

Sacramento County Active Transportation Plan Workshop (May 20th, 2021) Transcript

0:00:00.0 S1: We'll wait couple more minutes for people to join. Alright, great, well, let's go ahead a wait just a minute or two more for everybody to get here. While you're waiting, if you want to listen to Spanish interpretation channel, you can click on the Spanish button at the bottom [speaker provides Spanish translation of Zoom instructions]. Great. Let's get started, we can go ahead to the next slide. Welcome everyone, thank you so much for joining us today for the Sacramento County Active Transportation Plan virtual community meeting. Thanks for taking some time out of your lunch hour to come be with us. My name is Libby Nachman and I'm a consultant on this project. Very excited to be here. We will have some words from Supervisor Kennedy, I don't know if he happens to be on the line right now. I don't see him on yet. Alright, so when he joins, he's gonna say some words but for now, let's move on to next slide. So I'm sure many of you have used Zoom at this point, but just in case we're gonna go a little bit into how to use Zoom. You can use the participants tab to rename yourself. Since we are streaming live on Facebook and recording, you may wish to be first name and last initial. We have the chat box open, so you can type the questions and comments in there, if you do want to raise your hand, you can raise your hand, we'll call on you during Q&A and then when you're done speaking, you can mute yourself.

0:02:54.2 S1: Sorry, you can mute when you're done and unmute to speak. Next slide please. So this is a little bit of the Zoom layout. We have mute in the bottom left, we have unmute and video on and off. You can click on the participants tab to access your name and change your name and click on the chat button. Then the raise hand button is under the reactions tab, and then actually... you can go ahead and click there and you can access the raise hand tool. So, let's go over what we're gonna talk about today. We're gonna start with a brief introduction into why we're here, what is the active transportation plan and what does it do? Why are we working on this project? We're gonna go into a recap of engagement, what we heard in the fall, and then talk about the recommendations, the draft recommendations for the Sacramento County ATP Plan. And finally, we're gonna end with the next steps, how you can get involved, and we have a prize raffle, so you must be here to win, so please stick around to the very end, we have some great May is Bike Month prizes, we have a backpack, tshirts, some really cool socks, very jealous of those winners. And some leg straps to keep your pants from getting caught in your bike chain.

0:04:15.2 S1: So with that, I do believe Supervisor Kennedy is here today, so Supervisor Kennedy, we're really grateful to have you here today. I would love to invite to unmute and say a few words. Let's see if... See, let's see

0:04:45.7 S2: Here. Can hear me? Yes, again. Okay, sorry about that. You'd think after a year, we'd get this down or... I just wanna say thanks to everybody who's participating today in the virtual workshop, and thank you WALKSacramento and all the coordinators behind these efforts, you guys just keep doing good work in the neighborhoods of Sacramento County. I know that you have, no doubt, saved countless numbers of lives of kids going to school every morning and people just biking to work, you just quietly keep going about doing what you're doing in Sacramento County. I'm of the opinion that in the unincorporated area, we have neglected active transportation for a long time, and so I'm really happy to see this focus being put on active transportation, as a matter of fact, I wish I could stay longer, but I have to actively transport myself

to an RT bus. But just thank you for all the work you do. Without the community input, these things don't work, people who are in the neighborhoods know best what they need and what their neighborhood is missing, and that's what's always been great about WALKSacramento and all these organizations with your public charrettes and your planning meetings, and just the fact that you're there to listen and instead of just tell people what their neighborhood is, you actually listen, and so...

0:06:14.8 S2: It's great to be here today, to be joining you, and I thank you for all the efforts that you're putting into this.

0:06:24.1 S1: Thank you so much, Supervisor Kennedy, we appreciate it. Alright, so just a couple more Zoom logistics before we get started, we are going to be doing some... We're hoping this is not your average Zoom meeting, we're hoping to make this a little bit more interesting, so we have some interactive polls that we are gonna be doing throughout the presentation, we'll be using the platform Poll Everywhere, you can access it either in your browser, using tinyurl.com/ATP, you'll open up that window and we wanna keep it open 'cause we'll be using that same page for each new poll. You can also use texting, so if you text ALTAPLANNING107 to the number 22333, you'll be able to answer via text and use emojis all sorts of fun things as well, so two different ways to participate in the polls, and we have all that info as well in the chat, and so to test out of the polling and get everyone warmed up, let's pass it over to Alicia.

0:07:32.2 S2: Thanks, Libby. As Libby mentioned, we are going to do a quick ice-breaker just to test out the polls and also to just hear a little bit more about what your dreams are for your neighborhood and for the streets in your neighborhood, and so our little ice-breaker question is, "My dream street has..." So we urge you to type in one thing or a few different things that you would like to have on your dream street, and just a quick note, if it is a phrase or has more than one word, please use a hyphen where you might put a space just a, so that it stays together in our word cloud coming up, but some examples of things that you might want to include could be something like an ice cream cart, trees, hopscotch, bike lanes, etcetera. So we'll go over here and see what everyone enters in for something that you'd like your dream street to have, and again, you can visit tinyurl.com/ATP or text ALTAPLANNING107 to the number 22333. All right, so right now it's all coming in. I see "safe for children and the elderly," I think I see "protected bike lanes" and...

0:09:07.7 S2: Or "wide bike lanes," "safe and well-maintained sidewalks." Those are all definitely awesome things that we wanna see in our neighborhood, let's see, "big sidewalks" too also just generally more sidewalks and bike lanes. So that's great, thank you all for indulging us in that first initial poll and sharing some of your visions for your dream streets, you can also feel free to drop anything in the chat as well, so I wanted to pass it over to Mikki McDaniel from Sacramento County to do a quick introduction to the project team... Hello, I'm making Daniel, I'm the Transit and Bicycle Coordinator for Sacramento County Department of Transportation. I'm the project manager for this plan.

0:10:09.5 S1: We have a consulting team made up of Alta Planning, WALKSacramento and DKS Associates. The Project Manager for Alta is Otto Melara, he's on paternity leave right now, so he will not join us this afternoon. We have Libby Nachman, Senior Planner at Alta, and from the

WALKS Sacramento team, we have Kiara Reed, Executive Director; Alicia Brown, Project Manager; Molly Wagner, Project Manager; and Jordan Grimaldi, Project Coordinator. Great, thanks so much Mikki. So let's get started with a little bit of introduction to the Active Transportation Plan to make sure that we're all on the same page about what we're talking about today. When we talk about active transportation, we're really talking about all types of human powered transportation, how people are getting around in their everyday activities. It can be in their neighborhoods, to schools, parks, any destination. So we have on this slide a variety of different types of these human powered transportation, we have upper left, we have some kids on bicycles and push scooters, all types of wheels, not just bikes, so scooters as well. In the middle, we have a family walking to school, pushing a stroller, parents pushing strollers, you know strollers need those same curb cuts people using wheelchairs might need to get around on sidewalks.

0:11:36.5 S1: On the far right, we have a person on a bicycle in the road, and in the bottom left we have people crossing the street using a, pulling a cart behind them. We have some people bicycling on a dirt path and then a couple pushing a wheelchair. So you can see people are getting around in all different ways, and this is the type of transportation that we're trying to address with this plan. So let's start with what is an ATP? ATP, which stands for Active Transportation Plan, you may hear us use that acronym, in fact, we have already used it for the URL for the poll link, ATP, Active Transportation Plan. This is the county's first Active Transportation Plan, so it's really exciting to be a part of this. And one of the reasons we're so excited that you're here to be a part of this process, previously, the county has put together a Pedestrian Master Plan. You can see the cover of the Pedestrian Master Plan on the side as well as the Bicycle Master Plan, and there's a cover of that plan on the slide as well... Two plans, two different topics, it's great for being able to focus on pedestrians or bicycles, but when I was talking in the previous slide about all different types of transportation, by combining them into one active transportation plan, we can really capture all those other needs, scooters, mobility devices, even new things like micro mobility, we can really think about all types of active transportation.

0:13:03.1 S1: Also on this slide, we have some photos of some students crossing a street in a crosswalk with a crossing guard and a woman riding a bike on a trail. An exciting thing about this plan is that we're really focused on the unincorporated county. As Supervisor Kennedy said, the unincorporated parts of the county really need these great improvements in active transportation. So when we're talking today, we're talking about all the areas on this map that have as you can see the different colorful lines, we're gonna get back to this, this is a screenshot from the interactive map, those areas with blue overlays, the blue overlay is over as the incorporated city, so we're not talking about infrastructure in Sacramento, Elk Grove, Rancho Cordova, Citrus Heights or Folsom. While we are certainly thinking about how we can connect people from the unincorporated county to those incorporated areas, and we're also placing a special emphasis on the County's environmental justice communities to make sure that we are equitably putting resources into those communities. So we're gonna do a second poll just to know who's in the room, you can let us know the neighborhood you live in, or you can put your zip code, whatever you like.

0:14:30.8 S2: So I'm seeing we have so far "Folsom," "Carmichael for work," "Arden Arcade." Let's see in the chat, we've got some answers coming in as well, some other zip code areas, "shared border between Rosemont and Rancho Cordova," "Elk Grove," "Del Dayo." That's great. Some

more answers from the chat... I see "Broadway" and "Rancho Cordova" as well. Awesome, great, thank you. So I wanted to provide a little bit more information on what we have been learning from the community over the past several months, so this isn't the first time that we've been reaching out to people, we've been spending the last several months in the fall of 2020 as well, as through early this year of 2021, to really learn more from residents living in the county about challenges with walking, biking and rolling, or places that people like to walk, bike and roll to, as well as any areas and opportunities for improvements. So as part of this process, we spoke with 37 organizational partners, including representatives from disability-focused organizations, youth serving and older adult serving organizations, as well as other community-based partners who are working within the County's environmental justice communities. We also had two community workshops similar to the one in November with a total of 87 participants across both Zoom and Facebook Live, and then we also held a series of smaller, more targeted listening sessions that engaged over 110 residents, primarily people who are living directly in the county's environmental justice communities.

0:17:01.8 S2: And then we also did have an online survey on the project website, we ended up receiving over 830 responses, and we had... As part of that process, we did have over 20 high school ambassadors who are living in the county to actually help us spread the word in their own communities as well. So what we heard from that process in the fall and winter of this year, I wanna share a little bit more about what we heard, and then we'll be getting today into the proposed draft recommendations that came out of that and what we want to learn more of is... Did we hear right? Is there anything else that we should make sure that we need to be including in this process? So what we've heard so far, we've heard that some popular destinations include parks, trails and shopping and entertainment, so think places like grocery stores or shopping centers, and then we have some images on the side of a nice wide sidewalk directly through a green park with trees, a bike trail along the river with a family walking and biking, and then the Southgate Plaza Shopping Center. And some of the common challenges that we've heard so far as well, are that there's a lot of sidewalk gaps and uneven or narrow sidewalks, there's a lack of connected pedestrian and bicycle networks, as well as a lack of tree canopy and shading, which can make walking and biking feel less, a lot less comfortable, and then high speed traffic and safety concerns, and so we do have some additional images as well of some places where the sidewalk abruptly ends, or there's grass patches instead of a sidewalk, which forces people to walk in the street and then our last image at the bottom of the screen is a picture of Fruitridge Road in the county, so a very high speed, high traffic corridor, and then some of the desired improvements that we've heard as well, include overall, many safer ways to be able to cross the street, making sure to try and slow down traffic, building sidewalks where they're missing, and then also fixing broken sidewalks, building more bike lanes, as well as having greater separation of bike lanes from vehicle traffic to provide a little bit of buffer space.

0:19:56.1 S2: And again, going with that, some wider bike lanes too, and then the last few things that we heard for desired improvements include better lighting and tree canopy and shade, which can make walking and biking and rolling feel a lot more safe and comfortable. And then our top image here is the yellow pedestrian crossing sign with some flashing lights, a picture of a bike lane on a street, and then some students crossing the street to walk to school. So we wanted to take a quick pause here and allow a little bit of time for question and answer, and so I will pass it to Molly to facilitate this section. Thank you, Alicia. So I encourage you all to write questions into the chat

box, we will be tracking them throughout the presentation. We'll have this Q and A break as well as one of the end of the presentation as well. While we have some attendees that are thinking about questions that they might wanna ask, we have a couple of questions from the Zoom registration that we'll start with... So Mikki, this question is for you: "To what extent will this plan be supported by funding? What is the commitment and resources to actually implement the plan?"

0:21:23.6 S1: Thank you for the question. So our plan, I think like most active transportation plans in our state, are not fully funded. What we do have is regular maintenance funds, which are for all roadway needs, and so that funding is pretty over-subscribed, but we do spend our regular maintenance budget to address bicycle and pedestrian needs such as, if there is an overlay that needs to be done on a roadway, we can come back and then put in a standard bike lane, something like that. We also draw on sales tax, Measure A dollars, which there is a portion of that that is dedicated to bicycle and pedestrian needs. For this fiscal year, it was \$453,634, which is not very much money. And then we go after grants, so there's SACOG funding, the Caltrans Active Transportation Plan and the FHWA Highway Safety Improvement Program, to name a few. So what we're trying to do there is we try to leverage the little amount of funding we have from measure A as our local match, and then we try to get the bulk of the rest of our needs from grant funding.

0:22:52.8 S2: Thank you, Mikki. And I will also encourage you if you like to ask your question and come off mute, you're welcome to do that, just raise your hand and we will call on you to do so, we do have one question in the chat, "What amount of collaboration are you doing with Rancho Cordova where shared boundaries are concerned, like Bradshaw Road and Old Placerville Road?" And I would like to expand that just to all of the incorporated cities in the county as well. I think I could take that question. Thank you, Fayzah. You actually did send that in ahead of time as well, so I appreciate that. So

0:23:32.2 S1: What we've done is I've contacted representatives or staff at each of the incorporated cities, including at Rancho Cordova, so I've talked to Byron Tang and Alyssa. I don't... Sorry, I'm not recalling her last name, but a traffic engineer at Rancho Cordova, met with them and then... So at the beginning of the plan asked them what they see as their biggest needs, and the city staff there at Rancho in particular had about five locations that they were particularly concerned with. So along with our first phase of public engagement, we gathered all of those comments and they should have made it into draft recommendations. So what we're doing now, and with this workshop, is we're going back out to the public and also to the incorporated cities to ask, did we get it right? And so I've sent emails to staff and if I talk to them on the phone, let them know that we have those recommendations up on the web map and to ask them, is this what you see working as connections to your city?

0:24:45.6 S2: So our next question from the chat is, "Will maintenance of existing sidewalks such as addressing lifted panels or trip hazards be addressed as part of the active transportation plan?"

0:25:01.2 S1: Great, I can go ahead and Mikki, do you wanna take that one? Yeah, yeah, yeah, I guess it's a brief answer. So we recently finished, and by we, I mean the County of Sacramento recently completed an ADA transition plan, so an American Americans with Disabilities Act transition plan, where we did an inventory of all of the sidewalks in the county at the time and any

issues like lifted panels or trip hazards, and we are now going through as part of our regular maintenance and addressing those issues, but there is no... We are not doing that separately with the Active Transportation Plan. While sidewalk safety is... while sidewalk safety will be addressed by the plan, most of what you're talking about will be... Is addressed by the ADA plan up to the point where it was adopted, so anything that occurred, any trip hazards that occurred after the date of that plan are things that we'll have to address through our normal means of communication like 311 or a staff person seeing it, and then addressing it.

0:26:28.0 S2: Okay, and it looks like Stephanie Watts has their hand raised to... Stephanie, I invite you to take yourself off mute and ask your question. Thank you so much, this is my first time attending a workshop, and I really appreciate you all for hosting numerous workshops, and I'm delighted to be here today. I especially want to share that I am blind and use a white cane for mobility at some point will also be getting a guide dog, but I bring that up because my question has to do with accessible pedestrian signals, and... Forgive me if this information is actually in the draft plan, but I was wondering, your plans to implement or install more of those signals and a secondary part of that is what, if anything, will the plan do to have a more uniform way of implementing these signals? And I can elaborate if you need me to on what I'm trying to get at when I asked that second part of the question, so thank you very much.

0:27:54.9 S1: Yeah, Stephanie, thank you so much for your question. And thank you so much for being here, it so wonderful to hear that this is the first time you're joining... We're so glad to have you here. Yeah, so in terms of our pedestrian recommendations, I should first say that accessibility for all people in the county is explicitly stated as part of our goals and objectives of the plan, so we have highlighted that the plan is not a success unless it's meeting the needs of all members of our community, regardless of ability or any other characteristics, so that is definitely highlighted in the plan, and that's something that we're really taking into consideration. In terms of specifics around infrastructure, we are providing a toolbox of pedestrian improvements, which we're gonna get to later on and we don't actually show in the presentation the audible signals but that is one of many pieces in the tool box that we are recommending at locations they might not be... Or a particular intersection or where they might be most beneficial. So I hope I answered your question, and again, it's really fun that you're here...

0:29:12.5 S2: Okay, and with that, we're just about at time for Q and A break for this first section, I encourage you to continue putting those questions into the chat and we'll be tracking them and start to address them at the end of the discussion.

0:29:30.9 S1: Alright, so we're gonna do a little bit more presenting before we get background before we get into more discussion, and I see people leaving comments as well, in the chat, please feel free to leave questions or comments. So now this is the next part of the presentation, we're gonna be talking about the draft recommendations, so Alicia did a great job explaining all of the different outreach that we did in the fall, all the pieces of information that we heard from all of you in the communities, we took all of that, we spent the winter with maps, digging into the county, looking at all the roads for understanding... Okay, based on what we heard in the fall, what can we improve? What can you change? What do we want to recommend? I wanna highlight that everything we're recommending today is draft, so it's not final, we're coming to all of you to say, what do you think? Do you like this? Do you want us to change anything? And that's why we're so

glad you're here today to help give that feedback. So I'm gonna be going through a couple of slides, a little bit of infrastructure 101, you might say, not intended to be...

0:30:35.6 S1: Top heavy of a lift, so no homework will be assigned in this class, but I'll be talking through all of these different infrastructure pieces on the slides. We're gonna start with sidewalks. Many of you are likely familiar with sidewalks. In the top left photo of we have a photo of an attached sidewalk, meaning the sidewalk is right next to the roadway or a detached sidewalk. In the next photo, you can see that there's a sidewalk, there's a landscaped buffer with some trees and some shrubs and then the road, so that's a little bit of separation when you're walking. We're also recommending crosswalks, so crosswalks are painted marks on the road, indicating where you can cross the street, now it's legal for anyone to cross at any intersection regardless of whether or not there's a marked crosswalk, however, by marking a crosswalk, it really helps to remind people driving that, Hey, someone could be crossing here so let's slow down, let's look out for them. And this photo has an additional piece, that little sign in the middle of the crosswalk that says yield to people crossing. Beyond crosswalks, we can all... we can make crossings even safer with other pieces of infrastructure, so we have in the next photo a Rectangular Rapid Flashing Beacon, this is a diamond shaped yellow sign with a pedestrian, a little arrow pointing at the crosswalk and then a series of lights...

0:31:55.9 S1: So let's say you wanna cross the street, you push the button on the Rectangular Rapid Flashing Beacon and the lights start to flash in a little bit, it's a little bit of an erratic manner with the goal of really capturing the attention of someone driving, so someone's on that road, you wanna cross, you push the button, so the lights are going off and the person says, Okay, I should slow down and stop while this person crosses. The next piece of infrastructure we have is a Pedestrian Hybrid Beacon. It's one step up from the Rectangular Rapid Flashing Beacon. This is a metal poll that goes out over the road, similar to a traffic light, but instead of having the red, yellow, green one to three in a row, it's arranged a little bit like a triangle with two lights on top and one the middle or on the bottom, you might imagine a Mickey Mouse shape, and these are also activated by pushing a button, so if you want to cross at a pedestrian hybrid beacon, you push the button, the light turns red, you can cross and then the lights will flash when people can start driving again. See these are just different tools we can use to make it safer, more comfortable to across the street.

0:33:04.7 S1: Moving to the bottom row, we have a few other pieces of infrastructure. We have curb extensions in the bottom left, in the photo here, we have a sidewalk with a curb, and as the curb approaches the corner, it actually bulbs out into the street, so that's actually another name for a curb extension is a "bulbout" and curb extensions are one of my favorite pieces of infrastructure, they do a few different things. I know that sounds a little nerdy, but gotta love exciting infrastructure. So we have, benefits of curb extensions include making it shorter for you to cross the street, so you can imagine instead of having to step off the sidewalk into the road immediately, when that curve bulbs out into the road, you can walk all the way to the edge and then cross so there is a little less exposure for you when you're in the street crossing. Because you can start crossing later, you're also more visible to people driving because the curb is a little bit higher than the road, you're up closer into the line of sight, people are more likely to see you, and finally curb extensions slow vehicles turning, so when a car wants to take a right turn around a curb

0:34:07.2 S1: extension, they have to slow down because it's a little bit longer of a journey, so they help to keep you safe in all different ways, so that's really a great, great, exciting thing. So next we have a Leading Pedestrian Interval, so this photo shows a traffic light with a red light so vehicles can't cross, but it has a white signal for a pedestrian indicating someone can walk. Leading Pedestrian Intervals are also great, I don't know about you, but I've had many experiences where I'm waiting to cross the street, I push the button, it's my turn, and then all the lights turn. It turns green for cars, white for me, and I'm about to step in the road, and someone is so excited to turn right, that they just zoom right in front of me in their vehicle and I have to jump back on to the sidewalk, pretty scary. So the Leading Pedestrian Interval keeps lights red for cars but white for people to cross so they can get a headstart and it prevents people from zooming in front of you and putting you in danger. On the bottom in the middle of the side, we have a Median Refuge Island, so the photo shows a cross-walk with a concrete oval spanning the crosswalk, and Median Refuge Islands

0:35:25.9 S1: Make it a lot easier to cross the street because you have a place in middle, you can take a break, so instead of crossing all 50 feet of the road, if it's a wide road, you can cross 25 feet, you can take a break, you can check for traffic in the other direction and when it's safe you can cross. The fourth photo on the bottom here is a Slip Lane Removal, so this picture, we're actually looking at it as an aerial view instead of a side view and what we see here is an intersection where instead of it just being kind of a plus or a "T," in one of the corners, we have an extra roadway that makes it a kind of sneak route for someone to take a right. So if you were to cross there you would have to cross one lane of traffic to get to the corner of the intersection, a kind of "pork chop island" in the middle there, and then you'd cross again, slip lanes can be pretty dangerous for people walking for a couple of different reasons. I mentioned earlier that curb extensions slow people turning because of the angles, but slip lanes make it easier and faster for someone to take a turn, so someone can turn quickly and potentially not see you if you're crossing in that slip lane.

0:36:36.1 S1: Finally, bottom right of the screen, we have a No Right Turn on Red, we have a red arrow traffic light and a sign below it that says "no turn." And this again, avoids those conflicts in the crosswalk, so if you're waiting to cross and people are maybe looking to see if they can turn right on red, they might turn without looking to see if you're there, so that just helps to avoid those conflicts. You're all doing great, thank you for sitting through "Infrastructure 101." We have another slide, we're gonna talk about bicycle infrastructure and then get into some fun polls, so I'm gonna be asking you some questions about which one you like, which one you don't like. So bicycle infrastructure, I say bicycle but this could be anything with wheels, you could use all this infrastructure if you are riding a scooter, one of those e-powered scooters, or a tricycle, any other thing with wheels, but we say bicycle infrastructure for now. In the top left, we have a photo of a Shared Use Path, we have in parenthesis this term "Class I," and that is a technical term you might hear around, "Class I, II, III," etc.

0:37:45.5 S1: The State of California uses these numbers to help keep track up to different types of facilities, we're just gonna use the plain English today. So Shared Use Path, you can see it's an asphalt path, this one has a solid yellow line indicating two different directions of travel, they are typically completely separate from the road, so it's a completely separate road, you can bike on, roll on, on or walk on. This layout has the two different travel directions, sometimes Shared Use Paths can have, if there's enough space, there can even be a separate... There can be two bike

directional places to walk, it depends on how much space there is, this photo shows just two lanes of travel. In the middle, we have a photo of a bike lane, so this is just what we call a standard bike lane, the paint on the road indicates a person can bike on the road and then one solid white line that divides the bike lane from the travel lane and this just pulls out some dedicated space, so if you're riding on the street, you know, Okay, I can ride here on the bike lane and people driving will stay over in the travel lane. On the right, we have a Buffered Bike Lane and the only difference between a Buffered Bike Lane and the normal bike lane is that instead of just a single white line, you can see here in this image that there's a little bit of space, so it's kind of a white solid line and then some dashed line to make a little bit of a buffer in between the bike area and the vehicle travel lane.

0:39:15.0 S1: And it provides a little bit more space, a little bit more breathing room if you're riding your bicycle and someone is passing you. We're gonna actually go clockwise here, so we're gonna jump into the Protected Bike Lane in the bottom right, and this is another step up from the Buffered Bike Lane, you can see it has a similar buffered space, so it has a solid white lane and some hash marks in between the bike lane and the travel lane, but then in between that, there's a solid concrete curb. And Protected Bike Lanes are exactly how they sound, they're protected, so there's that physical barrier, that concrete curbs, so that if you're riding in the bike lane and someone's driving, it's really really challenging for that vehicle to get over into the bike lane. This is one of image of what a Protected Bike Lane can look like. Protected Bike Lanes can be designed in a lot of different ways, so even though this is the photo we have, in Sacramento County, it might look a little bit different depending on the project. It could be protected with plastic posts, it could be protected with smaller, low-profile wheel stops along the buffer area, it could be protected with parked vehicles so that's called a parking protected bike lane. It can even be two directions, so just like that Shared Use Path, people can go one direction or the other direction, you can have a Protected Bike Lane in two directions as well.

0:40:40.6 S1: And then we're gonna go left to the Bicycle Boulevard, so switching gears from the bike lane, so a Bicycle Boulevard is a road where people can bike and people can drive all in the same space, but a Bicycle Boulevard, you might call it a "VIP Road" for bicycling, it's a bicycle road where they maintain access for vehicles that need to get to their houses, but it might be a neighborhood road where this photo shows a traffic diverter, so someone biking can go through, but someone driving has to turn, they can't go on the street and this reduces vehicle volume. So even though vehicles can access the road, it's a little bit harder and this disincentivizes people from driving there if they don't live there. And then there's other aspects you can use in a Bike Boulevard like speed bumps that help to slow traffic and makes it just a little bit, feel a lot safer for you if you're riding a bike. So those are good for neighborhoods and lower volume streets. Alright, well, you just learned a ton, I don't know about you, but this is a lot of info to absorb on a Thursday afternoon at lunch time, so... Great job. And now we're gonna get to some polls.

0:41:53.0 S1: So now I wanna hear from all of you. I just gave you a big long list of potential improvements, I wanna know which ones would you actually like to see in your specific community? We're gonna start with the pedestrian improvements first and go back to that Poll Everywhere, again, you can go to [tinyurl.com\ATP](https://tinyurl.com/ATP) or if you want a text, it's the phone number 22333 to ALTAPLANNING107. So yeah, let's see what you like... I'm really curious to know of all the different things I showed you, which ones would you like to see in your community? Responses

are coming in. I'm gonna give it just a couple of minutes before I share the results, if I share the results too soon and something else pulls ahead when I'm talking, so looks like a lot of you are voting, looks like the Leading Pedestrian Interval has the most votes right now, followed by sidewalks, we have a couple votes each for Pedestrian Hybrid Beacons and Curb Extensions, and then about one vote each for crosswalks and Rectangular Rapid Flashing Beacons, Median Refuge Islands, and Slip Lane Removal. Alright, looks like they're still coming in so we'll give you about 10 more seconds.

0:43:15.0 S1: It looks like someone in the chat also likes Median Refuge Islands and as we were waiting it looks like sidewalks has pulled into the lead. What did I say? If I speak too soon, something else will take the lead. Thank you all for sharing your feedback on the pedestrian improvements and now... Same question, but for bicycle improvements. We talked about all the different bike improvements that we can put into the community, which ones would you like in your community, what would make you feel most, most comfortable riding a bicycle or rolling? Alright, it's like we're getting some votes. I'll wait a couple more seconds before reading them off, so it looks like right now, we have Shared Use Path and and Buffered Bike Lanes tie with three votes. Oh, okay, wow. I'm not even gonna try, they keep changing. We'll give you just a couple more seconds before I read them off, see if anyone else wants to vote on the bicycle improvements that you like. Alright, so in first we have Shared Use Path and Buffered Bike Lane with four votes, one vote each for Bicycle Boulevard and Bike Lane, two votes for Protected Bike Lane. Really great to hear back. Alright, so now on the flip side, which of these don't you like, which is something that you would really not want to see inside in your community? We do have the option to say that you like everything...

0:45:01.6 S1: That is a choice, but if there is something that you saw today that you thought... I don't think that would work where I live, then please let us know. We'll do the pedestrian improvements first and then we'll move on to the

0:45:19.0 S2: bicycle improvements you would not like...

0:45:26.4 S1: Okay. Alright, so we've got a couple votes. I see someone has an opinion about the bicycle infrastructure, that will be the next poll, so you can definitely chime in there or you can chime in in the chat. Okay, well, it looks like of the couple of people have voted you like all of them. There's someone here, a couple of people who don't like No Right Turn on Red. So that's really good to know. Alright. Okay, so now we're gonna go to the bicycle improvements, let's here which ones you might not want to see. We have someone who likes all of them, someone who does not want a Protected Bike Lane. That's good to hear. A few people that really like all of them. Okay, good to know. Just a couple of more seconds. Again, you can either text with your phone or you can go to the website tinyurl.com/SacATP or text ALTAPLANNING107 to the number 22333, it all take you to the same place. So it looks like we have three votes for liking all of them and then one each for Bike Boulevard and Protected Bike Lane. Alright, okay, well, thank you for sharing that, that was really helpful.

0:47:17.3 S1: Really good to hear. So now we're gonna get into a demonstration of our web map, so we have gone through with a fine-toothed comb, we have made recommendations for hundreds of roads in the county. I think we would all be super bored today if I were to read off every single

street and then read you the recommendation, we'd be here all day and that doesn't sound like it's very fun. So I'm gonna show you how you can take a look yourself at the recommendations and share your feedback directly with all of us here on the call. So if you go to the project website, WalkBikeSacCounty.net, we have a web map up and we're gonna walk through what that web map looks like and how you use it, so you get to the website, you're gonna see "About the Plan," and then you're gonna see a project timeline and then you will see the public input map. If you use a screen reader to access the website, there's a link above the map where you can click to access the screen reader tool, that will open up a new window where you'll see three different links, and each of those links is a different list of the proposed recommendations, and they're all screen reader accessible PDFs.

0:48:35.9 S1: They're labeled with List A, List B, List C, so you can take a look at this list, read through the list and then you click on the form where you have the option to leave your name, and then you can list the project ID that you want the comment about and we have three lists, we have project number one, so for example, Project Number One List A and then leave your comment so that we know what you think. And whether or not you use a screen reader, if you wanna download a list of all the projects, you're welcome to do that there. So if you're using the map to itself... Can you go ahead and launch... It's gonna refresh really quickly. Alright, you'll see the welcome to online input and the Spanish button if you speak Spanish. The first map you'll see is the bicycling recommendations map, so up in the right you'll see a legend, and this is referring to all the bicycle lanes that we just talked about, so green lines are gonna be Class I Shared Use Paths, yellow lines are gonna be Class II, the bicycle lanes, the light blue are the Buffered Bicycle Lanes, kind of the purple-y red color is the Bicycle Boulevard, and the dark blue are the Protected Bike Lanes. You can also click above there is "View Legend," and then you can see them again in a little bit larger font, and you'll also see with pedestrian recommendations, which we'll get to in just a sec, so back

0:50:14.5 S1: to the bicycling map, so I threw a ton of information at you about what these different types of bike lanes are, I don't expect you all to memorize that, let's say you're like, I don't remember what is a Buffered Bike Lane, you can click on the button that says "Visual Glossary," and it'll open up these images here reminding you what those different bicycle facilities are, and if you look at the Protected Bike Lane down below, this is an example of what I mentioned, how they can look a little bit different sometimes. So this is a great example of one that has two different directions to travel and have those wheel stops, those little things protecting the bike lane. So back to the map, you can zoom around and click on all of these little lines with these dashes, the dashes are the proposed projects. Any solid lines you see are existing bicycle facilities, and I wanna emphasize again, these are all proposed, so these are all up for discussion that's what the point of this map is for, is to get that discussion going, we wanna hear from you, what do you think? You can click on a street, click on Watt Avenue, let's say you live near Watt Avenue, and a little button pops up that says "We're proposing a Separated Bikeway on Watt Avenue." If you think that's a great idea, you can click like just like you're on Facebook, if you're not a fan, you can click dislike and let us know that, and if you have more to say and then just like...

0:51:46.0 S1: or dislike... I know many of us have more opinions and just "yay" or "nay," you can go in and actually leave a whole text comment and you can see what other people might have left, so... So for Watt Avenue we have someone who loves it, someone who looks forward to their kids biking to the library. You might agree, you might have similar comments, or you might disagree and

you can like or dislike comments as well, and you can do that for as many different facilities as you want... You can keep clicking around, keep clicking all the different projects in your neighborhood, see what's being proposed and share your thoughts. So once you've done that, you can move on to the walking and rolling recommendations, so we have two different layers on here, two different sets of improvements, I should say, one recommendation is regards to sidewalk gaps, so the solid orange lines show areas in the county that we've identified where the county is missing a sidewalk, a gap where a sidewalk that doesn't exist. You can do a couple of things again, you can click on those and like or dislike them, just like we did for the bicycle improvements are really helpful for us know there are a lot of gaps, sidelines. It's really helpful for us to know, there are a lot of sidewalk gaps in the county, so it's helpful for us to know which ones are most critical that are really affecting your ability to walk around or roll on a daily basis.

0:53:12.6 S1: So you can click on those again, like or dislike them. So let's say that there's a sidewalk gap that we're not showing. You think to yourself, there's not a sidewalk on this street I walk on walk on, where is it? It's not listed here. You can actually tell us about it, you can draw it in. There is a button on the side for to draw a sidewalk gap, a little tutorial, and then we'll just show you, you can you click and drag and then click again, and then it'll let you leave your name if you like, a comment about the missing sidewalk. So that helps us capture...it really relies on your expertise about what sidewalks are missing in your community. Beyond the sidewalks, we also have all of the pedestrian recommendations, intersection improvements, and we classify the intersections based on size, and then based on the size of the intersection, we recommend different improvements for those. So if you click on one of these interactions, you'll see that it lists the potential recommendations that we would be considering for that interactions. So for this major intersection here, we would be proposing a tool box of options like a Leading Pedestrian Interval, adjusting the signals, No Right Turn Red, Median Refuge Islands, Slip Lane Removal, Curb Extensions, and crosswalks. You might again, again, you can like you can dislike, you can leave comments just like with the bike projects. And and if you have again...let's say you again, have forgotten the long list of things that we just went over with, again, a ton of information, you can click on the visual glossary and all of the improvements and photos will show up again, and they're color coded by larger or small intersections, which type of intersection that they might be used at. So this map is available on the website,

0:55:08.1 S1: It'll be up for a little longer than a month. You are all the expert in your neighborhood, so we really, really would love for you to...after this meeting, go to WalkBikeSacCounty.net and let us know. I told you I wasn't gonna give you homework, I didn't mean to trick you, but I actually am giving you homework, which is to please go and share your thoughts on the map so we can really hear from all of you, you're all experts in your needs. After we get your feedback on all of these recommendations, we're gonna take a look and we're gonna finalize the list, so we're gonna say, Okay, this street we recommend at this type of bike lane, everyone really didn't like it, so we're gonna change it to something else, or maybe there's a road that we missed and we're gonna maybe add a facility there. We're gonna go ahead and finalize those recommendations but then we need to prioritize them somehow... You may have noticed on the map, but there were many, many, many different projects that are being proposed, and as Mikki mentioned earlier, the county has to be strategic about how we go about seeking that funding, so we we want to put the project into a priority order, and we have here on the screen six different priorities that we'll be using to score each project so each project will get a score, and

then be put in priority order, but some of the priorities can be weighed a little bit higher, we can say actually, safety is more important, so we're gonna have extra points for that one, so I wanna hear from all of you what your preferences are for priorities. I'm gonna walk through what they are and then we'll have a chance to vote on them, you're each gonna get two votes, just to give you a heads up that you can't vote for them all...

0:56:59.0 S1: I know they're all important. We wanna know if you had to pick two, which would you pick. First on this list is Community Needs and Community Needs is exactly what we're asking, what we're talking about here today, what are we hearing from all of you, what the community is saying, which projects need to be completed, so that's using information from the fall, when we had all of those pop-ups and stakeholder meetings as well as the information from this map that we just showed you. The Equity priority relates to whether or not the project is in an environmental justice community, I mentioned earlier, that's a critical part of the plan is ensuring that we're putting resources into those communities, and so that Equity priority would make sure that we're prioritizing projects in those environment justice communities. Safety refers to how safe is it? Are there collisions? Are people getting injured? We've done an analysis of all the roads in the County and identified to the areas that are most dangerous for walking and most dangerous for biking and those roads that have been highlighted as being dangerous, would score higher for the ATP. We also look at comfort. So not just whether or not is it safe, but how does someone feel when you're riding? Does it feel like a place that you would like to ride on you, that you would like your kids on?

0:58:13.8 S1: We've also scored in our analysis every road in the county with a score of one to four for least to most comfortable, so we would use that comfort metric to understand how to prioritize. Access refers to whether or not that project will help you get to destination you wanna go to... So Alicia mentioned earlier that we've heard a need for access to parks, access to retail, are these projects that we're proposing actually helping you get somewhere? And that's really a critical point of a project, and finally, we have Connectivity, so we had a great question earlier around coordination with incorporated cities, this Connectivity priority would really focus on those connections between incorporated areas and unincorporated areas, so making sure that you have seamless travel, whether or not you're staying entirely within the unincorporated county or if you were... Let's say you commute to or from Rancho Cordova but when you cross that city boundary, you don't notice it, you're still comfortable whether you're walking, biking, or rolling. Those are the different priorities that we have, and we wanna know which ones are most important to you. As I said, you can vote for two through Poll Everywhere. You can go to [tinyurl.com\SacATP](https://tinyurl.com/SacATP) or text ALTAPLANNING107 to the phone number 22333.

0:59:36.4 S1: It looks like we have some votes coming in, which is wonderful. Safety has taken the lead, but we'll see if any other priority can overcome lead that safety has taken. We have votes in the chat as well for Community Need and Safety, including disability access... Absolutely. It looks like votes are still coming in. It looks like Safety is in the wide lead and then we have two votes each for Community Need and Equity, and Access on one vote for Connectivity. Alright, this is really helpful. We really wanna know from you what to prioritize, and it's really clear to me that safety is a really important priority, so that's helpful to know. With that I'm gonna pass it over to Alicia. She's gonna talk about some next steps and also a... Oh, excuse me, I have one more slide. I was too excited for the raffle, which is coming up soon as well. I wanted to go over the schedule, what can you expect moving forward. So we're currently here in step number three,

recommendations. It says draft and revise, so we're in that draft phase with the draft recommendation putting out to all of you, after we get your feedback, later the summer we will revise them, prioritize them, finalize them and then move. The draft plan is gonna again, go back in front of all of you as a community, what the kind of question...

1:01:12.2 S1: Did we get it right? Now is a great time to get your feedback, but we're gonna ask to get your feedback again and just make sure that we're really putting all the right projects in the plan with the right priority order. Once that's all finalized, we will move into the final plan and then in 2022 we can start implementing. And now I'm gonna pass it to Alicia for real this time, Alicia.

1:01:38.8 S2: So just to share a few additional next steps of where we're going after this workshop, and so in the spring, we have, in addition to this workshop and the workshop that we also held on Tuesday, we have also been reaching out to, going out in communities, directly working with our community-based partners and their networks to really make sure that we are hearing directly from residents about all of what we've talked about today, their priorities for projects, what they like and don't like about certain infrastructure, draft infrastructure recommendations. So to date, we have actually held six of these pop-up meetings in partnership with community-based organizations and their networks, and then we have a few additional ones scheduled for the rest of this month, and then in June as well. And a lot of our focus for these pop-up meetings has actually been in the county's environmental justice communities as Libby mentioned, which I'll share here. So they are North Highlands Foothill Farms, West Arden Arcade, South Sacramento, Vineyard and then we also are wanting to make sure that we reach out to the more rural parts of the county and in the Delta area as well.

1:03:21.5 S2: So if you're interested in learning more about the meetings that we've already held or staying updated on any upcoming events, please visit the project website at WalkBikeSacCounty.net and we'll have more information there as well. And again as Libby mentioned, this isn't the end all be all, after this workshop or after the spring, we will be coming back and wanting to hear more about what do think of the next iteration of the draft recommendations in the plan. So here are a few additional ways that you can continue to stay involved as well, so first of all, your homework, add your comments to the web map on the website at WalkBikeSacCounty.net, then we also hope that you can help us spread the word about the web map and the website as well. And so please share it broadly with your friends, your family, and your networks, and then lastly, if you have any questions or comments at all, please feel free to also just email ActiveTransportationPlan@SacCounty.net, and there is also on the website at the very bottom of the website, there is also a comment form that you can share any comments as well, and so before we get to the promised prize raffle, we do have one last poll, so wanting to learn more about who are you going to share the website with and commitments are really great, and so we do want to hear your thoughts on who you'll share with, we do encourage you, if you feel comfortable just including the first name of anyone who you would be willing to share with or including just your general broader networks of family and friends and things like that.

1:05:27.9 S2: And as usual, if you do have multiple phrases or multiple words, please put a hyphen between them too, but we hope that you can commit to at least three other people, so that we can really rely on you to help us kinda get the word out as broadly as possible. So I see "school site administrators" and "neighbors," those are really great contacts to reach out to, I also see in

the chat “fellow disability advocates,” which is fantastic. “ACB Capital Chapter.” Through your work or your other list serves, which is really awesome, “Society for the Blind.” I see District 2 for the county. That’s also really great. Thank you. I see we got a few more “family” and “neighbors” is really rising up to the top as a big one, and... Yeah, that’s great because we can... The more neighbors that you get involved, we can really hear some of those very specific location-specific preferences on infrastructure. So thank you all. Alright, so I wanted to take a moment and announce our prize raffle winners, so I see that Jordan has just shared with me those winners who were randomly selected, so we have Carl, Fayzah, Cheryl, Denise, and Jennifer.

1:07:20.4 S2: So those are our five winners, congratulations, and thank you so much for first of all, being here and joining us and sharing all of your thoughts and comments, we really appreciate that, and I believe we do have your addresses through the registration form, but since we also do have t-shirts, we did want to ask you your T-shirt size, Jordan will be following up with you just to reconfirm your address and then also get your T-shirt size as well. So again, thank you so much. And so I wanted to... It looks like we are actually pretty ahead of schedule, so we have plenty of time for just an open discussion or Q and A, if you have any other comments and questions on anything that we talked about today, so I will actually stop sharing my screen for now, so that we can kind of open it up a little bit more. Feel free to share any additional comments or questions in the chat and then we will respond to those, so I will pass it back over to Molly and Alicia, as you mentioned, keep those questions and comments coming in the chat, and also if you feel comfortable and want to ask your question by coming off mute, you were welcome to do that, we just ask that you raise your hand and then we will call on you, so we will start with a follow-up question to Stephanie’s question about accessibility from the last Q and A round.

1:08:57.3 S2: This question comes from another participant that is on the phone right now, so Regina would like to know, “Will the blind community be consulted to determine which intersections will be the most beneficial? Who determines that and will the blind community be consulted for it?” So

1:09:16.7 S1: I’ll take that question. What we have done since the beginning of the plan and up through now is we have periodically gone to particular groups and then also held workshops in order to get feedback from the disability community. So what we’ve done is we’ve gone... I personally have presented to the Sacramento County Disability Advisory Commission, to the Sac Regional Transit Mobility Advisory Council, and then we have... Let’s see, we have had stakeholder meetings with Resources for Independent Living, and I believe there’s a host of disability organizations that are on our public engagement plan that we have been reaching out to, but to address your specific questions about how are the intersections prioritized... We are now trying to figure it out, and so that’s one of the reasons why we’re having this workshop is to hear from the public about what your priorities are, so you contributing to this workshop is in part helping us to prioritize... I would say that any time that you leave a comment on the web map, send an email or in any way give us feedback on this list of project recommendations that we’re talking about today, that is helping us to come up with a priority list, which you will then see in the draft plan, and then I see Cheryl has her hand up, but I just wanted to say, I sent emails to the Disability Advisory Commission and to Mac specifically to point out that we have the web map up and that we would

1:11:12.2 S1: Like any comments on those recommendations.

1:11:18.5 S2: Great, thank you, Mikki. And let's actually go to Cheryl for the next question, so Cheryl you're welcome to take yourself off mute and ask. Thank you so much, and I do wanna thank and acknowledge Mikki's great work with the Disability Advisory Commission, which I staff, so I really appreciate all of her outreach and efforts to make this process accessible for our members. I really appreciate it. I have a couple of questions about the plan, the first one is, I noticed that there are around 1,500 bike projects listed in the plan, but only 93 pedestrian projects, and given that everyone, almost everyone is a pedestrian at some point, but certainly not all of us, ride bicycles, I was wondering why the plan was so bike heavy...

1:12:10.5 S1: I can take that question. So I would say that while the numbers are weighted to the bike projects, it is more that we were specific about what roadway segments could be changed for the purposes of bikes and the ped side, the way that we address infill was not to take every segment where we are missing sidewalk and to list that as a project, but rather to show what percent infill is left to address, and so you won't see that listed out as a project, you will see it instead as which area is in the greatest need. So I don't think that the plan really is focused on bikes, it's just that for... I believe the 93 number refers to the priority intersections, and so even within the priority intersections, we're looking at a whole toolbox of what could be done to change those particular intersections, but then on the sidewalk infill side, it's not counted as individual projects, so... I hear what you're saying, but I'm not sure that we're... Number-wise that we're counting all of the sidewalk infills.

1:13:45.9 S2: Cheryl, you mentioned you had a couple of questions. Was there another one that you wanted to ask or clarify on that answer? Yeah, in our discussions with the Disability Advisory Commission, I thought I had understood there was only one Class IV bike trail or bike facility project plan, but I noticed quite a number of them, like maybe 70 or so in the plan, so the disability community is very concerned about those Class IV bike paths because of the way they tend to block access to the sidewalk and bus stops and so on and so forth, so I was just curious about that discrepancy.

1:14:32.7 S1: So when I went to the Commission, that was true, and that is still true, these are the only... I described the only, I believe, project that's in the pipeline now that's slated for a Class IV, I believe is on Fair Oaks, but we hadn't gotten to this point, and so now it's really up to you and to everybody here to weigh in to say that we... do or don't want to see Class IV or that further study needs to occur, and to be honest, for certain facilities like Class IV I think no matter what a further study would need to happen in order to figure out, can we site that kind of facility in a way where pedestrians are going to easily be able to access the bus stop? That's the point that Gene Lozano brought up in our last workshop on Tuesday. So I would encourage you to comment on the Class IV. I don't know that...so in this stage, it's very high level, so we don't have a whole lot of detail as to exactly how a particular project would be built out, but any concerns that you have, we would like to hear them now about Class IV

1:16:01.3 S1: And any of the facilities.

1:16:03.5 S2: Okay, thank you very much. Thank you for that clarification. So I'll go to one of our

questions in the chat, “Is there a published schedule of sidewalk and road maintenance for the various county areas, does this include limitations on funding for the various areas?”

1:16:26.9 S1: I believe that that... I believe that our schedule, I don't think it's published, but we do keep internal schedules for maintenance and for design, so I'm wondering if it might be in our CIP or capital improvement projects or a CIP adjacent document that would talk about maintenance. I'm not sure if there is a maintenance schedule that's published, but if there is, I can find it and send it to you, so if you want to DM me with your email address, I can look into that, but I actually... I don't know.

1:17:12.5 S2: I think... And before we go to the next question, I did want to encourage anyone in the Spanish channel that has a question, you are welcome to also enter your questions or comments in Spanish in the chat channel, and Libby will translate on the side so that we can answer those. Let's go to Deb Banks for the next question. So Deb, if you like to take yourself off mute and ask. Good morning or afternoon, and thanks so much for all the hard work on this... Everybody is doing a whole lot of great stuff and I appreciate it as the bike advocate person for Sac, I put my question in the chat, but it's basically... I basically ask the same one, and that is earlier this week, I was in a meeting with SACOG talking about their trails and their trails network, and of course, Sac, the city is working in their Transportation Priorities Plan. So my question is basically, has anybody thought about how these plans all line up? Rr are there ways in which there are connections to be made from some of the work that you guys are doing that would naturally connect into some of the SACOG trails work that's going on across the region, etcetera, and if possible, and where possible, that there are connections made into Sacramento's always ever-changing, always working on their transportation work as well.

1:18:40.1 S2: That's

1:18:40.3 S1: It. Yeah, wonderful question. Coordination is key. Mikki talked earlier about how we are coordinating with the incorporated cities, and I'm so glad you brought up the SACOG Trails Plan. I also, I got some notes from that meeting and I was like, of course, we need to talk to SACOG and get in touch with them, so I think definitely on our radar to get in touch... And we've been in touch with SACOG, we've used a lot of their modeling data to inform the plan, so we have been in touch with them throughout the plan to make sure that we're on the same page and Mikki did you wanna add something? Yeah, I just wanted to throw in that the SACOG Trails Plan has a technical advisory committee and I'm one of the members. So I go to their meetings and I'm up-to-date with what they're doing. When they started their plan, it was just a little bit after we kicked off, so we gave them all of our data that we had up to that point as the basis for them beginning their analysis. So right now, since they're lacking behind us just a little bit, we will give them our draft recommendations or just point out to them that we're at the stage and ask them to comment on those projects, but we are in touch.

1:20:06.5 S1: That's

1:20:06.8 S2: Great. Thanks. Coordination is key. Thanks. Okay, and so our next question from the chat is “For Class IV for bike lanes, are you coordinating with maintenance staff for sweeping or cleaning of the bike lanes? If a street sleeper sweeper cannot fit ,what measures are being

taken?”

1:20:31.6 S1: One of the concerns that our maintenance staff has about Class IV facilities is that we don't know if we have equipment now that will fit depending on how wide the facility could be, if they're sited. So we haven't worked that out and we don't currently, I believe we don't currently have the equipment to enter into and clean up a Class IV, but... We haven't gotten there yet.

1:21:10.8 S2: Thanks, Mikki. And I see that William has their hand raised, so William, if you'd like to take yourself off mute and ask your question or comment... Sure, thank you. I'm with the Disability Advisory Commission, and I worked closely with Cheryl and Cheryl, by the way, I'd like to congratulate her and winning a big prize today... Anyway, I do have a question, I was wondering about the Fair Oaks area. Do you have a priority or sidewalk construction in the Fair Oaks area? I noticed by the way that Madison has a number of areas which need re-paving, but again, that's another thing that had been addressed earlier, and I don't know if funding is a problem on that team but I just wanted to ask that question.

1:22:10.2 S1: Thank you so much for that question. So we haven't gotten yet to the prioritization stage. We do have one on the list of recommendations where we're missing sidewalks in all the different areas, and we're looking at different facility types, but we haven't made a priority list yet, so that's one of the reasons that we're coming to all of you right now to ask which one should we be prioritizing, which ones are the most critical for you, which projects and sidewalks should we be focused on.

1:22:42.8 S2: Okay, thank you very much for that. Okay, and that looks like... That's actually all the questions that we have. There were a few questions that I'll just lead back to that were from the Zoom registration, so I know we've got a few more minutes, so if anyone else has any other questions, please raise your hand or add in a comment. But this question is about education, so... “How will education for pedestrian safety be addressed?” That's great question. So in addition to the infrastructure recommendations that we're making for this plan, we're also providing a set of program recommendations, and those program recommendations include education programs, so maybe classes or they could be educational campaigns. Similar to the other recommendations in the plan, they're not yet funded. The plan will seek funding to implement those programs and most likely a partner with potentially a community group or organization to help put those out into the world. Great, and the next question from the Zoom registration is more of a general one, but “Why is walking and biking so much less safe than it was 30 years ago?”

1:24:14.4 S1: Yeah, that's a good question. It's a little bit hard to answer because I think we would need to know exactly what data we're looking at and how we're defining safety, but there are definitely some trends around walking and biking safety that we can see... There's a theory in transportation planning called “safety in numbers” and so when you have more people biking, it's safer or people walking it's safer because people who are driving now to look out for them, but in the incremental space when more people are starting to bike or walk but there isn't that critical number of people who are traveling by bike, it means that there might be more people who are out and exposed to danger, and the numbers can look like they're higher, but you always have to... It's kind of all math, you obviously don't want anyone to ever get hurt, but you wanna look at how many people proportionately are maybe getting injured. All of that to say the point of this plan is to

make sure that it gets safer in Sacramento County. We want to change the narrative, we don't want it to continue to be a less safe experience, we want it to be safer to walk, safer to bike, and that's why we're out here with this plan and with the recommendations, and as we said, get your feedback on where do you see most unsafe and how can we fix that.

1:25:40.1 S1: Great.

1:25:42.6 S2: And that looks like... That's all the questions that we have. We do have about five more minutes, so I will probably pass it back over to Alicia or to Libby to wrap up, but we will stay on until that 1:30 mark, so if you have other questions that come up in the next few minutes, please let us know.

1:26:02.8 S1: Yeah, if you can get us that last slide, I'm just gonna remind you all the different ways that you can get in touch with us and to your feedback, so we have... You can reach out to Mikki with this contact info here, I think on the next slide, we might have the active transportation email. Yes, so you can always email the whole project team at ActiveTransportationPlan@SacCounty.net, and then of course, we have the WalkBikeSacCounty.net website, and all of you have such great suggestions for who you're gonna send this website to and I really just wanna encourage you to go ahead and share that with folks. People are so much more likely to go check out the website if they hear it from someone they know versus someone that they don't... You all really have a lot of power in your hands to help get the word out and help us learn more from all of you and your friends and your family and your communities what we need to make the county safer for walking, biking, and rolling. And with that I just wanna say thank you so much, I'm really grateful to all of you for taking the time out of your Thursday afternoons to join us.

1:27:14.9 S1: Really hopeful you have a great day. And we'll be around for a couple more minutes if you have any questions but feel free to log off and have a nice day. Thank you.

1:27:38.5 S2: Have a good afternoon.

1:27:40.4 S1: Thank you, bye.