

## EXECUTIVE SUMMARY

The Old Town Elk Grove Bike Route Study was prepared to assist the Old Town Merchant's Association (OTMA) and City of Elk Grove with planning bicycle travel through the Historic Old Town District. A bike route bypassing a section of the Historic Old Town District was originally defined in the Elk Grove Boulevard Conceptual Master Plan, conceived in 1999. The study area limits of the bike route are along Gage Street to Grove Street, a crossing at the Union Pacific Railroad (UPRR), Grove Street to Kent Street to Elk Grove Boulevard.

Carter & Burgess evaluated several bikeway alternatives and railroad crossing options along the study area. Refer to Appendices A & B for exhibits.

### Bikeway Alternatives

Alternative A: *Class 2* bikeway with new curb, gutter, sidewalks, on-street parking

Alternative B: *Class 2* bikeway with in-kind replacement of roadway widening improvements

Alternative C: *Class 3* bikeway with new signage, pavement marking, & UPRR security fencing

Alternative D: *Class 3* bikeway with new curb, gutter, sidewalk, on-street parking

### Railroad Crossing Options

Option 1: Proposed bicycle and pedestrian bridge

Option 2: Proposed bicycle and pedestrian tunnel

Option 3: Existing at-grade railroad crossing at Elk Grove Boulevard

The following are primary criteria for selecting the *preferred* bikeway alternative and railroad crossing option:

- Ease of implementation (timely, cost effective, and efficient manner)
- Achieve goals of the Bicycle and Pedestrian Master Plan
- Achieve goals of the Elk Grove Boulevard Conceptual Master Plan

## **IMPACTS, OPPORTUNITIES, AND CONSTRAINTS**

Bikeway alternatives and railroad crossing options were evaluated for impacts on existing facilities, and opportunities & constraints.

Bikeway alternatives A, B, & D would impact the existing right of way at Gage and Kent Streets requiring the City of Elk Grove to acquire additional right of way. Additionally, these alternatives would disrupt existing residential parking, trees along Gage Street, existing utility systems, and drainage facilities. Alternative C would not impact nor disrupt existing facilities.

Railroad crossing options 1 & 2 would occupy an area within the existing traveled way at Grove Street and would impact parking and neighboring property. Options 1 & 2 would encroach upon UPRR right of way and occupy an area the City of Elk Grove currently does not own nor have access. Option 3 would utilize the existing at-grade crossing at Elk Grove Boulevard. The nearest

at-grade railroad crossings are located one mile away at Bond Road and one and one half miles away at Grant Line Road. Any new at-grade crossings would require approval from UPRR and the Public Utilities Commission (PUC). UPRR and PUC would require the City of Elk Grove to eliminate one or two existing at-grade crossings to add a new at-grade crossing. This requirement cannot be feasibly met by the city at this time, making the current at-grade Elk Grove Boulevard crossing the only feasible option.

**ESTIMATED COSTS AND PRIORITIZATION**

Bikeway alternatives and railroad crossing options were evaluated for estimated costs and prioritization. The following tables present a range of estimated costs for each bikeway alternative and railroad crossing option:

Bikeway Alternative	Bikeway Class	Estimated Cost	Improvement Description
A	2	\$1,700,000	New bike lanes, new roadway - curb, gutter, sidewalk, on-street parking.
B	2	\$1,200,000	New bike lanes. In-kind replacement - curb, gutter, sidewalk, on-street parking.
C	3	\$20,000-\$100,000	No bike lanes. New signage & pavement marking, fence @ UPRR.
D	3	\$1,500,000	No bike lanes. New roadway - curb, gutter, sidewalk, on-street parking.

Bikeway Alternatives Cost Table

Crossing Option	Crossing Type	Estimated Cost Range
1	Bridge	\$1,500,000 to \$4,500,000
2	Tunnel	\$1,500,000 to \$2,500,000
3	Existing At-grade	\$0

Railroad Crossing Options Cost Table

The City allocates available funding to bicycle and pedestrian projects on an annual basis as part of the Capital Improvement Plan process. According to the City of Elk Grove Bicycle and Pedestrian Master Plan, July 2004, there are 118 bikeway projects listed in Appendix A of that Plan. Of those listed, 44 are bikeway projects to be constructed by the City in 2004/2005. The construction schedule for the bikeway facilities listed in Appendix A depends on available funding, and the pace of development in Elk Grove. It is projected that the City of Elk Grove's expenditures on City delivered bicycle and pedestrian projects will exceed \$1,000,000 from December 31, 2003 through December 31, 2006.

Bikeway alternatives A, B, & D and Railroad crossing options 1 & 2 estimated costs are far greater than the City's total expenditures budgeted for its bicycle and pedestrian projects.

### ***PREFERRED BIKE ROUTE***

The *preferred bike route* is **Bikeway Alternative C** and **Railroad Crossing Option 3**. Each has ease of implementation and meets goals set in the Bicycle and Pedestrian Master Plan & Elk Grove Boulevard Conceptual Master Plan. **Alternative C** allows cyclists to travel safely on a roadway with significantly lower traffic volume. **Railroad Crossing Option 3** allows cyclists to safely cross UPRR tracks at Elk Grove Boulevard. Each minimizes disruption to existing neighborhood streetscape and utility infrastructure. The estimated cost range for the *preferred bike route* is \$65,000 to \$100,000, excluding UPRR property acquisition costs.

### ***RECOMMENDATION***

Carter & Burgess presented the preferred alternative & analysis during public meetings to City of Elk Grove Trails Committee on January 24, 2005 and to OTMA on January 25, 2005. The Trails Committee and OTMA agreed to draft a letter to the City Council stating its concurrence with the project team's recommendation to downgrade the bike route from a class 2 to a class 3 bikeway per the Bicycle and Pedestrian Master Plan. The Trails Committee and OTMA also agreed to recommend the preferred alternative and railroad crossing option to the City Council.

Carter & Burgess further recommends developing appropriate educational material for bicycle travel through the Historic Old Town District. The information could include:

- Bike route map
- Bicycle parking locations
- Safety tips for commuting through Old Town
- Safety tips for riding at night through Old Town
- Discouraging wrong way riding.