

Sacramento County Active Transportation Plan Workshop (May 18th, 2021) Transcript

0:00:02.0 S1: Alright, is that everyone from the waiting room? Alright, well, welcome everyone. We have some language channels, if you'd like to join the Spanish channel, you can click the interpretation button at the bottom of the screen...[Speaker provides Spanish translation of Zoom instructions]. Alright, let's get started. Next slide. Welcome everyone to the second round of virtual community meetings for the Sacramento County Active Transportation Plan. We are so thrilled to have you here, my name is Libby Nachman, and I'm here with the rest of the project team from Sacramento County, WALKSacramento, and DKS. And we're so excited to have you here tonight talk about what's coming up with the Active Transportation Plan, what we've been working on, and we're really excited to present to you a lot of suggestions that we have from residents in the county and get in to get your feedback on those. So we're gonna hopefully have a really fun night, hopefully a really fun night on Zoom, really grateful that you all are taking the time out of your days to be here. We're gonna do just a quick, how to use Zoom... So you can rename yourself or you can do your full name or your first lit name and last initial

0:01:26.9 S1: Since we are being recorded. We have the chat open, so feel free to type questions or comments, we have staff who are available who will be answering some questions in the chat, and then we'll also be having some Q and A breaks to go over those. If you're not speaking, please stay muted, and if you do wanna speak, you can use the raise hand feature and we will call on you and then you can always lower your hand when you're in speaking, and just to note, I think you all should have gotten a notification that this meeting is being recorded and is being livestreamed Facebook. So a little review of the Zoom layout in the bottom left we have options to turn your camera and microphone on and off. You can click on the participants tab in the middle to rename yourself and there's a chat box where you can share any comments, and then there's the button, the raise hand button at the bottom of the window on the right side. A very quick overview of where we're gonna... What we're gonna talk about tonight, so we're gonna start with a little introduction about what is an active transportation plan? Why are we all here? Why are we doing this process and how is it gonna help the county be a safer place to walk,

0:02:42.2 S1: Bike and roll. We're gonna go into a quick recap of the engagement to date, so this is the second round of outreach, we had a first round in the fall where we asked you all what's going on, what makes it hard to walk, bike or roll in the county. We're gonna share with you what we found out and make sure that we heard you correctly. We would love to hear your feedback on that. Then we're gonna move into our draft recommendations, so we took all of the information that we heard in the fall, we put it into a series of proposals or recommendations for improving walking, biking, and rolling. And we wanna know from you, what do you like, what don't you like? And how can we improve it? These are all draft, they're all subject to change based on your feedback, so we wanna know your honest opinion, and then finally we're gonna go into some next steps and we have a prize raffle with some very exciting prizes. We have a bag, we have a leg strap, we have a t-shirt, we have socks. They are all May is Bike Month-themed. So, really exciting raffle, but you need to be here in order to win so make sure you stick around.

0:03:49.6 S1: Alright, we're gonna be polling, doing some polling tonight to make tonight's

conversation a little bit more interesting. We're gonna use Poll Everywhere, so you if you have not used Poll Everywhere before there's two ways you can use it. You can use it on your computer by going to tinyurl.com/SacATP, and you can keep that web page open and toggle back and forth, that same page will be used for all the polls. Or you can use it on your phone or your mobile. If you prefer, you can text, so to text, you would type, you text to the phone number, 2-2-3-3-3 and text the phrase ALTAPLANNING107, and that will get you into our polling and you can respond to the poll via text. Very fun. You can send emojis as well, if you want to vote for stuff with with emojis, so texting is a good way to do it as well. And with that, I'm gonna pass it over to Alicia who is gonna do a little bit of an ice breaker and talk about our Dream Street.

0:04:51.5 S2: Sure, so as Libby said, we want to test the polls and do a quick ice breaker. So our ice breaker poll is "My dream street has..." so we would like you to type in one thing or more that you'd like to have on your dream street, and don't be afraid to dream big as well, so some examples might include something like an ice cream truck or trees, or Hopscotch or bike lanes, etcetera. So as Libby mentioned, you can visit tinyurl.com/SacATP or text ALTAPLANNING107 to the number 2, 2-3-3-3. And also, if you're doing phrase or multiple words, if you add a hyphen in between, then it'll keep all your words together if they're spaces... Unfortunately, it separates them, but it looks like we have "debris-free," "diversity," "design," "no cars." Let's see, "some parking," "some paths," "sidewalks," "smooth sidewalks," and "clearly marked crosswalks, "phones," a lot of "bikes" is kind of what's coming up here, so thank you for doing that initial activity and poll with us, and we'll be having a lot more of these throughout the presentation as well, so with that, I'll pass it back to Libby.

0:06:50.1 S2:

0:06:51.1 S1: Great. Yeah, so we're gonna introduce the project, and then to the project team. Mikki, would you like to introduce the project team? Yes, thank you, Libby. I'm Miiki McDaniel. I'm the Transit and Bicycle Coordinator for Sacramento County. I'm also the Project Manager for the plan. Our consulting team is made up of Alta Planning, WALKSacramento and DKS Associates. Otto Melara, who is not here tonight. He's on paternity leave. He is our Project Manager, Libby Nachman, Senior Planner, Alta. And on behalf of WALKSacramento, we have Kiara Reed, Executive Director, Alicia Brown, Project Manager, Molly Wagner, Project Manager, and Jordan Grimaldi, Project Coordinator. Great, thank you so much, Mikki. So I'm just gonna, just get us understanding what's going on with the ATP and get us on the same page, so I'm gonna start just talking about... The plan is really focused on human power transportation, we use the phrase "Active Transportation Plan," and you might be wondering, what exactly does that mean? What is active transportation? And we really define it by looking at human-powered and the human scale. So some examples of what those are. We have on the screen here six photos. In the upper left, we have kids on push-scooters and riding bicycles. In the middle, we have a family walking to school pushing a stroller, we have a man riding a bicycle in the roadway.

0:08:26.5 S1: We have a group of people crossing the street, pulling a shopping cart behind them, we have other people riding bikes on a dirt path, and then people walking in the road with a wheelchair and you'll notice that there's a variety of different wheeled objects here, so there's not just a bike, we have scooters, we have carts, we have strollers, we have wheelchairs, and when we

improve the community for walking and bicycling, we improve it for rolling at all scales, so that's really what we're focused on here today. So we use the phrase "ATP", it stands for "Active Transportation Plan", and this is a really exciting plan to be working on because this is the county's first active transportation plan. Previously, the county has done separate processes for its pedestrian master plan and its bicycle master plan, so you see here on the screen that we have the covers of the two former plans, the pedestrian master plan and the bicycle master plan, and today's project, today's workshop really focuses on the Active Transportation Plan where we're combining these two plans into one and the goal of the plan is to make the county a safer place, more comfortable place and easier so people have all ages and abilities to walk, to bike, to roll, to get around to the everyday destinations that you wanna go to, whether it's the grocery store, the park, your school,

0:09:53.4 S1: All sorts of places. The plan is gonna be used... The plan will be used to help the county seek funding. So in order for the county to fund these great improvements that we are gonna talk about tonight, we're gonna make sure that they're in the plan, and then the county can use those to move forward and have that vision. We have a couple of other photos on the side, we have a crossing guard with kids crossing the street, and we have a woman on a path, bicycling on a path as well. So you're looking at, so we're all on the same page, we are looking at active transportation in the unincorporated county, so we have here a map, our web map that we're gonna get to a little bit later to, showing Sacramento. And you can see the blue overlay areas show the incorporated cities, so we have Sacramento, Elk Grove, Citrus Heights, Folsom, Rancho Cordova, we're really focused for this plan on the areas in between those cities, the unincorporated county, you know, vibrant communities that just aren't part of an incorporated city. And we're looking at the connections not just within the county, but also between the unincorporated cities, that's an important piece as well, to make sure that people can travel, basically uncomfortably, from Sacramento, maybe you work there, and then to Arden Arcade,

0:11:09.4 S1: You can bike or walk there comfortably. The plan is also focused on the environmental justice communities that were identified in the county's Environmental Justice Element. So we're gonna do a quick poll to understand who's in the room, so if you wanna type it, you can type in your neighborhood or your zip code into the poll or text it.

0:11:39.5 S2: Thank you. And again, you can join at tinyurl.com/SacATP or text ALTAPLANNING107 to number 22333. So I see some words in the chat already, so Sacramento, Arden Arcade. Let's see, Rachel Cordova, and then some zip codes in the chat as well. Thank you for sharing. So 95-818-95-827, we've Citrus Heights, 9541, 5821. So all our different areas. And so now I actually want to move into talking a little bit about what we heard from our first phase of this process, so over the last several months, we've really been focusing on listening and learning from the community about places where people like to walk, bike and roll to, any challenges and barriers, and opportunities for improvements for pedestrian and bicycle infrastructure. So in the fall of 2020 through early this year of 2021, we met with 37 organization partners, including representatives from disability-focused organizations, youth serving and older adult serving organizations, and community-based partners working in the county's environmental justice communities. We also had two community workshops in November that a total of around 87 participants across both Zoom and Facebook Live, along with a series of smaller targeted listening

sessions that engaged around 110 residents primarily living in the county's environmental justice communities.

0:13:37.0 S2: And additionally, we did have an online survey that ended up receiving over 100, sorry, over 830 responses supported by over 20 high school ambassadors who helped us to spread the word in their communities as well. So to share a little bit about what we've heard so far, and then we will... Again, the goal of this meeting is to also hear more of did we hear everything right? And then how can we move forward from here? So what we've heard so far is that some popular destinations are parks, trails and shopping and entertainment, so things like grocery stores and other shopping centers, also hearing some common challenges such as sidewalk gaps and uneven and narrow sidewalks, lack of connected pedestrian and bicycle networks, lack of tree canopy and shading leading to an uncomfortable environment, and then also some high speed traffic and safety concerns. And so we do have some images showing some of those sidewalk gaps where sidewalks are ending, where there are... There's some grass instead, and then a photo of, I believe that is Fruitridge Road in the county, which is a pretty high speed and wide corridor which feels unsafe for walking and biking.

0:15:09.3 S2: Some other desired improvements that we've heard throughout the first phase is wanting to have safer ways to cross the street, slower traffic, overall building sidewalks where they are missing and making sure to fix these broken sidewalks, building more bike lanes, having greater separation of bikes from vehicle traffic, having wider bike lanes, also better lighting and more tree canopy and shade as well. And so again, we have a few pictures here of a flashing pedestrian crosswalk sign, as well as a bike lane on one of the streets, and then some young students walking across a crosswalk to go to school. So I wanted to take a little bit of a pause here. We wanted to do a question and answer break to answer any questions that you might have or comments that you might have, so I will pass it over to Molly. Thank you, Alicia. It looks like we've got a question in the chat from Brenda... Oh, sorry, it's a comment, but I'll read it: "Would like to see overhead walkways so pedestrians can avoid crossing the street with vehicle traffic." So you're welcome to add comments in the chat as well as questions, and we will answer them through our Q&A while we wait for some people to think of any questions they might have. I would like to start with a question that we received through the Zoom registration, and this is for Mikki: "To what extent will this plan be supported by funding? What is the commitment and resources to actually implement the plan?" So

0:17:01.4 S1: I'll give you the short answer and the long answer. So the short answer is, there isn't committed funding for the plan, and that is... I believe that's part of the design, I guess. But the long answer is that the Department of Transportation has maintenance funds, so part of our regular maintenance funds, we will do bicycle and pedestrian projects, and what that usually means is if there's an overlay that we need to do on an existing roadway, then as part of that when we go back to do striping, we can put in a bike lane or something like that, those funds are always over-subscribed. We also have sales tax money, Measure A, which is earmarked, some of that money is earmarked for bicycle and pedestrian projects. For fiscal year, 2021, that amount was \$453,634, which is not a whole lot. And then the bulk of funding will come from grants, so DOT will go after a grant each year. There is Caltrans's Active Transportation Programs, the FHWA Highway Safety Improvement Program, and then there are funding programs from SACOG. So we

go after a competitive grant funding, and then we try to use the small amount of Measure A that we do get as our local match.

0:18:39.3 S1: And then besides that, anything that we can require of a private applicant, someone who is going to develop their parcel, we ask them to build out bike and ped infrastructure based on the plan that we're developing now, and I would just say that while that may all sound disheartening, I would just say that it's really important to develop this plan and to do that with as much public input as possible. And that's for two reasons, the plan can help from a funding perspective, one, because it's very helpful for us to... Be competitive in going after a grant, if we show that we have done our best to get as much input as possible from the public. And then two, everybody who's here today, you're helping us do the leg work in advance of knowing what we want to construct and where to do it, and by telling us what your challenges are, where you see opportunities, that helps us to develop a more robust plan, and so when we do get that scarce funding in terms of grants, we know what to do with it.

0:20:01.4 S2: Great, thank you, Mikki. Our next question is: "Are safe routes to school a specific goal of the plan?"

0:20:11.1 S1: That's a great question. Yeah, safe routes to school are so critical, especially 'cause we have our most vulnerable road users, our young children walking or biking to school, so this plan is for all walking, biking, and rolling. It's an active transportation plan that covers all aspects of travel active. Safe routes to school is a particular program that we are recommending, a program that we are recommending the county to pursue. But when all of our recommendations, when we're looking at where to put them, what to improve, we look at locations of schools, so the access to schools is a critical factor in determining where to establish, improve pedestrian improvements and bicycle improvements. And we do have a stated goal in the plan that focuses on access to schools, as well as parks, transit, and other key destinations. So we are really... Yeah, schools, are definitely taken into account. And then as Mikki said, these improvements are listed in the plan, it makes these improvements much more competitive for grant funding, and so we're able to show that we've done the analysis, we've gotten the public input, that these school routes are critical to improve.

0:21:30.5 S2: Thank you, Libby. Our next question is: "I live in Carmichael. There needs to be much better street lights, not stop lights, where roads intersect such as North Ave and Fair Oaks Boulevard. Is that a consideration?"

0:21:46.1 S1: That's a really good question as well. Yeah, walking and biking and rolling is so much more than just "Is there a bike lane? Is there a sidewalk?" there are so many pieces that make your travel route more comfortable. We talk about life that night, we also think about street trees and shade. It can get really hot in the county, especially in the summer time. We think about what type of curb is it? Is it a rolled curb or a straight curb? That affects whether or not cars can block the sidewalk, for example. So tonight, we are mostly talking about specific crossing the road improvements, sidewalk improvements, and bike lane improvements,

0:22:32.0 S2: But we're absolutely looking at a broader world of improvements that make for a

comfortable walk and bike experience. It looks like we have one person who has raised their hand, so Bailey, on behalf of Gene Lozano, would you like to come off mute and ask the question? Go ahead, Gene. Okay, this is Gene Lozano. One, is there any actual description of these individual projects? I was hoping to have found something that explained the 71 Class IV bike lanes as to the impact they're gonna have on bus stops. For example, Fulton, Howe, El Camino, Fair Oaks Boulevard, there are buses there. Are we proposing floating bus stops? And if so, how are we going to get safe crossings from the bus stops to the sidewalk curb in light of the fact that hybrid and rectangular rapid flashing beacons are not accessible technology for the blind. That's a lot, but I was wondering if somebody could answer that.

0:24:02.8 S1: Yeah, thank you so much, Gene. That's a really great question. So yeah, so just so I know, just so I'm clear, there is, in terms of descriptions of a different project, there is a posted PDF on the website and we are going to, that should be accessible to a screen reader and you can let us know if not, but that's where you can see all of the different projects listed out...

0:24:31.8 S2: I'm sorry to interrupt. I found a list but it didn't give me any description, like is it on the north side or south side of the street, are you gonna have a crossing, bus stop,

0:24:42.1 S1: Details. Got it. Yeah, so the plan itself is a high-level plan, so we're identifying what facilities can work on all these different roadways, but there's a lot more steps that go into planning a project before it actually gets built, so as the county is pursuing funding, there will be a design stage with public input as well, and in that design stage, which is beyond the plan, and that's where we're gonna be getting into the details of "Where on the road way? How wide is it? What might those bus steps look like? What might those specific crossing details look like?" We are definitely going to be including in the plan some of those ideas of what those different details might be, particularly for those bus islands, but that specific design will be covered later. We are... We do have a technical advisory committee as part of this plan, and we've been coordinating directly with SacRT and so we're bringing them in from the beginning of the plan to make sure that we get their input to make sure that we don't interfere with buses, and bus users, and bus stops. Buses are really critical transit and active transportation works so well together, so it's important, we're working with them just to confirm that we can accommodate all modes.

0:26:11.7 S1: I would like to comment on that.

0:26:13.5 S2: You need to have on the technical committee, people with knowledgeable, people with disabilities who may be impacted just for the fact, floating bus stops is a big issue and it cuts into the real estate, you need at least an 8-foot wide bus stop to accommodate the wheelchair access and therefore it takes more out of the road for bike lanes, as well as for traffic, so we really need in a high level still, you still need people who are knowledgeable in that subject... Thank you. All say for now. Thank you and that's all I'll say for now. And now we're just a little bit over time for Q and A, but I just wanted to hop on that technical advisory community, 'cause I did see a question in the chat about asking who is on that committee? So Libby or Mikki, I'm wondering if you could just share quickly about who is on that committee.

0:27:14.8 S1: Sure, I can take that. So the technical advisory committee is mostly made up of DOT

staff, from traffic engineering, transportation planning, from my section, alternative modes, including Bill Irving, who's our pedestrian expert, and then we have two representatives from SacRT from regional transit who are in regional transit planning, and then we have Liz Bellas who's in regional parks.

0:27:46.8 S2: Thank you, and that's all the time we have for this Q&A but we will have another Q&A, so we are tracking your questions and I encourage you to continue putting them in the chat so that way at our next break we can address them.

0:28:04.5 S1: Great, thanks everyone, thanks for those great questions, and really excited to hear from you more, feel free to keep dropping those questions in the chat or raise your hand later on. So we're gonna get to the really exciting part of night, this has all been exciting, but this is extra exciting. We're gonna talk about draft infrastructure recommendations. So we're gonna start a little bit with walking, rolling, bicycling infrastructure of 101. So I'm gonna show you a screen, we can go to the next slide please, so though this plan, we're proposing a wide variety of improvements to make it easier to walk and roll, and I'm gonna walk through each of these. You may be familiar with some of them, you may not be familiar to all of them, I'm gonna walk through what they are, what their purpose is, and then we'll have another slide for bicycle improvements, and after we talked for all these, we're gonna ask you which one you like and which ones you don't like. So start thinking about that as we talk, I'm gonna give you some homework. So starting off the upper left we have some sidewalks. I'm sure many of you are familiar with sidewalks, they can be attached, in the image on the left, attached to the road, meaning that there's a road, a curb, and the sidewalk directly there or they can be detached so that the second photo shows a buffered road with landscaping and trees and bushes and that just separates people walking from the roadway, but some clear, some clear and comfortable sidewalks really helped walking, getting around especially and rolling, if you have wheelchairs, mobility devices, other things...

0:29:39.0 S1: Most of the rest of the improvements help with crossing, so in the top row, in the middle, we have painted crosswalks, so crosswalks painted on the road that indicate where one might cross, even though legally all intersections are crosswalks, they're not always marked. And when you mark a crosswalk in the roadway, what that does is it indicates to the people driving, that there are potentially people crossing, and this helps to raise awareness and reduce the chance of collision, and you can see it in this image as well, there is a little post in the middle of that says "Yield to people walking" to get the attention of people driving. We have the next photo on the list, we have the middle photo on the top row, we have a Rectangular Rapid Flashing Beacon, which is fancy way to say "flashing lights." It's a triangular sign, yellow sign with a pedestrian image and an arrow pointing, typically at the crosswalk, it will be pointing at the crosswalk, and when someone wants to cross, you push the button and then the light flashes in a little bit of an uneven pattern, and what that does is it really grabs the attention of people driving, it's just another way to layer on what I send that crosswalks do, just reminds someone driving that there's someone crossing and they can look out for them.

0:30:56.5 S1: And slow down. So on the top row on the far right we have the one step above the Rectangular Rapid Flashing Beacon is the Pedestrian Hybrid Beacon, also known as the hawk. I promise we're not gonna quiz you on all these terms, don't worry, but a hybrid beacon is more of

a traffic control device, so it has an arm, a metal arm reaching out over the roadway, there's two lights on top and one on the bottom, like a triangle like a mouse, some people call them "Mickey Mouse" and similarly to the Rectangular Rapid Flashing Beacon, when you wanna cross, you push the button and the hybrid beacon will actually turn red, so you get a red light, so the two lights on the top turn red, so traffic will stop and then you can cross. So these are just different levels of what you can do to either alert people driving or slow or stop traffic and help people cross. So moving to the bottom row, we have on the left curb extensions. I love curb extensions, they have so many benefits for people walking. So an image, we have a sidewalk with a buffered landscape, and then the curb curves into the roadway, and what this does is it shortens the crossing distance instead of having, let's say you have 30 feet across the road, it...

0:32:20.6 S1: This increases the sidewalk, so that maybe only have 20 feet to cross, which means that there's less opportunity for you to be in the row where the danger is. This also makes people crossing more visible, so when you're at the edge of the sidewalk, ready to step in the street, you're closer to the line of sight of people driving, so it really helps to keep people crossing the street. And then the third thing, I think they have so many great benefits, the third thing is that they help the slow traffic. So when people are taking a turn around one of these curb extensions, they slow down to make that...to make that turn, you might also hear the term "bulbout," they're also called bulbouts and again, no quiz, so don't stress. Moving on to leading pedestrian interval, this is the second image on the bottom, there's a red traffic light with the red light for stop and then a white pedestrian sign indicating that people can walk, 'cause I don't know about you, but sometimes when I'm trying to process street I pushed the button, the light turns green, and I get the walk sign, but someone driving and really want to turn right and they make a very, very quick turn and kinda cut me off, and that's a pretty dangerous situation that's happened to me and

0:33:33.2 S1: It may have happened to some of you. What the Leading Pedestrian Interval does is it gives us who are crossing the chance to get a head start, so the button will stay red for vehicles and then it will turn... You'll get the pedestrian light for people walking, you can start crossing and you get a head start in the road before the car turns and it helps to increase the visibility while you're walking. So then we have in the middle, the Median Refuge Island, so this is of the image here, we have a crosswalk to cross the roadway and then we have concrete oval making an island in the middle of the road. And the Median Refuge Island is a great tool, especially on wide roadways, so instead of need to cross both lanes of traffic or all directions of traffic at once, you can just one lane of oncoming traffic, you get to the middle, you get to take a break and then cross the next set of lanes of traffic in the other direction, so it provides a safe place for people to rest when crossing, particularly when crossing wide streets. So the fourth image on the bottom row is, we're looking at it from a different angle here, so this is an aerial image of a slip lane and a slip lane is

0:34:52.6 S1: So we have a curved road with a sidewalk, and then following that sidewalk, we have the road for people to take a right, and then on the other side of that lane for turning we have what's called a "pork chop island," similar to a Median Refuge Island, a kind of concrete island in the middle of the road, and when someone's crossing here, they need to cross first the right turn lane, the slip lane, then they need to get to the island and then they need to cross the road again. And slip lanes can be pretty dangerous for people walking because slip lanes allow people driving

to turn very quickly and don't give them a lot of opportunity, especially if they're accelerating around the turn, to stop and look for people crossing, so removing the planes serve to make... to reduce the crossing distance for people who are walking and reduces that potential chance for conflict. Finally, on the side, you are all such troopers for hanging in here with us, you didn't know you were getting a lesson on all of this infrastructure tonight, but thanks for sticking around, and we have the last image on the side, a "No right turn on red."

0:35:56.4 S1: So this is an image of traffic light with a red arrow indicating don't turn right or don't turn right turn on red, and this is similar to the Leading Pedestrian Interval. We're just looking at reducing conflicts between people walking, crossing at an the intersection, and people driving, so when someone is turning right on that they could be looking left, check traffic, and not be looking to the right to see if there's someone crossing, someone could start crossing and then there can be conflict, so that helps to reduce conflict. So, A+ to all of you for sticking through that and now we're gonna talk about bike infrastructure, which is also a wonderful... we're gonna start with, you can see, we have names underneath each of these, we have something called Shared-Use Paths and then in parentheses something called Class I. Here in California we like to put numbers for different types of bike infrastructure, so you might see both of these terms when you're hearing about bike infrastructure. We're gonna use the the normal English terms tonight. The first one is a shared use path, and so this is an image of a concrete path with a yellow line down the middle. Shared Use Paths are shared use, so anyone can use them who is using active transportation, so no cars allowed, but you can bike, you can walk, you can roll, skateboard, roller skate. I can't roller skate so I won't be doing that, but I would probably bicycle and it's fully separated from vehicles. So this image here is next to the road and separated by trees, so

0:37:22.3 S1: It could be a trail on its own, or it could be next to the roadway like this. Moving on to the next photo, we have a standard bike lane, so this is a bike lane on a road where it creates dedicated space for people to ride bikes and it's separated with a line of paint, so you'll have the painted lane for people in the road to ride bikes in, and then the road, the travel lane is right next to it. Kind of a step-up, we have Buffered Bike Lanes, very similar to the standard bike lane, but instead of just that just solid white white line, it's a little hard to see this image because we have... this image showing a bike lane with green paint at the beginning and then the buffer is a couple of feet of painted space, so the... Not just the single line separating the bike lane from the road, but sort of some extra little bit of buffer space with some hash marks to separate. In the bottom left, we have a Bike Boulevard. So, a Bike Boulevard is a road that anyone can use, anyone can access if your driving, walking, bicycling, but the goal is really to maintain the driving access just for local residents. So this image here shows a traffic diverter, which shows a sign on a concrete island that directs people, that people driving can't continue straight forward, that people bicycling can still go through.

0:38:49.1 S1: So if you're trying to cut through on a Bicycle Boulevard, you typically wouldn't want to, 'cause either there'd be a traffic diverter, there's often... It can be a suite of different items, but it could be speed bumps that help with traffic, it could be a number of other types of things that will calm traffic, reduce the number of people driving so... So accessible to people who live there, but typically less traffic and slower traffic, and that makes it more comfortable to ride your bike or walk because there's less traffic and it's not as quick moving... And then finally, we're gonna jump

back to bike lanes and in the bottom right, we have a Protected Bike Lane, so the Protected Bike Lane is similar to the Buffered Bike Lane. We have a bike lane by the curb and then we have a piece of buffer, but then we have a concrete barrier, and this is the protection. So there's physical protection between the bike lanes and traffic, and a Protected Bike Lane can look a lot of different ways. So we're showing you one picture, but you may have seen them with maybe protected by parked vehicles, maybe protected by a plastic posts, maybe protected by wheel stops, and sometimes they can even go two directions, you could have one...

0:40:02.9 S1: Protected Bike Lane, and Gene actually did a great job pointing this out, you could have it on only one side of the street with people going in two directions, but... Or you could have one on each side of the street, so it really depends, and that's a decision that would be made later on in the design phase. So phew, thank you for listening to that long lecture on bike and ped infrastructure, so now we're gonna, it's time for some questions, you know tonight we wanna get your opinion. So I just gave you a bunch of different improvements, we're gonna start with the pedestrian improvements. If you could take the poll, you can go tinyurl.com/SacATP or text. Tell us which ones you like, which ones would you want to see in your community and which ones would work well in your specific community that you think would be good. Great, so we already have responses coming in, looks like sidewalks are...sidewalks are already the clear winner, but we definitely see some... We have seven, eight votes for sidewalks, so sidewalks, crosswalks, and curb extensions are really taking the lead here. Yeah, this is really great. So it really is just looks like some of the basics like sidewalks, crosswalks, and curb extensions could make walking easier.

0:41:25.7 S1: Really, really great to see this feedback, this is really helpful for us because it helps us know what to focus on when we're looking at recommendations and which things you're all really excited about.

0:41:39.1 S2: We are getting a few responses in the chat as well, I'm seeing responses for C, which is Rectangular Rapid Flashing beacon as well as D for Pedestrian Hybrid Beacon, Curb Extensions, the Slip Lane Removal, and No Right on Red as well coming in from the chat, so thank you.

0:42:04.1 S1: Great, thanks so much Alicia. Yeah, alright, so it looks like... Alright, moving on, so thank you for the feedback on the pedestrian improvements. We'd love to hear more about what you would like to see for the bicycle improvements. I really encourage you as you're making these answers to think about what works particularly in your community for you, for your neighbors, for the destinations that you want to access in your community. What works best? So looks like we have Protected Bike Lanes is currently 27% followed by Buffered Bike Lanes at 20%. It... percentages are shifting rapidly, but it looks like Protected Bike Lanes is definitely in the top choice for this one, so I'll give you just a couple of more seconds to share your feedback. Looks like Bike Boulevards are also ranking pretty highly, they're the second most ranked along with Buffered Bike Lanes. And we all know that any bicycle network is gonna be a mixture of these things, right? We're not gonna just have one kind of bike lane, it doesn't fit in every single situation, but it's good to know which ones you all prefer. Alright, great. Let's move on, so now we're gonna switch gears, so you just

0:43:37.6 S1: told us what you like, but now we wanna know what you don't like, so of all the

things we showed you, what do you think is not a good fit? What should we not be pursuing... You're welcome to drop, if you choose "other" you can drop your comment in the chat as well, but you can also say that you like all of them, that is a choice that you're welcome to make, but if there's something that you think is not a good fit...I see that someone has already selected Rectangular Rapid Flashing Beacons. I know for some communities that can be really distracting to have those flashing lights. It's great to see this feedback coming in... Yeah, so it looks like... Yeah, it looks like someone said, I don't know any of the research on the flashing beacons of regarding seizures and migraines, but I certainly know it can be... It can be distracting if it's near homes and at night flashing, so that's either where we take care to site them in places where they really do work well for people. And we're getting some other things in the chat... We got some stuff around bicycle lanes, pavement quality, oh the pedestrian light at the same

0:45:00.2 S1: time as the turning light, so you like the Leading Pedestrian Interval. Great, so it looks like the Pedestrian Hybrid Beacons, refuge islands, and some other things are maybe not liked as much. So that's really helpful to hear. And now we're gonna switch to the same question for bicycle improvements. So again, you can vote for any of the bicycle improvements, you can vote for something else and drop it in the chat, or you can say you like all of them. All are valid answers. Great, so it looks like we have some people who like all of them, some people who are not excited about Shared Use Paths, Bike Boulevards, Buffered Bike Lanes, or Protected Bike Lanes. Looks like in the chat, we had some concern around how much space Protected Bike Lanes take up. Yeah, that's definitely something that we consider in the design phase, about how to balance all of that roadway space. We have a comment about Shared Use Paths, concerns around conflicts with people walking. Yeah, similarly to the Protected Bike Lanes, Shared Use Paths can be designed in the number of ways. I showed one example where there were those two lanes. You can have a Shared Use Path where you can have space for people to walk separate from people bicycling... It depends on how much space there is but certainly there can be conflict on trails that are too narrow.

0:46:43.5 S1: Right. It looks like we got all our responses to that question. Really great feedback. Thank you. So great, so now we're gonna move on to demonstrating the web map that we have on our website. So our website, we put it in the chat to to share it all, we have it up here, WalkBikeSacCounty.net, so again WalkBikeSacCounty.net. It's also in the chat for you. So the county is... As you know, there are a lot of roads out there, and I don't know about you, but I think we'd all be super bored if I sat down and read a list of every single street in every single project proposing, so we're not gonna put you through that. What we're gonna do is we're gonna show you how to use this interactive map where we put all of the projects online, you'll be able to take a look at them, vote for the ones you like, you can even down vote the ones you don't like, so... Yeah, Alicia can you open up the web map so we can walk through a demo? Great, so you'll get to the website and you scroll down past the About and the timeline, and you get to the map.

0:47:55.7 S1: If you're using a screen reader, there is a button here that says click here if you're using a screen reader or can't access the map, and when you click on that, you'll get a pop-up where you can download the list of the recommendations, you can choose to leave your name and then each list has a project ID and the name of the list, so you'll leave the product ID number, we have three different project one's, you'll need to list the ID number as well as the project list, and

then any comments on that. So that is... If you're using, if you have any issues with the map or if you're using a screen reader. If you're using the map by itself, there's a button here for Spanish Español, you can click there and use it in Spanish. Otherwise, you'll go to the map, and you'll see a few different things here, you'll see a whole map of the county, just like Google, you can zoom in and out. In the top right here we have the legend. So this shows all the bike facilities we just talked about, you'll see all of them listed there, and then it shows the corresponding color, so green for a Shared Use Path, yellow for a bicycle lane, light blue for a Buffered Bicycle Lane, kind of a purple, red, I'm not sure what color that is for a Bicycle Boulevard and then dark blue for a Protected Bike Lane. If you forget which one is which, which is totally fair, there's a lot of them, you can put the visual glossary and there'll be some other images of these, so

0:49:27.8 S1: You can see this is actually a great example, this is a different style of a Protected Bike Lane, that two-way that we talked about with the wheel stop and you can see in the Buffered Bike Lane a little biteasier, you can see the... If you scroll up slightly, you can see that buffer, the buffered space right there, so you can always click the visuals to catch up on what the different facilities are...And then you can see the... the world is your oyster. You can scroll around. Click on all of the different projects. We're gonna click on one just to show you what it looks like, you click on the project and it shows you the street, so Watt Avenue... It says Class IV Separated Bikeway. So that's what we're proposing. I just wanna remind all of you that these are proposed projects, they're drafts, there our ideas, this is why we want your feedback, so you can see that this project has... Nine people have liked it. Just like Facebook, you can click like and unlike Facebook, you can actually click dislike. So we have nine people who like it, one person who doesn't, and then if you wanna add any more commentary, you can click the view or add

0:50:30.0 S1: Comments button and you can see what other people have said. So it looks like we have quite a few comments, people excited about it, people who want it to be improved, all these comments on the side, you can read through what other people have to say, and then you can share your own thoughts, so name is optional on your comments, so we wanna hear from you, so you can type in something, and then that is that, and then once you're done with that, keep scrolling and checking around and clicking on, you can click on... You can leave as many comments as you like, you can click on as many bike lanes and features that you like. So then once you're done looking at the bicycling recommendations, you can click over to the... Actually, before you do that, Alicia, can you show the...you can click on the little layer... Yeah, so if you wanna see, you can also toggle layers on and off, so if you wanna see where we already have bike lanes and bike routes, you can click those layers and turn them on and enough and help you see what's going on. Alright, thank you, Ali. I think it's a great tool as well. I think it's pretty fun.

0:51:43.3 S1: So once you're done looking at the bicycle recommendations, we have the walking and rolling recommendations, similar map layout. So up on the right, you have the legend, this is a little bit different, so instead of offering a specific project, you'll see we have two different types of things on this map. We have sidewalk gaps, these are identified locations where the sidewalks missing... And this is where we could really use your feedback just to vote for the ones that you think are really critical, that we need to fix soon. If there's a sidewalk gap that isn't on the map, you can actually draw in your own... So there is a little tool on the side for drawing in the sidewalk gaps, and you can click on that and you get a little tutorial about how to draw the route, so I'll

show you how to do it, and then it's a little long, so... Yeah, you can click and draw...Yeah, this road is missing a sidewalk, you can tell us, Hey, this one's missing, you didn't catch that, and then it'll be on the map, then you'll answer a few questions and say that... So we won't save this 'cause it's just a test. So that there's the sidewalks and and then additionally, we have a variety of different infrastructure improvements for intersections, so we've identified intersections that were small, medium, major, and then on highway interchanges, and then a few of that we are identifying as pedestrian priority intersections.

0:53:21.3 S1: So there was a bunch of different dots. They're really just for different types of recommendations for improvements, so if you click on any of these dots or intersections. So these recommendations that we're considering, so this is gonna be a menu of options from the big slide that I showed you already with all of the different options, and we're gonna have just different types of improvement that we are gonna consider, so we're gonna have to look at... It'll be case by case about which ones are the best fit. If you forget what these are, again, we're not expecting you to memorize all the information, you can click again on this visual glossary tool and you'll get a different one for pedestrian improvements, so it'll show pictures of each of them, and then it'll show using different size circles and smaller circles, it will show which type of interaction we would consider that for. So with this one, we really wanna know which intersections are really critical again, for us to focus on, you can see that this one has some likes and dislikes...or no dislikes. Any comments for this one? No comments yet. You can be the first.

0:54:36.2 S1: And so, yeah, this is how you can share feedback on the walking and rolling. And I do see someone has asked about how it works for visually impaired people and we... At the top, if you look above the map, just click here to use the screen reader, and so there's instructions for how to use it there. Alright, so that's the web map and I did... I just say I wasn't gonna give you homework, I didn't mean to trick you, but I actually am gonna give you homework, your homework is after today, it can be right when we're done or it can be tomorrow and go WalkBikeSacCounty.net, take a look at this map, and share your feedback. We're not gonna have a chance, unfortunately, to talk to every single potential improvement over Zoom. I think we would all find that very tedious, so your homework is to go online and share your feedback so that we can really make sure that we're hearing from you, and if you have questions, we have a contact button up here on a website, you can... Definitely reach out and get in touch with us. There we go, so ActiveTransportationPlan@SacCounty.net, you can email us or use the form.

0:55:47.3 S1: Alright. Alright, so now we're gonna talk a little bit about some priorities, so after we go through and finalize the recommendations, as I said, these are all draft are all just... Our first attempt, we're gonna get feedback from you and we're gonna adjust them to make sure that we're meeting everyone's needs, but you saw on that map there are so many roadways where we're proposing bike projects, there's so many intersections where we're proposing improvements, we can't do them all at once. But one of the goals of this plan is, as both Mikki and I have mentioned, is we really need to prioritize what are the ones that we wanna work on first, so we're gonna be scoring all the projects using a prioritization... Using different priorities, and I'm gonna ask all of you to let me know what priorities are most important to you. I'm gonna talk through them little bit first and then we're gonna have a vote so start thinking, you're only gonna get to vote for two, so start thinking about that now. So of these six, the first is community needs,

and what we mean by this is something that we hear from all of you, this is really not a negotiable, priority, it's something that we hear from you, so

0:57:00.1 S1: Maybe it's on the map, we've got 100 votes, you know really critical or something that in all of those listening sessions and surveys we did in the fall, a road that was really called out over and over and over from people about something that really needs to be fixed. So that is one of the priorities that will be using... The next one we use equity, so I mentioned earlier, we're really focused on the improving conditions and the environmental justice community in particular. So projects that are in the environmental justice communities will get extra points for equity. Safety is looking at how safe is it? Are their collisions? Are people getting injured? Are they getting hurt? We don't want to have a county where you can't walk or bike without getting hurt, and so safety is one of those priorities to make sure that roads that have been identified as unsafe as being common places for people to get in crashes or collisions, those would get points under in equity or under... Sorry, under safety. Comfort is a... Is a measure that we're using to look at how comfortable is the roadway, so as part of the analysis that we did to come up with some of these recommendations, we gave every road in the county a comfort score, a score 1 through 4.

0:58:15.4 S1: And so, if we prioritize roads by comfort, we say, Okay, the roads that got the worst score for comfort, those are the ones that we need to prioritize the most, we need to really prioritize those from being uncomfortable to comfortable. We talk about access, we talk about getting to destinations, so how I've mentioned things like parks, schools, safe routes to school came up, grocery stores. So getting to those key destinations that are important for everyday living, so an access priority focuses on roadways and street improvements, intersections that are near to some of those key destinations. And finally, connectivity. I think a couple of comments have come up around, we're not just in the vacuum, we connect to incorporate cities, we connect to other places in the county. So that connectivity priority, it's really focused on, is this a road that will connect to existing facilities, filling in a gap, is it connecting to facilities in incorporated cities. Those are all the different priorities. We would love to hear from all of you. What is most important to you? If you can only pick two, we're gonna have a chance to vote again, so tinyurl.com or texting, you'll be able to vote for your top two, and so we'll see what you all think is a high priority. So immediately it's looking like safety is winning immensely,

0:59:49.8 S1: It's really rising to the top. It looks like... Safety is really important to everyone here. Yeah, we have 11 people voting for safety, and then... So the other ones right now, we have around 4 for community need, 3 for access, 2 for equity and connectivity, and then we have some others, so if you choose "other," please feel free to share in the chat, but this is really helpful, this is sort of a really clear...clear indication that safety is important, and I agree, I think it is a very critical piece, so... Really great to hear that echoed all of you. Alright, so we're gonna talk just the next steps and I'll take the first one here talking about the schedule. So this is a schedule of where we've been, where we're going... We started last spring with the existing conditions, moved into some needs analysis with public involvement all the way, we're currently in step 3 recommendations, draft and revise, so we're currently in that "and" so we've got the draft ones out are out for all of you to give feedback, and then once feedback, then we'll move into those revised recommendations, that's gonna happen later this summer. And then we'll move into the draft plan that will happen at the end of the summer and in the fall, and we'll be putting that back

out to all of you for your feedback, so we'll say here

1:01:20.1 S1: Is the draft plan. Did we get it right? What do you think? Does this look good to you? And we'll get that final bit of feedback before going into the final plan in Fall, Winter, and then moving in this 2022 into implementation. So with that, I'm going to pass it back to Alicia just to fill you all in on some of the additional engagement we've been doing besides these meeting this spring.

1:01:45.5 S2: Sure. And before I get into that, I do wanna just mention, thank you again for sticking out with us for this workshop, just a few more minutes, and then we will be having the rest of the time for open discussion, and I know there's been a lot of good, great comments coming through in the chat, especially around those other priorities such as elevating disability access and mobility needs and addressing some of those other underlying and preexisting issues on projects. So with that said, our next steps for engagement in the spring are really to be holding what we're calling some pop-up meetings, and so we actually have held six pop-up meetings so far in partnership with our community partners who are serving residents living in the county's environmental justice communities. And we will be doing some additional meetings coming up in May and June, and posting those on our website, and you can see all of the past ones that we've had as well, and also wanting to, again, really mention... We are really trying to prioritize talking with people who live in the county's environmental justice communities, which I will list those out here, North Highlands and Foothill Farms, West Arden Arcade, South Sacramento and Vineyard, and then also in rural areas such as the Delta in particular.

1:03:23.8 S2: And so again, please feel free to visit our website at WalkBikeSacCounty.net to stay updated on any of those upcoming meetings, and as Libby mentioned there, we still want to hear from you through the web map and... This isn't in the end all be all of engagement on this project. So a few ways that you can stay, continue to stay involved in this process, so first and foremost, please, we encourage you to visit the website at WalkBikeSacCounty.net add your comments on the... Either the web map or the screen reader accessible list of projects in the comment form, and then we also hope that you can share the website and the web with friends and family as well. We encourage you to commit to at least three other friends and family, and that would be fantastic for us to spread the word about this plan and really hear about your thoughts on these draft recommendations continuing from the conversation today. And then lastly, we do have the comment form available at the bottom of the website, but also please feel free to email ActiveTransportationPlan@SacCounty.net if you have any questions or comments as well.

1:04:51.2 S2: So those are kind of our three main actionable next steps coming out of the meeting today, and then this is our last poll before we open back up to discussion to address some of the questions that I've come up throughout the meeting, but our question is, who are you going to share the website with... So again, going to tinyurl.com/ATP or texting [ALTA PLANNING107](tel:22-333) to number 22-333. And we would love to, if you were willing to specify a first name, we'd love to know, but otherwise let us know if there are any friends or family or neighbors who you might be sharing the website with. I see some friends and family coming in first, sisters. Awesome, I love to see some first names as well. Thank you for sharing. Dogfite members. Excellent. On Facebook is another one that I see. Fellow stakeholders and colleagues. Friends is definitely a big one. Let's

see, neighborhood watch group, Instagram. I think I see Advocates for Arden Arcade. Oh, that's awesome. You already shared that. Thank you so much. I see in the chat too politicians, let's see... I think I see ACB chapter, I believe for California Council of the Blind, Disability California.

1:06:54.9 S2: So that's really fantastic, thank you so much for continuing to help us spread the word, and again, we also do want to, for you to be able to fill out your comments and do a more in-depth review of your neighborhood as well, and I did also see Cal Friends for Disability. Right, thank you. Okay, so as promised, one last thing before we get to our open discussion, but as promised at the beginning, we do have a prize raffle for five people who are joining us today. So again, thank you, thank you so much for being here, for listening to us talk about all these different infrastructure examples and the web map demo all of that. So we wanted to thank you for your participation, and we are randomly drawing that right now, so let me double check our winners here, so we have Ali, Donald, Stan, Maddie, and Scott are our five winners here. So again, thank you so much, we do have a lot of goodies for you also like May is Bike Month swag, socks and a t-shirt. The main thing here is that I believe we do have your addresses through registrations, but we will be following up on your T-shirt sizes as sizes as well, so...

1:08:34.9 S2: Congratulations. And again, thank you so much for your participation. Alright, so we do have about 20 minutes, which is really great, we are ahead of schedule even for today, so really wanting to open it up for some broader discussion, kind of on everything we talked about, and also on... Any thoughts that you might have on some of the infrastructure draft recommendations that we were talking about, and we do have some initial discussion questions here, feel free to respond to those, feel free to ask any questions that you brought up in the chat, so... Yeah, we'd like to... I'll pass it over to Molly to help facilitate the questions. Thank you, Alicia. And I see we've got a couple of hands that are raised and we've got a lot of great questions in the chat, so we'll do our best to get to all of them, but again, if we don't get to answer your question tonight, go to WalkBikeSacCounty.net and fill out the comment form or add your comment onto the map so that way we can make sure to address it. I'm gonna start with Michael S, he had his hand raised in the last Q and A, I wanna make sure that we get to your question, so Michael, feel free to come off mute and ask your question.

1:09:57.0 S2: Thank you very much. My question has to do with attention to detail. Some examples are at the end of Marywood, there's a wall between the neighborhood and the shopping center, and there were holes put in the wall so that people could bike and roll through one hole and walk down stairs through another... And when Costco took over from Sam's Club, the county just went ahead and deleted the access through those holes, there was a hissy fit by the community, and so the openings were restored, the poles that they put in to block the access were removed, but the ramp was not replaced. At the bottom of the ramp that goes down on the Marywood, there's a drop curb about four inches, which makes it very hard for anybody in a wheelchair or bicycle to travel through there and it used to be just a little PVC drainpipe with some asphalt over it so that you could actually have a smooth roll, and the county hasn't paid any attention to that. Another example is at the crossing from Cottage Way to Winding Way across Watt, you can only cross on a bicycle or on foot, it... On one part of the intersection, you can't cross on the other, which means if you're riding a bike, you basically have to get off your bike, walk across the street, push the button to wait for the light to change and then go back and it's done.

1:11:33.3 S2: It's really... And there's so many intersections like that, and the final example is El Camino and Eastern, the county stupidly put in a Dutch Brothers Coffee right across the street from the high school, which of course attracts vehicles galore, making that intersection no longer, even halfway Pedestrian bicycle-friendly. It is the only vehicle friendly, so attention to detail really matters...

1:12:05.2 S1: Michael thank you so much for sharing this. These our really great pieces of feedback and really important details to know, I'd say in regards to the intersections, those are exactly the types of feedback that we're looking for. Excuse me if you can hear some traffic in the background here... Yeah, so that's great feedback and that stuff that you can... We're gonna write it down now, but you can also go to those intersections on the web and share that extra commentary that's really helpful. In terms of immediate dangerous or broken things, the county does have a 311 reporting system. Perhaps we can try to get that in the tax or follow up with you with that information, but that's a great way to report anything that's currently could be...could need immediate attention. Thank

1:13:03.3 S2: You. So I do wanna go to... I'll probably switch back and forth between hands raised and questions in the chat, so we can try to get a little bit of both, so the next question that was in the chat is, what is the typical vehicle speed that is considered conducive to a walkable community?

1:13:22.8 S1: Yeah, that's a great question as well. When we're walking, so much comes into street safety beyond just vehicle speed, although vehicle speed is definitely a critical factor. A road could be safe to bicycle on with, I guess you're asking about walkability, but if there's a road with no sidewalks and 40 miles an hour traffic, that's really different from a road with sidewalks, plus that buffered space, sorry there is a motorcycle. So with vehicle speeds, there's really no one-size-fits-all, it really depends on how all the different roadway features fit together. We would have really different speeds for a local neighborhood road with no sidewalk, then we would have a big arterial with, like I said, a sidewalk with a buffer or a sidewalk without that buffer.

1:14:26.9 S2: And I believe her next person to raise their hand was Jeff, so Jeff feel free to come off you and ask your question... Mine, I will bring it first is two factors, the first one, I'm gonna direct you is Scripps as a street is designed for vehicles, but the sidewalks were present before ADA came in, so they are an extreme angle, and of course, they are broken, so there needs to be the determination of, I will say, I don't expect as many cars or bicycles are gonna be using Scripps Avenue, whether you do a bicycle path through there or not is a good question, but the sidewalk needs both the improvement and being brought up to ADA standards on the angle, because when you step into the sidewalk, you lean right or left. The second one I'm gonna bring up is for public transportation, is that from the vehicle, bus stop, whatever, to the point in destination, a clear, consistent pathway is something that I don't see being addressed in any manner in the county, and I know the county has a number of issues from bus stop to whatever you might perceive as a destination... Watt Avenue or something elsem Howe, Fair Oaks.

1:15:59.6 S2: Some pathways are clear, but it seems to me like in this discussion should be the

factor of IE for public transportation, that you make sure that you complete a destination, whatever it is, that the pathway is clear. That's my question. Okay.

1:16:21.9 S1: Thank you so much Jeff, we're gonna write all that down, but as I said, feel free also to hop on the map and if you wanna draw in any other specific things... Thank you so much for sharing. All right.

1:16:36.5 S2: So our next question, I believe will probably be fast answered by Mikki: "Our community would receive a whole lot more money from mobility if it was an incorporated city. Would the county be supportive of establishment of new cities?" Well

1:16:57.4 S1: Generally speaking, we don't wanna lose our... We don't wanna lose our residents to incorporation... I'm sorry, can you repeat the question?

1:17:10.4 S2: Sure. "Our community would receive a whole lot more money for mobility if it was an incorporated city. Would the county be supportive of an establishment of new cities?" And also it didn't catch to ask that question, so whoever did, if you would like to elaborate more, feel free to come off mute.

1:17:30.7 S1: Right, so I'll try to answer the question and if the person who asks wants to elaborate, just please jump in there for me. So I think that... I don't think that it is necessarily true that if we were incorporated, we would receive more money, what I do think is that in places where residents have incorporated, Citrus Heights, for example, we tend to be more populist, and so for certain grant programs, it is... We score better if there are a higher rate of accidents in a particular location, and so it really depends on what program, what grant program you're looking at, whether it's a more rural situation or a denser urban situation scores better, so I wouldn't say that it's necessarily true that a community needs to incorporate to avail themselves to more funding. I think what is, I think more accurate is that we need to be better at pinpointing where we can solve problems, which is why we're doing this plan, and where we can sell our most challenging problems and go after funding there. And so I think this plan will help with that.

1:19:16.7 S2: Thank you. And it looks like Michael asked that question. So, Michael, did that... clarify what your question was? Well, Mikki, I'm sorry, but you're absolutely wrong, the density in Arden Arcade is much more than you find most places in California. In fact, we are considered by the state to be heavily urbanized area, so the notion that we are somehow rural...that we got a bunch of cows around the place is bologna. We... We would be getting...Michael, Michael, I didn't think. I wasn't saying that the... According to Municipal Finance data at the League of California Cities, Arden Arcade would have received something like \$4 million a year due to the gas tax increase from three or four years ago. That's just one example. So the notion that somehow we're dispersed and we don't have enough clout... I don't get it, 108,000 people in an 18 square mile area. That's pretty dense.

1:20:26.8 S1: Michael, I'm not referring to all of the county as being rural, I'm just saying that our county is really varied, so if you look at South County, we're pretty rural, but then we have very populist areas such as Arden, Carmichael, Orangevale, South Sacramento. I did not mean to paint

the whole county with one brush, I think I'm not totally understanding your question about supporting incorporation, I think that we are able to go after grant funding now as the... The unincorporated county, and I'm not exactly sure if maybe there was a part of your question, the intent of the question that I missed...

1:21:13.5 S2: Thank you. But grants are only one way, the state actually distributes money to cities and to counties, and so if we were a city. Arden Arcade, for example, of the 108,000 people, if there was a city, we would get directed money from the state, from the various programs that are authorized for cities, not right now, our situation is whatever money the county gifts, the county can spend it anywhere in the county. Look, for example, at the airport, there are valid needs at the airport and if the county wants to spend it there they can, which is part of the reason why our area has pavement that hasn't been upgraded since the 1940s. Thank you, Michael. So I think on the interest of time and respect for everyone else that's here, I'd like to go on to our next hand that's raised is, Hicks Randy, would you like to come off you mute? Okay, so I had a question, and this is the one I wanted to ask you about. I am wanting to say, I agree with the lady who said that every time they have a turning, they have a turning light, they also have a pedestrian light at the same time, so as a member of WALKSacramento,

1:22:32.5 S2: Is there something we can do about that? It's not just only on down near Howe Avenue, but it's also on Fulton Avenue and it's also on where I live down here in Del Paso Heights, but I would like to see that fixed because people who are visually impaired or partially sighted, they don't exactly see the car that's coming to round, turning into that area, I would like to see that fixed, if there's anything we can contact the municipal standards folks in Sacramento, in San Diego or anything possible. So I want to say I totally agree with that. I think we need to fix that. Thank you very much.

1:23:17.9 S1: Thank you. So yes, it sounds like... Yeah, definitely support for that Leading Pedestrian Interval, so we'll definitely make a note of that. You're welcome on the website to share any particular intersection where you think those things would be particularly helpful. Thank you so much. Alright.

1:23:35.5 S2: And Susie Murray, you had your hand raised, would you like to come off mute? Hi, yes I just had a question about the term environmental justice, it sounds like that it's based on specific measures, could you speak to that term just a little bit and clarify why are certain... Why are certain neighborhoods designated environmental justice? What is it about those particular neighborhoods that qualify for them for that designation?

1:24:12.3 S1: I can take that question. So the county did an Environmental Justice Element a couple of years ago, and they did a lot of analysis on which communities had access to services, so it could be bikeways, sidewalks, it could be grocery stores, access to hospitals, to medical services, and then it also looked at levels of pollution. And so in doing that, in doing that analysis, they identified communities which we are focusing on, not to the exclusion of, but just in particular, giving particular emphasis to these communities in the unincorporated county.

1:25:04.1 S2: Okay, got it, thank you. So it speaks, it's a measurement that speaks to the issue of

equity, am I on the right track? Okay, thank you, appreciate it. And Alicia, just added a link to the county's environmental justice element in the chat. So if you're interested in learning more about that process, you can go to the link in the chat. Our next written comment is: "How are county bike routes coordinated with the City of Sacramento bike routes?"

1:25:38.4 S1: Great, yeah, that's a great question. Connectivity between incorporated and unincorporated is a really big goal of this plan, not just the City of Sacramento, but all of the other cities that are incorporated in Sacramento County. I'm just going to assume it's asking about bike routes... I'm just gonna assume you mean all different types of bike lanes because bike routes can be a very specific one, so just in terms of coordination with all of the different types of bike lanes, we've been in touch with the City of Sacramento throughout this project. We've reached out to all of the different... All the different incorporated cities to make sure that we are coordinating, so we've asked them to share their latest facilities, so we know exactly where things are built, and then also to know the things that are in their own bike plan. So what has been proposed? And we've actually used all of that information to make sure that we are proposing routes that are gonna connect to existing or future planned facilities. And Mikki feel free to add something... Yeah, and just like, we're having this workshop tonight, I sent emails and reached out to the incorporated cities again to let them know that the draft project recommendations are up on the website and to ask at this point, what do you think about what we're proposing as it relates to our city?

1:27:08.7 S1: And we're getting feedback in now.

1:27:15.6 S2: Great, so I think we have about two minutes left, so we may be able to get through just one more question and then we'll wrap up for the evening. There's a couple of comments and questions. I do wanna address this one, "Can anything be done about bikers who ride on the sidewalk instead of the bike line?" That's a

1:27:40.6 S1: Good question. Mikii, was that one you want to answer? I think... Can you repeat the question? I'm sorry, I was looking at chat and I didn't hear you.

1:27:50.8 S2:" Can anything be done about first ride on the sidewalk instead of the bike lane?"
Well.

1:28:01.8 S1: According to our county code, you are only able to legally ride on the, ride your bicycle on the sidewalk if there is a bike route designated by the director of the department, and it should also be signed. So for the most part, people... I'm assuming that the person who's asking the question is just to mean that if the person's illegally riding and they're an adult, is there any things that can be done? I mean it is not legal outside of those... Outside of the code. You could ask the person to not do it, you can ask for enforcement, but I don't have a very good answer as to what can be done in the moment. We can also be working on teaching people better behavior, and for my part as a parent, I emphasize to my kids that the people, the sidewalk is primarily for people who are walking or rolling in a wheelchair, and that the most vulnerable person on the sidewalk is the person who is walking, so I think we could do a better job at the education. Yeah, I wanna echo everything Mikki said, and a lot of the times that people are riding on the sidewalk,

it's because there isn't a safe and comfortable route in the street, and so Mikki talked a little bit about some of the short-term goals, but looking at it here

1:29:41.3 S1: On a longer scale, that's kinda what we're doing here with this plan We're trying to make roads safe and comfortable, so people don't feel the need to ride on the sidewalk, so that you have a nice, comfortable bike lane and then that will definitely reduce the amount of bicycling the sidewalk. So I think we are at time where at 7:30. I'm so grateful to all of you coming on a Tuesday night when you've probably been doing something, being busy all day, really appreciate everyone's time and energy, really thoughtful comments, really great comments in the chat. We've copied all them down, so thank you everybody and congrats to the raffle winners. As a reminder, please, we gave you a homework assignment, WalkBikeSacCounty.net, go and share all your feedback on specific locations, and those of you who've committed to sharing with friends, family or specific people, please, help us get the word out. People are gonna listen to you so much more than they'll listen to an email from someone they don't know, so please reach out and let people know to take a look. Yeah, and if you have any questions that you can email us at ActiveTransportationPlan@SacCounty.net.

1:30:51.9 S1: Thank you all so much for coming tonight. Thank you.