

3.6 Non-Motorized and Low-Speed Transportation

Bicycling and pedestrian travel are the two primary forms of non-motorized transportation used in Placer County. Pedestrian travel is commonly used for very short trips, such as for students traveling to and from school. In addition, the health benefits of walking have made this a popular form of exercise. In urban areas, pedestrian facilities most often consist of sidewalks and shared bicycle/pedestrian paths, while in rural areas, hiking trails are the most common facilities.

Bicycling has increased in popularity in recent years, both as a form of recreation and as a commute mode. Technological advances have broadened the profile of the average rider, as bicycles become more comfortable and user-friendly. The incorporation of bicycle facilities in local planning efforts makes riding more convenient and insures popularity will continue to rise.

Some bicyclists are riding purely as a leisure pursuit while others choose the bicycle as an alternate commute mode. For those unable to drive due to age or financial reasons, the bicycle is a more timely option than walking. Others ride to enjoy the recreation benefits in a trip to and from the workplace. Health, economical and environmental benefits, energy savings, and relief from congested roadways also entice bicycle commuters.

In Placer County, a variety of terrain and climate are provided for the bicyclist. The western portions of the county are relatively flat, making bicycle use more feasible. In the foothills and eastern portion of the county, the mountainous terrain makes cycling a bit more of a challenge. In the Tahoe area, scenic trails make bicycle use a popular recreation activity, although it is generally not feasible during the winter months. The foothill region of the county provides cyclists with mild winters and ideal weather conditions during the spring and fall months. Mid-day summer heat in the western portion of the county could discourage even the most avid cyclist.

Another mode, neighborhood electric vehicles or NEVs, is also gaining in popularity. NEVs are, in fact, motorized electric vehicles that travel at low speeds – up to 25 miles per hour. They can be driven on any street that has a speed limit of 35 miles per hour or less. Thus, they are a feasible alternative to a car when making short trips within a community, especially for seniors.

NON-MOTORIZED AND LOW-SPEED TRANSPORTATION FACILITIES

PCTPA is committed to developing programs and projects that encourage the use of alternative transportation modes. This includes the implementation of NEV, bikeway, and pedestrian projects in concert with urbanization projects and development of business and industry. The projected growth for this region will necessitate the development of safe and efficient facilities to handle current and long-range increases in low-speed NEV, bicycle, and pedestrian facilities use.

Low-speed Vehicles or NEVs

Existing roadways that have speed limits of 35 mph or less can be used by NEVs. Also, NEVs may use existing bike lanes. Primarily, facilitating the use of NEVs involves closing gaps over bridges or on short segments of higher speed roadways. The Cities of Lincoln and Rocklin are currently developing an implementation plan for expanding the use of NEVs within the community. PCTPA has also applied for a planning grant to develop a countywide NEV implementation plan.

Pedestrian

Placer County requires developers to finance and install pedestrian walkways, equestrian trails, and multi-purpose paths in new development, as appropriate. In addition, the county maintains a listing of roadways with descriptions of right of way, curb, gutter and sidewalk presence, bike lane presence, and miles per hour, that is used as a reference for Placer County personnel to utilize for widening or maintenance projects. Placer County considers pedestrian safety issues in the prioritization of sidewalk maintenance projects.

The City of Roseville conducts a sidewalk replacement project annually. The purpose of the program is to repair public sidewalks damaged by root or trunk growth. The City of Roseville requires that sidewalks be constructed adjacent to all public streets. Accessible ramps are required at all intersections and driveways and must conform to the requirements of Title 24 of the Office of the State Architect and to the State Standard Drawings.

The less populated cities of Auburn, Loomis, Rocklin, Lincoln and Colfax make pedestrian projects a priority in the more developed areas. Maintenance is handled on a case by case basis. The State guidelines for accessible ramps are followed, and integrated networks of pedestrian connections are incorporated in their general plans.

Bicycle

The jurisdictions in Placer County use Caltrans' design standards for classifications of bikeways, as described in Chapter 1000 of the Caltrans Highway Design Manual, 2004 edition.

Class I Bike Paths provide a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal crossflows by motorists. Caltrans standards call for Class I bikeways to have 8 feet (2.4 meters) of pavement with 2-foot (0.6 meters) graded shoulders on either side, for a total right-of-way of 12 feet (3.6 meters). These bikeways must also be at least 5 feet (1.5 meters) from the edge of a paved roadway.

Class II Bike Lanes provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted. Caltrans standards

generally require a 4 foot (1.2 meters) bike lane with a 6-inch (150 mm) white strip separating the roadway from the bike lane.

Class III Bike Routes provide a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists. Roadways designated as Class III bike routes should have sufficient width to accommodate motorists, bicyclists, and pedestrians. Other than a street sign, there are not special markings required for a Class III bike route.

Depending on the location, overall development of non-motorized facilities may be a responsibility of local, state, or federal government. Local governments are responsible for the planning and development of bikeways within their incorporated limits. Caltrans is responsible for the development and maintenance of bikeways along state highways or where established bikeways are interrupted by highway construction. The federal government is responsible for funding bikeways on federal lands, such as national forests, or along interstate highways if their provision will enhance safety.

Existing Bike Plans

In 1988, the Placer County Bikeways Master Plan was adopted by PCTPA, and provided a ten-year policy guide for locations and types of bikeways, including financial analysis, for the western slope of Placer County.

The Placer County Bikeways Master Plan has been supplemented with an updated Regional Bikeway Plan prepared by PCTPA that was approved by the Board of Supervisors in September 2002. The overall goal of the plan is to promote safe, convenient and enjoyable cycling by establishing a comprehensive system of bikeways that link the communities of Placer County. Twelve objectives and policies support this overall goal, and several closely align with those of the Regional Transportation Plan.

The Regional Bikeway Plan includes a section of proposed bikeways using the criteria of existing conditions, mileage, regional connectivity, and priority for implementation. There are a variety of funding sources available for bikeways and related facilities. The major sources applicable to Placer County are described in Chapter 5, Financial Element. The proposed regional bikeway network is shown in Figure 3.6a.

The City of Roseville has developed its own Bicycle Master Plan, which was adopted in September 1994. The plan describes existing conditions, includes a needs analysis, and lays out a ten year prioritized plan for bike paths, lanes and routes including estimated costs. It has been consistently updated, with the most recent in July 2002. The plan outlines goals, objectives, and policies; an ultimate bikeway system; and, a 10-year plan for bikeway facilities.

Figure 3.6a
Regional Bikeway Network – Western County

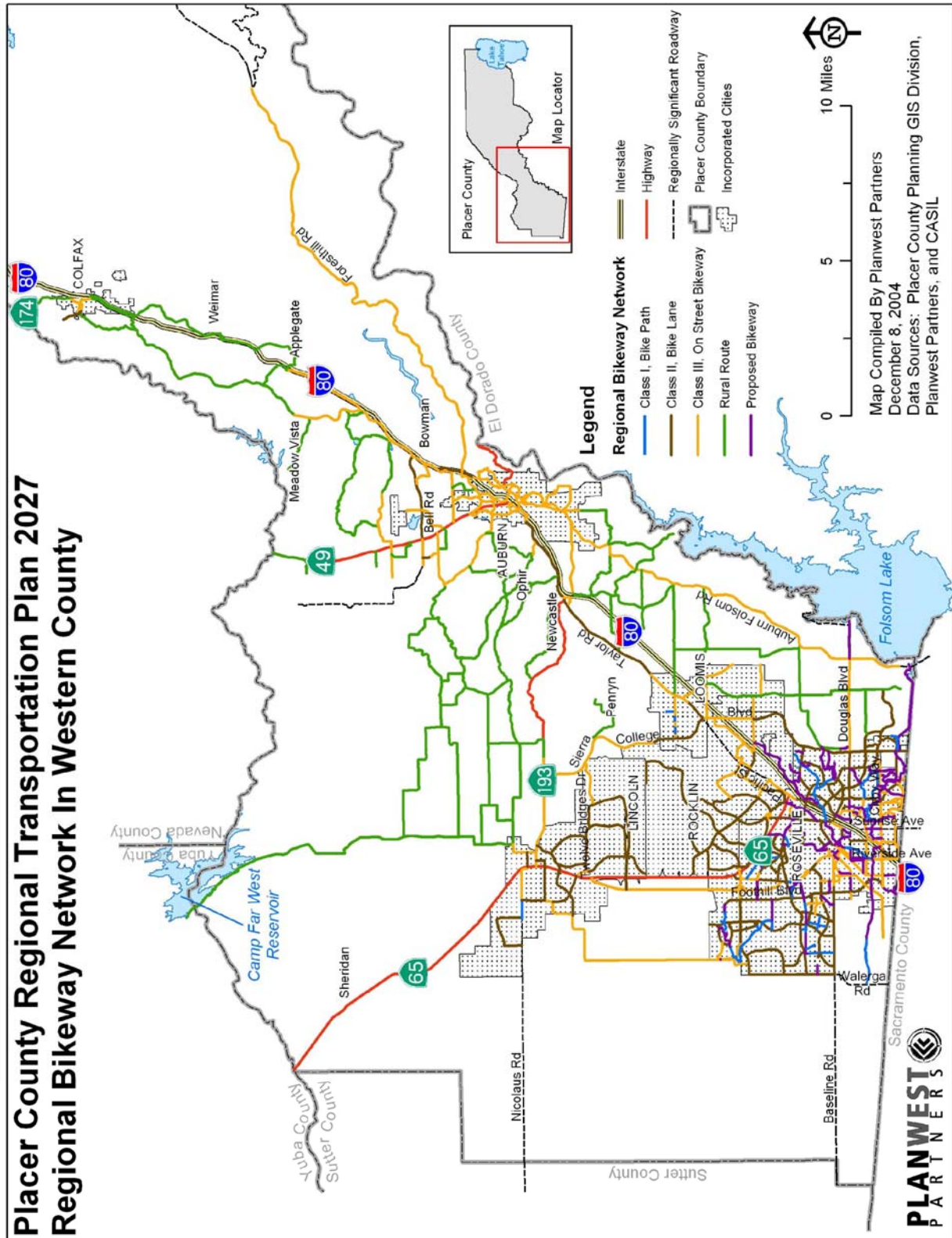
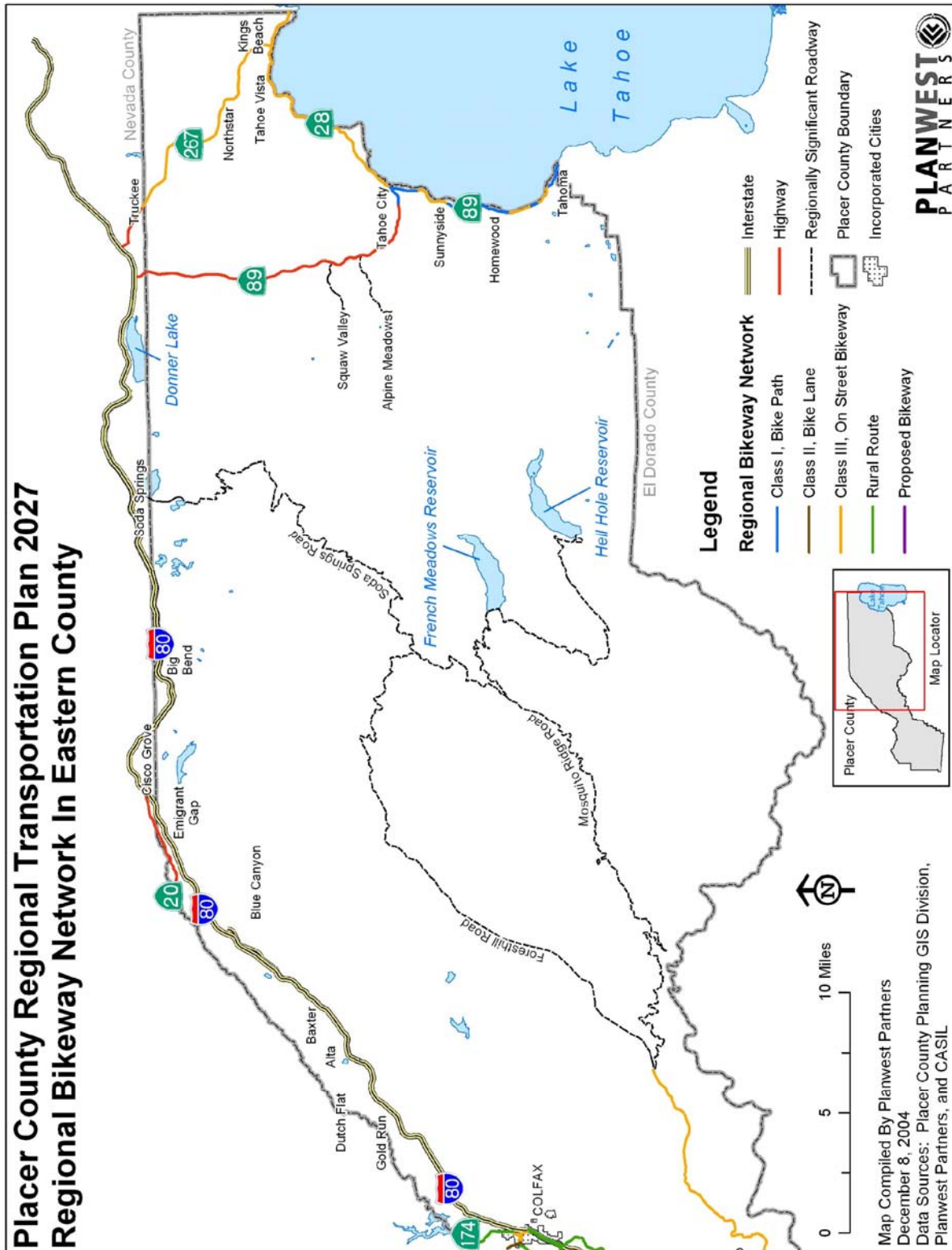


Figure 3.6b
Regional Bikeway Network – Eastern County



PCTPA prepared bikeway plans for Auburn, Loomis, and Colfax in 2002 and 2003. All three cities have subsequently adopted the plans. They contain all of the elements required for eligibility for the State's Bicycle Transportation Account, including an inventory of existing bikeways and a list of proposed bikeway facilities. The City of Lincoln prepared and adopted its own bike plan in October 2001, and Rocklin's plan is pending an update of its city general plan.

Placer County, using a CMAQ grant, and working with the Dry Creek Conservancy and local jurisdictions, prepared a Vision Plan for a Dry Creek Greenway, which would include bicycle, pedestrian, hiking, and equestrian facilities connecting the Folsom Lake State Recreation Area on the east to the Sacramento Dry Creek Parkway on the west side. That Vision Plan was completed in March 2004.

NON-MOTORIZED AND LOW-SPEED TRANSPORTATION NEEDS ASSESSMENT

Aside from their recreational value, use of low-speed electric vehicles, bikeways, and pedestrian paths are a valuable tool in the quest to improve air quality and relieve traffic congestion. Fewer cars on the road leads to improved air quality and a reduction in the need to build new (and expensive) roadways.

Bikeway and pedestrian paths are widely used for recreation and leisure, and their construction may contribute to increased commuter use. In a 1993 survey done for the City of Roseville Bikeway Master Plan, the results indicated that 59% of the adult population and 55% of the student population would ride more often if more bike lanes and paths were available.

In order for low-speed and/or non-motorized transportation to be a viable transportation control measure, it must be safe, attractive, and easy to use. Generally this includes use of pathway design techniques that promote safety and eliminate barriers, and the placement of paths in sufficient location and numbers to connect with important activity centers such as schools, parks, shopping centers, and residential areas.

Fourteen projects were culled out of the Regional Bikeway Plan as highest priority for implementation. The projects were chosen by the Placer County Bicycle Advisory Committee based on regional connectivity and the ability of the route to close gaps in existing bikeways between separate regions.

NON-MOTORIZED AND LOW-SPEED TRANSPORTATION ACTION PLAN

Short Range

1. Identify issues and problems pertaining to non-motorized and low-speed transportation.
(PCTPA, jurisdictions)

2. Develop policies for the allocation of funds and processing of claims for non-motorized and low-speed projects. *(PCTPA, jurisdictions)*
3. Promote non-motorized and low-speed transportation as a viable transportation control measure for the mitigation of air quality and congestion problems. *(PCTPA, jurisdictions, air district)*
4. Work with PCTPA member agencies to connect the urbanized centers of the region through non-motorized and low-speed transportation facilities. *(PCTPA, jurisdictions, Caltrans)*
5. Pursue new revenue sources for non-motorized and low-speed transportation development. *(PCTPA, jurisdictions)*
6. Review existing abandoned railroad corridors for possible conversion to non-motorized and low-speed transportation facilities. *(PCTPA, jurisdictions)*

Long Range

1. Continue to implement the actions outlined in the short range action plan. *(PCTPA, jurisdictions)*

NON-MOTORIZED AND LOW-SPEED TRANSPORTATION PROJECTS

Table 3.6-1
Non-Motorized and Low-Speed Transportation Projects List

PROJECT ID	PROJECT DESCRIPTION	STREET LOCATION	TYPE	STATUS	COMPLETION YEAR	TOTAL COST	PERFORMANCE MEASURES					
							1	2	3	4	5	6
CITY OF AUBURN												
[No Projects]												
CITY OF COLFAX												
FUNDED PROJECTS												
PLA20450	Develop a network of bicycle paths throughout Colfax, connecting to major transportation centers	Colfax Bicycle Path Network	Bicycle Pedestrian	Planned	UNK 2025	\$1,000,000	x	x	x	x		x
PLA25024	Add bike lanes on both sides of street.	South Auburn Street	Bicycle Pedestrian	Programmed	AUG 2006	\$112,956	x	x	x	x		x
Colfax Funded Non-Motorized and Low-Speed Projects Total Cost:						\$1,112,956						
UNFUNDED PROJECTS												
PLA20390	Construct pedestrian and bicycle paths, sidewalks, park and ride lots, an "open air" railroad museum, and landscaping near the Historic Freight Depot building.	Colfax Downtown Gateway project	Bicycle Pedestrian	Planned	UNK 2015	\$500,000	x	x	x	x	x	x
Colfax Unfunded Non-Motorized and Low-Speed Projects Total Cost:						\$500,000						
Colfax All Non-Motorized and Low-Speed Projects Total Cost:						\$1,612,956						
CITY OF LINCOLN												
FUNDED PROJECTS												
PLA25023	Preliminary Engineering, Environmental Document, Permitting, and Construction of Class I,II, & III NEV Routes on various streets within the City of Lincoln.	Various Streets within the City of Lincoln	Road Other	Programmed	JUN 2006	\$278,000	x	x	x		x	x
PLA25022	Prelim Engineering, Env Documentation, Permitting, and Construction of NEV and ped bridge crossing Auburn Ravine. Prelim Engineering, Env Documentation, and Permitting for future vehicle bridge at same location.	Auburn Ravine Bridge	Bridge New	Programmed	NOV 2008	\$1,300,000	x	x	x		x	x
Lincoln Funded Non-Motorized and Low-Speed Projects Total Cost:						\$1,578,000						
Lincoln All Non-Motorized and Low-Speed Projects Total Cost:						\$1,578,000						
TOWN OF LOOMIS												
DEVELOPER-FUNDED PROJECTS												
PLA20910	In Loomis, Taylor Rd. from King Rd. to north town limits: add turn lane and bike lanes.	Taylor Road	Bicycle Pedestrian	Programmed	UNK 2006	\$690,000	x	x	x	x		x
PLA20920	In Loomis, Horseshoe Bar Rd. from Walnut Extension to Taylor Rd.: add 1,000 feet of two-way left turn lane (for safety) and bike lanes.	Horseshoe Bar Road	Bicycle Pedestrian	Programmed	UNK 2008	\$700,000	x	x	x	x		x
Loomis Developer-Funded Non-Motorized and Low-Speed Projects Total Cost:						\$1,390,000						
FUNDED PROJECTS												
PLA19100	Design and construct pedestrian and landscaping improvements at the multimodal center including a Class I bike facility adjacent to Taylor Rd. from downtown Loomis to Sierra College Blvd.	Loomis Rail Station Enhancements	Heavy Rail Capital	Programmed	AUG 2006	\$659,225	x	x	x	x	x	x
Loomis Funded Non-Motorized and Low-Speed Projects Total Cost:						\$659,225						
Loomis All Non-Motorized and Low-Speed Projects Total Cost:						\$2,049,225						
PLACER COUNTY TRANSPORTATION PLANNING AGENCY												
[No Projects]												
PLACER COUNTY												
[No Projects]												
CITY OF ROCKLIN												
FUNDED PROJECTS												
PLA20480	Construct Class I bike facilities along Secret Ravine from Roseville city limits to Monument Springs Rd. and Class II bike facilities from Aguilar St. to Vista Oaks	China Garden Bike Lane	Bicycle Pedestrian	Planned	UNK 2008	\$1,500,000	x	x	x	x	x	x
PLA20490	Construct Class II bicycle facilities on Pacific St. from Dominguez Rd. to Loomis city limits.	Pacific Street	Bicycle Pedestrian	Planned	UNK 2010	\$400,000	x	x	x	x		x
Rocklin Funded Non-Motorized and Low-Speed Projects Total Cost:						\$1,900,000						
Rocklin All Non-Motorized and Low-Speed Projects Total Cost:						\$1,900,000						
CITY OF ROSEVILLE												
FUNDED PROJECTS												
PLA19860	In Roseville, provide signs and striping for new class 2 and 3 bikeways.	Bikeway Master Plan Implementation	Bicycle Pedestrian	Programmed	UNK 2007	\$105,000	x	x	x	x		x
PLA19900	Construct Class 1 bikeway from Dry Creek to Champions Oaks Blvd. (Linda Creek Class 1 Bikeway)	Linda Creek	Bicycle Pedestrian	Planned	UNK 2008	\$2,500,000	x	x	x	x		x
PLA19960	Roseville, Harding Blvd @ Dry Creek, I-80 to Royer Park: construct class 1 bikeway in 2 phases.	I-80 to Royer Park Bikeway	Bicycle Pedestrian	Programmed	UNK 2006	\$3,140,143	x	x	x	x		x
PLA20870	In Roseville, revitalization of downtown historical district.	Downtown Roseville Revitalization	Bicycle Pedestrian	Programmed	UNK 2004	\$585,896	x		x	x	x	x
Roseville Funded Non-Motorized and Low-Speed Projects Total Cost:						\$6,331,039						

PROJECT ID	PROJECT DESCRIPTION	STREET LOCATION	TYPE	STATUS	COMPLETION YEAR	TOTAL COST	PERFORMANCE MEASURES					
							1	2	3	4	5	6
UNFUNDED PROJECTS												
PLA19980	Construct pedestrian/bicycle bridge to span the Union Pacific Railyard.	Roseville	Bicycle Pedestrian	Planned	UNK 2006	\$4,000,000	x	x	x	x		x
Roseville Unfunded Non-Motorized and Low-Speed Projects Total Cost:						\$4,000,000						
Roseville All Non-Motorized and Low-Speed Projects Total Cost:						\$10,331,039						
CALTRANS												
[No Projects]												
RTP ALL NON-MOTORIZED AND LOW-SPEED PROJECTS TOTAL COST:						\$1,390,000						
RTP ALL NON-MOTORIZED AND LOW-SPEED PROJECTS TOTAL COST:						\$11,581,220						
RTP UNFUNDED NON-MOTORIZED AND LOW-SPEED PROJECTS TOTAL COST:						\$4,500,000						
RTP FUNDED NON-MOTORIZED AND LOW-SPEED PROJECTS TOTAL COST:						\$17,471,220						

Note: Costs are estimates based on the latest information available, however unanticipated factors (environmental issues, land prices, etc.) often conspire to escalate costs.

Performance Measures (see Chapter 2) are:

1. Improve safety.
2. Relieve congestion.
3. Enhance regional integration, multimodalism.
4. Maintain existing facilities.
5. Implement projects that preserve resources.
6. Maximize public participation in transportation planning.