



APPENDIX A:
SPECIFIC ELK GROVE
AND REGIONAL POLICIES
RELATED TO
ELK GROVE TRAILS



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Elk Grove Bicycle and Pedestrian Master Plan
<p>Goal: Increase Cycling and Walking</p> <ul style="list-style-type: none"> • Objective: Increase the percentage of trips in Elk Grove made on bike or foot. • Objective: Show the locations of the Caltrans Park & Ride lots, major bus stops, and the light rail stop near the city limits on a City Trails and Bikeways map. Reference that bike lockers are available at the Park & Ride lots and light rail stop and that city buses are equipped with bike racks. Should light rail become available within the City, the map will be updated to include the locations of any new light rail stops.
<p>Goal: Educate the Public on Bicycle and Pedestrian Opportunities and Safety Issues</p> <ul style="list-style-type: none"> • Objective: Support educational programs to teach children and adults safe bicycling techniques. • Objective: Provide literature and current bicycle route maps for public use. <ul style="list-style-type: none"> – Update the City Bicycle and Pedestrian Facilities Map for public use. – Prepare a City Trails and Bikeways map to distribute to employers, bike shops, public buildings, and schools free of charge. – Acquire or develop literature promoting appropriate bicycle laws, safety tips, bike commuting, etc., for dissemination to the general public.
<p>Goal: Enhance Enforcement of Bicycle Regulations</p> <ul style="list-style-type: none"> • Objective: Continue the enforcement of bicycle rules and regulations by cyclists and motorists in order to reduce violations and crashes. Such violations include wrong way riding, riding at night without lights or reflectors, disregarding traffic signals, and violating the right-of-way of cyclists by motorists.
<p>Goal: Improve Connectivity</p> <ul style="list-style-type: none"> • Objective: Complete a network of bikeways that serves bicyclists' needs, especially for travel to employment centers, commercial districts, transit stops, institutions, and recreational destinations. Support the creation of bikeways: <ul style="list-style-type: none"> – Between, through, and within neighborhoods; – To regional and local public transit systems (including the proposed rail extension) at stops, stations, and terminals; – To carpool/vanpool park-and-ride lots – To regional and local activity centers such as schools, libraries, community centers, hospitals, medical offices, senior residences, parks, athletic facilities, government services, employment centers, high-density residential areas, and commercial centers. – Fill in gaps in existing, planned, or proposed local and interregional bicycle and pedestrian routes. – Connect with and complement regional bicycle and pedestrian routes. – Provide safe bicycle and pedestrian access across barriers such as arterial roads, highways, freeways, creeks, and railroads.
<p>Goal: Encourage Use of Non-Motorized Transportation</p> <ul style="list-style-type: none"> • Objective: Provide capital facilities that support bicycling, such as storage, parking, or bike stations. • Objective: Encourage biking and walking through public information, education, and awareness.
<p>Goal: Implement Bicycle and Pedestrian-Friendly Site and Roadway Designs</p> <ul style="list-style-type: none"> • Objective: Ensure that bicycle routing is an integral part of street design so that lanes and pathways form an integrated network. • Objective: Compile information on preferred bicycle parking facilities to disseminate to developers and the public.

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Elk Grove Bicycle and Pedestrian Master Plan
<p>Goal: Improve Safety for Bikeway Facilities</p> <ul style="list-style-type: none"> • Objective: Maintain roadways and bicycle related facilities so they provide safe and comfortable conditions for the bike rider. <ul style="list-style-type: none"> – Continue a routine street sweeping program which includes on-street bike lanes and routes. • Objective: Consider adequate and appropriate lighting in the design of new facilities. • Objective: Incorporate bicycle and pedestrian safety features in the design of new freeway interchange safety improvements. • Objective: Provide signage, alternative routes, etc. during construction activities affecting bikeways to ensure the safety of cyclists.
City of Elk Grove General Plan
<p>CI-1 Circulation planning for all modes of travel (vehicle, transit, bicycle, pedestrian, etc.) shall be coordinated with efforts to reduce air pollution.</p>
<p>CI-2 The City shall coordinate and participate with the City of Sacramento, Sacramento County and Caltrans on roadway improvements that are shared by the jurisdictions in order to improve operations. This may include joint transportation planning efforts, roadway construction and funding.</p>
<p>CI-3 The City's efforts to encourage alternative modes of transportation will therefore focus on <i>incentives</i> to reduce vehicle use, rather than <i>disincentives</i> (which are generally intended to make driving and parking less convenient, more costly, or both). Incentives may include: 1) Preferential carpool and vanpool parking; 2) Bus turnouts; 3) Pedestrian-friendly project designs.</p>
<p>CI-4 Specific Plans, Special Planning Areas, and development projects shall be designed to promote pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area.</p>
<p>CI-5 The City shall encourage the use of transportation alternatives that reduce the use of personal motor vehicles.</p>
<p>CI-5-Action 1 Funding for development, operations, and maintenance of facilities for mass transit, bicycle, pedestrian modes of transportation shall be given appropriate priority in the City's budgeting process.</p>
<p>CI-5-Action 2 Implement policies and actions in the Conservation/Air Quality Element which seek to encourage nonvehicle transportation alternatives in Elk Grove.</p>
<p>CI-5-Action 3 The City will support positive incentives such as carpool and vanpool parking, bus turnouts, and pedestrian-friendly project designs to promote the use of transportation alternatives.</p>
<p>CI-5-Action 4 The City shall participate in the preparation and implementation of a Congestion Management Plan (CMP) consistent with legal requirements which gives priority to air quality goals, alternatives to automobile travel, and the development of demand reduction measures over additional road capacity.</p>
<p>CI-5-Action 5 The City shall develop and implement Pedestrian and Bikeway Master Plans to provide safe and convenient pedestrian and on- and off-street bicycle facilities throughout the City.</p>
<p>CI-6 The City shall require that transit service is provided in all areas of Elk Grove, including rural areas, so that transit dependent residents of those areas are not cut off from community services, events, and activities.</p>
<p>CI-6-Action 1 The City shall require that RT or any other local or regional transit agency serving Elk Grove include bus service to the rural areas of Elk Grove.</p>
<p>CI-7 The City shall encourage an approach to public transit service in Elk Grove which will provide the opportunity for workers living in other areas of Sacramento County to use all forms of public transit—</p>

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including bus rapid transit and light rail—to travel to jobs in Elk Grove, as well as for Elk Grove workers to use public transit to commute to jobs outside the city.
CI-16 Where a development project is required to perform new roadway construction or road widening, the entire roadway shall be completed to its planned width from curb to- curb prior to the operation of the project for which the improvements were constructed, unless otherwise approved by the City Engineer. Such roadway construction shall also provide facilities adequate to ensure pedestrian safety as determined by the City Engineer.
CAQ-26 It is the policy of the City of Elk Grove to minimize air pollutant emissions from all City facilities and operations to the extent feasible and consistent with the City’s need to provide a high level of public service.
CAQ-26-Action 1 The City shall encourage all its employees to use transportation alternatives such as public transit, bicycling, walking, and carpooling for commute and other work-related trips. The City shall provide information on these and other applicable programs to all employees.
PTO-1 The City of Elk Grove supports the development, maintenance, and enhancement of parks and trails serving a variety of needs at the neighborhood, area, and citywide level. The City may seek to accomplish the provision of parks and trails in cooperation with the Elk Grove Community Services District.
PTO-1-Action 1 As part of the review of development projects, ensure that public parks and trails are provided which meet the City’s criteria and which implement the City’s Parks and Trails Master Plan.
PTO-2-Action 2 To the extent consistent with applicable state law, the City shall develop criteria defining the types of parks and trails to be developed, including criteria defining desired: 1) Park types and sizes; 2) Park facilities by type; 3) Locational criteria; 4) Spacing; 5) Trails and related facilities by type and function
PTO-2-Action 3 The City shall adopt a comprehensive Parks and Trails Master Plan which provides information on parks criteria, planned parks, and offstreet recreational, walking, equestrian, and multi-use trails. Prior to the adoption of the parks standards and the Parks and Trails Master Plan, the City shall require the provision of parks as part of development projects to implement the City’s parkland standards. The size, location, and facilities provided in these parks may be determined on a case-by case basis.
PTO-3 Funding for maintenance of parks and/or trails shall be assured to the City’s satisfaction prior to the approval of any Final Subdivision Map which contains or contributes to the need for a public parks and facilities.
PTO-3-Action 1 The City shall pursue the implementation of funding mechanisms to provide for the long-term maintenance of parks and/or trails in those instances where funding is not available from other sources. Such mechanisms may include local or regional assessment districts, homeowners associations, or other methods as determined appropriate by the City.
PTO-7 The trails system in Elk Grove should provide for connectivity, so that all trails are linked to the extent possible for greater use as recreational and travel routes. The following features should be included in the trails system in Elk Grove: 1) Trails should link residential areas with parks, commercial and office areas, and other destinations; 2) Trails along major roadways should avoid meanders or other design features which make bicycle use less convenient or safe; 3) Trails should be located off-street to the extent possible; Easements such as access roads should be placed in joint use as trails.
PTO-8 The City’s desired trails system is shown in Figure PTO-2. Flexibility shall be considered when making decisions on specific trail locations within projects, so long as the trails shown in figure PTO-2 are implemented and other policies (such as connectivity) are incorporated in the trails system.
PTO-8-Action 1 As part of the review of development projects, ensure that trails are provided which meet the City’s criteria and which implement the City’s desired trails plan.

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PTO-9 Funding for maintenance of City trails shall be assured prior to the approval of any project which contains a City-owned trail.
PTO-10 Trailheads should be provided at appropriate locations to provide safe starting points on the trails system for equestrians, cyclists, and pedestrians.
PTO-10-Action 1 Develop standards for and locations of potential trailhead locations, including sufficient space for the off-street parking of equestrian trailers and vehicles.
PTO-10-Action 2 To the extent possible, coordinate with the Elk Grove CSD in the review of projects containing trails.
PTO-11 Trails which parallel streams should be primarily located beyond the riparian corridor and wetlands to minimize wildlife impacts and shall be restricted to non-motorized traffic.
PTO-12 Trails should be designed with the safety of users and adjacent property owners in mind. To the extent possible, the bicycle trails system should provide safe, off-street options suitable for use by children and less-experienced riders.
PTO-12-Action 1 Involve the Elk Grove Police Department in the review of proposed trail locations and designs.
PTO-13 Recreational trails should not be placed adjacent to or on farmland if feasible alternative routes exist elsewhere in the vicinity. However, if no other feasible routes exist, trail facilities should be designed in cooperation with adjacent property owners to minimize adverse impacts on farming practices.
PTO-14 The City supports the use of volunteers and community groups to provide maintenance and safety patrols on trails.
PTO-16 Stream corridors, floodways, electrical transmission corridors, and similar features shall be considered for inclusion in the citywide trails and open space system.
PTO-16-Action 1 Involve the Elk Grove CSD in the identification of appropriate open space and trails corridors which could be identified in this General Plan and the Elk Grove CSD's Master Plan.
PTO-17 The City encourages the creation of a regional trail/open space system which links the Cosumnes River with the Sacramento River and provides for trail connections between Elk Grove and these open space areas. The City's vision for regional open space and trails is shown in Figure PTO-1 and in the "Planning Area Land Use Concept" in the Land Use Element of this General Plan.
PTO-17-Action 1 Within the Cosumnes River floodplain, the City will encourage the dedication or acquisition of easement or fee title for trails as part of an overall trail system linking the Cosumnes and Sacramento rivers. <i>Note: This policy affects lands within the planning area but outside of the 2002 city limits only.</i>
SA-27 The City shall initiate as well as cooperate in improvements at existing railroad-at-grade crossings to improve public safety. This may include construction of grade-separated crossings and other appropriate safety features.
SA-28 The City shall take all appropriate measures to ensure that railroad crossings in Elk Grove are made as safe as possible.
SA-28-Action 1 The City will coordinate with the railroads operating in Elk Grove to ensure that all appropriate safety measures are implemented in their operations in the city.
SA-28-Action 2 The City will seek to improve the safety at rail crossings by continuing to investigate improvements in crossing gates and warning devices.
SA-28-Action 3 The City will make available information on railroad crossing safety at City Hall and on the City's web site to encourage safe practices by Elk Grove residents and businesses.

Specific Elk Grove and Regional Policies Related to Elk Grove Trails

The Regional Bicycle, Pedestrian, and Trails Master Plan. (Note: Adopted November 2004 by the Sacramento Area Council of Governments. Amended September 2005.)

Specific Goals for Capital Projects

1. Provide bicycle/pedestrian connections
 - a. Between, through, and within all cities and towns of the six-county region.
 - b. To regional and local public transit systems (including rail) at stops, stations, and terminals.
 - c. To carpool/vanpool park-and-ride lots.
 - d. To regional and local activity centers such as schools, libraries, community centers, colleges, universities, hospitals, medical offices, senior residences, parks, athletic facilities, government services, employment centers, high-density residential areas, and commercial centers.
2. Provide bicycle and pedestrian access within or through the central business districts of the region.
3. Fill gaps in existing, planned, or proposed interregional bicycle or pedestrian routes.
4. Provide bicycle and pedestrian access across barriers such as arterial roads, highways, freeways, rivers, canals, creeks, and railroads.
5. Improve the time convenience of walking and bicycling, for example with shortcuts or special facilities such as bike/pedestrian boulevards.
6. Improve the safety and security of walking and bicycling where needed for utilitarian purposes.
7. Provide an aesthetic, pleasant, or more comfortable biking or walking experience.
8. Provide capital facilities that support bicycling, such as storage, parking, or bike stations.
9. Complement projects funded with other regional or state sources such as the Community Design or Safe Routes to School programs, thereby improving bicycle and pedestrian access provided by those programs.
10. Complement bicycle and pedestrian plans and projects in an adjacent region.

Specific Goals for Non-capital Projects and Programs

1. Encourage biking and walking through public information, education, and awareness.
2. Where needed, perform studies and plans that support the goals for capital facilities stated above.
3. Increase the level of public agency staff expertise on bicycling and walking.

Design Guidelines

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

The 2010 Sacramento City/County Bikeway Master Plan. (Note: Adopted 1993. The City of Sacramento updated this plan in 2001 in terms of format, statistical information, and to answer key questions. The City of Sacramento amended this plan in 2004 to add more bikeways. The update and amendments do not exist in consolidated form as per interview with the City.)

Coordination Objective. To develop and maintain a coordinated approach by City/County and other agencies to implement the plan as funding becomes available or as development occurs. Policy (1) Integrate efforts of planning, recreation, public works, and other departments of city and county government and other agencies that are involved in planning, construction or operational elements of the bikeway system.

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The 2010 Sacramento City/County Bikeway Master Plan. (Note: Adopted 1993. The City of Sacramento updated this plan in 2001 in terms of format, statistical information, and to answer key questions. The City of Sacramento amended this plan in 2004 to add more bikeways. The update and amendments do not exist in consolidated form as per interview with the City.)

Safety and Security Objective. To achieve the highest possible level of safety and security for cyclists. Policy (1) Provide a network of safe and convenient bikeways. (2) Promote law enforcement and educational awareness programs which would improve bicycling safety.

Design Objective. To provide adequate design consideration for bicycle facilities in all development plans and programs. Policy (1) Incorporate adequate street widths into street plans and developments to ensure a reasonable level of safety for bicyclists and motorists. (2) Design on-street and off-street parking facilities for maximum security and, when possible, for protection from the elements. (3) Provide adequate signing, and other traffic control measures in all bikeway design plans to insure a reasonably high level of safety for the bicyclist and motorist. (4) Provide appropriate bicycle signing for parking and storage facilities.

Maintenance Objective. To develop a comprehensive bikeway maintenance program. Policy (1) Promote and fund an effective maintenance program for bikeways and related facilities. (2) Bikeway maintenance should provide a safe, clean, smooth riding surface.

Aesthetics Objective. To develop a bikeway system which incorporates aesthetics and the historical characteristics of the Sacramento area. Policy (1) Bikeways should take full advantage of the beauty and natural features of the Sacramento area by blending with the terrain and topography.

Implementation Objective. To take necessary actions to implement the preceding Sections 1 thru 5. Policy (1) Actively support legislation, which will promote the policies of this plan. (2) Require future developments to conform to the Bikeways Master Plan. (3) Promote bicycling as a feasible transportation alternative which conserves energy, improves air quality, reduces traffic congestion, and improves public health. (4) Develop new financing mechanisms to construct and maintain bikeways. (5) At the time of new street construction, pavement overlays, or seal coat operations, all bikeways within the project limits as detailed in this master plan shall be implemented.

Regional Air Quality

The Sacramento Metropolitan Air Quality Management District does not currently have a district-wide management plan. However, the district does actively promote bicycling and walking and the development of bicycle and pedestrian facilities to reduce emissions. The district develops Air Quality Mitigation Plans on a case by case basis for new development projects which exceed the District's adopted CEQA threshold for operational emissions by 15 percent or more. The District has also developed bicycle and pedestrian friendly development principals and a Model Air Quality Element, advocating for alternative transportation modes, for use by local jurisdictions in their general plans.

Source: Personal communication with Rachel Dubose, SMAQMD, September 28, 2006.