Extension	Northgate Drive to City Limits	0.67	Yuba City Bicycle Master Plan (2011)	\$161,000	Medium Priority
40006	Sutter	City of Yuba City	Bike Lanes (Class II)	Clark Avenue	Pease Road to Kensington Way	0.13	Yuba City Bicycle Master Plan (2011)	\$247,000	Higher Priority
40007	Sutter	City of Yuba City	Bike Lanes (Class II)	Butte House Road	Township Road to Tharp Road	2.3	Yuba City Bicycle Master Plan (2011)	\$92,000	Higher Priority
40008	Sutter	City of Yuba City	Bike Lanes (Class II)	Lincoln Road	State Route 99 to Karen Drive	0.15	Yuba City Bicycle Master Plan (2011)	\$45,000	Higher Priority
40009	Sutter	City of Yuba City	Bike Lanes (Class II)	Pease Road	Butte Vista Road to Clark Avenue	1.39	Yuba City Bicycle Master Plan (2011)	\$417,000	Higher Priority
40010	Sutter	City of Yuba City	Bike Lanes (Class II)	Tharp Road	Lassen Boulevard to Butte House Road	0.78	Yuba City Bicycle Master Plan (2011)	\$234,000	Higher Priority
40011	Sutter	City of Yuba City	Bike Lanes (Class II)	Franklin Road	Harding Road to Walton Avenue	0.5	Yuba City Bicycle Master Plan (2011)	\$3,000	Higher Priority
40012	Sutter	City of Yuba City	Bike Lanes (Class II)	Teegarden Avenue	Plumas Street to Second Street	0.39	Yuba City Bicycle Master Plan (2011)	\$117,000	Higher Priority
40013	Sutter	City of Yuba City	Bike Lanes (Class II)	Blevin Road	Butte Vista School to Butte House Road	0.68	Yuba City Bicycle Master Plan (2011)	\$204,000	Higher Priority
40014	Sutter	City of Yuba City	Bike Lanes (Class II)	Bunce Road	Richland Road to Lincoln Road	0.38	Yuba City Bicycle Master Plan (2011)	\$114,000	Higher Priority
40015	Sutter	City of Yuba City	Bike Lanes (Class II)	Bridge Street	Walton Avenue to Second Street	2.02	Yuba City Bicycle Master Plan (2011)	\$343,000	Higher Priority
40027	Sutter	City of Yuba City	Bike Lanes (Class II)	King Avenue	Clark Avenue & Live Oak Boulevard	0.28	Yuba City Bicycle Master Plan (2011)	\$300,000	Higher Priority
40028	Sutter	City of Yuba City	Bike Lanes (Class II)	Lassen Boulevard	Harter Parkway & Walton Avenue	0.62	Yuba City Bicycle Master Plan (2011)	\$38,000	Higher Priority
40024	Sutter	City of Yuba City	Bike Lanes (Class II)	El Margarita Road	Spirit Drive & Imperial Way	0.54	Yuba City Bicycle Master Plan (2011)	\$30,000	Medium Priority
40025	Sutter	City of Yuba City	Bike Lanes (Class II)	George Washington Boulevard	State Route 20 & 1000' N/Franklin Road	0.71	Yuba City Bicycle Master Plan (2011)	\$213,000	Medium Priority
40026	Sutter	City of Yuba City	Bike Lanes (Class II)	Harter Parkway	Lassen Boulevard & Butte House Road	0.92	Yuba City Bicycle Master Plan (2011)	\$40,000	Medium Priority
40029	Sutter	City of Yuba City	Bike Lanes (Class II)	Market Street	Live Oak Boulevard & Sutter Street	0.75	Yuba City Bicycle Master Plan (2011)	\$15,000	Medium Priority
40030	Sutter	City of Yuba City	Bike Lanes (Class II)	North Colusa Frontage Road	Western Parkway & Harter Parkway	1.58	Yuba City Bicycle Master Plan (2011)	\$474,000	Medium Priority
40031	Sutter	City of Yuba City	Bike Lanes (Class II)	Richland Road	Littlejohn Road & Walton Avenue	0.2	Yuba City Bicycle Master Plan (2011)	\$60,000	Medium Priority
40032	Sutter	City of Yuba City	Bike Lanes (Class II)	South Colusa Frontage Road	George Washington Boulevard & El Margarita Road	0.5	Yuba City Bicycle Master Plan (2011)	\$150,000	Medium Priority
40033	Sutter	City of Yuba City	Bike Lanes (Class II)	Sutter Street	Market Street & Bridge Street	0.63	Yuba City Bicycle Master Plan (2011)	\$189,000	Medium Priority
40034	Sutter	City of Yuba City	Bike Lanes (Class II)	Walton Avenue	Augusta Lane & Bogue Road	0.48	Yuba City Bicycle Master Plan (2011)	\$144,000	Medium Priority
40045	Sutter	City of Yuba City	Bike Lanes (Class II)	Franklin Avenue	Percy Avenue to Wilbur Avenue	0.28	Yuba City Bicycle Master Plan (2011)	\$84,000	Medium Priority
40040	Sutter	City of Yuba City	Bike Lanes (Class II)	Clark Avenue	Washington Avenue to Spiva Avenue	1.49	Yuba City Bicycle Master Plan (2011)	\$447,000	Lower Priority
40041	Sutter	City of Yuba City	Bike Lanes (Class II)	North Colusa Frontage Road	Royo Ranchero Road to Harter Parkway	1.37	Yuba City Bicycle Master Plan (2011)	\$55,000	Lower Priority
40042	Sutter	City of Yuba City	Bike Lanes (Class II)	Richland Road	Walton Avenue to South Barrett Road	0.64	Yuba City Bicycle Master Plan (2011)	\$192,000	Lower Priority
40043	Sutter	City of Yuba City	Bike Lanes (Class II)	Richland Road	Bunce Road to Railroad Avenue	0.13	Yuba City Bicycle Master Plan (2011)	\$40,000	Lower Priority
40044	Sutter	City of Yuba City	Bike Lanes (Class II)	South Barrett Road	Franklin Avenue to Richland Road	0.65	Yuba City Bicycle Master Plan (2011)	\$195,000	Lower Priority
40023	Sutter	City of Yuba City	Bike Lanes (Class II)	Stripe Class II Bicycle Lanes	Various Locations	N/A	Yuba City Bicycle Master Plan (2011)	\$50,000	
40020	Sutter	City of Yuba City	Education/Promotion	Bike Safety Education Program for Schools	N/A	N/A	Yuba City Bicycle Master Plan (2011)	\$100,000	
40022	Sutter	City of Yuba City	Education/Promotion	Bike Safety Education Program for Adults	N/A	N/A	Yuba City Bicycle Master Plan (2011)	\$100,000	
40021	Sutter	City of Yuba City	Intersections	36 Signal Retrofits for Bicycle Detection	Various locations	N/A	Yuba City Bicycle Master Plan (2011)	\$285,000	Higher Priority
40018	Sutter	City of Yuba City	Wayfinding	Destination Signage (Wayfinding)	Various locations	N/A	Yuba City Bicycle Master Plan (2011)	\$40,000	Lower Priority

Yuba City

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route

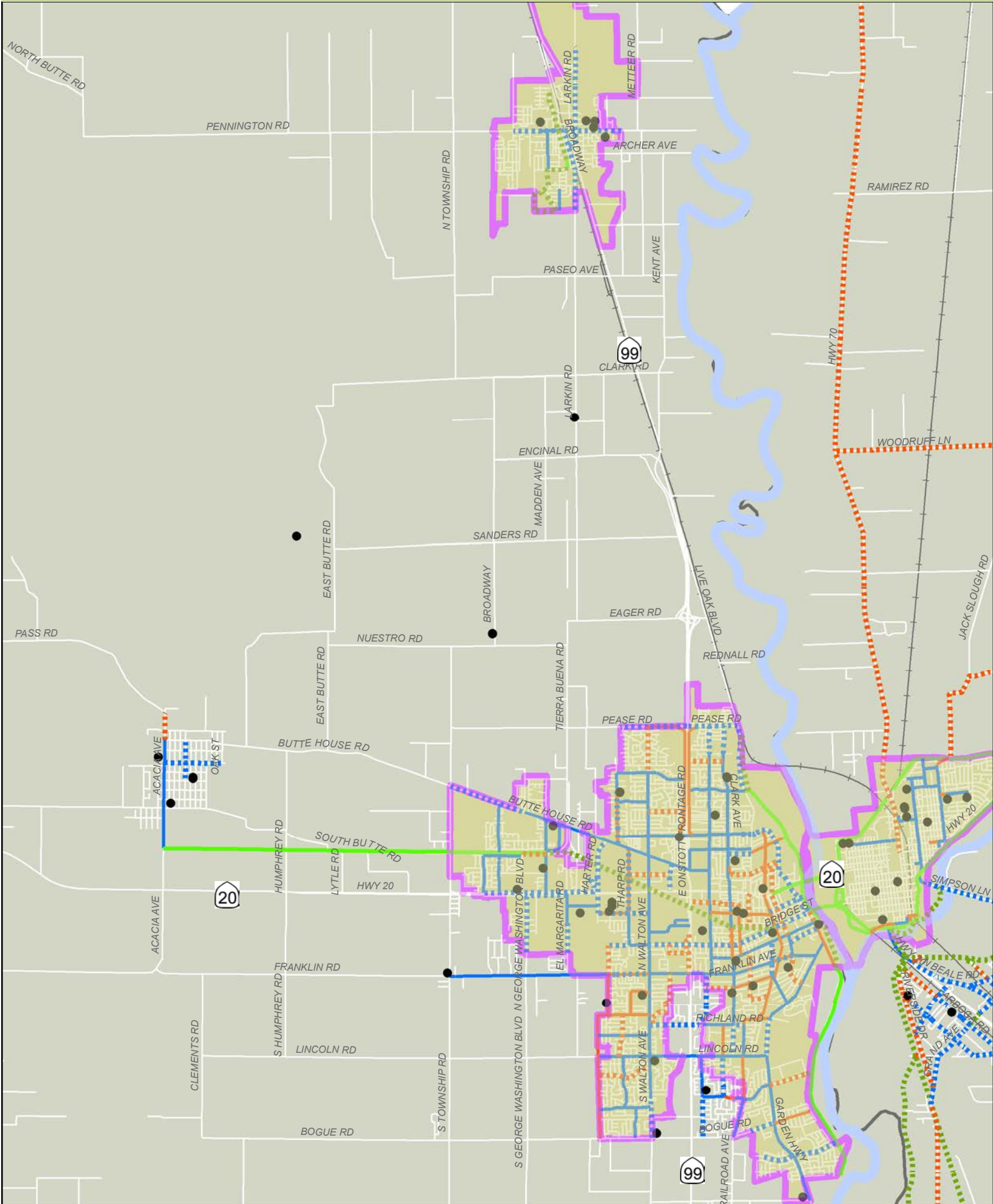


Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
SUTTER COUNTY									
40046	Sutter	Sutter County	Multi-use Path (Class I)	Sutter Bike Trail	Widening from Hooper Rd. to Acacia Ave.	4.66 miles	Sutter County Bike Master Plan (2012)	\$783,000	Higher Priority
40047	Sutter	Sutter County	Multi-use Path (Class I)	Sutter Bike Trail	Rest lot paving at Almendra Rd. and North Township Rd.	9,000 sq ft	Sutter County Bike Master Plan (2012)	\$54,000	Medium Priority
40036	Sutter	Sutter County	Bike Lanes (Class II)	California Street	From Washington St. to Butte House Rd.	0.50 mile	Sutter County Bike Master Plan (2012)	\$178,367	Higher Priority
40037	Sutter	Sutter County	Bike Lanes (Class II)	Sutter Street	From Acacia Ave. to Oak St.	0.70 mile	Sutter County Bike Master Plan (2012)	\$213,515	Higher Priority
40038	Sutter	Sutter County	Bike Lanes (Class II)	Acacia Avenue	From Butte House Rd. to Pass Rd.	0.33 mile	Sutter County Bike Master Plan (2012)	\$75,000	Medium Priority
40035	Sutter	Sutter County	Pedestrian Upgrade	Phillips Road	From Bogue Rd. to Lincoln Rd.	0.99 mile	Sutter County Bike Master Plan (2012)	\$100,000	Lower Priority

Sutter County

- Schools
- Cities
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



Appendix B -- Regional Project List and Maps of Bicycle Network

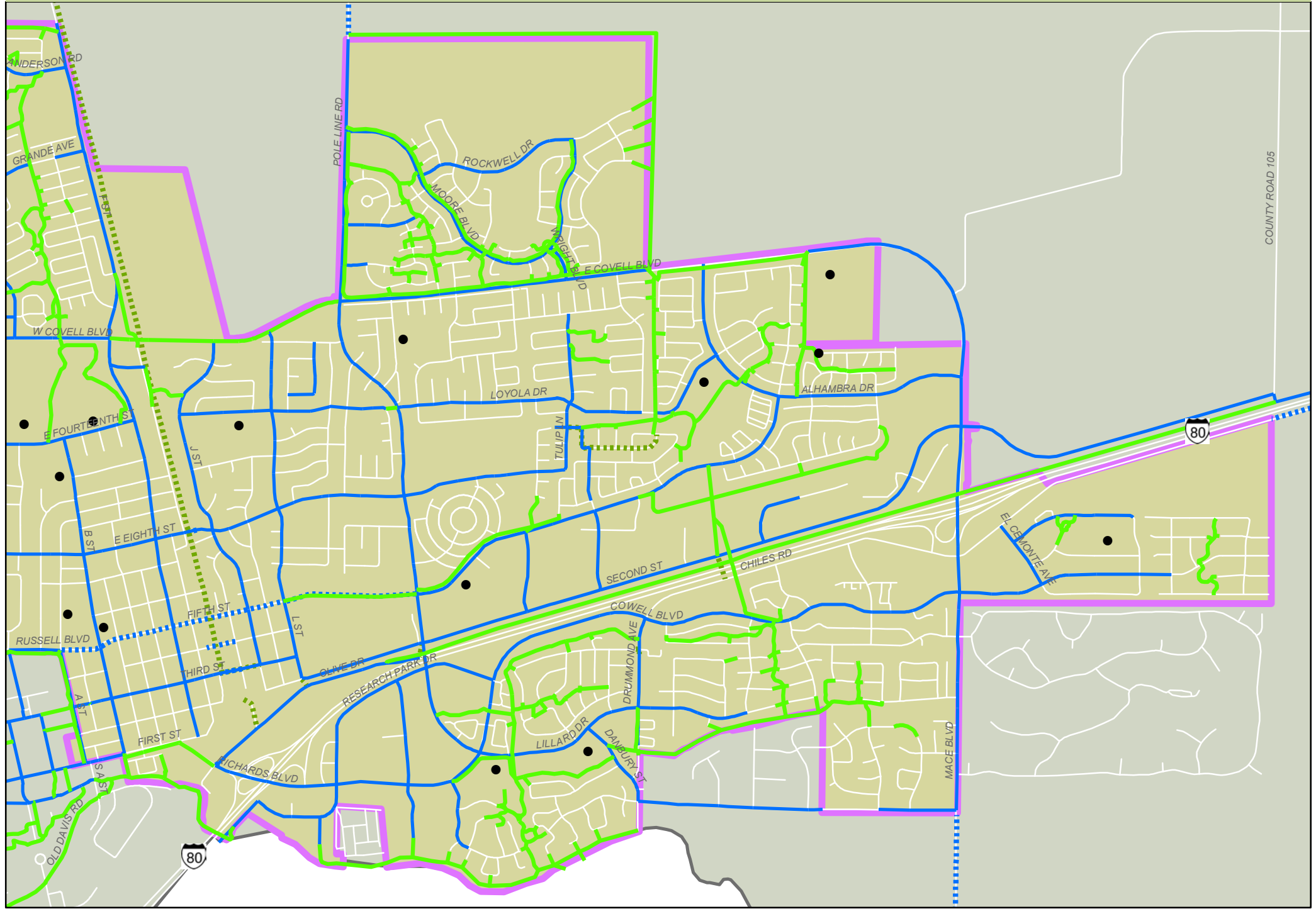
ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
SUTTER COUNTY: MULTI-AGENCY									
40048	Sutter	Multi-Agency: Caltrans District 3 & City of Live Oak	Pedestrian Upgrade	State Route 99	Pedestrian improvements along SR 99 within city limits of Live Oak		Collaborative State Route 99 Streetscape Master Plan	TBD	

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ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
CITY OF DAVIS									
50126	Yolo	City of Davis	Multi-use Path (Class I) / Bike Lanes (Class II)	First and B Street	Intersection	n/a	City of Davis Bike Plan (2009)	TBD	Higher Priority
50097	Yolo	City of Davis	Multi-use Path (Class I)	H Street	Undercrossing from H Street to J Street	0.25 miles	City of Davis Bike Plan (2009)	\$77,000	Higher Priority
50098	Yolo	City of Davis	Multi-use Path (Class I)	Drummond Ave at Albany	Over/Undercrossing, connect to existing bike path	0.25 miles	City of Davis Bike Plan (2009)	\$232,000	Higher Priority
50100	Yolo	City of Davis	Multi-use Path (Class I)	Amtrak depot	Over/Undercrossing from Olive Drive to downtown/Old East Davis	0.25 miles	Gateway/Olive Specific Plan	\$2.5m	Higher Priority
50214	Yolo	City of Davis	Multi-use Path (Class I)	Amtrak depot	At-grade crossing from Olive Drive to downtown/Old East Davis	0.1 miles	In-progress	TBD	Higher Priority
50217	Yolo	City of Davis	Multi-use Path (Class I)	Covell Blvd	F Street to Poleline Road	0.9 miles	E. Covell Corridor Plan	TBD	Higher Priority
50215	Yolo	City of Davis	Multi-use Path (Class I)	Willett Elementary	Villanova Drive to Bucknell Drive	0.1 miles	In-progress	TBD	Medium Priority
50216	Yolo	City of Davis	Multi-use Path (Class I)	Ponteverde Lane	Ponteverde to Tulip Lane	300 feet	None	TBD	Medium Priority
50099	Yolo	City of Davis	Multi-use Path (Class I)	US40 Bike Path	Over/Undercrossing connection from US40 to Dave Pelz/Poleline Road Overcrossing	0.25 miles	City of Davis Bike Plan (2009)	TBD	Lower Priority
50218	Yolo	City of Davis	Multi-use Path (Class I)	Various	Various reconstruction	TBD	City of Davis Bike Plan (2009)	TBD	
50107	Yolo	City of Davis	Bike Lanes (Class II)	Fifth Street	A Street to L Street	0.7 miles	City of Davis Bike Plan (2009)	\$1.2m	Higher Priority
50108	Yolo	City of Davis	Bike Lanes (Class II)	Fourth Street, Eighth Street	At railroad tracks between H and I Streets	0.1 miles	City of Davis Bike Plan (2009)	\$190,000	Higher Priority
50109	Yolo	City of Davis	Bike Lanes (Class II)	Olive Dr and Richards Blvd	Intersection	n/a	City of Davis Bike Plan (2009)	TBD	Higher Priority
50110	Yolo	City of Davis	Bike Lanes (Class II) / Bike Route (Class III)	Third Street	A Street to B Street	0.1 miles	Core Area Plan	\$2-6m	Higher Priority
50111	Yolo	City of Davis	Bike Route (Class III)	Drexel Drive	Snyder Drive to J Street	0.7 miles	In-progress	TBD	Higher Priority
50112	Yolo	City of Davis	Bike Route (Class III)	Downtown	Various	TBD		TBD	
50094	Yolo	City of Davis	Combined Projects	Fifth Street	A Street to L Street- Bicycle and Pedestrian Safety Improvements		City of Davis Adopted Budget and General Plan	TBD	Higher Priority
50113	Yolo	City of Davis	Support Facilities	Parking, on-street in various locations	Various	n/a	City of Davis Bike Plan (2009)	TBD	Medium Priority
50114	Yolo	City of Davis	Wayfinding	City-wide	City-wide	TBD	City of Davis Bike Plan (2009)	TBD	Higher Priority

Davis: East

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



Davis: West

- Schools
- Cities

Existing Multi-Use Path (Class I)

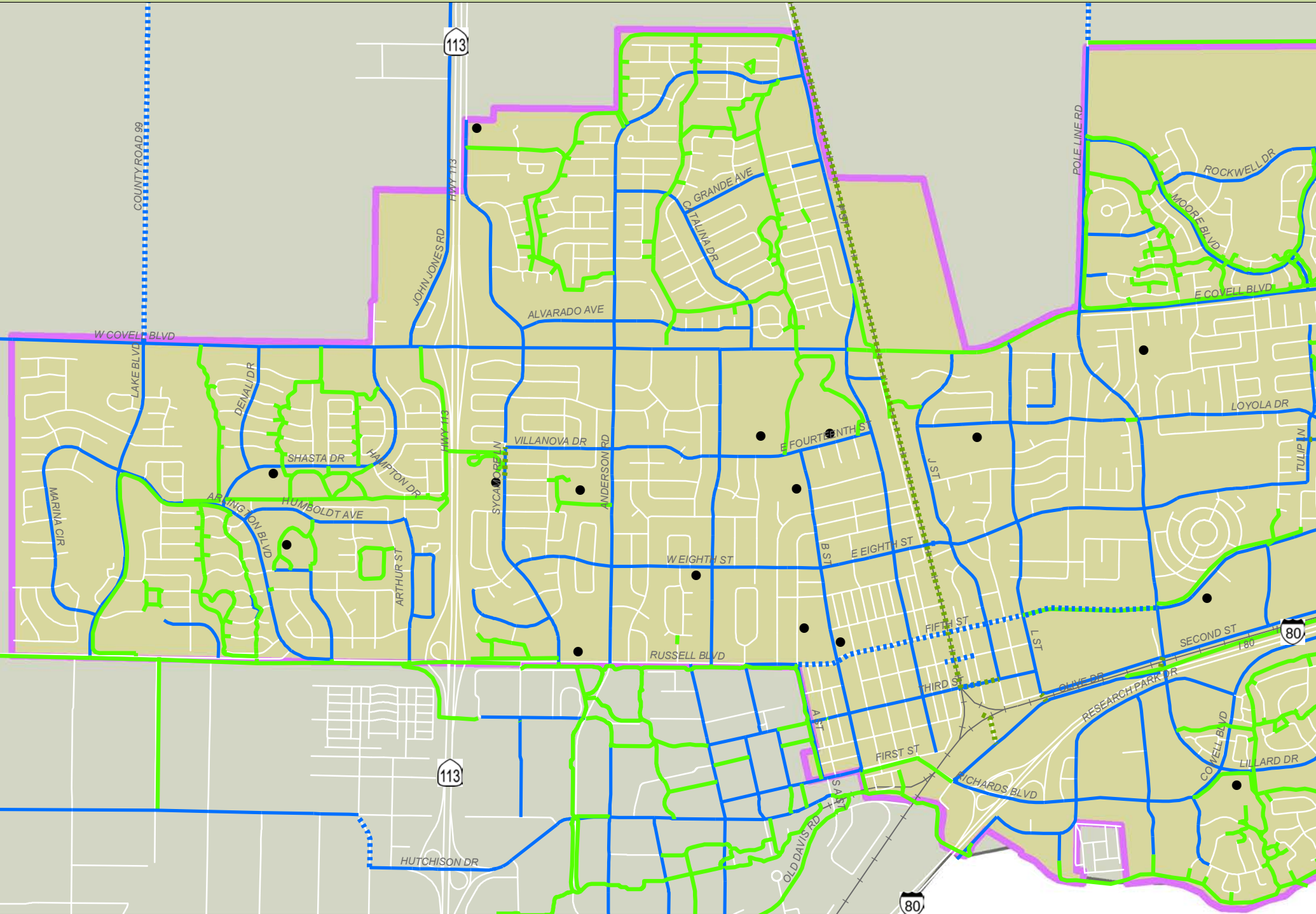
Existing Bike Lane (Class II)

Existing Bike Route (Class III)

Proposed Multi-Use Path

Proposed Bike Lane

Proposed Bike Route



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CITY OF WEST SACRAMENTO									
50198	Yolo	City of West Sacramento	Multi-use Path (Class I)	Class I Bike Path under I St Bridge	Under I Street Bridge from 1st St to Co Rd 136/Levee Rd	0.10	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$1,056,000	Higher Priority
50199	Yolo	City of West Sacramento	Multi-use Path (Class I)	Class I Bike Path under Tower Bridge Gateway	Under Tower Bridge Gateway from River Walk Trail to River Walk Trail	0.10	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$1,056,000	Higher Priority
50197	Yolo	City of West Sacramento	Multi-use Path (Class I)	Class I Bike Route on New C St Bridge (I Street Bridge Replacement)	C St from 3rd St across New Bridge	0.11	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$55,710	Higher Priority
50219	Yolo	City of West Sacramento	Multi-use Path (Class I)	Lower NW Interceptor Class I Bike Path and Over Crossing	Park Blvd to Hwy 50 with an overcrossing over Hwy 50	0.90	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$7,397,340	Higher Priority
50157	Yolo	City of West Sacramento	Multi-use Path (Class I)	Lower NW Interceptor Class I Bike Path and Tunnel	Hwy 50 to Rice Ave with an undercrossing to Yolo St.	1.00	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$1,146,726	Higher Priority
50205	Yolo	City of West Sacramento	Multi-use Path (Class I)	Class I Bike Path on New Broadway Bridge	Broadway from S River Road to Sacramento City Limits	0.27	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$143,100	Medium Priority
50208	Yolo	City of West Sacramento	Multi-use Path (Class I)	Class I Bike Path over Sacramento River	Sacramento River from River Park Walk to R Street Bridge	0.15	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$1,185,500	Medium Priority
50171	Yolo	City of West Sacramento	Multi-use Path (Class I)	Convert Unpaved Clarksburg Branch Line Trail to Class I Bike Path	Clarksburg Branch Line Trail from River City High School to S. River Rd	2.18	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$1,157,729	Medium Priority
50172	Yolo	City of West Sacramento	Multi-use Path (Class I)	Convert Unpaved Deep Water Ship Channel Path to Class I Bike Path	Deep Water Ship Channel from Jefferson Blvd to Industrial Blvd	0.40	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$212,000	Medium Priority
50168	Yolo	City of West Sacramento	Multi-use Path (Class I)	Jefferson Blvd Railroad Bridge Class I Bike Path	Jefferson Blvd Railroad Bridge from Across Deep Water Ship Channel	0.08	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$40,670	Medium Priority
50169	Yolo	City of West Sacramento	Multi-use Path (Class I)	Main Drain Trail Class I Bike Path	Main Drain Canal (does not include existing segment of unpaved trail) from Lake Washington Blvd to Deep Water Ship Channel south end of town)	3.91	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$2,072,300	Medium Priority
50167	Yolo	City of West Sacramento	Multi-use Path (Class I)	Pioneer Bluff Class I Bike Path	Along Sacramento River within Pioneer Bluff Planning Area from Jefferson Blvd Railroad Bridge to Existing River Walk Trail	1.27	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$673,100	Medium Priority
50152	Yolo	City of West Sacramento	Multi-use Path (Class I)	Sacramento River Northeast Class I Bike Path	Co Rd 136/Levee Rd from 1st St to River River Crest Dr	0.87	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$461,100	Medium Priority
50185	Yolo	City of West Sacramento	Multi-use Path (Class I)	Class I Bike Path adjacent to Proposed Village Pkwy from Clarksburg Branch Line Trail to Jefferson Blvd	Proposed Village Pkwy from Clarksburg Branch Line Trail to Jefferson Blvd	1.05	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$556,500	Lower Priority
50194	Yolo	City of West Sacramento	Multi-use Path (Class I)	Class I Bike Path adjacent to Davis Rd from Clarksburg Branch Line Trail to Sacramento River Levee Rd	Davis Rd from Clarksburg Branch Line Trail to Sacramento River Levee Rd	0.72	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$381,600	Lower Priority
50207	Yolo	City of West Sacramento	Multi-use Path (Class I)	Class I Bike Path around Lake Washington	Lake Washington from Deep Water Ship Channel to Main Drain Canal	1.82	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$964,600	Lower Priority
50201	Yolo	City of West Sacramento	Multi-use Path (Class I)	Class I Bike Path connecting Silverwood Drive to Deep Water Ship Channel Bike Path	Silverwood Drive cul-de-sac from Silverwood Drive to Deep Water Ship Channel	0.05	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$26,500	Lower Priority
50191	Yolo	City of West Sacramento	Multi-use Path (Class I)	Class I Bike Path East on Utility Eastment in Liberty	Utility Easement from Davis Rd to Clarksburg Branch Line Trail	0.45	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$238,500	Lower Priority
50170	Yolo	City of West Sacramento	Multi-use Path (Class I)	Convert Unpaved Main Drain Trail to Class I Bike Path	Main Drain Trail from Catalina Island Rd to Golden Gate Dr	0.76	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$402,800	Lower Priority
50211	Yolo	City of West Sacramento	Multi-use Path (Class I)	Deep Water Ship Channel Class I Bike Path Jefferson Connection	River Road (Deep Water Shipping Channel) from Proposed Main Drain Trail to Jefferson Blvd	0.79	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$418,700	Lower Priority
50209	Yolo	City of West Sacramento	Multi-use Path (Class I)	Deep Water Ship Channel Class I Bike Path North	River Road (Deep Water Shipping Channel) from Proposed Main Drain Trail to Industrial Blvd	3.44	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$1,823,200	Lower Priority
50188	Yolo	City of West Sacramento	Multi-use Path (Class I)	Deep Water Ship Channel Class I Bike Path South	River Road (Deep Water Shipping Channel) from Marshall Rd to South end of Proposed Main Drain Trail	1.30	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$689,000	Lower Priority
50153	Yolo	City of West Sacramento	Multi-use Path (Class I)	Northwest Bike Path	Tule Sake Rd/Rd 127 from N. Harbor Blvd to I-80	2.90	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$2,342,000	Lower Priority
50173	Yolo	City of West Sacramento	Multi-use Path (Class I)	Sacramento River Levee Road Class I Bike Path (North)	Sacramento River Levee Road (N) from Jefferson Blvd to Davis Rd	3.36	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$1,780,800	Lower Priority
50174	Yolo	City of West Sacramento	Multi-use Path (Class I)	Sacramento River Levee Road Class I Bike Path (South)	Sacramento River Levee Road (S) from Davis Rd to West Sacramento City Limit (Southeast)	3.17	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$1,680,100	Lower Priority
50193	Yolo	City of West Sacramento	Unpaved Trail	Unpaved Trail on Davis Rd from Jefferson Blvd to Clarksburg Branch Line Trail	Davis Rd from Jefferson Blvd to Clarksburg Branch Line Trail	0.63	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$75,600	Lower Priority
50190	Yolo	City of West Sacramento	Unpaved Trail	Unpaved Trail on Jefferson Rd (East Side) from Marshall Rd to Davis Rd	Jefferson Blvd (E Side) from Marshall Rd to Davis Rd	0.23	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$27,600	Lower Priority

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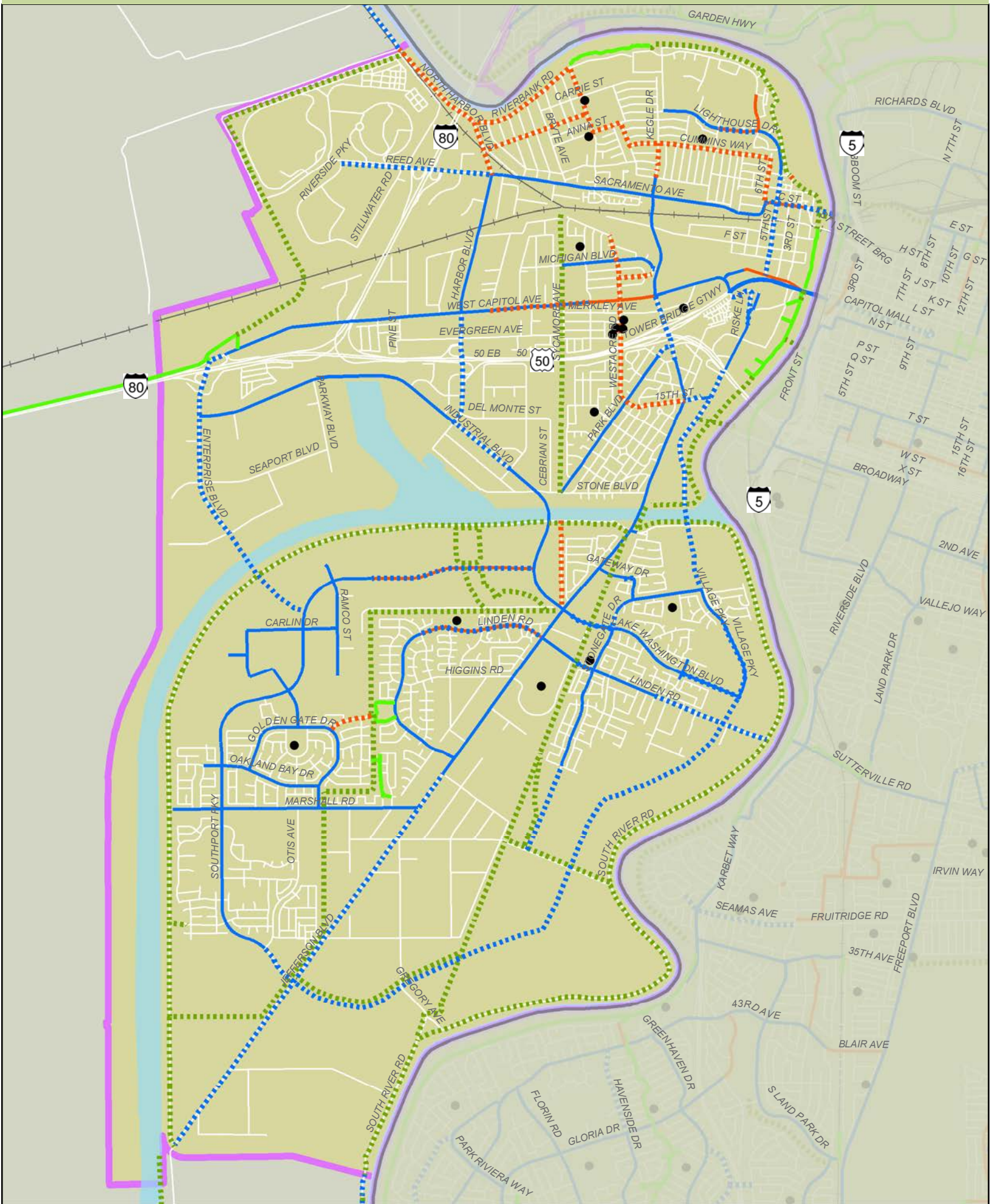
ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
50189	Yolo	City of West Sacramento	Unpaved Trail	Unpaved Trail on Marshall Rd (South Side) from River Rd (W) to Jefferson Blvd	Marshall Rd (S Side) from River Rd (W) to Jefferson Blvd	1.01	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$120,940	Lower Priority
50149	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on 5th St from A St to Tower Bridge Gateway	5th St from A St to Tower Bridge Gateway	0.64	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$1,984,540	Higher Priority
50203	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on 5th St from Mill St to South River Road	5th St from Mill St to South River Rd	0.11	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$341,000	Higher Priority
50161	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Garden St from Tower Bridge Gateway to 5th St	Garden St from Tower Bridge Gateway to 5th St	0.34	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$248,190	Higher Priority
50158	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Jefferson Blvd from W. Capitol Ave to Webster St and Park Blvd from Webster St to Jefferson Blvd. *	Jefferson Blvd from W. Capitol Ave to Webster St and Webster St to Jefferson Blvd	0.53	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$1,633,890	Higher Priority
50213	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Michigan Blvd from Rockrose Rd to Jefferson Blvd	Michigan Blvd from Rockrose Rd to Jefferson Blvd	0.03	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$91,530	Higher Priority
50151	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on New C St Bridge (I Street Bridge Replacement)	C St from 3rd St across New Bridge	0.33	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$242,440	Higher Priority
50150	Yolo	City of West Sacramento	Bike Lanes (Class II)	Convert Class III Bike Route to Class II Bike Lanes on C St from 6th St to 3rd St	C St from 6th St to 3rd St	0.21	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$656,620	Higher Priority
50147	Yolo	City of West Sacramento	Bike Lanes (Class II)	Convert Class III Bike Route to Class II Bike Lanes on Lighthouse Dr from Douglas St to Fountain Dr	Lighthouse Dr from Douglas St to Fountain Dr	0.25	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$4,710	Higher Priority
50177	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lane on Lake Washington Blvd (South Side) from Jefferson Blvd to Stonegate Dr	Lake Washington Blvd (S Side) from Shopping center driveway to Stonegate Dr	0.12	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$1,140	Medium Priority
50180	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lane on Lake Washington Blvd (South Side) from Redwood Ave to Village Pkwy	Lake Washington Blvd (S Side) from Redwood Ave to Village Pkwy	0.19	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$295,180	Medium Priority
50178	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lane on Linden Rd (North Side) from Clarksburg Branch Line Trail to Stonegate Dr	Linden Rd (N Side) from Clarksburg Branch Line Trail to Stonegate Dr	0.05	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$17,060	Medium Priority
50179	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lane on Village Pkwy (East Side) from Jefferson Blvd to Stonegate Dr	Village Pkwy (E Side) from Elk Valley St to Lake Washington Blvd	0.26	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$397,840	Medium Priority
50164	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on 15th St from Jefferson Blvd to 5th St	15th St from Jefferson Blvd to 5th St	0.10	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$1,950	Medium Priority
50175	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Gateway Dr from Clarksburg Branch Line Trail to N. Beach Ave	Gateway Dr from Clarksburg Branch Line Trail to N. Beach Ave	0.08	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$1,520	Medium Priority
50159	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Harbor Blvd from W. Capitol Ave to Industrial Blvd	Harbor Blvd from W. Capitol Ave to Industrial Blvd	0.68	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$2,108,000	Medium Priority
50160	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Industrial Blvd from Harbor Blvd to Terminal St	Industrial Blvd from Harbor Blvd to Terminal St	0.43	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$321,050	Medium Priority
50206	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Linden Rd	Linden Rd from Jefferson Blvd to Summerfield Dr	0.76	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$14,440	Medium Priority
50202	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on New Broadway Bridge	Broadway from South River Rd to Broadway	0.27	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$199,800	Medium Priority
50148	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Reed Ave from Riverside Pkwy to Harbor Blvd	Reed Ave from Riverside Pkwy to Harbor Blvd	0.93	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$17,640	Medium Priority
50162	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on S. River Rd from 15th St to Culdascac End	S. River Rd from 15th St to Culdascac End	0.71	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$521,950	Medium Priority
50196	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Southport Pkwy from Otis Ave to Jefferson Blvd	Southport Pkwy from Otis Ave to Jefferson Blvd	0.27	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$102,500	Medium Priority
50176	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Stonegate Dr north of Lake Washington Blvd	Stonegate Dr from Lake Washington Blvd to existing bike lanes north	0.08	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$61,010	Medium Priority
50163	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Village Pkwy Extension from S. River Rd to Stonegate Dr	Village Pkwy Extension from S. River Rd to Stonegate Dr	0.54	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$398,440	Medium Priority
50166	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Enterprise Blvd Extension from Channel Dr to Southport Pkwy	Enterprise Blvd Extension from Channel Dr to Southport Pkwy	0.68	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$505,330	Lower Priority
50165	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Enterprise Blvd from I-80 WB Ramps to Channel Dr	Enterprise Blvd from I-80 WB Ramps to Channel Dr	1.22	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$23,270	Lower Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
50200	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Jefferson Blvd from Gregory Rd to West Sacramento City Limit (Southwest)	Jefferson Blvd from Gregory Rd to West Sacramento City Limit (Southwest)	0.36	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$266,400	Lower Priority
50195	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Jefferson Blvd from Harmon Rd to Gregory Ave	Jefferson Blvd from Harmon Rd to Gregory Rd	0.46	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$8,740	Lower Priority
50181	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Linden Rd from Spruce St to Sacramento River Levee Rd	Linden Rd from Spruce Way to Sacramento River Levee Rd	0.74	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$544,600	Lower Priority
50184	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Proposed Village Pkwy from Clarksburg Branch Line Trail to Jefferson Blvd	Proposed Village Pkwy from Clarksburg Branch Line Trail to Jefferson Blvd	1.14	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$841,960	Lower Priority
50183	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Proposed Village Pkwy from Davis Rd to Clarksburg Branch Line Trail	Proposed Village Pkwy from Davis Rd to Clarksburg Branch Line Trail	0.95	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$700,820	Lower Priority
50182	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Proposed Village Pkwy from Lake Washington Blvd to Davis Rd	Proposed Village Pkwy from Lake Washington Blvd to Davis Rd	1.57	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$1,158,440	Lower Priority
50192	Yolo	City of West Sacramento	Bike Lanes (Class II)	Class II Bike Lanes on Stonegate Dr Extension from Hoopa Rd to Davis Rd	Stonegate Dr Extension from Hoopa Rd to Davis Rd	0.55	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$406,350	Lower Priority
50186	Yolo	City of West Sacramento	Bike Lanes (Class II)	Convert Class III Bike Route to Class II Bike Lanes on Southport Pkwy from Lake Washington Blvd to Main Canal	Southport Pkwy from Lake Washington Blvd to Main Canal (east of Ramco St)	1.00	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$740,690	Lower Priority
50144	Yolo	City of West Sacramento	Bike Route (Class III)	Bryte Park Bike Boulevard	Lisbon Ave, Todhunter Ave, Anna St, Arthur Dr, Cummins Way, 6th St from Sunset Ave to C St	2.26	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$67,720	Higher Priority
50146	Yolo	City of West Sacramento	Bike Route (Class III)	Class III Bike Route on Kegle Dr from Cummins Way to Fremont Blvd	Kegle Dr from Cummins Way to Fremont Blvd	0.20	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$2,010	Higher Priority
50156	Yolo	City of West Sacramento	Bike Route (Class III)	Class III Bike Route on Rockrose Rd from Westacre Rd to Michigan Blvd	Rockrose Rd from Westacre Rd to Michigan Blvd	0.20	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$2,030	Higher Priority
50145	Yolo	City of West Sacramento	Bike Route (Class III)	Class III Bike Route on Todhunter Ave from Riverbank Rd to Lisbon Ave	Todhunter Ave from Riverbank Rd to Lisbon Ave	0.28	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$2,750	Higher Priority
50154	Yolo	City of West Sacramento	Bike Route (Class III)	Westacre Class I Bike Boulevard	Westacre Rd, 15th St from Manzanita Way to Jefferson Blvd	1.42	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$42,600	Higher Priority
50204	Yolo	City of West Sacramento	Bike Route (Class III)	Class III Bike Route on Arlington Road	Arlington Rd from Main Drain Trail to Lake Washington Blvd	0.44	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$4,400	Medium Priority
50187	Yolo	City of West Sacramento	Bike Route (Class III)	Class III Bike Route on Catalina Island Rd from Golden Date Dr to Unpaved Main Drain Trail	Catalina Island Rd from Golden Date Dr to Unpaved Main Drain Trail	0.27	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$2,720	Medium Priority
50212	Yolo	City of West Sacramento	Bike Route (Class III)	Class III Bike Route on N. Harbor Blvd from Sacramento Ave/Reed Ave to West Sacramento City Limit (Northwest)	N. Harbor Blvd from Sacramento Ave/Reed Ave to West Sacramento City Limit (Northwest)	0.93	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$9,330	Medium Priority
50143	Yolo	City of West Sacramento	Bike Route (Class III)	Class III Bike Route on Riverbank Road from N. Harbor Blvd to Todhunter Ave	Riverbank Road from N. Harbor Blvd to Todhunter Ave	0.68	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$6,820	Medium Priority
50155	Yolo	City of West Sacramento	Bike Route (Class III)	Convert Class II Bike Lanes to Class III Bike Route on W. Capitol Ave from Glide Ave to Westacre Rd	W. Capitol Ave from Glide Ave to Westacre Rd	0.80	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$7,970	Medium Priority
50210	Yolo	City of West Sacramento	Bike Route (Class III)	4th Street and Levee Rd Connection	Levee Rd from 4th Street and Levee Rd.	0.08	2013 City of West Sacramento Bicycle Pedestrian Trails Maste	\$840	Lower Priority

West Sacramento

- Schools
- Cities
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route

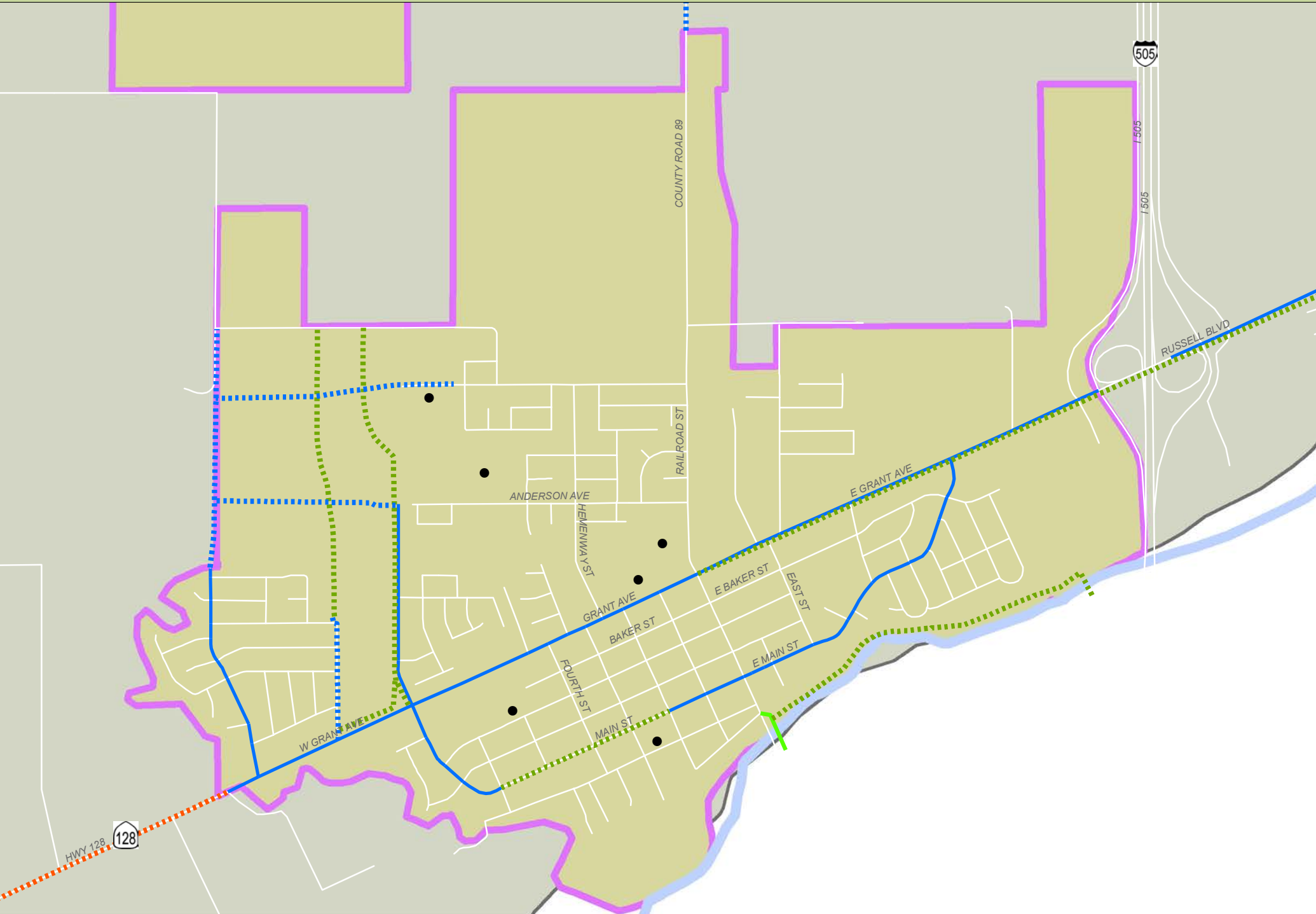


Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
CITY OF WINTERS									
50118	Yolo	City of Winters	Multi-use Path (Class I)	Main Street	West section of Main Street		City of Winters Grant Ave Corridor Plan	\$550,000	
50119	Yolo	City of Winters	Multi-use Path (Class I)	Yolo County/City of Winters	From Yolo County Housing authority into the City of Winters- class I pedestrian/bicycle facility to provide connectivity			TBD	
50125	Yolo	City of Winters	Multi-use Path (Class I)	Winters	Putah Creek Pedestrian and Bike Bridge		Putah Creek Park Master Plan	\$850,000	
50115	Yolo	City of Winters	Bike/Pedestrian Upgrade	SR 128	From East Main Street to I-505 Interchange- Class I/II bike lanes and pedestrian facilities.		City of Winters Complete Streets- Grant Ave. Corridor Plan	TBD	
50116	Yolo	City of Winters	Bike/Pedestrian Upgrade	SR 128	From the I-505 Interchange to El Rio Villa-Yolo Housing- Bike and Pedestrian Facilities		City of Winters Complete Streets- Grant Ave. Corridor Plan	TBD	
50117	Yolo	City of Winters	Bike/Pedestrian Upgrade	SR 128/Grant Ave	From Railroad Ave. to East Main Street- Sidewalk/Class I/II Bike Improvements		City of Winters Complete Streets- Grant Ave. Corridor Plan	\$600,000	
50120	Yolo	City of Winters	Pedestrian Upgrade	Grant Avenue. (SR 128) /Morgan St. Intersection	Pedestrian circulation & safety improvements			\$250,000	
50121	Yolo	City of Winters	Pedestrian Upgrade	Walnut Lane	Roundabout at Walnut Lane and other locations and Pedestrian Facilities		City of Winters Complete Streets- Grant Ave. Corridor Plan	\$550,000	
50122	Yolo	City of Winters	Pedestrian Upgrade	Winters	New sidewalks on: Edwards St., Grant Ave., & Hemenway St.			\$188,506	
50123	Yolo	City of Winters	Pedestrian Upgrade	Winters	Pedestrian improvements at multiple intersections: Railroad Ave./Main St. Railroad Ave./Abbey St. E. Main St./Elliot St. Main St./First St. Main St./Second St.			\$500,000	

Winters

- Schools
- Cities
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route

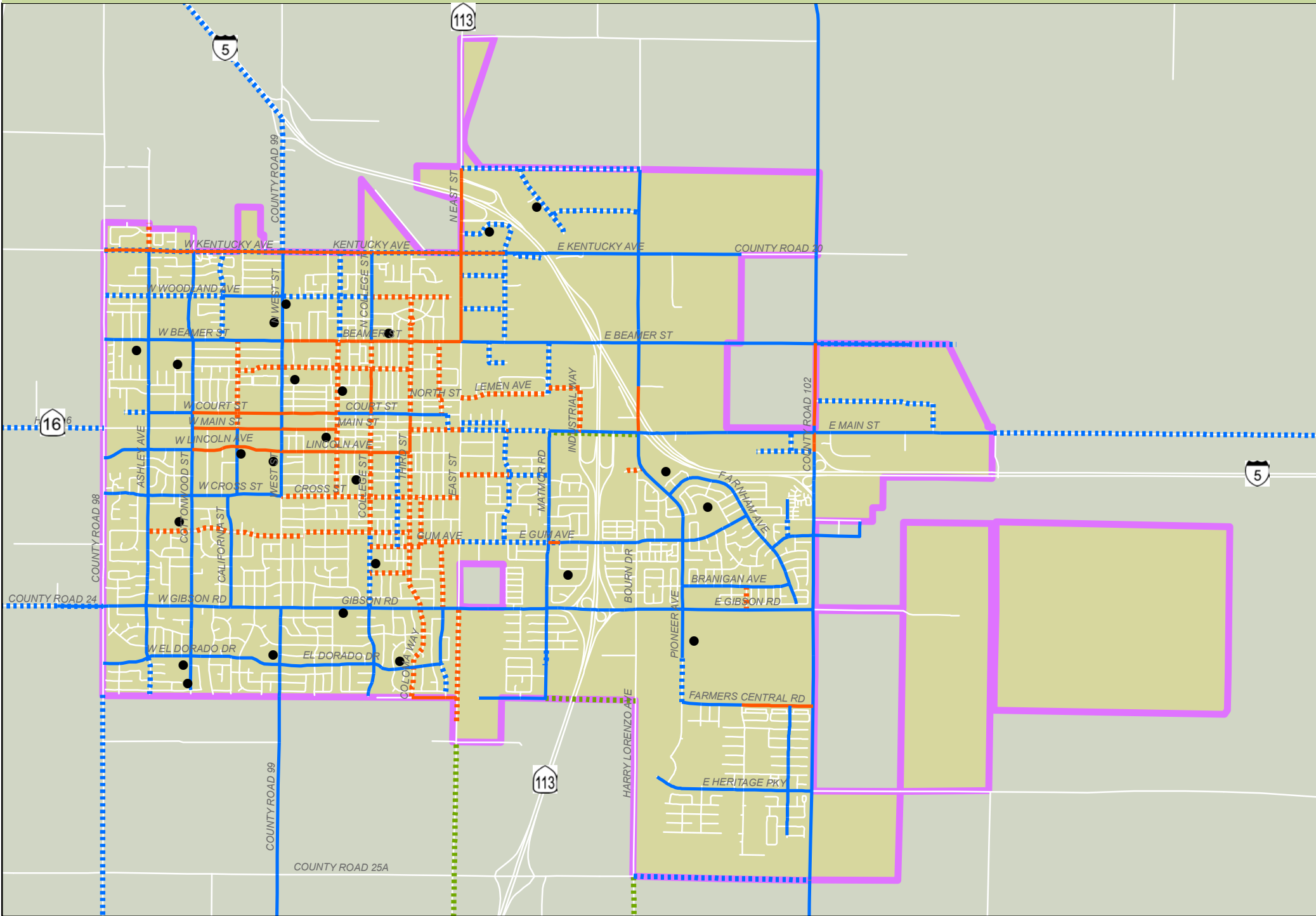


Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
CITY OF WOODLAND									
50071	Yolo	City of Woodland	Multi-use Path (Class I)	Rails to Trails: Yolo Short Line RR parallel to Main St.	from Pioneer Ave. to East St.		City of Woodland Bicycle Transportation Plan	\$1,500,000	Higher Priority
50073	Yolo	City of Woodland	Bike Lanes (Class II)	Spring Lake Area	CR24C - Parkland to College		Spring Lake Specific Plan	TBD	Higher Priority
50074	Yolo	City of Woodland	Bike Lanes (Class II)	Spring Lake Area	CR25A - CR102 to HWY 113		Spring Lake Specific Plan	TBD	Higher Priority
50075	Yolo	City of Woodland	Bike Lanes (Class II)	Spring Lake Area	Parkland Ave. - Pioneer to CR25A		Spring Lake Specific Plan	TBD	Higher Priority
50076	Yolo	City of Woodland	Bike Lanes (Class II)	Spring Lake Area	Farmer's Central - Pioneer to W. End		Spring Lake Specific Plan	TBD	Higher Priority
50077	Yolo	City of Woodland	Bike Lanes (Class II)	Spring Lake Area	Collector 2 from East of Meikle to HWY 113		Spring Lake Specific Plan	TBD	Higher Priority
50027	Yolo	City of Woodland	Bike Lanes (Class II)	West Woodland Avenue	from Mariposa St to CR98		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50028	Yolo	City of Woodland	Bike Lanes (Class II)	Mariposa St	from Beamer St to Kentucky		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50029	Yolo	City of Woodland	Bike Lanes (Class II)	Kentucky Avenue	from Cottonwood to CR98		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50030	Yolo	City of Woodland	Bike Lanes (Class II)	Kentucky Avenue	from West St to Harter Ave.		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50031	Yolo	City of Woodland	Bike Lanes (Class II)	Woodland Avenue	from Freeman St to College St.		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50032	Yolo	City of Woodland	Bike Lanes (Class II)	Second St.	from Marshall to Lincoln Ave.		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50033	Yolo	City of Woodland	Bike Lanes (Class II)	College St	from Gibson to Bartlett		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50034	Yolo	City of Woodland	Bike Lanes (Class II)	E. Gum Avenue	from East St to Stetson		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50035	Yolo	City of Woodland	Bike Lanes (Class II)	Armfield Avenue	from East St to E Street		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50036	Yolo	City of Woodland	Bike Lanes (Class II)	Lemen Avenue	from Lemen to Beamer		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50037	Yolo	City of Woodland	Bike Lanes (Class II)	Commerce Avenue	from East St to Harter Ave.		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50038	Yolo	City of Woodland	Bike Lanes (Class II)	Fortna Avenue	from East St to Harter Ave.		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50039	Yolo	City of Woodland	Bike Lanes (Class II)	Harter Avenue	from E. Kentucky to East St.		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50040	Yolo	City of Woodland	Bike Lanes (Class II)	Beamer St	from East End to CR102		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50041	Yolo	City of Woodland	Bike Lanes (Class II)	Hanson Way	from CR102 to Main St.		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50042	Yolo	City of Woodland	Bike Lanes (Class II)	E. Gum	from CR101 to Joyce Ct.		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50043	Yolo	City of Woodland	Bike Lanes (Class II)	Kincheloe	from Maxwell Ave. to N. End		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50044	Yolo	City of Woodland	Bike Lanes (Class II)	Walnut St	from Beamer to Kentucky		City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50142	Yolo	City of Woodland	Bike Lanes (Class II)	Kentucky Avenue	from Cottonwood to West	.5 miles	City of Woodland Bicycle Transportation Plan	\$200,000	Medium Priority
50017	Yolo	City of Woodland	Bike Lanes (Class II) / Bike Route (Class III)	Walnut St.	from Kentucky Ave. to Beamer St.		City of Woodland Bicycle Transportation Plan	44,330	Medium Priority
50018	Yolo	City of Woodland	Bike Lanes (Class II) / Bike Route (Class III)	Thomas St.	from E. Main St. to E. Gum Ave		City of Woodland Bicycle Transportation Plan	\$44,330	Medium Priority
50019	Yolo	City of Woodland	Bike Lanes (Class II) / Bike Route (Class III)	Harter Avenue	from E. Kentucky Ave. to E. Beamer St		City of Woodland Bicycle Transportation Plan	\$44,330	Medium Priority
50020	Yolo	City of Woodland	Bike Lanes (Class II) / Bike Route (Class III)	E. Oak Avenue	from Thomas St. to Matmor Rd.		City of Woodland Bicycle Transportation Plan	\$44,330	Medium Priority
50021	Yolo	City of Woodland	Bike Lanes (Class II) / Bike Route (Class III)	Court St.	from Ashley Ave. to Sonoma Way		City of Woodland Bicycle Transportation Plan	\$44,330	Medium Priority
50022	Yolo	City of Woodland	Bike Lanes (Class II) / Bike Route (Class III)	Churchill Downs Avenue	from Pioneer Ave. to East St.		City of Woodland Bicycle Transportation Plan	\$44,330	Medium Priority
50023	Yolo	City of Woodland	Bike Lanes (Class II) / Bike Route (Class III)	E. Oak Avenue	from East St. to Thomas St.		City of Woodland Bicycle Transportation Plan	\$44,330	Medium Priority
50025	Yolo	City of Woodland	Bike Lanes (Class II) / Bike Route (Class III)	North St.	from Fifth St to Fifth St.		City of Woodland Bicycle Transportation Plan	\$44,330	Medium Priority
50026	Yolo	City of Woodland	Bike Lanes (Class II) / Bike Route (Class III)	Lemen St.	from East St. to Matmor Rd.		City of Woodland Bicycle Transportation Plan	\$44,330	Medium Priority
50045	Yolo	City of Woodland	Bike Route (Class III)	California St	from Main to Beamer St.		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50046	Yolo	City of Woodland	Bike Route (Class III)	Clover St	from California to Third St.		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50047	Yolo	City of Woodland	Bike Route (Class III)	Southwood	from Ashley Ave to McKinley Ave.		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50048	Yolo	City of Woodland	Bike Route (Class III)	Woodland Avenue	from College St to E. End		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50049	Yolo	City of Woodland	Bike Route (Class III)	Walnut St	from Cross to Beamer		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50050	Yolo	City of Woodland	Bike Route (Class III)	College St	from Bartlett to Court St		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50051	Yolo	City of Woodland	Bike Route (Class III)	College St	from Clover to Beamer		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50052	Yolo	City of Woodland	Bike Route (Class III)	Coloma Wy	from S. End to Granada		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50053	Yolo	City of Woodland	Bike Route (Class III)	Second St	from Granada to Marshall		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50054	Yolo	City of Woodland	Bike Route (Class III)	Third St	from Court St to Woodland Ave		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50055	Yolo	City of Woodland	Bike Route (Class III)	Fifth St	from Gum to Main St		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50056	Yolo	City of Woodland	Bike Route (Class III)	Fifth St	from Court St to Beamer St		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50057	Yolo	City of Woodland	Bike Route (Class III)	Cross St	from West to Sixth		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50058	Yolo	City of Woodland	Bike Route (Class III)	Bartlett	from McKinley to Third		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50059	Yolo	City of Woodland	Bike Route (Class III)	Granada	from College to Coloma		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50060	Yolo	City of Woodland	Bike Route (Class III)	Marshall	from College to Fifth		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50061	Yolo	City of Woodland	Bike Route (Class III)	Gum	from Fifth to East		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50062	Yolo	City of Woodland	Bike Route (Class III)	Main	from Third to Matmor		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50063	Yolo	City of Woodland	Bike Route (Class III)	Lemen	from East to Matmor		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50064	Yolo	City of Woodland	Bike Route (Class III)	Cannery	from Matmor to Industrial		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50065	Yolo	City of Woodland	Bike Route (Class III)	Industrial	from Cannery to Main		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50066	Yolo	City of Woodland	Bike Route (Class III)	Ogden	from Brannigan to Gibson		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50067	Yolo	City of Woodland	Bike Route (Class III)	East	from Gibson to S. Limits		City of Woodland Bicycle Transportation Plan	\$75,000	Medium Priority
50068	Yolo	City of Woodland	Combined Projects	Yolo Short Line RR parallel to Main St.	from Pioneer Ave. to East St.		City of Woodland Bicycle Transportation Plan	\$1,500,000	Higher Priority
50072	Yolo	City of Woodland	Over/Undercrossing	High Priorityway113 overcrossing	from CR101 to Matmor along Farmer's Central		City of Woodland Bicycle Transportation Plan	TBD	Higher Priority
50069	Yolo	City of Woodland	Over/Undercrossing	Overcrossing	just south of County Road 25		City of Woodland Bicycle Transportation Plan	\$2,270,000	Lower Priority

Woodland

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



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ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
UC DAVIS									
50082	Yolo	UC Davis	Bike Lanes (Class II)	UC Davis	UC Davis Bikeway and Transit Network Study Focus Area 3		UC Davis Bikeway and Transit Network Study	TBD	Medium Priority
50083	Yolo	UC Davis	Combined Projects	UC Davis	UC Davis/Downtown Davis to West Village Bike and Pedestrian Corridor		UC Davis Bikeway and Transit Network Study	TBD	Higher Priority
50087	Yolo	UC Davis	Combined Projects	UC Davis	UC Davis Bikeway and Transit Network Study Focus Area 4		UC Davis Bikeway and Transit Network Study	TBD	Lower Priority
50084	Yolo	UC Davis	Combined Projects	UC Davis	UC Davis Bikeway and Transit Network Study Focus Area 8		UC Davis Bikeway and Transit Network Study	TBD	Medium Priority
50086	Yolo	UC Davis	Combined Projects	UC Davis	UC Davis Bikeway and Transit Network Study Focus Area 1		UC Davis Bikeway and Transit Network Study	TBD	Medium Priority
50088	Yolo	UC Davis	Support Facilities	UC Davis	Bike Parking Additions and Replacement		UC Davis Bikeway and Transit Network Study	TBD	Medium Priority
50089	Yolo	UC Davis	Support Facilities	UC Davis	Bike Parking Additions and Replacement		UC Davis Bikeway and Transit Network Study	TBD	Medium Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

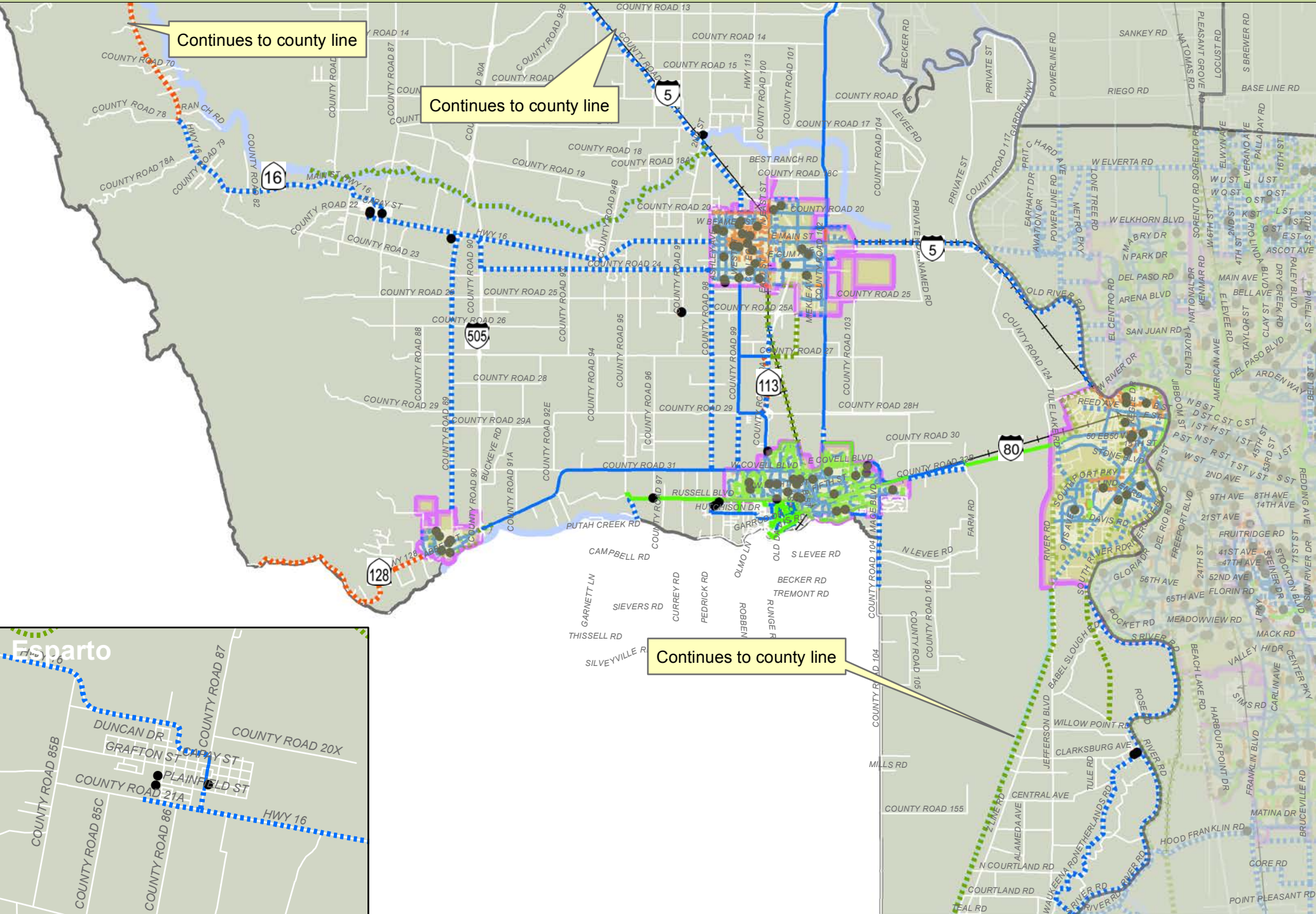
ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
YOLO COUNTY									
50138	Yolo	Yolo County	Multi-use Path (Class I)	Russell Boulevard Bike Path	from Davis City limits to County Road 95A, rehabilitate pavement	7	Yolo County Bicycle Transportation Plan	TBD	Medium Priority
50092	Yolo	Yolo County	Multi-use Path (Class I)	Along Cache Creek	Woodland to Cache Creek Regional Park	10 miles	Cache Creek Resource Management Plan	TBD	Lower Priority
50093	Yolo	Yolo County	Multi-use Path (Class I)	Delta Ecosystem Trail - Deep water ship channel	Along levees of the deep water ship channel between W. Sacramento and Solano County	14	Yolo County Bicycle Transportation Plan	TBD	Lower Priority
50131	Yolo	Yolo County	Multi-use Path (Class I)	Clarksburg Branch Line Rail Trail	West Sacramento to Pumphouse Road	5	Yolo County Bicycle Transportation Plan	TBD	Lower Priority
50127	Yolo	Yolo County	Multi-use Path (Class I) & Bike Lanes (Class II)	Between Davis and Woodland	Connect Low Volume Frontage Roads along SR113	6.2	Yolo County Bicycle Transportation Plan	5,500,000	Higher Priority
50140	Yolo	Yolo County	Multi-use Path (Class I) or Bike Lanes (Class II)	County Road 95A	from Russell Blvd bike path to Solano County line	0.8	Yolo County Bicycle Transportation Plan	TBD	Medium Priority
50141	Yolo	Yolo County	Multi-use Path (Class I) or Bike Lanes (Class II)	County Road 22	from Woodland to West Sacramento	12	Yolo County Bicycle Transportation Plan	TBD	Medium Priority
50132	Yolo	Yolo County	Multi-use Path (Class I) & Bike Lanes (Class II)	Interstate 80 Bikeway, County Road 32A	County Road 105 to West Sacramento, improve existing facilities	5.25	Yolo County Bicycle Transportation Plan	TBD	Lower Priority
50134	Yolo	Yolo County	Bike Lanes (Class II)	County Road 21A	from Fremont Street to Esparto Middle School	0.25	Yolo County Bicycle Transportation Plan	300,000	Higher Priority
50135	Yolo	Yolo County	Bike Lanes (Class II)	County Road 98	from Russell Blvd bike path to Hutchison Drive	0.5	Yolo County Bicycle Transportation Plan	425,000	Higher Priority
50136	Yolo	Yolo County	Bike Lanes (Class II)	County Road 99	from County Road 29 to County Road 31	2	Yolo County Bicycle Transportation Plan	1,600,000	Higher Priority
50106	Yolo	Yolo County	Bike Lanes (Class II)	County Road 98	From Woodland City limits to Co. Rd. 31	7.9	Yolo County Bicycle Transportation Plan	TBD	Medium Priority
50128	Yolo	Yolo County	Bike Lanes (Class II)	County Road 104	from Davis city limits to Grasslands Regional Park	3	Yolo County Bicycle Transportation Plan	TBD	Medium Priority
50129	Yolo	Yolo County	Bike Lanes (Class II)	State Route 113	from County Road 27 to County Road 25A, open shoulder to bicycles	1.75	Yolo County Bicycle Transportation Plan	TBD	Medium Priority
50137	Yolo	Yolo County	Bike Lanes (Class II)	County Road 102	from Davis City limits to approximately 3000' north	0.06	Yolo County Bicycle Transportation Plan	TBD	Medium Priority
50139	Yolo	Yolo County	Bike Lanes (Class II)	South River Road, Netherlands Road	West Sacramento to County Line	27	Yolo County Bicycle Transportation Plan	TBD	Medium Priority
50103	Yolo	Yolo County	Bike Lanes (Class II)	County Road 89 & Highway 16	Lanes along Co. Rd. 89 & Hwy. 16 connecting Winters to Madison and Esparto	9.5	Yolo County Bicycle Transportation Plan	TBD	Lower Priority
50104	Yolo	Yolo County	Bike Lanes (Class II)	County Road 99 W	from CR18C to Colusa County line	17.6	Yolo County Bicycle Transportation Plan	TBD	Lower Priority
50105	Yolo	Yolo County	Bike Lanes (Class II)	County Road 24, County Road 90A, Highway 16	Lanes along Co. Rd. 24, Co. Rd. 90A, and Hwy 16 from Woodland to Madison	7	Yolo County Bicycle Transportation Plan	TBD	Lower Priority
50130	Yolo	Yolo County	Bike Lanes (Class II)	County Road 99, County Road 18	from Woodland City limits to CR99W	2.8	Yolo County Bicycle Transportation Plan	TBD	Lower Priority
50133	Yolo	Yolo County	Bike Lanes (Class II)	Chiles Road	Davis City Limits to I-80 Bike Path	2.26	Yolo County Bicycle Transportation Plan	TBD	Lower Priority
50101	Yolo	Yolo County	Bike Route (Class III)	Highway 16	From Woodland to Colusa County Line	40	Yolo County Bicycle Transportation Plan	TBD	Lower Priority
50102	Yolo	Yolo County	Bike Route (Class III)	Highway 128	From Winters to County Line	8	Yolo County Bicycle Transportation Plan	TBD	Lower Priority
50090	Yolo	Yolo County	Combined Projects	Town of Esparto	State Route 16 Traffic calming - Provide pedestrian facilities and enhancements in downtown Esparto to improve safety, and access to CBD of Esparto		Esparto Main Street Revitalization Plan	TBD	Medium Priority
50091	Yolo	Yolo County	Pedestrian Upgrade	Town of Esparto	Provide sidewalks for access to Esparto Middle & High Schools		Esparto General Plan	TBD	Higher Priority

Yolo County

- Schools
- Cities

- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II width)
- Existing Bike Route (Class III)

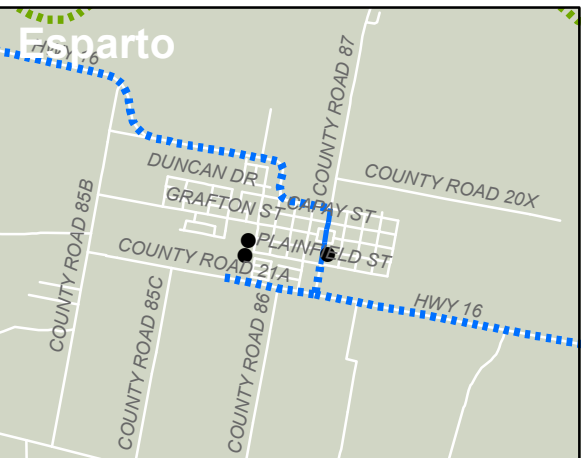
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



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Appendix B -- Regional Project List and Maps of Bicycle Network

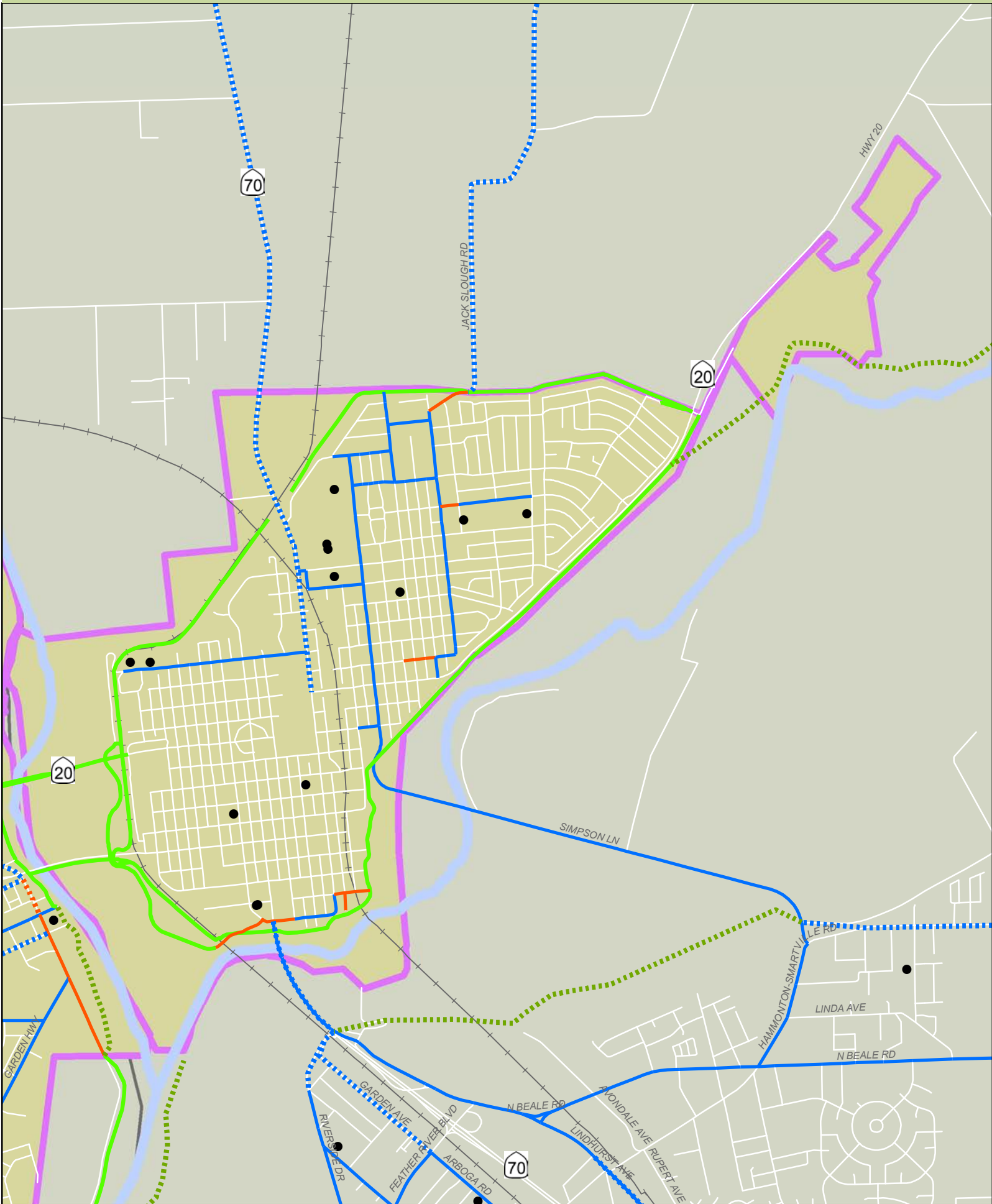
ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
YOLO COUNTY: MULTI-AGENCY									
50079	Yolo	Multi-Agency: Yolo County & City of Woodland	Multi-use Path (Class I)	Rails to Trails: Sierra Northern Rail Trail	Between Woodland and West Sacramento	12	Yolo County Bicycle Transportation Plan	TBD	Lower Priority
50078	Yolo	Multi-Agency: Yolo County, City of Davis, & City of Woodland	Multi-use Path (Class I)	Between Davis and Woodland	Bikeway between Davis and Woodland: Alignment as per 2009 Alternative Transportation Corridor feasibility study.	6.7 miles	Yolo County Bicycle Transportation Plan	\$9,640,000	Higher Priority

Appendix B -- Regional Project List and Maps of Bicycle Network

ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
CITY OF MARYSVILLE									
60079	Yuba	City of Marysville	Combined Projects	City of Marysville	Connect Bicycle system to new 5th Street Bridge Bike Path			TBD	
60080	Yuba	City of Marysville	Combined Projects	City of Marysville	Upgrade bicycle lane signage and markings			TBD	
60081	Yuba	City of Marysville	Combined Projects	Around Rideout Hospital	New bicycle lanes and bike racks around Rideout Hospital			TBD	
60078	Yuba	City of Marysville	Planning	City of Marysville	Update Bicycle/Pedestrian Master Plan			\$100,000	

Marysville

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route

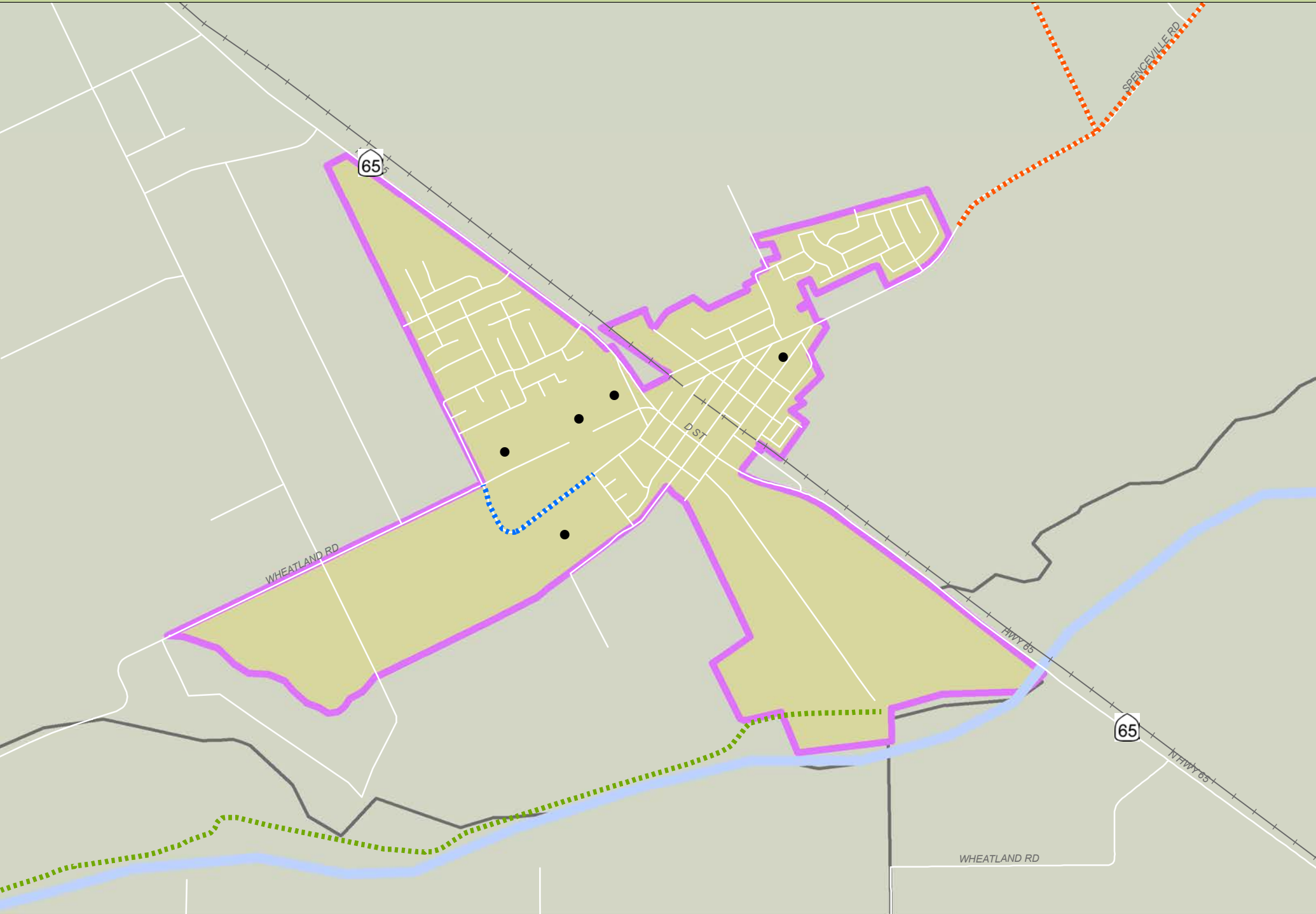


Appendix B -- Regional Project List and Maps of Bicycle Network

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CITY OF WHEATLAND									
60089	Yuba	City of Wheatland	Combined Projects	City of Wheatland	Safe Routes to School project: Construct sidewalks, curb and gutter, and curb ramps, install crosswalks			\$304,600	Higher Priority
60090	Yuba	City of Wheatland	Combined Projects	Wheatland Road	Construct a bike lane; upgrade pedestrian path, curbs, and driveways from G Street to Wheatland Park Dr.			\$341,200	Higher Priority
60094	Yuba	City of Wheatland	Planning	City of Wheatland	Bicycle Master Plan, Phase 2: Utilizing the information from Phase I, Phase II would consist of the preparation of a fully executed Bicycle Master Plan, which would include an introduction, goals and objectives, background information, existing bicycle facilities, proposed improvements, and implementation (including prioritization of improvements, cost estimates, and funding sources).	N/A	City of Wheatland General Plan	\$75,000	

Wheatland

- Schools
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Cities
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



Appendix B -- Regional Project List and Maps of Bicycle Network

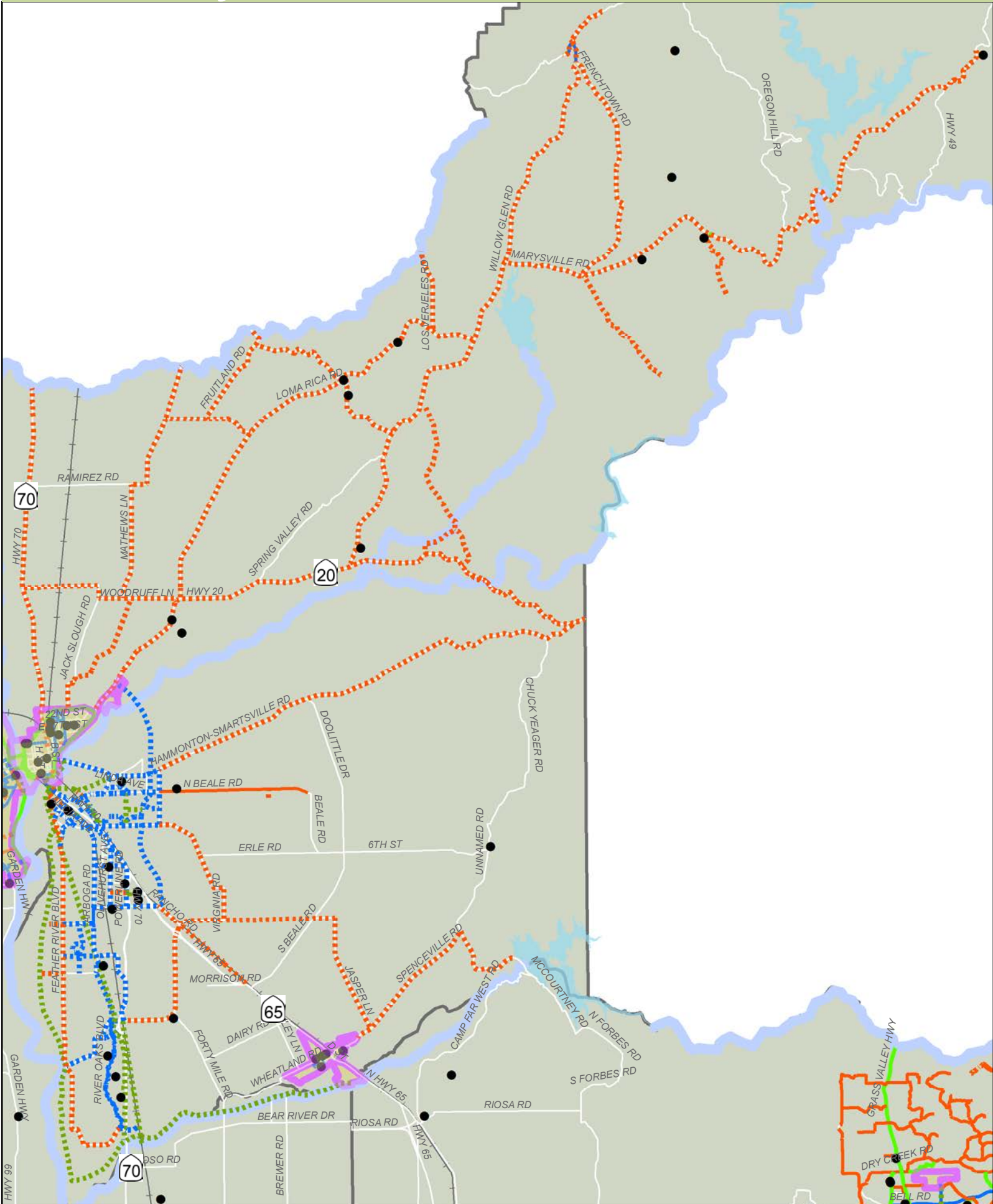
ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
YUBA COUNTY									
60001	Yuba	Yuba County	Multi-use Path (Class I)	Linda Class 1 Trail	Linda Class I Trail from Riverside Avenue to Shad Road		2012 Yuba County Bikeway Master Plan	\$250,000	
60002	Yuba	Yuba County	Multi-use Path (Class I)	Linda Class 1 Trail	Linda Class I Trail from Shad Road to Avondale Avenue		2012 Yuba County Bikeway Master Plan	\$550,000	
60003	Yuba	Yuba County	Multi-use Path (Class I)	Bear River Bikeway	Bear River levee from Wheatland City to Lake Camp Far West		2009 County of Yuba General Plan Update	TBD	
60004	Yuba	Yuba County	Multi-use Path (Class I)	Feather River Bikeway	Feather River Levee from SR 70 at the Yuba River Bridge to SR 70 at the Bear River Bridge		2012 Yuba County Bikeway Master Plan	TBD	
60005	Yuba	Yuba County	Multi-use Path (Class I)	Yuba County	Yuba County Bicycle & Pedestrian Transportation Plan		Yuba County Bicycle & Pedestrian Transportation Plan	TBD	
60007	Yuba	Yuba County	Multi-use Path (Class I)	Linda Class 1 Trail	Linda Class I Trail from Avondale Avenue to Simpson Lane		2012 Yuba County Bikeway Master Plan	\$650,000	
60075	Yuba	Yuba County	Multi-use Path (Class I)	Rails to Trails: Yuba County	-		Yuba County Bicycle & Pedestrian Transportation Plan	TBD	
60087	Yuba	Yuba County	Multi-use Path (Class I)	Sacramento Northern (former railroad alignment)	Bear River levee to Algodon Road		2012 Yuba County Bikeway Master Plan	\$3,000,000	
60088	Yuba	Yuba County	Multi-use Path (Class I)	Sacramento Northern (former railroad alignment)	Feather River levee to Algodon Road				
60008	Yuba	Yuba County	Bike Lanes (Class II)	Arboga Road.	Erle Rd. to Broadway Road.		Yuba-Sutter Bikeway Master Plan/GPU	TBD	
60009	Yuba	Yuba County	Bike Lanes (Class II)	Lindhurst Avenue	Olivehurst Ave. to Scale Ave. South Half		Yuba-Sutter Bikeway Master Plan	\$350,000	
60010	Yuba	Yuba County	Bike Lanes (Class II)	Yuba County	-		Yuba County Bicycle & Pedestrian Transportation Plan	TBD	
60011	Yuba	Yuba County	Bike Lanes (Class II)	Yuba County	-		Yuba County Bicycle & Pedestrian Transportation Plan	TBD	
60012	Yuba	Yuba County	Bike Lanes (Class II)	Hammonton-Smartsville Road	Simpson Lane to Griffith Avenue		2012 Yuba County Bikeway Master Plan	TBD	
60014	Yuba	Yuba County	Bike Lanes (Class II)	Honcut Creek Bridge	Los Verjeles Road at Butte Co. line		2009 County of Yuba General Plan Update	TBD	
60020	Yuba	Yuba County	Bike Lanes (Class II)	Plumas Arboga Road	Algodon Road to Forty Mile Road		2009 County of Yuba General Plan Update	TBD	
60024	Yuba	Yuba County	Bike Lanes (Class II)	Woodruff Lane	SR 70 to SR 20		2009 County of Yuba General Plan Update	TBD	
60025	Yuba	Yuba County	Bike Lanes (Class II)	Yuba River Bridge	SR 70 over Yuba River		2009 County of Yuba General Plan Update	TBD	
60026	Yuba	Yuba County	Bike Lanes (Class II)	Griffith Avenue	Erle Rd. to Hammonton-Smartsville Rd.		2009 County of Yuba General Plan Update	TBD	
60027	Yuba	Yuba County	Bike Lanes (Class II)	Erle Road	Arboga Rd. to Virginia Rd.		2009 County of Yuba General Plan Update	TBD	
60028	Yuba	Yuba County	Bike Lanes (Class II)	Virginia Road	Erle Rd. to Ostrom Rd.		2009 County of Yuba General Plan Update	TBD	
60029	Yuba	Yuba County	Bike Lanes (Class II)	Ostrom Road	Virginia Rd. to Jasper Lane		2009 County of Yuba General Plan Update	TBD	
60030	Yuba	Yuba County	Bike Lanes (Class II)	South Beale Road	SR 65 to Ostrom Rd.		2009 County of Yuba General Plan Update	TBD	
60031	Yuba	Yuba County	Bike Lanes (Class II)	Arboga Road/River Oaks Blvd.	Algodon Rd to Broadway Rd		2012 Yuba County Bikeway Master Plan	TBD	
60032	Yuba	Yuba County	Bike Lanes (Class II)	Plumas Arboga Road	Arboga Rd. to Algodon Rd.		2012 Yuba County Bikeway Master Plan	TBD	
60033	Yuba	Yuba County	Bike Lanes (Class II)	Algodon Road	Plumas Arboga Rd to Feather River Blvd		2012 Yuba County Bikeway Master Plan	TBD	
60035	Yuba	Yuba County	Bike Lanes (Class II)	Seventh Avenue	Arboga Road to Powerline Road		2012 Yuba County Bikeway Master Plan	TBD	
60036	Yuba	Yuba County	Bike Lanes (Class II)	Fruitland Road	Honcut Rd to Marysville Road		2009 County of Yuba General Plan Update	TBD	
60040	Yuba	Yuba County	Bike Lanes (Class II)	Alicia Avenue	Feather River Blvd to Riverside Avenue		2012 Yuba County Bikeway Master Plan	TBD	
60041	Yuba	Yuba County	Bike Lanes (Class II)	Cedar Lane	Alicia Avenue to Garden Avenue			TBD	
60043	Yuba	Yuba County	Bike Lanes (Class II)	Pasado Road	Alicia Avenue to Arboga Rd		2012 Yuba County Bikeway Master Plan	TBD	
60082	Yuba	Yuba County	Bike Lanes (Class II)	Avondale Avenue	Hammonton-Smartsville Rd to North Beale Road		2012 Yuba County Bikeway Master Plan	\$2,100,000	
60083	Yuba	Yuba County	Bike Lanes (Class II)	Feather River Blvd.	North Beale Rd to Grand Avenue		2012 Yuba County Bikeway Master Plan	TBD	
60084	Yuba	Yuba County	Bike Lanes (Class II)	McGowan Parkway	Arboga Road to Rancho Road		2012 Yuba County Bikeway Master Plan	TBD	
60037	Yuba	Yuba County	Bike Route (Class III)	Camp Far West Road	Spenceville Rd to Blackford Road		2012 Yuba County Bikeway Master Plan	TBD	
60038	Yuba	Yuba County	Bike Route (Class III)	Blackford Road	Camp Far West Rd to Placer Co. line		2012 Yuba County Bikeway Master Plan	TBD	
60039	Yuba	Yuba County	Bike Route (Class III)	Riverside Avenue	Feather River Blvd to Alicia Avenue		2012 Yuba County Bikeway Master Plan	TBD	
60042	Yuba	Yuba County	Bike Route (Class III)	Garden Avenue	Feather River Blvd to Cedar Lane		2012 Yuba County Bikeway Master Plan	TBD	
60034	Yuba	Yuba County	Bike Route (Class III)	Forty Mile Road	SR 65 to Sutter Co. line (Bear River Bridge)		2009 County of Yuba General Plan Update	TBD	
60095	Yuba	Yuba County	Bike Route (Class III)	Los Verjeles Road	Loma Rica Road to Honcut Creek Bridge		2009 Yuba County General Plan Update	TBD	
60015	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Jack Slough Road	Woodruff Lane to Marysville City line		2012 Yuba County Bikeway Master Plan	TBD	
60016	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Jasper Lane	Ostrom to Spenceville Road		2012 Yuba County Bikeway Master Plan	TBD	
60017	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Loma Rica Road	SR 20 to Marysville Road		2012 Yuba County Bikeway Master Plan	TBD	
60018	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Marysville Road	Spring Valley Road to Bullards Bar Dam		2012 Yuba County Bikeway Master Plan	TBD	
60019	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Mathews Lane	Woodruff Lane to Ramirez Road		2012 Yuba County Bikeway Master Plan	TBD	
60021	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Ramirez Road	SR 70 to Butte Co. line		2012 Yuba County Bikeway Master Plan	TBD	
60022	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Spenceville Road	Wheatland City line to Camp Far West Road		2012 Yuba County Bikeway Master Plan	TBD	
60023	Yuba	Yuba County	Bike Route (Class III) / Shoulder	SR 20	Loma Rica Road to Spring Valley Road		2012 Yuba County Bikeway Master Plan	TBD	
60044	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Marysville Road	Bullards Bar Dam to SR 49		2009 County of Yuba General Plan Update	TBD	
60045	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Frenchtown Road	Brownsville to Marysville Road		2009 County of Yuba General Plan Update	TBD	
60046	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Willow Glen Road	Brownsville to Marysville Road		2009 County of Yuba General Plan Update	TBD	
60047	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Spring Valley Road	Marysville Road to SR 20		2009 County of Yuba General Plan Update	TBD	
60048	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Fruitland Road	Ramirez Road to Honcut Road		2009 County of Yuba General Plan Update	TBD	
60049	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Marysville Road	Marysville Road to Marysville Road		2009 County of Yuba General Plan Update	TBD	
60050	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Peoria Road	Marysville Road to SR 20		2009 County of Yuba General Plan Update	TBD	
60051	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Timbuctoo-Smartsville	Parks Bar Bridge at SR 20 to Smartsville at SR 20		2009 County of Yuba General Plan Update	TBD	
60052	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Yuba County	-		Yuba County Bicycle & Pedestrian Transportation Plan	TBD	
60053	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Marysville Road	Bullards Bar Dam to SR 49		2009 County of Yuba General Plan Update	TBD	
60054	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Frenchtown Road	Brownsville to Marysville Road		2009 County of Yuba General Plan Update	TBD	
60055	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Willow Glen Road	Brownsville to Marysville Road		2009 County of Yuba General Plan Update	TBD	

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ID	COUNTY	JURISDICTION	PROJECT TYPE	PROJECT LOCATION	SEGMENT / DESCRIPTION	DISTANCE	EXISTING PLAN	EST. COST	Ranking? (Higher/Medium /Lower Priority)
60056	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Spring Valley Road	Marysville Road to SR 20		2009 County of Yuba General Plan Update	TBD	
60057	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Fruitland Road	Ramirez Road to Honcut Road		2009 County of Yuba General Plan Update	TBD	
60058	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Dolan Harding	Marysville Road to Marysville Road		2009 County of Yuba General Plan Update	TBD	
60059	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Peoria Road	Marysville Road to SR 20		2009 County of Yuba General Plan Update	TBD	
60060	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Timbuctoo-Smartsville	Parks Bar Bridge at SR 20 to Smartsville at SR 20		2009 County of Yuba General Plan Update	TBD	
60061	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Feather River Blvd.	Grand Avenue to River Oaks Blvd			TBD	
60062	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Smartsville Road	SR 20 to SR 20		2009 County of Yuba General Plan Update	TBD	
60063	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Chuck Yeager Road (Smartsville Road)	Hammonton-Smartsville Rd to Beale Air Force Base		2009 County of Yuba General Plan Update	TBD	
60085	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Hammonton-Smartsville Road	Griffith Avenue to S.R. 20		2012 Yuba County Bikeway Master Plan	TBD	
60086	Yuba	Yuba County	Bike Route (Class III) / Shoulder	Rancho Road	McGowan Parkway to S.R. 65		2012 Yuba County Bikeway Master Plan	TBD	
60065	Yuba	Yuba County	Combined Projects	7th Avenue	Widen and reconstruct 7th Ave to provide class II bicycle lanes, curb, gutter, and sidewalk on both sides of the roadway. 0.95 miles from Powerline Rd to Arboga Rd.		Yuba-Sutter Bikeway Master Plan	TBD	
60066	Yuba	Yuba County	Combined Projects	Powerline Road	Construct class II bicycle lanes on both sides of the roadway and to construct curb, gutter and sidewalks along the western side of Powerline Rd. 1.3 miles from approx. 800' south of 11th Ave to Olivehurst Ave.		Yuba-Sutter Bikeway Master Plan	TBD	
60068	Yuba	Yuba County	Education/Promotion	Yuba County	-			TBD	
60069	Yuba	Yuba County	Intersections	Yuba County	-		Yuba County Bicycle & Pedestrian Transportation Plan	TBD	
60091	Yuba	Yuba County	Intersections	Olivehurst Avenue / Poweline Road	Intersection and lighting improvements at Olivehurst Ave and Powerline Rd.			TBD	
60092	Yuba	Yuba County	Intersections	Olivehurst Avenue	Signals on Olivehurst Ave. at McGowan Parkway and Seventh Ave.			TBD	
60070	Yuba	Yuba County	Over/Undercrossing	State Route 70	Overcrossing at Powerline Rd. to Twain Dr.		2012 Yuba County Bikeway Master Plan	\$2,300,000	
60071	Yuba	Yuba County	Over/Undercrossing	State Route 70	Overcrossing at Grand Avenue to Hammonton Road West		2012 Yuba County Bikeway Master Plan	\$1,500,000	
60072	Yuba	Yuba County	Over/Undercrossing	Yuba County	Overcrossing at Cimarron Drive to east of SR 70		2012 Yuba County Bikeway Master Plan	TBD	
60077	Yuba	Yuba County	Overcrossing	Yuba County	River Crossings		Yuba County Bicycle & Pedestrian Transportation Plan	TBD	
60073	Yuba	Yuba County	Pedestrian Upgrade	Yuba County	-		Yuba County Bicycle & Pedestrian Transportation Plan	TBD	
60074	Yuba	Yuba County	Pedestrian Upgrade	Yuba County	-		Yuba County Bicycle & Pedestrian Transportation Plan	TBD	
60093	Yuba	Yuba County	Pedestrian Upgrade	North Beale Road	Pedestrian components of North Beale Road Complete Street project (sidewalks, signals, landscaping/shade, lighting, etc)			TBD	

Yuba County

- Schools
- Cities
- Existing Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route



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YUBA COUNTY: MULTI-AGENCY									
60000	Yuba	Multi-Agency: Yuba County & City of Marysville	Overcrossing	Yuba River	River Crossing: State Route 70 bridge upgrade		2012 Yuba County Bikeway Master Plan	TBD	

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MULTI-COUNTY MULTI-AGENCY									
70000	Multi-County	Multi-Agency: SACOG Region	Bike Share	SACOG Region	Regional bike share	n/a		TBD	Higher Priority
70004	Multi-County	Multi-Agency: SACOG Region	Planning	SACOG Region	Bike/ped counts	n/a		TBD	Higher Priority
70001	Multi-County	Multi-Agency: SACOG Region	Planning	SACOG Region	Non-Capital: Regional wayfinding	n/a		TBD	Higher Priority
70002	Multi-County	Multi-Agency: SACOG Region	Planning	SACOG Region	Non-Capital: Accessibility index/map	n/a		TBD	Higher Priority
70003	Multi-County	Multi-Agency: SACOG Region	Planning	SACOG Region	Non-Capital: Stress indicator map	n/a		TBD	Higher Priority
70005	Multi-County	Multi-Agency: SACOG Region	Planning	SACOG Region	Non-Capital: Dry Creek Regional network	n/a		TBD	Higher Priority



LOCAL BICYCLE AND PEDESTRIAN PLANS

Many cities and counties in the region have focused recent efforts on developing new, innovative Bicycle Transportation Plans and Pedestrian Master Plans. The proposed regional pedestrian and bikeway network defines projects planned in the region, including corridors that are of regional significance. This network was developed using local city and county plans as a framework. It also provides an understanding of what is needed to build a connected system of routes and facilities to support safe and convenient bicycle and pedestrian access throughout the region. Most local jurisdictions have developed bikeway plans, or have bicycle and pedestrian facilities incorporated in their General Plan; these are listed below with adoption or publication dates.

County of El Dorado

- City of Placerville Non-Motorized Transportation Plan (November 2010)
- El Dorado County Bicycle Transportation Plan (December 2010)
- El Dorado Hills Community Services District Bikeway Master Plan (February 1995)

County of Placer

- City of Auburn Bikeway Master Plan (April 2002)
- City of Colfax Bikeway Master Plan (2008)
- City of Lincoln Bicycle Transportation Plan Update (August 2012)
- City of Rocklin General Plan (November 2010)
- City of Roseville Bicycle Master Plan (2008)
- City of Roseville Pedestrian Master Plan (2011)
- Placer County Regional Bikeway Plan (September 2002)
- Town of Loomis Bikeway Master Plan (2010)

County of Sacramento

- City of Citrus Heights Bikeway Master Plan (March 2011)
- City of Elk Grove Bicycle and Pedestrian Master Plan (July 2004)
- City of Elk Grove Trails Master Plan (January 2007)
- City of Folsom Bikeway Master Plan (July 2007)

- City of Folsom Pedestrian Master Plan (2007)
- City of Galt Bicycle Transportation Plan (March 2011)
- City of Rancho Cordova Draft Bicycle Master Plan (March 2011)
- City of Sacramento Bikeway Master Plan (March 2011)
- Sacramento County Bikeway Master Plan (April 2011)
- Sacramento County Pedestrian Master Plan (2007)

Counties of Sutter and Yuba

- County of Sutter and City of Live Oak Bicycle Transportation Plan (2008)
- County of Yuba General Plan Update (2009)
- Yuba-Sutter Bikeway Master Plan (December 1995)
- Yuba City Bikeway Master Plan (February 2011)

County of Yolo

- City of Davis Adopted Budget and General Plan (December 2007)
- City of Davis Bicycle Plan (October 2009)
- City of Davis Comprehensive Bicycle Plan (October 2006)
- West Sacramento Bicycle, Pedestrian, and Trails Master Plan (May 2013)³²
- City of Winters Bikeway System Master Plan Update (February 2012)
- City of Woodland Bicycle Transportation Plan (2002)
- County of Yolo Bicycle Transportation Plan — Bicycle Routes and Priorities (December 2006)
- UC Davis Bikeway and Transit Network Study (March 2011)

³² Plan is scheduled for approval on May 8, 2013.

The development of the regional network is oriented toward utilitarian trips and emphasizes regional connectivity and connections to transit systems. Local routes serve many utilitarian purposes, and identifying the regional network does not imply that local sidewalks or bikeways are somehow demoted or will not be funded. The regional system may have greater significance or emphasis for decisions being made at the regional level with respect to pedestrian and bicycle transportation.

A complete list of regional projects is shown in Appendix B. This list will be amended as projects are completed and priorities change. The projects identified do not represent the entire network—only those segments that have yet to be built and are planned.

Local Plan Requirements

Local cities and counties in California must adopt Bicycle Transportation Plans (BTP) consistent with State Streets and Highways Code chapter 8- section 891, in order to be eligible to apply for State Bicycle Transportation Account (BTA) funds. At this time, there is no comparable requirement for Pedestrian Transportation Plans, or for the pedestrian element of combined Bicycle and Pedestrian Transportation Plans. Once a BTP is approved by the local governing agency, the Plan must be submitted to the Regional Transportation Planning Agency (RTPA) to review the BTP for compliance with Streets and Highways Code 891.2 (a) through (k) (below) and for consistency with local and regional plans. If the BTP meets these requirements, the RTPA will send the local jurisdiction an approval letter, which must be submitted to Caltrans along with the Master Plan for certification. In the four-county region, local agencies submit their BTP and checklist to SACOG. In Placer County, the Placer County Transportation Planning Agency is responsible for reviewing the BTPs, and in El Dorado County, the responsible agency is El Dorado County Transportation Commission.

Checklist for Bicycle Master Plan Compliance with California Streets and Highways Code 891.2:

- (a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.
- (b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.
- (c) A map and description of existing and proposed bikeways.
- (d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.
- (e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- (f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.
- (g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.
- (h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.
- (i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.
- (j) A description of the projects proposed in the plan and a listing of their priorities for implementation.
- (k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

Local Plan Links:

El Dorado County Transportation Commission

http://www.edctc.org/_bikeped.htm

Placer County Transportation Planning Agency, including the cities of Auburn, Colfax, Lincoln, Loomis, Rocklin, and Roseville

<http://pctpa.net/?p=50>

Sacramento County Department of Transportation

<http://www.msa2.saccounty.net/transportation/Pages/Bikeways.aspx>

Yolo County Planning, Resources, and Public Works Department

<http://www.yolocounty.org/Index.aspx?page=393>

City of Davis

<http://cityofdavis.org/bicycles/>

City of Elk Grove

<http://www.egplanning.org/projects/bikeway/>

City of Rancho Cordova

<http://www.cityofranchocordova.org/Index.aspx?page=336>

City of Sacramento

<http://www.cityofsacramento.org/transportation/engineering/fundingalternate.html>

City of West Sacramento

<http://www.cityofwestsacramento.org/civica/filebank/blobdload.asp?BlobID=3790>

City of Woodland

<http://www.cityofwoodland.org/civica/filebank/blobdload.asp?BlobID=6429>

UC Davis

<http://cpcr.ucdavis.edu/btns>

APPENDIX

D

TRANSIT INFORMATION

Transit Operators	Communities Served	Summary of Services Provided	Bike Accessible/ Capacity	Customer Telephone Number	Service Number	URL	Additional Information
El Dorado County							
El Dorado County Transit	El Dorado County (Cameron Park, Pollock Pines, Placerville etc.), commuter service to downtown Sacramento,	local, Sacramento commuter, Dial-a-Ride, ADA Complementary Paratransit, SAC-MED Non Emergency Medical Appointment Transportation	yes/2 per vehicle on local and commuter routes	888.246.2877		www.eldoradotransit.com	Rider Alerts Send Email to: commuter@eldoradotransit.com with "Add me" in the subject line
Placer County							
Auburn Transit	City of Auburn & portions of unincorporated Placer County	local deviated fixed	yes/2 per vehicle	530.823.4211		http://www.auburn.ca.gov/services/PublicWorks/pwTransit.html	
Lincoln Transit	City of Lincoln, Dial-a-Ride service to the City of Roseville	local & Dial-a-Ride	yes/2 per vehicle on local route	916.645.8576		http://www.ci.lincoln.ca.us/index.cfm?page=282219	
Placer County Transit	Cities of Auburn, Colfax, Lincoln, Loomis, Rocklin, Roseville (Galleria) & the community of Granite Bay	local, commuter, Dial-a-Ride	yes/2 per vehicle on local and commuter	530.885.BUSS or 916.784.6177 TDD Hearing Impaired: 530.745.8732		http://www.placer.ca.gov/Departments/Works/Transit/PCT.aspx	
Seniors First – funded by Western Placer Consolidated Transportation Services Agency	Western Placer County, Auburn area, Roseville area and Sacramento	ADA/Dial-a-Ride- no wheel chairs or oxygen for Door to Door rides	no	Seniors First 1.800.878.9222 Health Express: 1-800.878.9222, 530.889.9500 ext. 220 or 530.887.7433		www.seniorsfirst.org	For Door to Door service need to call 3 business days in advance of appointment, weekday trips only, Door to Door is donation based Call: Auburn area 530-889-9500 ext. 201 or Roseville area 916-782-4202
Roseville Transit	City of Roseville: Fixed Route and Dial-A-Ride (connects Sacramento and Placer Counties); to downtown Sacramento	local fixed route, Dial-a-Ride, and commuter	racks on all fixed route and commute buses (2/vehicle)	916.774.5293 Or 530.745.5757		http://www.roseville.ca.us/transportation/roseville_transit/default.asp	
Sacramento County							
CSUS Hornet Shuttle	CSUS campus and areas immediately surrounding the campus w/in 5 mi. radius	local & intercampus shuttle	yes/2 per vehicle	916.278.5483		http://www.csus.edu/aba/utaps/Hornet-Shuttle.html	* only operates when school is in session
e-tran (City of Elk Grove Transit	City of Elk Grove, commuter service to Sacramento, e-van paratransit service Elk Grove and regionally for a higher fare	Local, commuter, Dial-a-Ride/ Paratransit	racks on all fixed route and commute buses	eTRAN 916.683.8726 e/VAN 916.683.8726		e-tran: www.e-tran.org e-van: http://www.e-tran.org/paratransit.asp	

Transit Operators	Communities Served	Summary of Services Provided	Bike Accessible/ Capacity	Customer Telephone Number	URL	Additional Information
Folsom Stage Lines	City of Folsom	Local, Dial-a-Ride	2 per vehicle	916.355.8395	www.folsom.ca.us/depts/public_works/transit_division.asp	
Paratransit, Inc.	Urban Sacramento County, including the Cities of Sacramento, Citrus Heights, Elk Grove, & Rancho Cordova	Elderly and complementary paratransit; neighborhood shuttles	no	Qualified: 916.429.2744; Non-qualified: 916.557.4685 or TDD 916.557.4686	www.paratransit.org	
Sacramento Regional Transit	Urban Sacramento County, including the Cities of Sacramento, Citrus Heights, Elk Grove & Rancho Cordova	local, commuter, shuttles, light rail	yes/2 per bus or 4 per light rail car	916.321.BUSS (2877)	www.sacrt.com	For Bicycle Locker information call (916) 556-0354
South County Transit Link	Southern Sacramento County, including local services in Galt and Isleton and connecting services to Elk Grove, Lodi, and Midtown & Downtown Sacramento	local & Dial-a-Ride, commuter	yes/2 per vehicle (some allow for 3)	209.745.3052 or 800.338.8676	www.sctlink.com	Commuter has wi-fi
Sutter and Yuba Counties						
Yuba/Sutter Transit Authority	Cities of Live Oak, Marysville, Wheatland & Yuba City, Linda, commuter service to Downtown Sacramento. Unincorporated communities of Brownsville, Dobbins and Olivehurst	local, commuter, Dial-a-Ride	yes/3 per vehicle on local and commuter	530.742.2877	www.yubasuttertransit.com/home.htm	
Yolo County						
Davis Community Transit	City of Davis	Dial-a-Ride	no	530.757.4408	www.city.davis.ca.us/pcs/transit/	
Unitrans	City of Davis, University of California at Davis	local	no	530.752.BUSS (2877)	www.unitrans.com	
Yolo County Transportation District	Woodland, Davis, West Sacramento, Winters & the Capay Valley communities	local, commuter, Dial-a-Ride	yes/3 per vehicle	530.666.2877	www.yolobus.com	Also provides Sacramento International Airport Service to: Davis, Woodland and Downtown Sacramento
Other Jurisdictions						
Amador Transit	Commuter service from Amador County to the Downtown Sacramento and immediate area, also fixed route and DAR service w/in Amador County	local, commuter, Dial-a-Ride	yes/2 per vehicle	209.267.9395	www.amadortransit.com	

Transit Operators	Communities Served	Summary of Services Provided	Bike Accessible/ Capacity	Customer Telephone Number	Service Number	URL	Additional Information
Fairfield Suisun Transit	Commuter service between downtown Sacramento and BART via Davis, Dixon, Vacaville and Fairfield, and connects with Sacramento RT, YoloBus, Vallejo and Vacaville City Coach. Also provides local and intercity fixed route, and ADA paratransit within Solano County.	local & commuter, ADA/ Dial-a-Ride	commuter routes only/2 per vehicle	707.422.BUSS (2877)		http://www.fasttransit.org/	
San Joaquin Regional Transit	Fixed route and DAR service throughout San Joaquin County, as well as interregional commuter services to the Bay Area and Sacramento areas	local, commuter, Dial-a-Ride	yes/2 per vehicle	209.943.1111		www.sj-smart.com	
TAPS (UCD Med Center Shuttle)	UCD Med Center Shuttle	Shuttle between UCD and UCD Med Center Sacramento	racks on large buses only / 2 per vehicle	530.752.TAPS or 916.734.8630		http://www.ucdmc.ucdavis.edu/parking/transportation/campus_timetable.html	

Amtrak

Caltrans provides operating funds for the three Amtrak in-state routes: The Capitol Corridor (Auburn to San Jose); the San Joaquin (Bay Area/ Sacramento to Bakersfield); and the Amtrak Coast Starlight (Seattle to Los Angeles). The Capitol Corridor provides daily rail service between Auburn, Sacramento, Oakland/San Francisco and San Jose. The Sacramento to Oakland segment has 16 weekday round trips and 11 weekend/holiday round trips. One daily round-trip train serves Auburn, plus there are bus connections at other times of the day. Seven round trips continue to south San Jose. The Capitol Corridor carried over 1.7 million passengers in federal fiscal year 2011 and is expected to top 2 million annual passengers by the close of federal fiscal year 2012. It is the Amtrak route with the best on-time performance (94 percent) in the nation. The San Joaquin Route provides intercity rail service between the Bay Area and Sacramento and Bakersfield, with bus connections to Los Angeles, Redding, Yosemite National Park and Las Vegas, Nevada. See <http://www.amtrak.com> for specific route information and available connections.

APPENDIX
E

GLOSSARY OF TERMS

AASHTO

American Association of State Highway and Transportation Officials and including their publications

Access Management

The principles, laws and techniques used to control access to a highway.

Actuation

The output from any type of detector to the controller unit.

ADA

The Americans with Disabilities Act: civil rights legislation passed in 1990, effective July 1992.

ADT

Average Daily Traffic. The measurement of the average number of vehicles passing a certain point each day on a highway, road or street

All-Terrain Bike (ATB) Trail

An unpaved trail winding through areas of natural beauty with only a minimum of grading required. Some brush removal may be advisable to offer an unobstructed path. This type of trail should have some short, steep grades to challenge the rider; however, level, wide trails would appeal to the majority of riders. The most satisfactory ATB trail is not shared with other users.

Amplifier Detector

A device that is capable of intensifying the electrical energy produced by a sensor. A loop detector unit is commonly called an

amplifier even though its electronic function is actually different.

Area Detection

The continuous detection of vehicles over a length of roadway wherein the call is intended to be held as long as there is a vehicle in the detection area.

Arterial (Street)

A street designated to carry traffic, mostly uninterrupted, through an urban area, or to different neighborhoods within an urban area.

Bicycle

A vehicle having two tandem wheels, a minimum of 14" (35 cm) in diameter, propelled solely by human power through a belt, chain, gears, or pedals, upon which any person or persons may ride. A three-wheeled adult tricycle is considered a bicycle.

Bicycle Facility

Any facility provided for the benefit of bicycle travel, including bikeways and parking facilities as well as all other roadways not specifically designated for bicycle use

Bicycle-Friendly

Used to describe man-made environments designed to accommodate bicycles and facilitate their use.

Bicycle Institute of America (BIA)

An international, nonprofit organization promoting bicycle sales and use through increased media coverage.

Bicycle Parking Cage

A steel or wood frame open structure with sides and top of chain link fence or expanded sheet steel to permit continual security inspection. The interior of the parking cage can accommodate Class II or Class III parking racks. A bicyclist must obtain a key to the entrance door.

Bicycle Shower/Locker Facility

A shower/locker facility of sufficient size to accommodate both male and female employees who commute to work by bicycle.

Bicyclist/Cyclist

Any bicycle operator

Bike Boulevard

An on-road bicycle facility where car traffic is limited and bicycle traffic is facilitated.

Bike Lane

A portion of a roadway, which has been designated by striping and pavement markings for the preferential or exclusive use of bicyclists

Bike Path

A bicycle facility characterized by a separate right-of-way.

Bike Share

A public bicycle transit system that can provide first- and last-mile connections for transit users, and enhance mobility for urban residents, workers, and tourists.

Bikeway

A bikeway is created when a road has the appropriate design treatment for bicyclists, based on motor vehicle traffic volumes and speeds: shared roadway, shoulder bikeway, bike lane or bicycle boulevard. Another type of facility is separated from the roadway: multi-use path.

Call

A registration of a demand for right-of-way by traffic at a controller unit. The call comes to the controller from a detector unit that is outputting an actuation.

Caltrans

California Department of Transportation

CBD

Central Business District. A traditional downtown area usually characterized by established businesses fronting the street, sidewalks, slow traffic speeds, on-street parking and a compact grid street system.

Circulation Path

An exterior or interior way of passage from one place to another for pedestrians, including but not limited to walks, hallways, courtyards, stairways, and stair landings.

Class I (Multi-Use Path)

A facility completely separated from traffic designated for the use of pedestrians, bicycles, or other non-motorized transportation. The facility is separated from any street or highway by a physical space, berm, fence, car parking or other barrier.

Class II (Bike Lane)

A portion of a roadway or shoulder which is separated from traffic lanes by the use of a solid white stripe on the pavement and has been designated for preferential use by bicyclists. It is commonly demarcated with signs, striped lane markings, painted pavement, and pavement legends.

Class III (Bike Route)

Any on street right-of-way recommended for bicycle travel that provides for shared use with motor vehicles or pedestrian traffic, often where vehicle traffic and speed is limited and bicycle traffic facilitated. These routes can be demarcated by "Sharrows" or other identifying signs and markings.

Class I Bicycle Parking Facility

An enclosed box with a locking door, typically called a bicycle locker, where a single bicyclist has access to the bicycle storage compartment.

Class II Bicycle Parking Facility

A stationary bicycle rack designed to secure the frame and both wheels of the bicycle, where the bicyclist supplies only a padlock.

Class III Bicycle Parking Facility

A stationary bicycle rack, typically a cement slab or vertical metal bar, where the bicyclist supplies a padlock and chain or cable to secure the bicycle to the stationary object.

Clearance, Lateral

The width required for safe passage as measured in a horizontal plane.

Clearance, Vertical

The height required for safe passage as measured in a vertical plane

COG

Council of Governments

Collector (Street)

A street designated to carry traffic between local streets and arterials, or from local street to local street

Complete Streets

Streets that adequately provide for all roadway users, including bicyclists, pedestrians, transit riders, and motorists, to the extent appropriate to the function and context of the street.

Cross Section or Typical Cross Section or Typical

Diagrammatic Presentation of a highway profile at right angles to the centerline at a given location

Crosswalk

Portion of a roadway designated for pedestrian crossing, marked or unmarked. Unmarked crosswalks are the natural extension of the shoulder, curb line or sidewalk.

Curb Ramp

A sloping pedestrian way, intended for pedestrian traffic, which provides access between a walk or sidewalk to a surface located above or below an adjacent curb face.

Cycle

A complete sequence of signal indications for all approaches for which there is a demand or call by traffic.

Detector System

The complete sensing and indicating group consisting of the detector unit, transmission lines and sensor.

DLCD

Department of Land Conservation and Development.

Frontage Road

A road designate and designed to serve local traffic parallel adjacent to a highway or arterial street.

Extension Time

Extra time resulting from detector actuations to allow safe passage of vehicles through an intersection.

Goal

An end toward which effort is directed; it is general and timeless.

Grade

A measure of the steepness of a roadway, bikeway or walkway, expressed in a ratio of vertical rise per horizontal distance, usually in percent; e.g. a 5% grade equals 5 m of rise over a 100 m horizontal distance.

Grade Separation

The vertical separation of conflicting travelways through use of a structure so that traffic crosses without interference.

Guide Signs

A green standard bike route sign (G-93) is the basic device to advise the motorist to expect bicycles along a particular route. The G-93 bike route sign be placed at all route turns and after leaving main intersections.

Highway

A general term denoting a public way for purposes of travel, including the entire area within the right-of-way.

Hiking, Jogging Trail

A facility with the same geometrical configuration as a Class I Bikeway; however, it may be surfaced with a non-hardening finish such as disintegrated granite or it may be un-surfaced. A surfaced hiking and jogging trail may be shared with bicycles. The facility is separated from motorized vehicles and cross-flow of traffic is minimized.

Inductance

That property of an electric circuit or of two (2) neighboring circuits whereby an electromotive force is generated in one circuit by a change of current in itself or in the other; the ratio of the electromotive force to the rate of change of the circuit.

In-street Bike Parking

The conversion of a parking space adjacent to a roadway into bicycle parking. This can be an appropriate measure to accommodate higher bicycle parking demand and/or to prioritize the use of existing sidewalk space for pedestrian movement.

Jaywalking

Crossing a street illegally; includes walking against a traffic control device, or stepping out in front of a moving vehicle so as to present an immediate danger, whether in a crosswalk or not, or crossing at an intersection outside of a crosswalk

LCDC

Land Conservation and Development Commission

League of American Bicyclists

Founded in 1880, a national organization of bicyclists and bicycle clubs. It promotes cyclists' rights, sponsors rallies, and provides members with touring information.

Legend

Words, phrases or numbers appearing on all or part of a traffic control device; also the symbols that appear on maps.

Local Street

A street designated to provide access to and from residences or businesses.

Longitudinal Striping

A 6-inch wide solid white line used to separate a bike lane from a motor vehicle lane. A 4-inch wide solid white line used where there is sufficient width to allow parking adjacent to a bike lane.

Loop Detector

A detector that senses a change in inductance of its inductive loop sensor caused by the passage of presence of a vehicle near the sensor.

Marked Crossing

A crosswalk or other identified path intended for pedestrian use in crossing a vehicular way.

MUTCD

The Manual on Uniform Traffic Control Devices approved by the Federal Highway Administration as a national standard for placement and selection of all traffic control devices on or adjacent to all highways open to public travel.

Magnetic Detector

A detector that senses changes in the earth's magnetic field caused by the movement of a vehicle near its sensor unit.

Magnetometer

A detector that measures the difference in the level of the earth's magnetic forces caused by the passage or presence of a vehicle near its sensor.

May

A PERMISSIVE condition. No requirement for application is intended. If a particular device is used under a "may" condition, however, its design shall follow the prescribed format.

Motor Vehicle

A vehicle that is self-propelled or designed for self-propulsion.

MPO

Metropolitan Planning Organization: An agency that combines the governing bodies of neighboring cities where combined population exceeds 50,000.

Multi-Use Trail System

A path physically separated from motor vehicle traffic by an open space or barrier and either within a highway right-of-way or within an independent right-of-way, of sufficient width to accommodate touring/commuter bicycling, horseback riding, hiking, jogging, and all-terrain bikes with appropriate trail surfacing may be classified as a multi-use trail system.

Needs and Issues

A statement that describes activities that should be improved or continued in order to achieve desirable levels of service. Issues are unresolved concerns that must be corrected to provide adequate service. Needs and issues are achieved or resolved by implementing specific policies and actions or programs.

Objective

A result to be achieved by a stated point in time. It is capable of being quantified and realistically attained considering probable funding and political constraints. Objectives are successive levels of achievement in movement toward a goal, and should be tied to a time-specific period for implementation programs.

Off-Street

Includes all property outside the dedicated road right-of-way including both public and private ownership.

On-Street

All street or road right-of-way including curb, gutters, and sidewalk, also, in some cases may include a setback behind the back of sidewalk.

Open Space

Any public or private undeveloped or predominately undeveloped land in Sacramento County which has value now or in the future for parks and recreation purposes, for conservation of land and other natural resources or for historic or scenic purposes.

Pavement Markings

Painted or applied lines or legends placed on a roadway surface for regulating, guiding or warning traffic. A standard pavement legend is the words "Bike Lane" supplemented by an arrow showing the direction of travel. The arrow is used in combination with the words at each location where a legend is painted.

Pedestrian

A person on foot, in a wheelchair or walking a bicycle.

Pedestrian Detector

A detector, usually a push button that is responsive to operation by or the presence of a pedestrian.

Pedestrian Facility

A facility provided for the benefit of pedestrian travel, including walkways, crosswalks, grade separations, signs, signals, illumination and benches.

Pedestrian Phase

A traffic phase allocated to pedestrian traffic either concurrently with a vehicle phase or exclusive of other phases.

Phase

A part of the cycle allocated to any traffic movements receiving the right-of-way.

Phase Sequence

A predetermined order in which the phases of a cycle occur.

Point Detection

The detection of vehicles as they pass a specific point on the roadway, also referred to as small area detection.

Policy

A direction statement that guides actions for use in determining present and future decisions.

Presence Loop Detector

An induction loop detector that is capable of detecting the presence of standing or moving vehicles within the effective area.

Probe

The sensor form that is commonly used with a magnetometer type detector unit.

Program

A specific action, procedure, or technique that carries out plan policy. An implementation measure, standing alone, which dictates that an action will occur; the action may be measurable and time-specific.

Quadrupole

A loop configuration that is essentially two (2) loops with a common side. The wires are wound continuously in a figure eight (8) pattern so that current flow in the common side is in the same direction. The design improves sensitivity to small vehicles and reduces adjacent lane detection.

Recreation Cyclist

An individual(s) who uses a bicycle for the trip enjoyment itself. Ultimate destination is of secondary importance.

Regulatory Signs

A black and white regulatory "Bike Lane" sign (R81) is used when positive control signing is needed in addition to the G-93 "Bike Route" sign to deter vehicle or other encroachments on bike lanes.

Other regulatory signs may be needed relative to the interaction between motor vehicles and bicycles on roadways with bike lanes, particularly in the vicinity of intersections.

Right-of-Way

A general term denoting publicly owned land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

Right of Way

The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

Roadway

The paved portion of the highway

Roundabout

A type of circular junction in which road traffic must travel in one direction around a central island. Signs usually direct traffic entering the circle to slow down and give the right of way to drivers already in the circle.

Rules Of The Road

The portion of a motor vehicle law that contains regulations governing the operation of vehicular and pedestrian traffic

SAFETEA-LU

Safe, Accountable, Flexible, Efficient Transportation Equity Act

A Legacy for Users. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005–2009.

Sensitivity

The setting on the detector unit that determines the amount of inductance shift required to actuate the detector. High sensitivities require low inductance shifts.

Sensor Unit

An electrical conductor (“loop”) in the roadway designed such that the presence or passage of a vehicle causes a decrease in the inductance of the loop.

Separation

An intervening space or a physical barrier between the bike path and the roadway so that the bike path is not contiguous to the outer edge of the paved highway shoulder.

Shall

A MANDATORY condition. Where certain requirements in the design or application of the device are described with the “shall” stipulation, it is mandatory that these requirements be met.

Should

An ADVISORY condition. Where the word “should” is used, it is considered to be advisable usage, recommended, but not mandatory.

Shoulder

The portion of a highway that is contiguous to the travel lanes provided for pedestrians, bicyclists, and emergency use by vehicles, and for lateral support of base and surface courses. This is often used in place of a sidewalk or bike lane in rural areas.

Shy Distance

The distance between the edge of a travelway and a fixed object.

Sidewalk

A walkway separated from the roadway with a curb, constructed of a durable, hard and smooth surface, designed for preferential or exclusive use by pedestrians.

Sight Distance

The distance a person can see along an unobstructed line of sight.

Skew Angle

The angle formed between a roadway, bikeway or walkway and an intersecting roadway, bikeway, walkway or railway measured away from the perpendicular.

Sonic Detector

A vehicle detector that emits high frequency sound energy and senses the reflection of that energy from a vehicle in its field.

Structure

A bridge, retaining wall or tunnel.

Traffic Calming

Measures intended to slow or reduce motor-vehicle traffic in order to improve safety for pedestrians and bicyclists and improve the environment for residents.

Traffic Control Devices

Signs, signals or other fixtures, whether permanent or temporary, placed on or adjacent to a travel-way by any authority of a public body having jurisdiction to regulate, warn or guide traffic.

Traffic Volume

The given number of vehicles that pass a given point for a given amount of time (hour, day, year). See ADT.

Transit Mall

A street, or set of streets, in a city or town along which automobile traffic is prohibited or greatly restricted and only public transit vehicles, bicycles and pedestrians are permitted.

TSP

Transportation System Plan: The overall plan for all transportation modes for a given area (usually city, county or MPO).

UGB

Urban Growth Boundary: the area surrounding an incorporated city in which the city may legally expand its city limits.

Ultrasonic Detector

A detector that senses the presence or passage of vehicles through its field of emitted ultrasonic energy.

Urban Area

The area immediately surrounding an incorporated city or rural community that is urban in character, regardless of size.

Utility Cyclist

An individual(s) who uses a bicycle primarily to reach a particular destination to purchase or deliver goods and services. Messengers are classified as utility cyclists.

Vehicle

Any device in, upon or by which any person or property is or may be transported or drawn upon a highway, including vehicles that are self-propelled or powered by any means.

Video Detection

The use of video sensors to monitor and detect activity

Walkway

A transportation facility built for use by pedestrians, including persons in wheelchairs. Walkways include sidewalks, paths and paved shoulders.

Warning Signs

A yellow bicycle crossing sign (W11-1) as established in the National Manual on Uniform Traffic Control Devices is the standard sign for use in advance of a point where an officially designated bike path or bike trail crosses a roadway.

Wayfinding Signage

A systematic way of providing consistent, clear, and user-friendly information about distances and routes to transit and key destinations for bicyclists and pedestrians. Best practices of design depend on the intended audience, e.g. wayfinding for bicyclists is oriented to a moving bicycle, whereas wayfinding for pedestrians considers that the pedestrian can walk up to the sign and take their time in processing the information.

Wide Outside Lane

A wider than normal curbside travel lane that is provided for ease of bicycle operation where there is insufficient room for a bike lane or shoulder bikeway.



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