

# City of Marysville Bicycle & Pedestrian Plan



**Final Draft Plan  
April 2016**

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## Chapter 1. Introduction



Marysville, known as the “Gateway to the Gold Fields,” is the county seat and largest city in Yuba County. Located 40 miles north of Sacramento, Marysville and its ‘twin city’ Yuba City anchor one of the leading agricultural regions in California.

The Yuba River and Feather River form natural boundaries to the east, west, and south. Nestled in the convergence of these two rivers, Marysville lies at the intersection of State Route 70 and State Route 20. It is also served by two railroad lines, a regional airport, multiple bus routes, and is a base for a broad outdoor recreation area.

This plan presents a review of the existing walking and bicycling conditions in the City of Marysville, a set of goals and objectives to guide development, an analysis of why this Plan is important to the City and the community, and recommendations to improve the walking and bicycling environment. These components are organized in the following chapters:

- ◆ **Chapter 1** Introduction
- ◆ **Chapter 2** Vision, Goals, and Objectives
- ◆ **Chapter 3** Marysville Now
- ◆ **Chapter 4** Why?
- ◆ **Chapter 5** Infrastructure Recommendations
- ◆ **Chapter 6** Program Recommendations
- ◆ **Chapter 7** Implementation Plan
- ◆ **Appendix A** Plan and Policy Review
- ◆ **Appendix B** Additional Data
- ◆ **Appendix C** Community Input
- ◆ **Appendix D** Project List



## Chapter 2. Vision, Goals & Objectives



This Bicycle and Pedestrian Plan will guide the development and implementation of improving the City's walking and bicycling environments for years to come. The foundation for recommendations and implementation strategies are directly informed by this Plan's Vision, Goals, and Objectives.

A **vision** is a broad inspirational statement for the desired future state.

**Goals** are general statements of what the City and residents hope to achieve over time.

**Objectives** are more specific statements that mark progress towards the goal.

**Policies** are actions that guide the City to achieve the objectives and goals.

## Vision

*The City of Marysville envisions a walking and bicycling environment that supports active living, provides for safe and healthy transportation, and enables people of all ages and abilities to access jobs, school, recreation, shopping, and transit by foot or on bicycle as a part of daily life.*

## Goals, Objectives & Policies

This Plan uses local input, as well as best practices from cities across California, to establish goals, objectives and policies for Marysville as it moves forward with advancing walking and bicycling. Specific goals and objectives are listed on the following pages.





GOAL  
1

## Safety

**Improve pedestrian and bicyclist safety through the design and maintenance of roadway improvements.**

- Objective 1.A: Reduce the number and severity of pedestrian and bicycle related collisions, injuries, and fatalities.
- Policy 1.A.1: Annually review the number, locations, and contributing factors of bicycle and pedestrian related collisions to identify and implement ongoing improvements at key locations throughout the transportation network*
- Policy 1.A.2: Identify opportunities to reduce pedestrian and bicyclist exposure by reducing crossing distances or providing dedicated facilities.*

GOAL  
2

## Mobility

**Increase and improve bicycle and pedestrian access to community destinations across the City of Marysville for all ages and abilities.**

- Objective 2.A: Plan, design, construct, and manage a Complete Streets transportation network that accommodates the needs of all mobility types, users, and ability levels.
- Policy 2.A.1: Integrate bicycle and pedestrian facilities as part of the design and construction of new roadways and, where there is available right-of-way, upgrades or resurfacing of existing roadways.*
- Policy 2.A.2: Provide safe and convenient access to existing and future transit facilities and stops.*
- Objective 2.B: Work to eliminate barriers to bicycle and pedestrian travel.
- Policy 2.B.1: Prioritize projects that close gaps in the existing bicycle or pedestrian networks*
- Policy 2.B.2: Identify opportunities to improve or add pedestrian or bicycle crossings of Highway 20, Highway 70, and the Union Pacific railroad corridor.*
- Policy 2.B.3: Work with mobility-impaired community members to identify and address barriers to walking and bicycling.*
- Policy 2.B.4: Provide support facilities, such as bicycle parking and wayfinding, at appropriate locations such as employment centers, schools, and commercial centers.*



**GOAL**  
**3**

**Programs**

**Increase awareness and value of walking and bicycling through encouragement, education, enforcement, and evaluation programs.**

- Objective 3.A: Identify and support educational opportunities for those who drive, bicycle, and walk about their rights and responsibilities, and to encourage walking and bicycling.
  - Policy 3.A.1: Support Marysville Unified School District to implement a Safe Routes to School program.*
  - Policy 3.A.2: Incorporate messaging in all City media that promotes the benefits of active lifestyles and raises awareness of walking and bicycling facilities in the community.*
- Objective 3.B: Identify and support enforcement to support improved safety.
  - Policy 3.B.1: Work with Marysville Police Department to review collision locations and 'close-call' reports and identify locations for increased enforcement of motorist, bicyclist, and pedestrian behavior.*
  - Policy 3.B.2: Coordinate with Marysville Police Department and Marysville Unified School District.*
- Objective 3.C: Identify and support evaluation programs that measure how well Marysville is progressing to meet this Plan's goals.
  - Policy 3.C.1: Review the Bicycle and Pedestrian Plan recommendations at regular intervals to review progress and update priorities as necessary.*

**GOAL**  
**4**

**Vibrancy**

**Develop a walking and bicycling environment that supports a vibrant community.**

- Objective 4.A: Create vibrant public spaces that encourage walking and bicycling in commercial and retail areas.
  - Policy 4.A.1: Prioritize bicycle and pedestrian improvements near commercial and retail nodes.*
  - Policy 4.A.2: Support businesses that encourage and promote walking and bicycling.*
- Objective 4.B: Incorporate active transportation into promotion of tourism and economic development.
  - Policy 4.B.1: Partner with tourism and economic development agencies to promote Marysville as a destination for active recreation and active lifestyles.*
  - Policy 4.B.2: Collaborate with county and regional partners to create bikeway connections to the Sutter Buttes and other tourism generators, and to promote active recreation in the region.*



## Performance Measures

Performance measures monitor the progress made towards achieving the goals of this Bicycle and Pedestrian Plan. The measures outlined in **Table 2-1** should be reviewed and updated on a regular basis.

The performance measures include target dates. 2025 targets assume a 10 year time frame from Plan adoption and a reasonable expectation of ability to meet the measure.

Table 2-1: Performance Measures

Goal	Performance Measure
<p><b>Goal 1: Safety</b>            Improve pedestrian and bicyclist safety through the design and maintenance of roadway improvements.</p>	<p>Measure 1.A: Reduce the number of bicycle and pedestrian related collisions, injuries, and fatalities by 50 percent from 2010 levels by 2025.</p>
<p><b>Goal 2: Mobility</b>            Increase and improve bicycle and pedestrian access to community destinations across the City of Marysville for all ages and abilities.</p>	<p>Measure 2.A: Implement 50 percent of the total miles of planned bikeways by 2025.</p>
<p><b>Goal 3: Programs</b>            Increase awareness and value of walking through encouragement, education, enforcement, and evaluation programs.</p>	<p>Measure 3.A: Work with MJUSD to develop and implement a Safe Routes to School program to encourage walking and bicycling to school by 2020.</p>
<p><b>Goal 4: Vibrancy</b>            Develop a walking and bicycling environment that supports a vibrant community.</p>	<p>Measure 4.A: Increase the total number of bicycle parking spaces in downtown Marysville by 50 percent by 2025.</p>



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## Chapter 3. Marysville Now



The foundation of a successful Bicycle and Pedestrian Master Plan is a comprehensive understanding of the existing conditions, including:

- ◆ Land use and community demographics
- ◆ Transportation and recreation facilities and programs
- ◆ Activity generators
- ◆ Commuter Travel

Additional data and background on the existing conditions analysis is included in **Appendix B**.

## Land Use

Single-family residential land uses in Marysville cover most of East Marysville, east of Ramirez Street. Another pocket of single-family land use covers the northwest part of the city, with a cluster of multi-family residential to the south. Commercial and service uses fill out much of central Marysville, surrounded by a mixed transition zone and industrial uses around the perimeter of the city. See **Figure 3-1** for a map of land uses in the city.



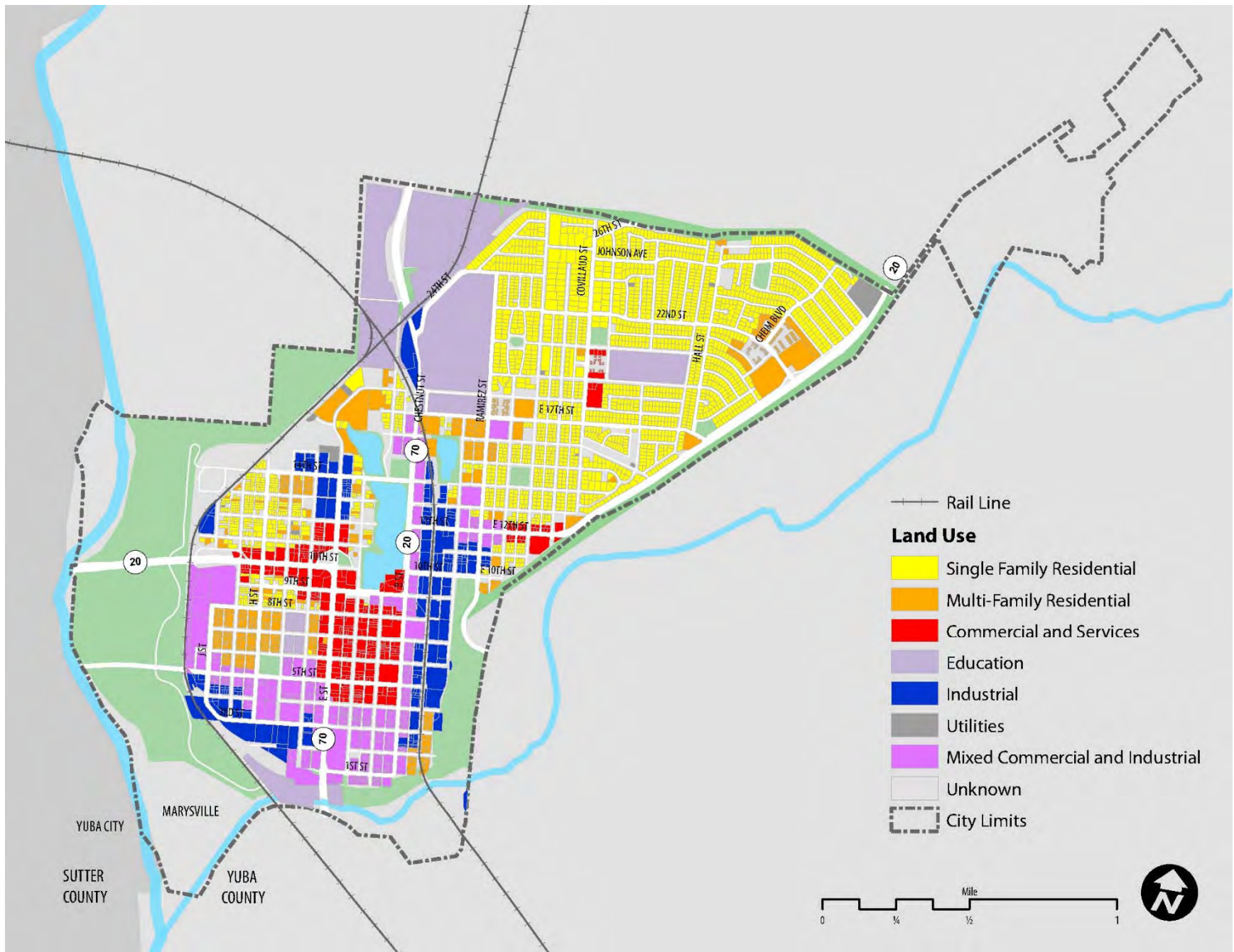


Figure 3-1: Land Use Map



## Demographics

### Population

Marysville is the largest incorporated city in Yuba County, with a 2013 population of 12,248 according to the U.S. Census Bureau's American Community Survey.

### Age

Marysville is home to many young residents. Over half the population is under 35 years old, and 27 percent are children under 18 (see **Figure 3-2**).

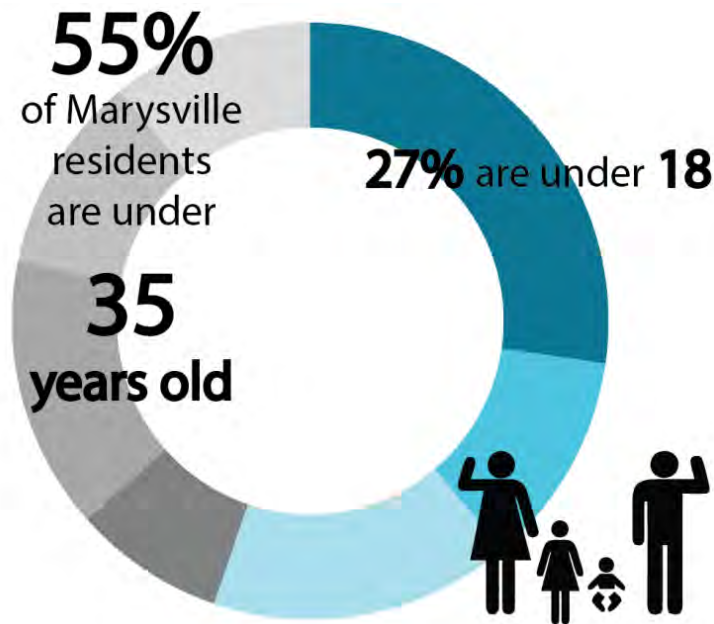


Figure 3-2: Age Distribution

### Access to Cars

Households without a car rely on other modes of transportation for their daily travel needs. As shown in **Figure 3-3**, 4.4 percent of Marysville households do not have access to a vehicle (176 households), and an additional 32.9 percent (1,305 households) have access to only one vehicle. Based on the Marysville average household size of 2.49 people, this means as many as 1,700 residents may walk, bicycle, or take transit for their daily transportation needs.

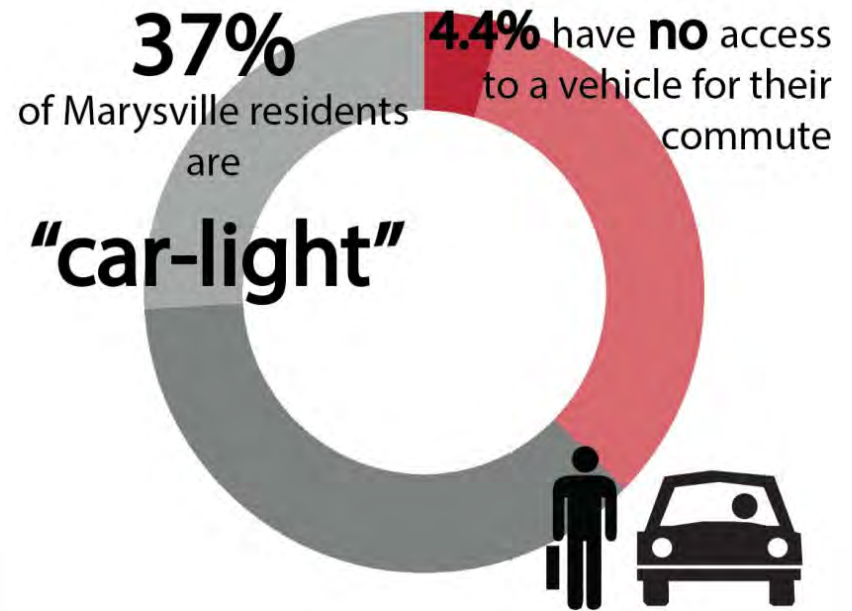


Figure 3-3: Vehicles Available by Household





## Transportation Facilities and Programs

Communities that support high levels of walking and bicycling demonstrate achievement across five categories, often referred to as the Five E's:

- ◆ **Engineering** includes bicycle facilities, bicycle parking, sidewalks, crosswalks, as well as signage and maintenance.
- ◆ **Education** programs improve safety and awareness. They may be delivered in schools as pedestrian and bicycle knowledge and skills programs, or provided through non-profit organizations.
- ◆ **Encouragement** programs such as walking and bicycling maps and Walk or Bike to School or Work days reward current walkers and bicyclists and motivate more people to try walking or bicycling.
- ◆ **Enforcement** programs that reinforce legal and respectful driving, bicycling, and walking behaviors can make walking and bicycling feel more secure.
- ◆ **Evaluation** programs provide a method for monitoring improvements and informing future investments

## Engineering

### Transportation Network

Marysville's street network primarily follows a traditional grid pattern, interrupted by Ellis Lake in the center of the community. State Routes (SR) 70 and 20 pass through the City on local streets, and a rail line runs north to south just east of Ellis Lake.

The City of Marysville is bounded by rivers on the west, south, and east. Regional connections, including access to Yuba City just west of Marysville, are provided by five bridges that cross these rivers. Marysville and Yuba City have close social and cultural connections, and the Feather River creates a barrier to free movement between the cities.

A Union Pacific freight railroad line runs from north to south between Chestnut Street and Walnut Street, limiting movement between the east and west parts of Marysville. Crossing opportunities are listed in **Table 3-1**.

Table 3-1: Railroad Crossing Opportunities

Street	Type	Sidewalk?
B Street/SR 70	Underpass	Yes
12 <sup>th</sup> Street/SR 20	Underpass	Yes
10 <sup>th</sup> Street	At-grade	No
7 <sup>th</sup> Street	At-grade	No
6 <sup>th</sup> Street	At-grade	No
4 <sup>th</sup> Street	Underpass	No
3 <sup>rd</sup> Street	Underpass	No
Second Street	Underpass	No



## Transit

Yuba-Sutter Transit operates two local routes within Marysville, in addition to on-demand paratransit services and regional connections throughout Yuba and Sutter Counties. Stops are located primarily in pairs at intersections along arterial streets. Major bus stops are located at 2<sup>nd</sup> and D Streets, and at the Government Center at 9<sup>th</sup> and I Streets.

There is also an Amtrak Thruway bus station in downtown Marysville, connecting the city to the Coast Starlight and Capitol Corridor rail lines.

See **Figure 3-5** for a map of transit stops.

## Bicycle Network Inventory

Caltrans designates three 'classes' of bikeways that vary in the level of separation from motor vehicles that they provide.

A Class I Bicycle or Shared Use Path provides for bicycle and pedestrian travel on a paved right-of-way completely separated from streets or highways. Marysville currently has a Class I path that circles the majority of the city, with spur connections to SR 20 west of town and to Yuba City across the 5<sup>th</sup> Street bridge.

Class II Bike Lanes provide a signed, striped and stenciled lane for one-way travel on both sides of a roadway. Bicycle lanes are often recommended on roadways where traffic volumes and speeds are too high for comfortably sharing the travel lane. Class II bike lanes are currently marked on Ramirez Street, on SR 70 as it enters Marysville from the south, and on 4<sup>th</sup> Street from the western city limits to B Street.

Class III Bike Routes provide for shared travel lane use and are generally only identified with signs. Bike routes may have a wide travel lane or shoulder that allow for parallel travel with automobiles. They may also be appropriate on low volume, low speed streets. One Class III bike route was identified in Marysville, on A Street from the levee path to Second Street, and on Second Street from A Street to the levee path.

Bicycle parking is currently available at bicycle racks along D Street and at the Yuba County Library, and bicycle lockers are provided at the government centers near 9<sup>th</sup> and I Streets.

For a map of existing bicycle facilities, see **Figure 3-4**.



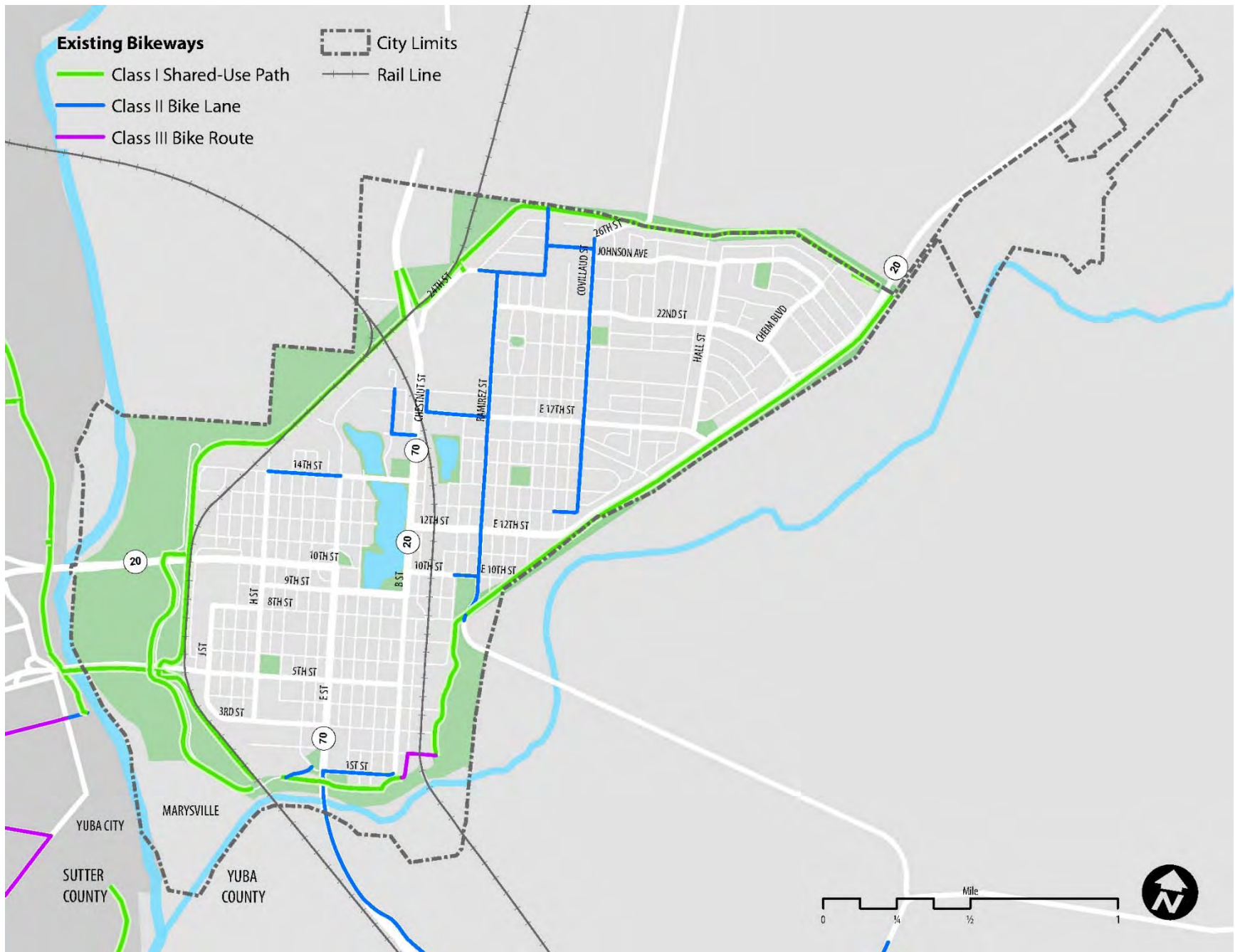


Figure 3-4: Existing Bicycle Facilities



## Pedestrian Network Inventory

### Sidewalks

Nearly all streets in Marysville have sidewalks on both sides, with the exception of some industrial areas and low-volume residential streets. Other notable sidewalk gaps include B Street/SR 70 near Marysville High School and streets around Ellis Lake.

There is also a pedestrian path that circles Ellis Lake, and provides access to a small island recreation area.

### Crosswalks

Few crosswalks are marked in residential neighborhoods, and along arterial corridors they are marked inconsistently.

Transverse markings are used, with two parallel lines indicating the outside edges of the crosswalk. Near schools, crosswalks are marked in yellow.

### Curb Ramps

Curb ramps assist pedestrians with mobility impairments or using assistive devices transition more easily from the sidewalk into a crosswalk, and are required by the Americans with Disabilities Act. Curb ramps also benefit parents pushing strollers and children riding scooters or skateboards.

Marysville has installed curb ramps at many locations throughout the community. This Plan will assist in identifying additional locations where ramps are needed.



## Education Programs

### **Bike Safety Education**

The Marysville Police Department conducts a bicycle safety education program, staffing booths at various events throughout the year.

### **Safe Routes to School**

The City received a grant from California's Active Transportation Program for education and encouragement programs at local schools through 2017. Programming is anticipated to include safety education, bike and walk to school days, friendly school competitions, and evaluation of the program's effects.

## Encouragement Programs

### **School Readiness Program**

Yuba County Public Health and the Marysville Joint Unified School District partner to host a school readiness fair in Marysville each summer. Among other activities, information on walking and bicycling to school is distributed and volunteers assist local students with helmet fitting.

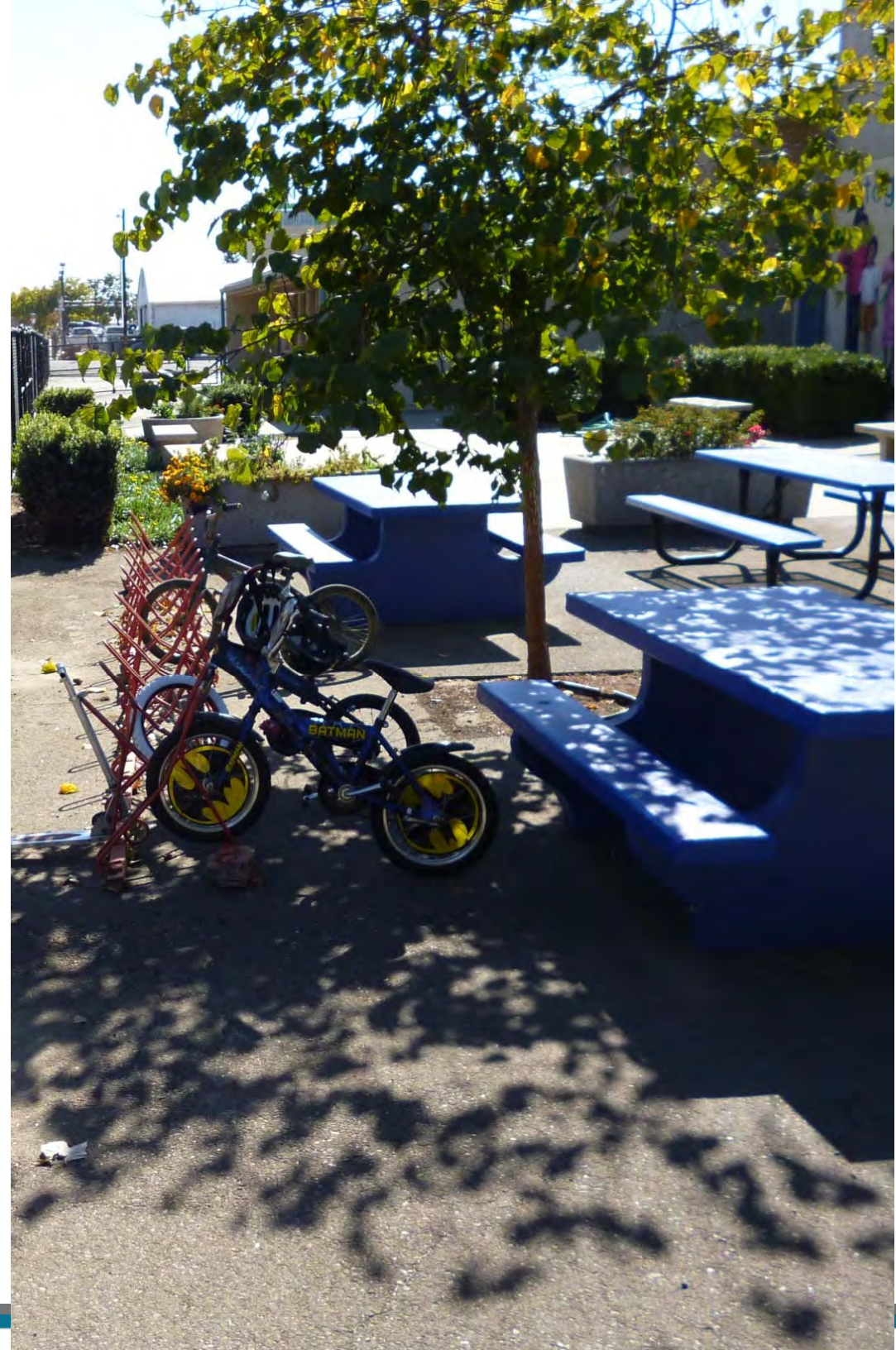
## Enforcement Programs

### **Targeted Enforcement**

Local police provide additional patrols near elementary schools in Marysville periodically, to enforce good driving behavior and issue citations to parents who double park or break other traffic laws.

### **Crossing Guards**

Teachers at some schools provide volunteer crossing guard services during afternoon departure at schools, increasing visibility of students in crosswalks and improving motorist yielding. There is currently no citywide crossing guard program.



## Activity Generators

For a map of activity generators in Marysville, see **Figure 3-5**.

### Schools

There are 23 schools in the Marysville Joint Unified School District, which serves all of Yuba County. There are eight schools in Marysville:

- ◆ Covillaud Elementary School
- ◆ Kynoch Elementary School
- ◆ McKenney Intermediate School
- ◆ Marysville High School
- ◆ Marysville Charter Academy for the Arts (grades 7-12)
- ◆ Abraham Lincoln Alternative Education (grades K-12)
- ◆ North Marysville Continuation High School (grades 10-12)
- ◆ Paragon Collegiate Academy (K-12)

Both high schools, Marysville Charter Academy, and the alternative education program are located on one major campus in Marysville.

## Social Services

Many important community service destinations are located in Marysville, listed in **Table 3-2**. Because these centers often serve low-income residents, it is likely that patrons may choose to walk or bicycle if they cannot afford to maintain a vehicle.

Table 3-2: Social Services

Name	Address
Allen Scott Youth and Community Center	1830 B St
Del Norte Care Services	201 D St
FREED	508 J St
Prevention Awareness	825 9 <sup>th</sup> St
Salvation Army: Family Crisis Center	408 J St
Mental Health Services	229 C St
Thrift Store	900 F St
Twin Cities Rescue Mission	940 14 <sup>th</sup> St
Yuba County Juvenile Hall	1023 14 <sup>th</sup> St
Yuba County One-Stop	1114 Yuba St
Yuba County Women, Infants, and Children (WIC) Program	1113 Yuba St



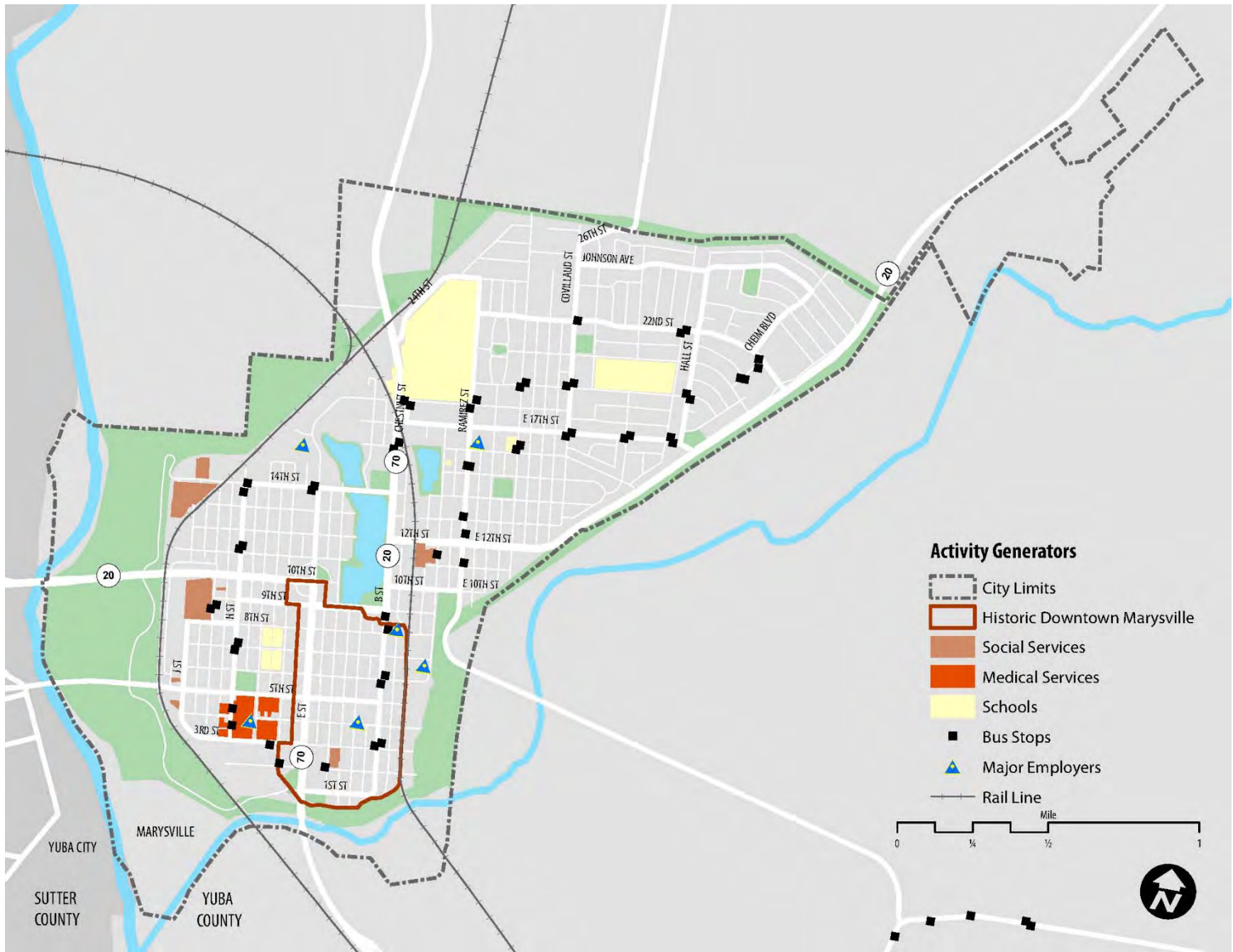


Figure 3-5: Activity Generators



## Parks and Community Centers

Marysville has seventeen parks between one acre and several hundred acres, listed in **Table 3-3**. Passive parks are small neighborhood green spaces with landscaping and seating areas. Neighborhood parks provide places for outdoor activities, including playgrounds, picnic areas, and open fields. Community parks are large spaces designed for organized activities, sports, or group functions.

Table 3-3: Parks

Name	Location	Acres
<b>Passive Parks</b>		
3 <sup>rd</sup> and D Streets Mini Parks	3 <sup>rd</sup> and D Street	1.2
Plaza Park	1 <sup>st</sup> and D Street	0.6
Washington Square	10 <sup>th</sup> and E	2.5
<b>Neighborhood Parks</b>		
Basin Park	17 <sup>th</sup> and Hall	2.4
E Yorton Field	17 <sup>th</sup> and Chestnut	2.1
Gavin Park	Val Drive and Johnson	2.7
Little League Park	14 <sup>th</sup> and I	1.1
Miner Park	14 <sup>th</sup> and Swezy	2.1
Motor Park	14 <sup>th</sup> and H	2.1
Stephen J Field Park	Rideout and Greely	1.1
Triplett Park	Rideout and Covillaud	2.1
Veterans Park	5 <sup>th</sup> and H	2.0
Yuba Park	10 <sup>th</sup> and Yuba	3.0
<b>Community Parks</b>		
Bryant Field	14 <sup>th</sup> and B	2.1
East Lake Park	14 <sup>th</sup> and Yuba	9.4
Ellis/N Ellis Lakes	14 <sup>th</sup> and B	37.2
River Front Park Complex		193.0

## Major Employers

Top employers in Marysville include the local school district, Rideout Regional Medical Center, and local public services and institutions. See **Table 3-4**.

Table 3-4: Top Employers

Name	Address	Industry	Employees
Appeal Democrat	1530 Ellis Lake Dr	Newspaper	100-249
Caltrans District 3*	703 B St	Public Agency	750-999
Marysville Care & Rehab Center	1617 Ramirez St	Nursing & Convalescent Homes	100-249
Marysville Joint Unified School District**	1919 B St	Schools	1,000-4,999
Pacific Gas & Electric Company	18 7 <sup>th</sup> St	Electric Companies	100-249
Recology Yuba-Sutter	3001 N Levee Rd	Garbage Collection	100-249
Rideout Regional Medical Center	726 4 <sup>th</sup> St	Hospitals	1,000-4,999
US Post Office	407 C St	Post Offices	100-249

Source: California Employment Development Department; <http://www.labormarketinfo.edd.ca.gov/majorer/countymajorer.asp?CountyCode=000115>

\*Based on information from city staff

\*\*School district employees are dispersed among the district office and various school sites; therefore the school district is not considered a major activity generator





## Commuter Travel

Approximately three-quarters of Marysville residents currently drive alone to work; carpooling is the second most common mode of transportation. Walking accounts for approximately five percent of commute trips (twice the statewide average), while bicycling accounts for fewer than one percent.

When only those commute trips lasting less than 20 minutes are evaluated, a significant opportunity becomes clear. Many of these commuters likely work in Marysville, given the short commute time, yet 86 percent currently drive alone to work. These trips represent an opportunity to encourage some commuters to walk, bicycle, or take transit to work.



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## Chapter 4. Why?



This plan is important to the City and the community. This chapter outlines a need for walking and bicycling related improvements with an analysis of crash data and community desires expressed in stakeholder interviews, public events, and walking and bicycling tours.

## Bicyclist and Pedestrian Related Crashes

Safety can be a concern for current and potential bicyclists and pedestrians, and can be a determining factor in the decision to walk, bicycle, or use another mode of transportation. Analysis of bicycle- and pedestrian-involved crash data provides a basis for infrastructure and program recommendations that can improve safety. See **Appendix B** for a detailed analysis.

## Bicycle-Involved Crashes

### Total Crashes

There were a total of 22 bicycle-involved crashes in Marysville during the study period. While 22 bicyclists were involved in these crashes, only 19 were reported as victims. The remaining bicyclists either collided with parked vehicles, pedestrians, or were in a 'solo crash' with no other party involved.

For a map of all bicycle crashes, see **Figure 4-2**.

### Top Crash Locations

The two corridors with the highest numbers of reported crashes were 10<sup>th</sup> Street (5) and 14<sup>th</sup> Street (4). Two intersections had multiple crashes reported: G Street at 10<sup>th</sup> Street, and 5<sup>th</sup> Street at Olive Street.

### Age

The most common age group involved in bicycle crashes was children under 18 years old (32 percent). Adults age 55 to 64 were overrepresented among crash victims compared to the general population.



### Crash Severity

Of the nineteen bicyclist victims, two were fatally injured. Ten had visible injuries, although these were not severe, and seven had complaints of pain.

### Fault and Primary Crash Factors

Bicyclists were found to be at fault in half of all bicycle-involved crashes during the study period. Motorists were found at fault in 36 percent of bicycle-involved crashes, and 14 percent of crashes had no fault assigned.

The most common crash factor was bicyclists riding on the wrong side of the road, which contributed to seven crashes. Other contributing factors included bicycling under the influence, and violating another road user's right-of-way, shown in **Figure 4-1**.

The most common movements preceding the crashes included:

- ◆ Proceeding straight (25)
- ◆ Making a right turn (6)



Figure 4-1: Primary Crash Factors for Bicycling-Involved Crashes



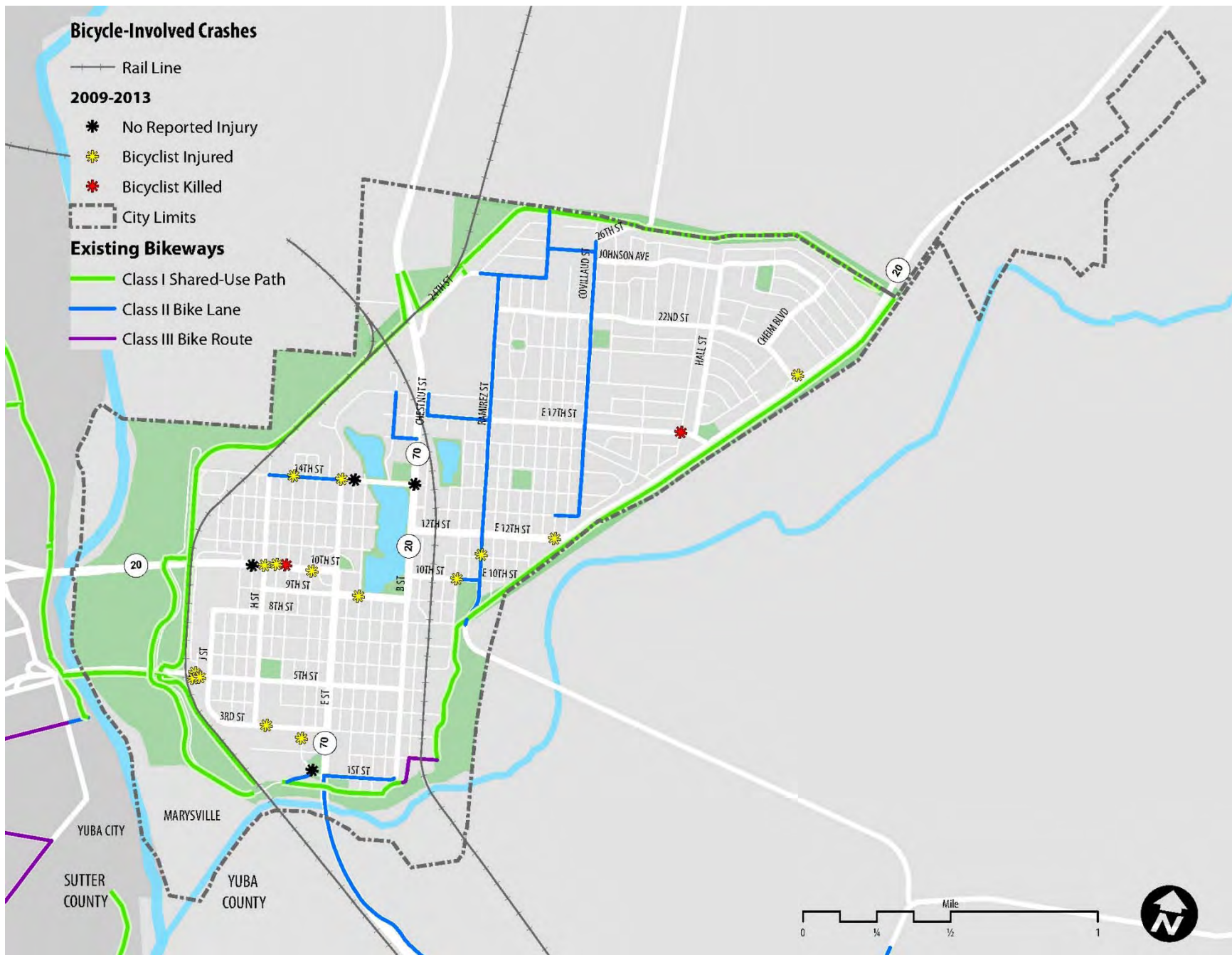


Figure 4-2: Bicycle-Involved Crashes



## Pedestrian-Involved Crashes

### Total Crashes

There were a total of 29 pedestrian-involved crashes in Marysville during the study period, involving a total of 32 pedestrians.

For a map of all pedestrian crashes, see **Figure 4-4**.

### Top Crash Locations

The three corridors in Marysville with the highest number of pedestrian crashes were 3<sup>rd</sup> Street (5), 10<sup>th</sup> Street (4), and G Street (4). One intersection had multiple crashes reported: G Street at 10<sup>th</sup> Street.

### Age

When compared to the age distribution of the general population, pedestrians under 25 years old were overrepresented among crash victims (31 percent under 18, and 19 percent 18-24 years of age).

### Crash Severity

Of the 32 pedestrian crash victims, two were fatally injured. Three had severe injuries, eleven had other visible injuries, and 16 complained of pain.

### Fault and Primary Crash Factors

Pedestrians were deemed to be at fault in 19 percent of all pedestrian involved crashes during the study period. The most common crash factors included:

- ◆ Automobiles violating the pedestrian right of way (11)
- ◆ Pedestrian violations (6)

See **Figure 4-3** for all crash factors.

The most common vehicle movements preceding the crashes included:

- ◆ Proceeding straight (16)
- ◆ Making a left turn (6)
- ◆ Making a right turn (4)

The most common pedestrian movements preceding the crashes included:

- ◆ Crossing in a crosswalk at an intersection (15)
- ◆ Crossing not in a crosswalk (11)

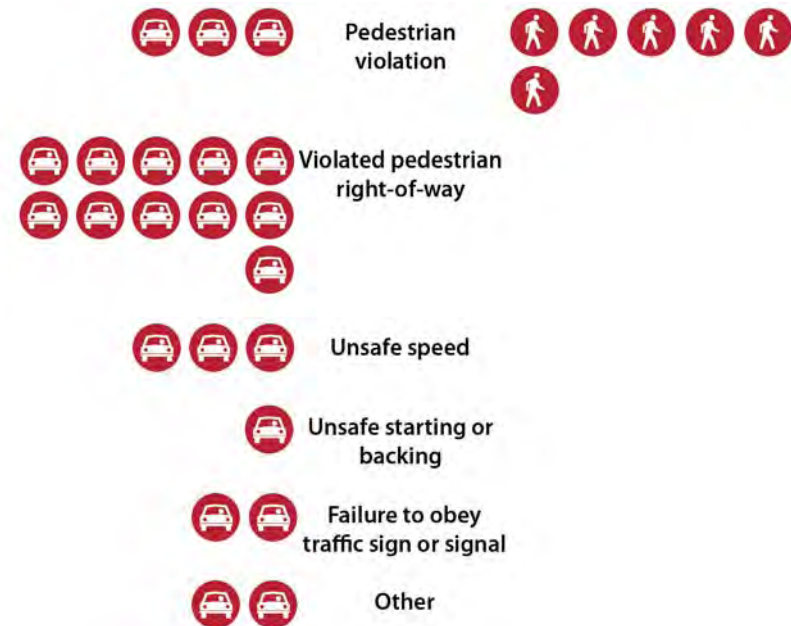


Figure 4-3: Primary Crash Factors for Pedestrian-Involved Crashes



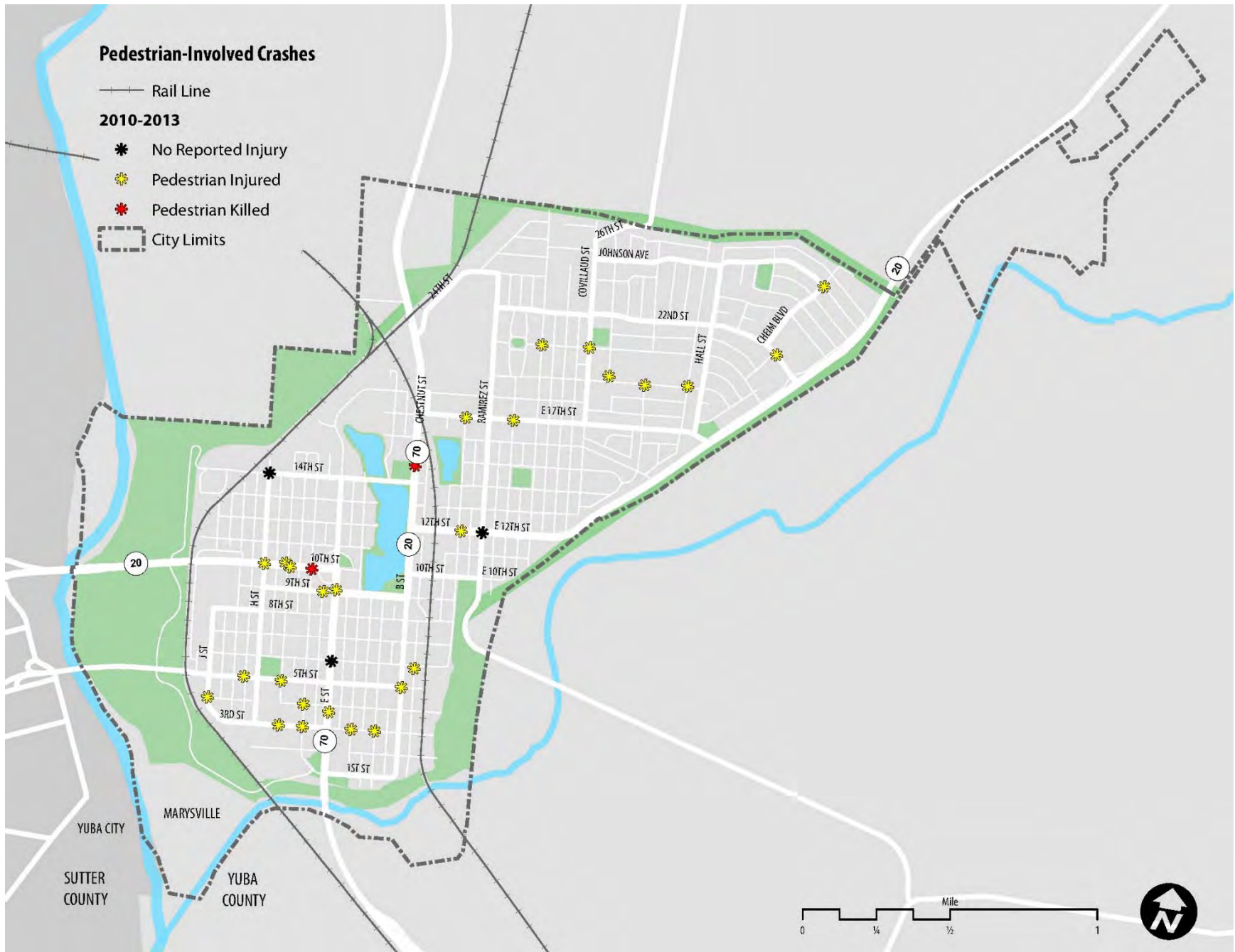


Figure 4-4: Pedestrian-Involved Crashes





## Crash Summary

Both pedestrian and bicycle crashes occurred at higher frequencies on 10<sup>th</sup> Street and G Street, including multiple crashes reported at the intersection of these two corridors.

Bicyclists were commonly deemed at fault for the crashes they were involved in, while pedestrians were deemed at fault in fewer than 20 percent of crashes. This may suggest a need for increased education efforts for bicyclists and motorists.

Many of the bicycle-involved crashes were the result of bicyclists riding on the wrong side of the street, and many pedestrian crashes occurred when pedestrians were crossing outside of crosswalk locations. This may suggest the bicycle and pedestrian network is incomplete, or does not support desired paths of travel.



## Stakeholder Interviews

Interviews were conducted with key community groups to gather input on existing challenges for walking and bicycling in Marysville, and to document desired improvements. Stakeholders interviewed represented:

- ◆ FREED Center for Independent Living
- ◆ Marysville Police Department
- ◆ Rideout Regional Medical Center
- ◆ Yuba Area Bicycle Advocates

Key challenges and opportunities identified in these interviews are summarized here. Detailed interview responses are included in **Appendix C**.

- ◆ Marysville has great potential for bicycling, because of its size and terrain
- ◆ Walking and bicycling connections are key between east Marysville, downtown, and the ball park
- ◆ Regional bicycle connections to Sacramento or other areas are desirable
- ◆ Levee path is a popular route for residents and visitors, but highway and railroad crossings create gaps in the loop
  - On-street detours around levee path gaps often require bicyclists to navigate steep inclines
  - Steep slopes on levee roads create challenges for many with mobility impairments
- ◆ Bicycle parking is lacking almost everywhere in Marysville
- ◆ Education and community outreach is needed to combat negative stereotypes associated with bicycling
- ◆ Older parts of Marysville have multiple challenges for walking: uncontrolled intersections, tall vertical curbs, and vegetation that encroaches on both sides of the sidewalk



## Community Survey

A community survey was developed to gather input on walking and bicycling challenges and opportunities throughout Marysville. The survey was made available online from April 3, 2015 through June 1, 2015, and was distributed to community members in hard copy at a community workshop on April 28.

Twenty-two responses to the survey were received, and are summarized below. For detailed survey results, see **Appendix C**.

The largest age group represented was adults age 65 or older, with seven responses (see **Figure 4-5**). Gender was split equally among respondents.

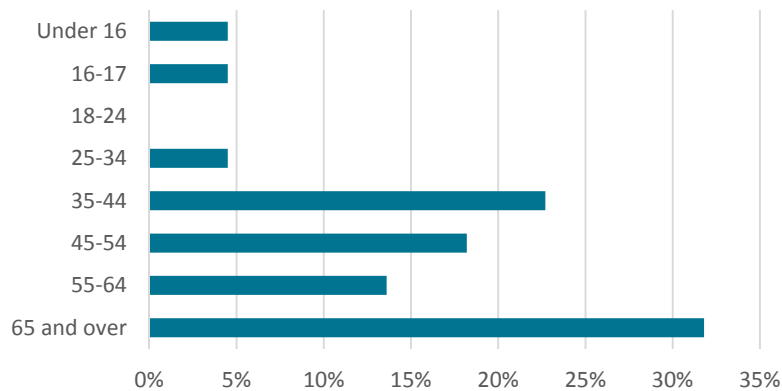


Figure 4-5: Age of Survey Respondents

### How do Marysville residents travel?

For trips less than **1 mile**:



**45%** often **walk**



**45%** always or often **drive alone**

For trips less than **5 miles** but more than **1 mile**:



**65%** always or often **drive alone**



**30%** often **carpool**



**25%** often **bicycle**

Figure 4-6: Mode of Transportation by Trip Length



## Walking

Most respondents said they walk for recreation purposes, with a few people indicating they walk to work or school, to run errands, or to visit friends or relatives. In **Figure 4-7** below, “0” represents “never” and “4” represents “several times per week.” Most walking trips are between one and two miles.

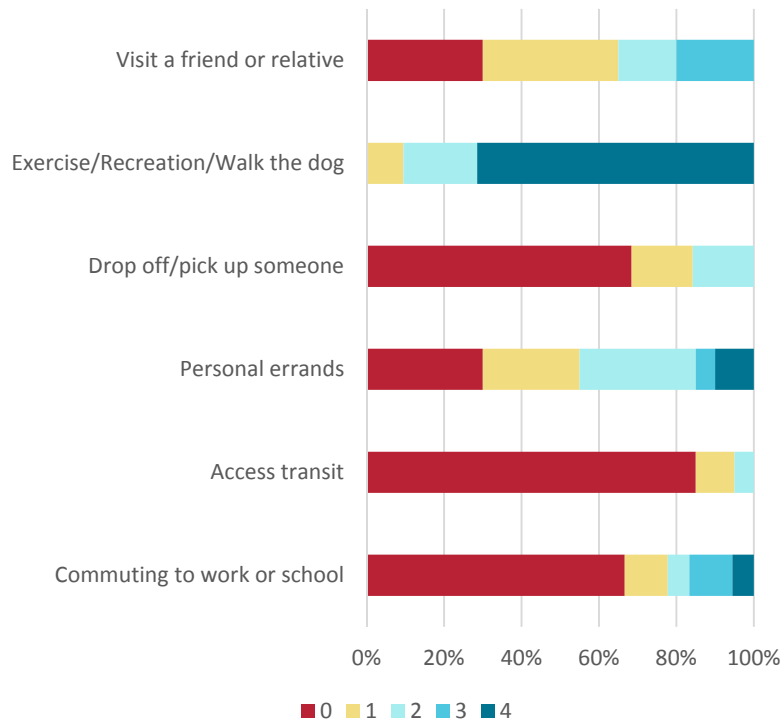


Figure 4-7: Frequency of Walking by Trip Type

When asked how they felt about the walking experience in Marysville overall, the most common concerns identified by respondents included personal safety, concerns about safety from vehicles, and a lack of pedestrian lighting.

Popular reasons respondents choose to walk instead of some other form of transportation include the exercise and recreational aspects of walking, and a general sense of enjoyment, as shown in **Figure 4-8**.

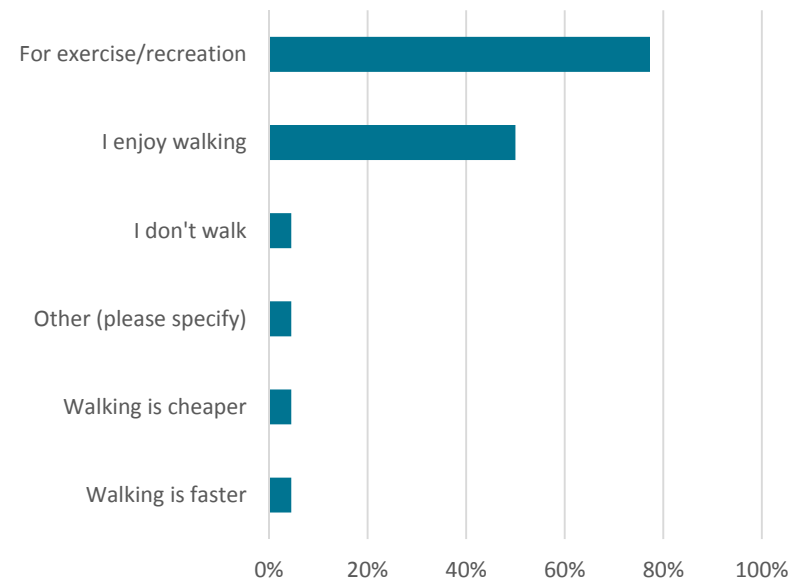


Figure 4-8: Reasons for Walking

The respondent who selected “other” noted a lack of access to a vehicle and a lack of evening transit service.



Favorite places to walk in Marysville listed by respondents include the Ellis Lake and levee paths, D Street, and streets in East Marysville. Shown in **Figure 4-9**, larger text indicates words that appeared with greater frequency in comments.



Figure 4-9: Favorite Places to Walk

Places respondents identified as challenging or unpleasant for walking include SR 70, SR 20 and railroad crossings.

Factors that prevent Marysville residents from walking more often include safety concerns, destinations that are far away, and difficulty crossing highways or the railroad.

Survey respondents rated stores and parks as the destinations they feel are most important for improved walking access, as shown in **Figure 4-10**.

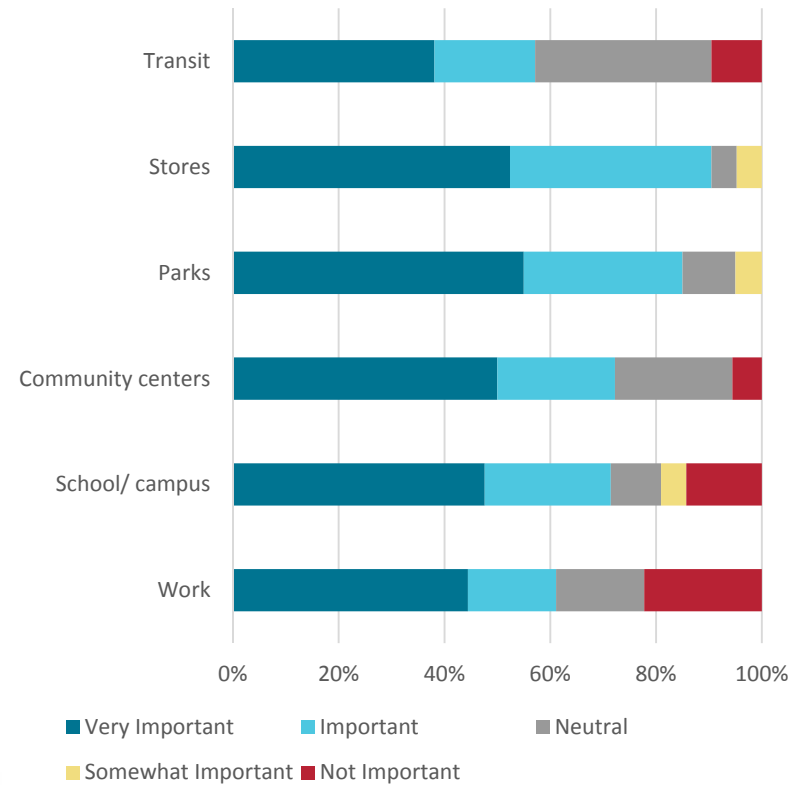


Figure 4-10: Importance of Walking Access to Destinations



## Bicycling

Popular bicycling trip purposes, as reported by survey respondents, include exercise or recreation, running errands, and commuting to work or school. In **Figure 4-11** below, “0” represents “never” and “4” represents “several times per week.” Most bicycling trips are more than two miles.

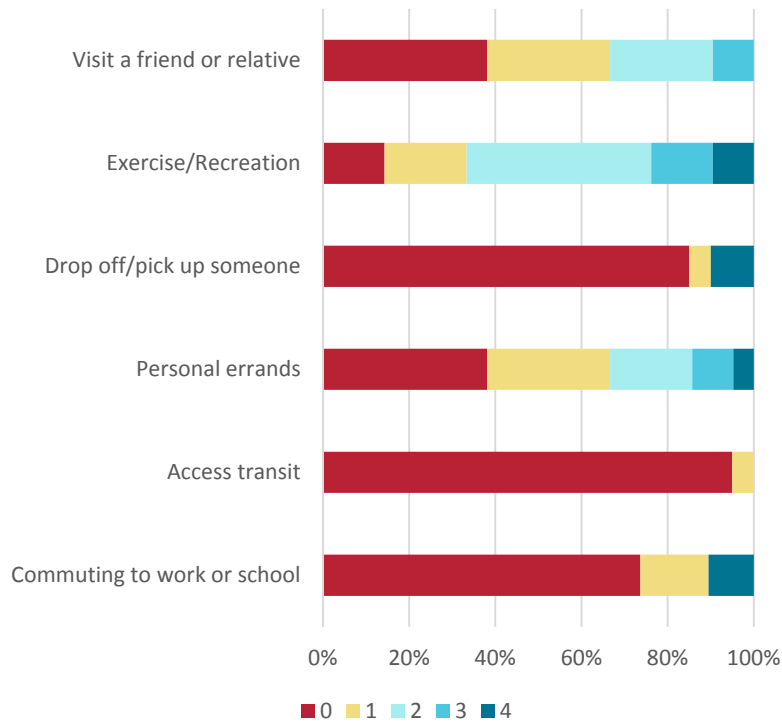


Figure 4-11: Frequency of Bicycling by Trip Type

When asked how they feel about the bicycling experience in Marysville, respondents indicated that bicycling is currently inconvenient to access many destinations, that they do not feel safe from cars, and that they are concerned for their personal safety when bicycling.

Reasons respondents choose to bicycle instead of using some other mode of transportation, shown in **Figure 4-12**, include exercise or recreation and enjoyment.

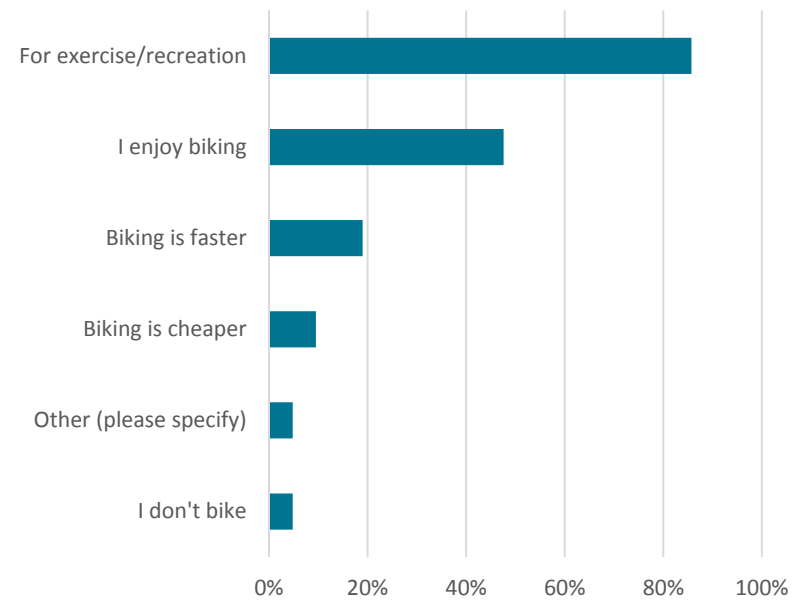


Figure 4-12: Reasons for Bicycling



Favorite places for bicycling listed by respondents include the levee path and many streets in East Marysville. In **Figure 4-13** below, larger text indicates words that appeared with greater frequency in comments.



Figure 4-13: Favorite Places to Bike

Places identified as challenging or unpleasant for bicycling include highway and railroad crossings.

Factors that prevent Marysville residents from bicycling more often include safety concerns and a lack of dedicated bicycling facilities. A need for bicycle parking was also reported.

Survey respondents indicated parks, stores, and schools as the destinations they feel are most important for improved bicycling access, as shown in **Figure 4-14**.

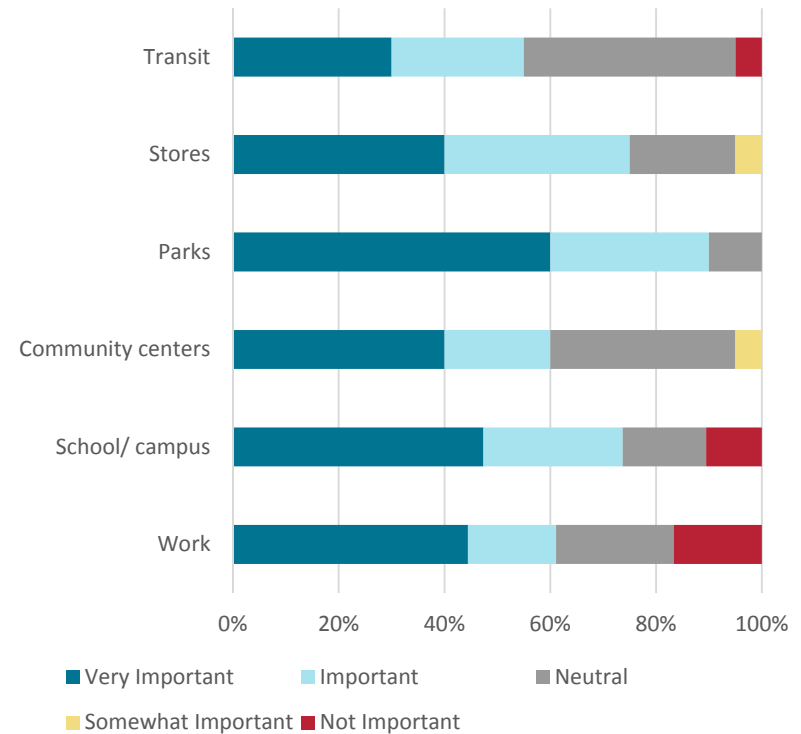


Figure 4-14: Importance of Bicycling Access to Destinations



## Public Outreach Events

### Public Workshop

A public workshop was held to gather input from community residents on April 28, 2015. Workshop participants were presented with an overview of the planning process, and then invited to view maps and figures from the Existing Conditions analysis and provide comments or suggestions for improving the walking and bicycling experience in Marysville. The most common themes from this feedback included:

- ◆ Address challenging railroad and highway crossings on the levee path
- ◆ Need for accessible connections to levee path
- ◆ Improve at-grade and grade-separated crossings of railroad and highways on surface streets
- ◆ Create space for bicyclists as well as pedestrians around Ellis Lake

#### Walking

- ◆ Lack of curb ramps and other ADA features at many intersections
- ◆ Need for pavement repairs and vegetation maintenance
- ◆ Need for complete sidewalks

#### Bicycling

- ◆ Need for bicycle facilities on SR 70 and 20, or need for alternative parallel routes
- ◆ Need for bicycle parking
- ◆ Need for pavement repairs

## Peach Festival

Attendees at the Marysville Peach Festival on July 18, 2015 were invited to provide comments on current challenges for walking and bicycling in Marysville. Input received at the festival includes the following needs:

- ◆ Need for bicycle parking
- ◆ Need for bicycling connections to Sacramento, to the buttes, and to Yuba College
- ◆ Lack of consistent maintenance of Riverfront Park amenities, including public restrooms and boat launch area
- ◆ Need for maintenance of the levee path
- ◆ Need for a multi-use path around Ellis Lake
- ◆ Need for sidewalks and bike lanes on Highway 20
- ◆ Lack of wayfinding to help pedestrians locate marked and controlled crosswalks on Highway 20 and Highway 70





## Walking and Bicycling Tours

Two tours of Marysville were held concurrently on June 6, 2015 to observe typical challenges and opportunities for walking and bicycling. One tour focused on walking, while another tour looked at bicycling. Both tours departed from and finished at Marysville City Hall. Tour participants were given a brief guidebook that included the tour route and room to record notes on what they observed at each location. These community-identified challenges are described below.

### Global Comments

- ◆ Need for public restrooms at Ellis Lake
- ◆ Need for a Bicycle and Pedestrian Advisory Commission

### Walking Tour

Three community members participated in the walking tour, including a local elected official. Challenges identified during the tour included:

- ◆ Lack of accessible routes to the levee path
- ◆ Lack of curb ramps, tactile warning surfaces, and other ADA features at many intersections and driveway crossings
- ◆ Need for increased accessibility to and along the Ellis Lake path

### Bicycling Tour

Seven community members participated in the bicycling tour, including one child. Challenges identified during the tour included:

- ◆ Lack of bicycle parking
- ◆ Need for increased enforcement to keep bicycle lanes clear of objects and debris
- ◆ Need for a comprehensive and connected bikeway network



## Key Findings and Summary of Needs

Based on the evaluation of Marysville's safety, existing bicycle and pedestrian networks, and community-identified needs, the following key themes were identified.



### Create an Accessible Pedestrian Network

While Marysville has complete sidewalks through much of the city, closing the gaps that exist and updating accommodations for pedestrians with mobility impairments will benefit pedestrians and support walking as an affordable transportation option.



### Create a Bikeable Street Network

Many of the safety challenges and community concerns related to an incomplete bicycle network in Marysville, leading to bicyclists riding the wrong way, motorists being unsure where to expect bicyclists, and some residents choosing another mode of transportation because of their concerns.



### Provide Bicycle Parking

No bicycle network is complete without secure, convenient bicycle parking at the end of a trip. Marysville has a few scattered bicycle racks near downtown, but a comprehensive bicycle parking system would increase bicycling by making residents confident they'll have a safe place to leave their bicycle when they arrive at their destination.



### Improve Connections Across Highways and Railroads

State Routes 20 and 70, along with the railroad, create barriers for bicycle and pedestrian travel today. Improving existing crossings or creating new crossings will require coordinating with other agencies, but may result in significant increases in people walking and bicycling in Marysville.



### Improve Access and Comfort of Levee Path

Addressing current shortcomings of the multi-use trail could transform the path into a community gem. Creating accessible routes to the levee, closing gaps at highways and rail lines, and addressing personal safety concerns will improve the bicycling and walking experience.



### Provide Education for Bicyclists, Pedestrians, and Drivers

In addition to a need for education on rights and responsibilities of various types of road users, Marysville residents expressed concerns about negative stereotypes that are currently held for people walking and bicycling in the community.



## Chapter 5. Infrastructure Recommendations



The following chapter presents recommended bicycle and pedestrian infrastructure projects, along with citywide projects to support and promote walking and bicycling in Marysville.

The recommendations in this chapter set the foundation for improving safety for those who currently walk or bicycle and to encourage more trips by walking or bicycling within Marysville and connecting to regional destinations. This chapter includes:

<b>Citywide Projects .....</b>	<b>5-2</b>
Bicycle Wayfinding Program .....	5-2
Bicycle Detection.....	5-3
Bicycle Parking.....	5-3
<b>Bikeway Projects .....</b>	<b>5-6</b>
Class I Shared Use Paths.....	5-6
Class II Bike Lanes .....	5-6
Class III Bike Routes.....	5-6
Class IV Protected Bikeways.....	5-6
<b>Pedestrian Projects .....</b>	<b>5-10</b>
Sidewalks .....	5-10
Crosswalks.....	5-11
<b>Spot Improvements, Projects for Coordination with Caltrans and UPRR, and Studies.....</b>	<b>5-15</b>
Spot Improvements.....	5-15
Projects for Coordination with Caltrans .....	5-18
Projects for Coordination with Union Pacific Railroad .....	5-19
Studies.....	5-20

## Citywide Projects

### Bicycle Wayfinding Program

The City has invested in community wayfinding in Downtown but there is a need for citywide bikeway wayfinding. A good bicycling environment not only includes bicycle facilities, but also includes an easily navigable network. Bicycle wayfinding assists bicyclist residents, tourists and visitors find key community destinations. Signs may also include “distance to” information, which displays mileage to community destinations, as seen in **Figure 5-1**.

#### Recommendation

This Plan recommends the development of a bicycle wayfinding program that offers guidance to destinations including schools, parking, the levee path, downtown Marysville, landmarks, and civic buildings.

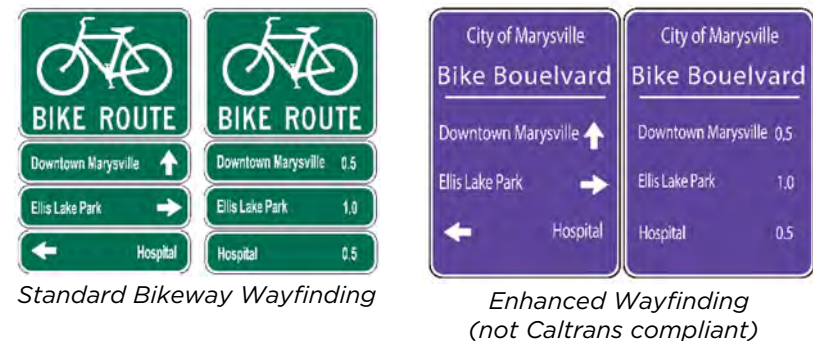


Figure 5-1: Wayfinding



## Bicycle Detection

Detection of bicyclists at actuated (not timed) traffic signals is important for safety of bicyclists and motorists. The California Manual on Uniform Traffic Control Devices (CA MUTCD) requires all new and modified traffic signals be able to detect bicyclists with passive detection (rather than having to push a button).

### **Recommendation**

This Plan recommends implementing agencies in Marysville adhere to this requirement by ensuring passive detection of bicyclists at signalized intersections.

## Bicycle Parking

Bicycle parking can range from a simple bicycle rack to storage in a bicycle locker or cage that protects against weather, vandalism and theft. The majority of existing bicycle parking facilities are located downtown. Many of these existing facilities do not meet current bicycle rack standards.

Across the city, bicyclists visiting downtown, parks, schools and places of employment do not have available bicycle parking and instead may lock their bikes to street fixtures such as trees, telephone poles, and sign poles.

Bicycle parking is an essential element of any bikeway network and this section presents recommended types of bicycle parking and general requirements for bicycle parking.

### **Recommended Types of Bicycle Parking**

Bicycle parking can be categorized into short-term and long-term parking. Bicycle racks are the preferred device for short-term bike parking. These racks serve people who leave their bicycles for relatively short periods of time, typically for shopping or errands, eating or recreation. Bicycle racks provide a high level of convenience and moderate level of security.

Long-term bike parking includes bike lockers and bike rooms and serve people who intend to leave their bicycles for longer periods of time and are typically found in multifamily residential buildings and commercial buildings. These facilities provide a high level of security but are less convenient than bicycle racks.



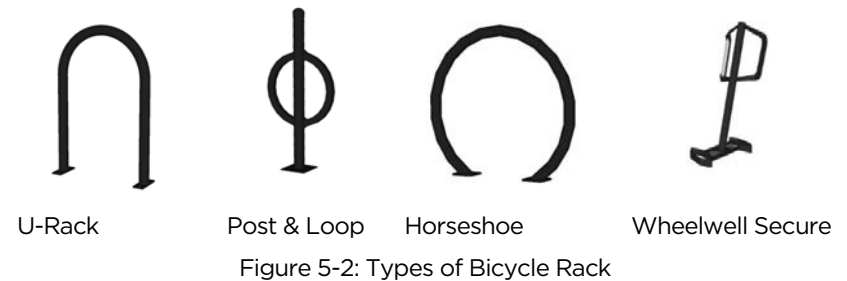
### Recommendations

This Plan recommends the City adopt an ordinance requiring all new major development to provide bicycle parking in accordance with the rates specified in **Table 5-1**.

Table 5-1: Guidelines for Bicycle Parking Location and Quantities

Land Use or Location	Physical Location	Quantity
Parks	Adjacent to restrooms, picnic areas, fields, and other attractions	8 bicycle parking spaces per acre
Schools	Near office and main entrance with good visibility	8 bicycle parking spaces per 40 students
Public Facilities (libraries, community centers)	Near main entrance with good visibility	8 bicycle parking spaces per location
Commercial, retail and industrial developments over 10,000 square feet	Near main entrance with good visibility	1 bicycle parking space per 15 employees or 8 bicycles per 10,000 square feet
Shopping Centers over 10,000 square feet	Near main entrance with good visibility	8 bicycle parking spaces per 10,000 square feet
Transit Stations	Near platform, security or ticket booth	1 bicycle parking space or locker per 30 automobile parking spaces
Multi-Family Residential	Near main entrance with good visibility	1 short-term bicycle parking space per 10 residential units AND 1 long-term bicycle parking space per 2 residential units

This Plan also recommends the City and private developers only install bicycle parking that provide two points of contact to support the bicycle frame, and that allow the frame and at least one wheel to be secured with a standard U-lock. The racks shown in **Figure 5-2** are the recommended standard rack types. Long-term bike parking should provide some weather protection and greater security than bicycle racks. Long-term parking should be a secure room or locker.



It is also recommended the City install bicycle parking at the locations identified in **Table 5-2** and shown in **Figure 5-3**. Bicycle parking is recommended at key destinations including the ball park and downtown. This bike parking will not only encourage bicyclists to park correctly, but can encourage visitors to bicycle rather than drive.



Table 5-2: Bike Parking Locations

Location	Notes	No.
1 <sup>st</sup> St & C St	NW corner Parallel to sidewalk	1
2 <sup>nd</sup> St & D St	NW corner Parallel to sidewalk	2
4 <sup>th</sup> St & D St	NW corner On-street corral - in place for first parking stall. Will eliminate vehicles	3
526 C Street	City Hall 3 wheelwell secure parallel to sidewalk	3
Bryant Field	Bike parking for ballfield	4
D St - East side	Midblock between 3 <sup>rd</sup> St & 4 <sup>th</sup> St 2 wheelwell secure on extension	2
D St - East side	Midblock between 4 <sup>th</sup> St & 5 <sup>th</sup> St 2 wheelwell secure on extension	2
D St - East side	North of 3 <sup>rd</sup> St 2 wheelwell secure on extension	2
D St - East side	North of 4 <sup>th</sup> St 2 wheelwell secure on extension	2
D St - East side	South of 3 <sup>rd</sup> St Parallel to sidewalk	1
D St - East side	South of 4 <sup>th</sup> St 2 wheelwell secure on extension	2
D St - East side	Midblock between 5 <sup>th</sup> St & 6 <sup>th</sup> St 2 wheelwell secure on extension	2
D St - East side	North of 5 <sup>th</sup> St 2 wheelwell secure on extension	2
D St - East side	South of 5 <sup>th</sup> St 2 wheelwell secure on extension	2
D St - East side	South of 6 <sup>th</sup> St 2 wheelwell secure on extension	2
D St - West side	Midblock between 4 <sup>th</sup> St & 5 <sup>th</sup> St 2 wheelwell secure on extension	2
D St - West side	North of 3 <sup>rd</sup> St 2 wheelwell secure on extension	2
D St - West side	North of 4 <sup>th</sup> St 2 wheelwell secure on extension	2
D St - West side	South of 4 <sup>th</sup> St 2 wheelwell secure on extension	2
D St - West side	Midblock between 5 <sup>th</sup> St & 6 <sup>th</sup> St 2 wheelwell secure on extension	2
D St - West side	North of 5 <sup>th</sup> St 2 wheelwell secure on extension	2
D St - West side	South of 5 <sup>th</sup> St 2 wheelwell secure on extension	2
D St - West side	South of 6 <sup>th</sup> St 2 wheelwell secure on extension	2
Ellis Lake Park	East of 12 <sup>th</sup> St 3 wheelwell secure near entrance	3
Motor Park	2 wheelwell secure	2

Location	Notes	No.
Rideout Hospital	Being installed by Rideout Hospital	
Riverfront Park	3 wheelwell secure near each: soccer fields, picnic area, and softball area	9
Stephen J. Field (Circle) Park	2 wheelwell secure	2
Veterans Park	2 wheelwell secure	2



## Bikeway Projects

The recommendations on following pages include a number of treatments which are described below in greater detail.

### Class I Shared Use Paths

A Class I Shared Use Path provides for bicycle and pedestrian travel on a paved right-of-way completely separated from streets or highways. These can be popular for recreational bicycling as well as for commuting.

### Class II Bike Lanes

Class II Bike lanes provide a signed, striped and stenciled lane on a roadway. Bicycle lanes are often recommended where traffic volumes and speeds are too high to comfortably share the travel lane.

### Class III Bike Routes

Class III Bike Routes provide for shared travel lane use and are generally only identified with signs. Bike Routes are appropriate on low volume, low speed streets.



*Class I Shared Use Paths*



*Class II Bike Lanes*

## Class IV Protected Bikeways

Class IV protected bikeways are a new class of bicycle facility, and Caltrans is currently developing design guidance for communities. Generally, Class IV bikeways are on-street bicycle facilities that are separated from vehicle traffic by some kind of physical protection—including a curb, on-street parking, flexible bollards, or concrete planters.

Recommended bikeway projects are summarized by bikeway class in **Table 5-3**. The complete list of bikeway projects is provided in **Table 5-4**, and a map of recommended improvements is shown in **Figure 5-3**.

Table 5-3: Summary of Bikeways

Bikeway	Proposed Miles
Class I Shared Use Path	0.28
Class II Bike Lanes	9.50
Class III Bike Route	7.11
Class III Bike Route with Shared Lane Markings	0.75
Bicycle Path	0.37
<b>TOTAL</b>	<b>18.01</b>



*Class III Bike Routes*



*Class IV Protected Bikeways*





Table 5-4: Bikeway Projects

Location	Start	End	Class	Length (miles)	Notes
1 <sup>st</sup> St	Biz Johnson Dr	E St	Class III with SLM*	0.13	*Shared Lane Markings
2 <sup>nd</sup> St	D St	East of A St	Class III	0.27	
North of 5 <sup>th</sup> St	Olive St	West of Olive St	Class I	0.08	Continue bike/ped path on north side of the bridge to the intersection; will be completed as part of 5 <sup>th</sup> Street Bridge project. Addresses top collision location.
6 <sup>th</sup> St	A St	Yuba St	Class II	0.07	
6 <sup>th</sup> St	Olive St	A St	Class III	0.78	
8 <sup>th</sup> St	J St	B St	Class III	0.65	
South of 10 <sup>th</sup> St	Yuba St	West of Ramirez St	Class I	0.07	Class IV Protected Bikeway (two way). Addresses top collision corridor.
11 <sup>th</sup> St	J St	D St	Class III	0.49	
13 <sup>th</sup> St	Ramirez St	Covillaud St	Class II	0.31	
14 <sup>th</sup> St	B St	E St	Class II	0.25	Restripe w/ two 11' travel lanes, one 11' center turn lane, and 8' bike lanes. Bike lanes will be closed and used for special event parking for game days at Bryant Field and other large community events at discretion of the City. Addresses top collision corridor.
14 <sup>th</sup> St	Biz Johnson Dr	Lemon St	Class III with SLM*	0.19	*Shared Lane Markings. Addresses top collision corridor.
14 <sup>th</sup> St	East of Lemon St	F St	Class II	0.21	Addresses top collision corridor.
17 <sup>th</sup> St	Chestnut St	Ramirez St	Class II	0.21	
17 <sup>th</sup> St	Ramirez St	Hall St	Class II	0.70	
North of 17 <sup>th</sup> St	East of B St	West of Chestnut St	Class I	0.02	
18 <sup>th</sup> St	Ellis Lake Dr	Elm St	Class III	0.14	
South of 18 <sup>th</sup> St	SW Diagonal to B St		Class I	0.03	
19 <sup>th</sup> St	Ramirez St	Harris St	Class II	0.82	
22 <sup>nd</sup> St	Ramirez St	SR 20	Class II	1.08	Wide street - would also help manage vehicle speeds
24 <sup>th</sup> St	SR 70	Triplett Way	Class II	0.34	
25 <sup>th</sup> St	Sampson St	Covillaud St	Class II	0.16	Restripe faded bike lane
26 <sup>th</sup> St	Covillaud St	City Boundary	Class III with SLM*	0.15	*Shared Lane Markings
South of 26 <sup>th</sup> St	West of City Boundary	City Boundary	Class I	0.06	
B St	1 <sup>st</sup> St	2 <sup>nd</sup> St	Class III	0.07	
Biz Johnson Dr			Class III with SLM*	0.11	*Shared Lane Markings



Location	Start	End	Class	Length (miles)	Notes
Cheim Blvd	22 <sup>nd</sup> St	Olson Ct	Class III	0.36	
Chestnut St	17 <sup>th</sup> St	South of 18 <sup>th</sup> St	Class II	0.07	
Covillaud St	13 <sup>th</sup> St	26 <sup>th</sup> St	Class II	0.93	Existing facility, but markings are nonexistent in many places
D St	1 <sup>st</sup> St	11 <sup>th</sup> St	Class III	0.77	Recommend implementation of back-in angled parking
D St	11 <sup>th</sup> St	14 <sup>th</sup> St	Class II	0.23	
E St	11 <sup>th</sup> St	14 <sup>th</sup> St	Class II	0.23	Replace existing angled parking with back-in angled parking
Ellis Lake Dr	14 <sup>th</sup> St	18 <sup>th</sup> St	Class III	0.34	
F St	2 <sup>nd</sup> St	Biz Johnson Dr	Class III with SLM*	0.13	*Shared Lane Markings
F St	2 <sup>nd</sup> St	South of 3 <sup>rd</sup> St	Class II	0.07	
F St	3 <sup>rd</sup> St	6 <sup>th</sup> St	Class III	0.22	
G St	6 <sup>th</sup> St	14 <sup>th</sup> St	Class II	0.62	Addresses top collision location.
H St	3 <sup>rd</sup> St	5 <sup>th</sup> St	Class III with SLM*	0.16	*Shared Lane Markings
H St	5 <sup>th</sup> St	14 <sup>th</sup> St	Class II	0.70	
Huston St	17 <sup>th</sup> St	Johnson Ave	Class III	0.57	
J St	6 <sup>th</sup> St	8 <sup>th</sup> St	Class III	0.15	
J St	11 <sup>th</sup> St	12 <sup>th</sup> St	Class III	0.12	
Johnson Ave	Covillaud St	Glen St	Class III	0.99	
Olive St	North of 5 <sup>th</sup> St	6 <sup>th</sup> St	Class III	0.07	
Olson Ct	Cheim Blvd	East End	Class III	0.06	
Olson Ct	East End	East of East End	Class I	0.02	
Ramirez St	24 <sup>th</sup> St	Levee path	Class II	1.16	Stripe bike lanes and 8' parking
Rideout Way	Covillaud St	West of Ahern St	Class II	0.06	
Rideout Way	Huston St	Glen St	Class III	0.30	
Sampson St	13 <sup>th</sup> St	22 <sup>nd</sup> St	Class II	0.68	
Sampson St	22 <sup>nd</sup> St	Triplet Way	Class II	0.30	
SR 70 - B St	9 <sup>th</sup> St	14 <sup>th</sup> St	Bicycle Path	0.37	Provide decomposed granite path for bicycling between the tree lines west of B St in Ellis Lake Park
Yuba St	6 <sup>th</sup> St	8 <sup>th</sup> St	Class II	0.15	Would require parking removal and coordination with the Sheriff Department. Road cannot be widened due to levee constraints.
Yuba St	8 <sup>th</sup> St	10 <sup>th</sup> St	Class II	0.15	



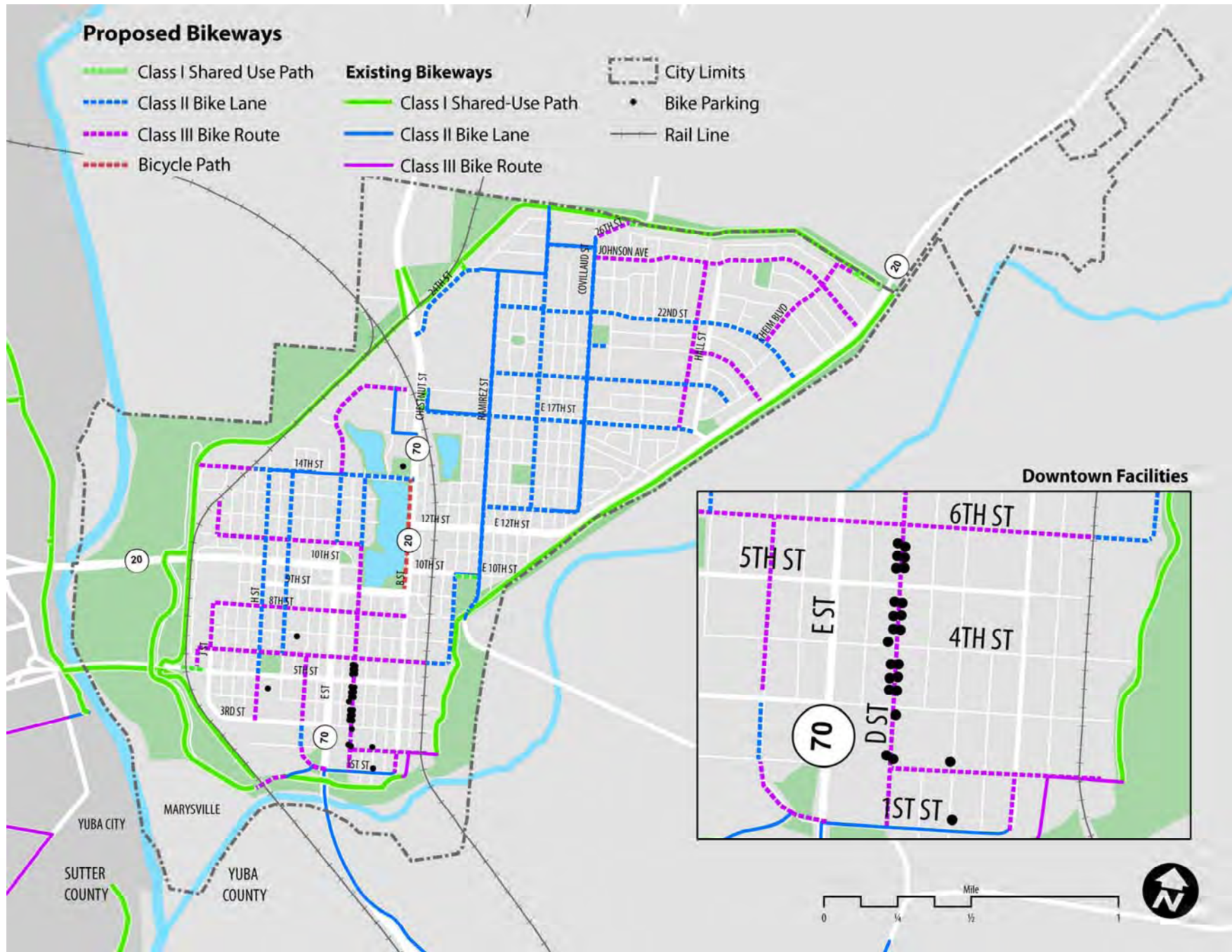


Figure 5-3: Bikeway Projects



## Pedestrian Projects

### Sidewalks

Sidewalks form the backbone of the pedestrian transportation network. Good street and sidewalk design can foster healthier communities by improving public safety, enhancing mobility, reducing environmental impacts, and building community character.

Sidewalks consist of one or several zones, each named for the primary activity that occurs in the zone (see **Figure 5-4**). The frontage zone in retail and commercial areas may feature seating for cafés and restaurants, or extensions of other retail establishments, like florists shops. The furnishings zone may feature seating, as well as newspaper racks, water fountains, utility boxes, lampposts, street trees and other landscaping. The medium to high-density pedestrian zone should provide an interesting and inviting environment for walking and window shopping.

Recommended sidewalk improvements are shown in **Figure 5-6** and listed in **Table 5-5**.

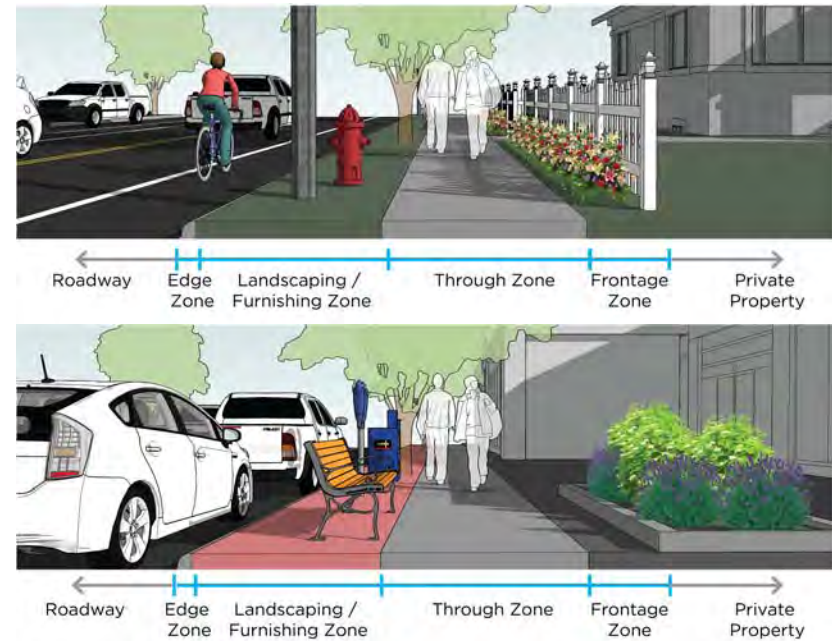


Figure 5-4: Sidewalk Zones



## Crosswalks

Crosswalk markings guide pedestrians across roadways by defining and delineating the path of travel. Crosswalk markings also alert motorists and bicyclists of a pedestrian crossing point across roadways not controlled by highway traffic signals or STOP signs.

There are several types of crosswalk markings, including standard (or transverse) markings and high visibility or “continental” markings. See **Figure 5-5** for examples of each marking type.

Crosswalks may be placed at intersections and at mid-block locations. Careful consideration must be made when considering crosswalk locations, including: traffic control, distance between controlled locations, average daily traffic, traffic speeds and other factors.

Very careful consideration should be made when considering marked crosswalks at locations where there is no stop sign or traffic signal. The California Manual on Uniform Traffic Control Devices notes an engineering study should be performed that considers factors such as the number of lanes, presence of a median, pedestrian and vehicle volumes, vehicle speeds, and other factors.

Crosswalk improvements are shown in **Figure 5-6** and listed in **Table 5-6**.

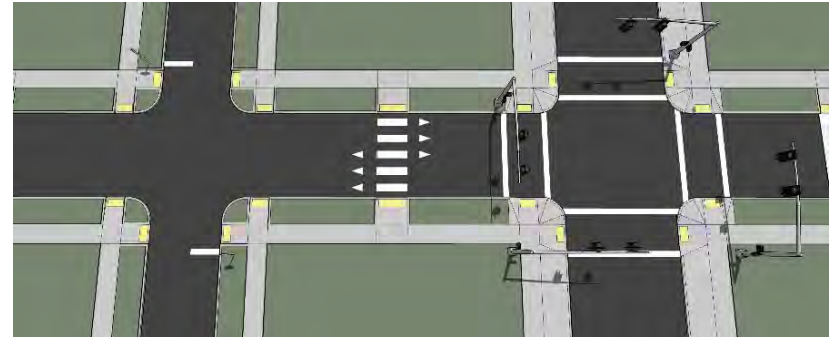


Figure 5-5: Example Crosswalk Markings



Table 5-5: Sidewalk Projects

Location	Side	Start	End	Notes	Length (feet)
1 <sup>st</sup> St	SW	Biz Johnson Dr	D St	Coordinate with Caltrans	674.53
6 <sup>th</sup> St	N	East of A St	West of A St	Coordinate with UPPR	89.20
6 <sup>th</sup> St	N	Olive	J St		124.22
6 <sup>th</sup> St	S	West of A St	A St		74.86
6 <sup>th</sup> St	N	West of Yuba St	Yuba St		168.43
13 <sup>th</sup> St	N	Yuba St	Ramirez St	With development of site	336.91
13 <sup>th</sup> St	S	Yuba St	East of Yuba St		62.24
14 <sup>th</sup> St	N	H St	G St	Park	333.00
14 <sup>th</sup> St	S	Ramirez St	Yuba St	With development of site	352.88
14 <sup>th</sup> St	N	Swezy St	Sampson St		344.95
15 <sup>th</sup> St	S	Sampson St	Swezy St	Park	356.61
16 <sup>th</sup> St	N	C St	Elm St		156.92
16 <sup>th</sup> St	S	C St	B St		380.75
16 <sup>th</sup> St	N	Elm St	Chestnut St		101.96
16 <sup>th</sup> St	N	Yuba St	Ramirez St		351.97
17 <sup>th</sup> St	S	B St	West of B St		90.50
17 <sup>th</sup> St	S	C St	Elm St		157.67
17 <sup>th</sup> St	S	Chestnut St	E Lake Ct		280.69
17 <sup>th</sup> St	N	Elm St	C St		164.37
18 <sup>th</sup> St	S	West of C St	C St		185.38
18 <sup>th</sup> St	S	West of Elm St	Elm St		99.88
22 <sup>nd</sup> St	N	Sampson St	Freeman St		228.50
24 <sup>th</sup> St	E	B St	West of		1476.19

Location	Side	Start	End	Notes	Length (feet)
			Triplett Way		
24 <sup>th</sup> St	S	West of Triplett Way	Triplett Way		307.52
25 <sup>th</sup> St	S	East of Sampson St	West of Covillaud St		50.17
25 <sup>th</sup> St	S	East of Sampson St	West of Covillaud St		143.03
25 <sup>th</sup> St	S	Sampson St	East of Sampson St		215.63
26 <sup>th</sup> St	N	Covillaud St	Ahern St		212.96
C St	E	16 <sup>th</sup> St	North of 16 <sup>th</sup> St		68.91
C St	E	17 <sup>th</sup> St	South of 18 <sup>th</sup> St		232.59
C St	W	17 <sup>th</sup> St	18 <sup>th</sup> St		336.43
C St	W	Ellis Lake	South of 16 <sup>th</sup> St		324.24
Chestnut St	W	17 <sup>th</sup> St	18 <sup>th</sup> St		397.37
Ellis Lake	W	14 <sup>th</sup> St	16 <sup>th</sup> St	Widen sidewalk to 8'	757.52
Ellis Lake				Widen sidewalk to 8'. Add railing at water edge with removable sections	6497.51
Elm St	E	16 <sup>th</sup> St	17 <sup>th</sup> St		335.62
Elm St	W	16 <sup>th</sup> St	17 <sup>th</sup> St		337.69
Elm St	W	17 <sup>th</sup> St	North of 17 <sup>th</sup> St		147.48
Elm St	W	18 <sup>th</sup> St	South of 18 <sup>th</sup> St		136.99
F St	SW	North of 2 <sup>nd</sup> St	Biz Johnson Dr	Coordinate with Caltrans	1139.72



Location	Side	Start	End	Notes	Length (feet)
Featherside Way	W	South of 10 <sup>th</sup> St	West of Olive St		1682.57
G St	W	14 <sup>th</sup> St	15 <sup>th</sup> St	Park	407.57
J St	E	4 <sup>th</sup> St	3 <sup>rd</sup> St		490.66
J St	W	6 <sup>th</sup> St	8 <sup>th</sup> St		799.59
J St	E	11 <sup>th</sup> St	13 <sup>th</sup> St	CDBG	820.27
Johnson Ave	N	Covillaud St	East of Covillaud St		161.85
Johnson Ave	S	Covillaud St	East of Covillaud St		162.20
Olson Ct	N	Cheim Blvd	East End		362.49
Picnic Table East of Biz Johnson Dr				Provide accessible path to picnic table	99.50
Ramirez St	W	13 <sup>th</sup> St	14 <sup>th</sup> St	With development of site	334.33
Ramirez St	W	17 <sup>th</sup> St	18 <sup>th</sup> St	School Area	330.29
Ramirez St	W	South of 22 <sup>nd</sup> St	North of 22 <sup>nd</sup> St	School Area	616.71
Sampson St	W	14 <sup>th</sup> St	15 <sup>th</sup> St	Park	332.40
Sampson St	E	22 <sup>nd</sup> St	North of 22 <sup>nd</sup> St		347.21
Sampson St	E	24 <sup>th</sup> St	North of 24 <sup>th</sup> St		171.91
Sampson St	E	South of Johnson Ave	25 <sup>th</sup> St		236.24
Swezy St	E	14 <sup>th</sup> St	15 <sup>th</sup> St	Park	324.31
Yuba St	W	6 <sup>th</sup> St	7 <sup>th</sup> St	With development of site (partial)	325.55

Location	Side	Start	End	Notes	Length (feet)
Yuba St	W	14 <sup>th</sup> St	North of 16 <sup>th</sup> St	Park	1044.95
Yuba St	W	South of 14 <sup>th</sup> St	North of 13 <sup>th</sup> St	With development of site	84.25
Yuba St	W	South of 14 <sup>th</sup> St	South of 14 <sup>th</sup> St		28.82
Yuba St	E	16 <sup>th</sup> St	17 <sup>th</sup> St		328.06

The recommended crosswalk improvements are listed below.

Table 5-6: Crosswalk Improvements

Location	Notes	Number	Leg(s)	Category
<b>14<sup>th</sup> St &amp; C St</b>	Existing controlled crossing	1	N	High-visibility Crosswalk
<b>Biz Johnson Dr</b>	South of 5 <sup>th</sup> St; trail crossing	1	n/a*	High-visibility Crosswalk
<b>Featherside Way</b>	South of 10 <sup>th</sup> St; Ellis Park access	1	n/a*	Raised Crosswalk
<b>J St &amp; 5<sup>th</sup> St</b>	Existing controlled crossing; will be completed with 5 <sup>th</sup> Street Bridge	3	N, E, S	High-visibility Crosswalk
<b>Ramirez St &amp; 18<sup>th</sup> St</b>	Yellow - School Zone; existing marked crossing	2	E/W	High-visibility Crosswalk

\*Crosswalk not at intersection



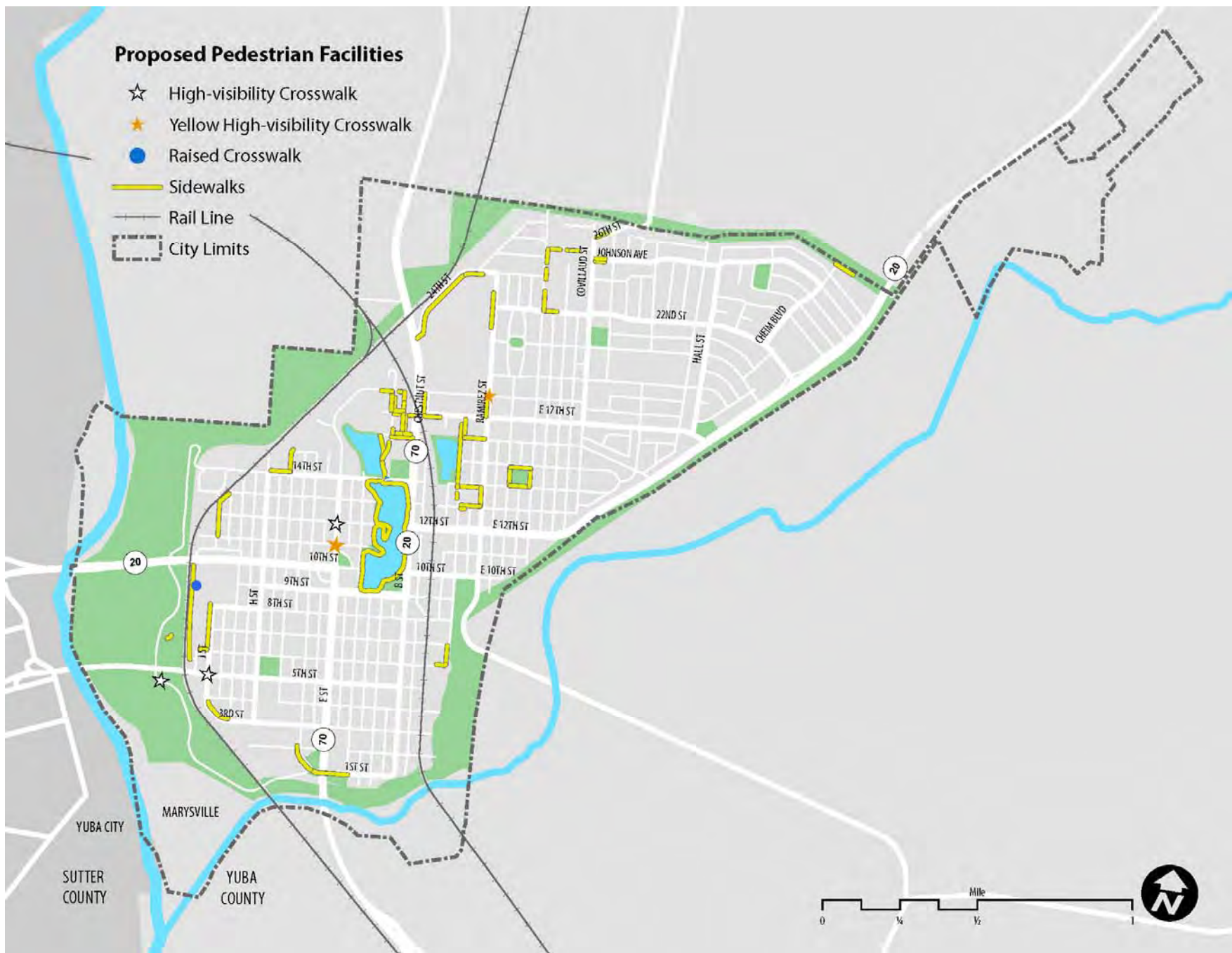


Figure 5-6: Pedestrian Projects





## Spot Improvements, Projects for Coordination with Caltrans and UPRR, and Studies

### Spot Improvements

Spot improvements include location-specific improvements. These are designed to address specific locations where there are specific walking or biking challenges identified through the planning process.

The recommended spot improvements are listed in **Table 5-7** and shown on **Figure 5-7**.



*Curb Extensions*



*Curb Ramps*



Table 5-7: Spot Improvements

Location	Start/End	Item	Improvement
1 <sup>st</sup> St	Midblock between Oak St & C St	Bike Hub	Bike Hub
10 <sup>th</sup> St	Yuba St	Median	Extend length of diverter median. Addresses top collision corridor.
26 <sup>th</sup> St	Levee path – East of 26 <sup>th</sup> St	Bollards	Replace gate with bike friendly bollards
26 <sup>th</sup> St	Levee path – West of 26 <sup>th</sup> St	Bollards	Replace gate with bike friendly bollards
<b>Boulton Way &amp; Rideout Way</b>		Curb Extension	Curb Extensions: replace bumpers with curb extensions
<b>Covillaud St</b>	26 <sup>th</sup> St	Wayfinding	Wayfinding to levee path
<b>Covillaud St</b>	Johnson Ave	Wayfinding	Wayfinding to levee path
<b>D St</b>	1 <sup>st</sup> St to 6 <sup>th</sup> St	Parking	Convert existing diagonal parking to back-in angled parking
<b>D St &amp; 12<sup>th</sup> St</b>		Raised Intersection	Mark four crosswalks and create raised intersection
<b>E St &amp; 11<sup>th</sup> St</b>		Crosswalk with RRFB	Yellow high-visibility crosswalk with RRFB – W leg
<b>E St &amp; 12<sup>th</sup> St</b>		Crosswalk with RRFB	Yellow high-visibility crosswalk with RRFB – S leg
<b>E St – midblock</b>	Between 12 <sup>th</sup> St and 13 <sup>th</sup> St	Sign	School Area Speed Feedback Sign
<b>E St – midblock</b>	Between 10 <sup>th</sup> St & 11 <sup>th</sup> St	Sign	School Area Speed Feedback Sign
<b>Featherside Way</b>	South of 10 <sup>th</sup> St	Curb Ramp	Curb Ramp: install ADA compliant curb ramp
<b>Greeley Dr &amp; Rideout Way</b>		Curb Extension	Curb Extensions: replace bumpers with curb extensions
<b>Levee Path</b>		Stencil	Stencil mile markers on pavement around the levee path loop

Location	Start/End	Item	Improvement
Olson Ct	East of East end	Bollards	Replace gate with bike friendly bollards
<b>Ramirez St</b>	South of levee path	Sign	Bike Lane Ends sign for southbound bicyclists
Sampson St	Levee path – East of Sampson St	Bollards	Replace gate with bike friendly bollards
Sampson St	Levee path – West of Sampson St	Bollards	Replace gate with bike friendly bollards



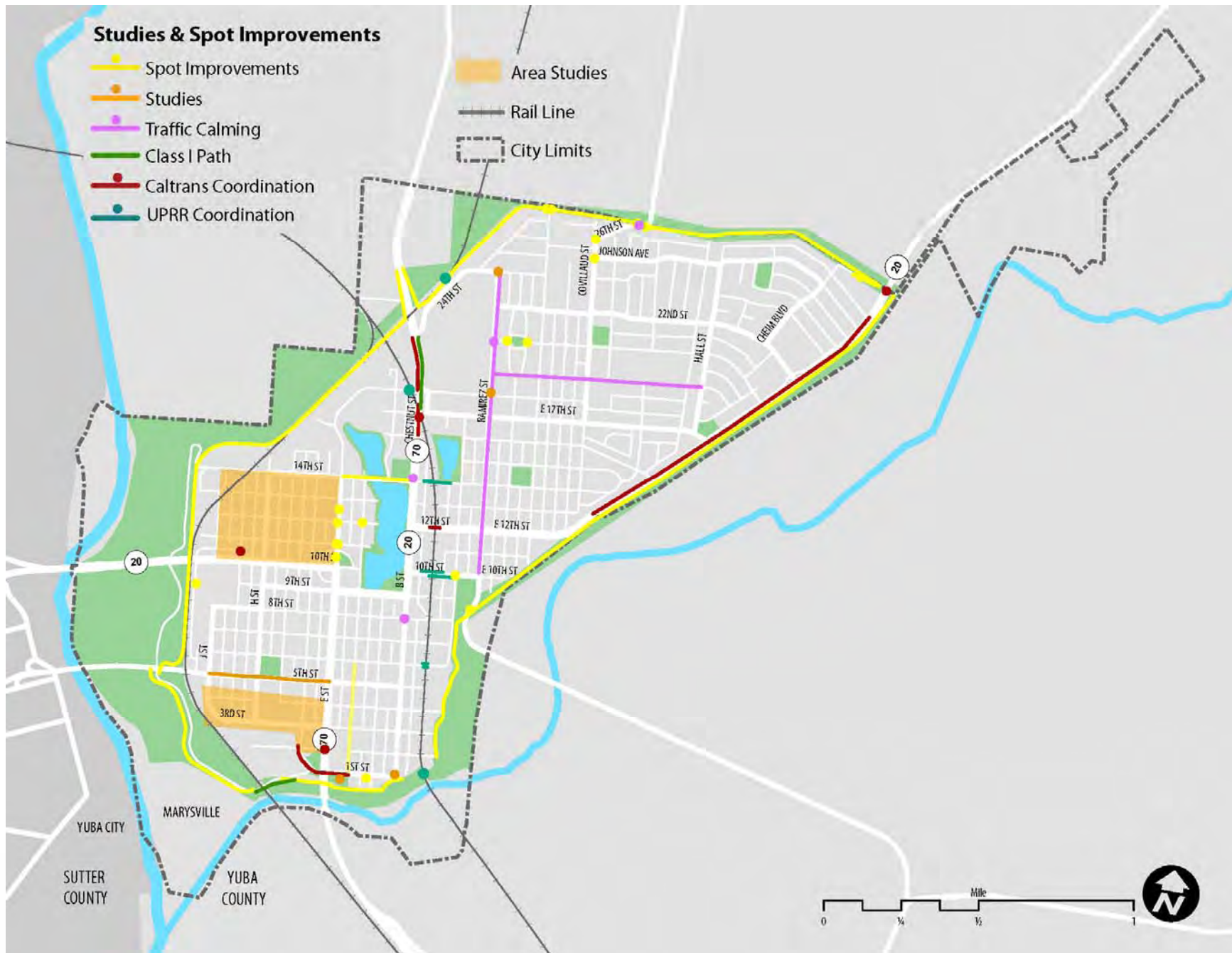


Figure 5-7: Spot Improvements and Future Studies



## Projects for Coordination with Caltrans

Marysville is unique because it has multiple state routes within city limits. These state routes are important for local and regional mobility but also provide a challenge for walking and bicycling. The projects described in **Table 5-8** and shown on **Figure 5-7** are intended to address community identified needs.

These projects will require collaboration with Caltrans.

Table 5-8: Projects for Coordination with Caltrans

Location	Start	End	Description
SR 20 - 12 <sup>th</sup> St	12 <sup>th</sup> St Underpass		Install sidewalk guardrails.
SR 20 - 12 <sup>th</sup> St	East of Buchanan St	Nadene Dr	Conduct corridor study that includes gateway treatments, traffic calming, and levee path access.
SR 20 - 10 <sup>th</sup> St	I St		Study opportunities to connect bicyclists using the 11 <sup>th</sup> Street Class III facility to the 10 <sup>th</sup> Street Bridge in conjunction with planned SR 20/10 <sup>th</sup> Street corridor project
SR 20	North Levee Rd		Study stop or signal control or pedestrian hybrid beacon to provide path crossing improvements.
SR 70	2 <sup>nd</sup> St & E St		Study existing ramp closure. Connect vehicles via 2 <sup>nd</sup> St, provide pedestrian access via 2 <sup>nd</sup> St.
SR 70 - B St	14 <sup>th</sup> St		Mark crosswalk on north leg. Would require signal phasing adjustments. Improvement was evaluated and not implemented as part of recent SR 70 improvements. As Caltrans moves away from vehicle LOS towards VMT evaluations, reconsider marking this crosswalk.
SR 70 - B St	North of 16 <sup>th</sup> St	South of 17 <sup>th</sup> St	Widen sidewalk and make formal Class I connection to existing Class I. Will require vertical separation.

Location	Start	End	Description
SR 70 - B St	South of 17 <sup>th</sup> St	North of 17 <sup>th</sup> St	Consider improving bicycle and pedestrian access. Coordinate with UPRR and Caltrans to address challenges for bicyclists and pedestrians traveling along B St/SR 70 under the train trestle.
SR 70 - B St	South of 17 <sup>th</sup> St		Improve path lighting through RR underpass.
SR 70 - B St	North of 17 <sup>th</sup> St	24 <sup>th</sup> St	Study Class I path on east side of SR 70. May also require coordination with school district.
SR 70 - B St	18 <sup>th</sup> St	24 <sup>th</sup> St	Install sidewalk on west side.



## Projects for Coordination with Union Pacific Railroad

The Marysville Class I levee path system has a number of gaps where it meets Union Pacific Railroad (UPRR) rail lines. These gaps pose a challenge for path users to route around the gap. This Plan recommends the City coordinate with UPRR to provide formal at grade path crossings at two locations, and new bicycle and pedestrian undercrossings at two additional locations. Locations are listed in **Table 5-9** and identified in **Figure 5-7**.

Table 5-9: Projects for Coordination with UPRR

Location	Start/End	Description
6 <sup>th</sup> St	East of A St to West of A St	Sidewalk on N side
6 <sup>th</sup> St	West of A St to A St	Sidewalk on S side
10 <sup>th</sup> St	Chestnut St to Walnut St	Sidewalk on N side. At-grade RR crossing. Addresses top collision corridor.
10 <sup>th</sup> St	E of Chestnut St to Yuba St	Sidewalk on S side. At-grade RR crossing. Addresses top collision corridor.
14 <sup>th</sup> St	Walnut St to Chestnut St	Bike-pedestrian RR undercrossing
18 <sup>th</sup> St	Elm St	Bike-pedestrian RR undercrossing
Levee Path	S of A St & First St	At-grade crossing for levee path
Levee Path	W of 24 <sup>th</sup> St & Triplett Way	At-grade crossing for levee path



## Studies

A number of improvements intended to address walking and bicycling mobility will require further study. These projects are listed in **Table 5-10** and shown on **Figure 5-7**.

### Regional Path System Study

Marysville has a well-used levee path system surrounding the city, and other communities in the region have similar planned paths. For example, Yuba County has a planned path network south of Marysville. The City of Live Oak and Colusa County have each expressed interest in connecting the region with a path system.

This Plan recommends the City of Marysville work with Yuba County, Sutter County, Colusa County, Live Oak, and SACOG to identify a potential alignment and feasibility of a regional path system.

Table 5-10: Projects for Study

Location	Start/End	Description
<b>2<sup>nd</sup> St, 3<sup>rd</sup> St, 4<sup>th</sup> St</b>		Planned project to conduct a complete streets study. Addresses a top collision corridor.
<b>5<sup>th</sup> St</b>	E St to J St	Complete Streets: Corridor study will evaluate bicycle and pedestrian facilities, a new signal at F St, and replacement of the existing signal at H St
<b>8<sup>th</sup> St &amp; B St</b>		RRFB. Caltrans has agreed to fund this improvement.
<b>10<sup>th</sup> St, 14<sup>th</sup> St, E St, J St</b>		Study neighborhood bounded by these streets for traffic controls. Addresses top collision corridors.
<b>19<sup>th</sup> St</b>	Ramirez St to Hall St	Traffic Calming: Speed surveys show higher speeds. Study could include grid stop sign configuration.
<b>26<sup>th</sup> St at North city limit</b>		Marked crosswalk with RRFB for levee path
<b>B St &amp; 1<sup>st</sup> St</b>		Consider median to slow traffic. Alternate route for trucks and other large vehicles, which must be accommodated in design.
<b>Biz Johnson Dr</b>		Class I Path
<b>E St &amp; 11<sup>th</sup> St</b>		Control warrant
<b>Plaza Park</b>		Levee Trail Connection
<b>Ramirez St</b>	10 <sup>th</sup> St to 24 <sup>th</sup> St	Traffic Calming: Speed surveys show higher speeds. Study could include grid stop sign configuration.
<b>Ramirez St &amp; 18<sup>th</sup> St</b>		N leg – Yellow high visibility crosswalk with RRFB; existing marked crossing
<b>Ramirez St &amp; 24<sup>th</sup> St</b>		Previous study found no warrant for all way stop. RRFB will help students who bike to school make a left.
<b>Ramirez St &amp; Rideout Way</b>		Traffic Calming: mini roundabout.



## Chapter 6. Recommended Programs

The Knothole Kids



The following chapter presents recommended bicycle and pedestrian related program recommendations. The recommendations are organized in four E's:

- ◆ **Education** programs are designed to improve safety and awareness. They can include programs that teach students how to safely cross the street or teach drivers to expect pedestrians. They may also include brochures, posters, or other information that targets pedestrians or drivers.
- ◆ **Encouragement** programs provide incentives and support to help people leave their car at home and try walking instead.
- ◆ **Enforcement** programs enforce legal and respectful walking, bicycling, and driving. They include a variety of tactics, ranging from police enforcement to neighborhood signage campaigns.
- ◆ **Evaluation** programs are an important component of any investment. They help measure success at meeting the goals of this plan and to identify adjustments that may be necessary.

This chapter includes the following recommendations:

<b>Education .....</b>	<b>6-3</b>
Rail Safety Education .....	6-3
StreetSmarts Campaign.....	6-3
Adult Bicycling Skills Classes .....	6-4
Bicycle Related Ticket Diversion Class .....	6-4
Student Bicycle and Pedestrian Traffic Safety Education.....	6-4
<b>Encouragement.....</b>	<b>6-5</b>
Back-to-School Encouragement Marketing.....	6-5
Bicycle Friendly Community .....	6-6
Bicycle Helmet Giveaway.....	6-6
Bike to Work Month and Day.....	6-6
Employer-Based Encouragement Programs.....	6-6
Incentive Programs .....	6-7
Golden Sneaker Contest.....	6-7
Monthly Walk & Roll Days.....	6-8
Open Streets Events.....	6-8
Suggested Walking and Biking Routes to School Maps .....	6-9
Walking School Buses and Bike Trains.....	6-9
Walk to School Day.....	6-10
Bike to School Day .....	6-10
<b>Enforcement Programs.....</b>	<b>6-11</b>
Crossing Guard Program.....	6-11
Crosswalk Stings/Enforcement Campaigns .....	6-11
<b>Evaluation Programs .....</b>	<b>6-12</b>
Annual Collision Data Review .....	6-12
Parent Surveys.....	6-12
Student Walking and Biking Counts .....	6-12





## Education

Education programs are important for teaching safety rules and laws as well as increasing awareness regarding walking and bicycling opportunities and existing facilities. Education programs may need to be designed to reach groups at varying levels of knowledge and there may be many different audiences: pre-school age children, elementary school students, teenage and college students, workers and commuters, families, retirees, the elderly, new immigrants and non-English speakers.

### Rail Safety Education

Marysville has many rail lines throughout the City and residents could benefit from education on rail safety. Rail safety education and messaging can address these challenges.

The Federal Rail Administration has partnered with Operation Lifesaver on a national program designed to end collisions, deaths and injuries related to rail crossings. Information can be found at: <http://oli.org/>

#### Recommendation

This Plan recommends the City seek funding to develop and implement rail safety education.



Operation Lifesaver offers education tools

## StreetSmarts Campaign

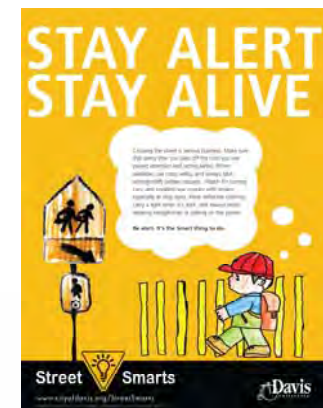
On a citywide scale, the City could start a StreetSmarts media campaign, similar to those in San Jose, Marin County, Davis and other California cities. Developed by the City of San Jose, StreetSmarts uses print media, radio spots and television spots to educate people about safe driving, bicycling, skateboarding, and walking behavior. More information about StreetSmarts can be found at [www.getstreetsmarts.org](http://www.getstreetsmarts.org).

Outreach conducted during this planning effort identified a need to raise public awareness of bicycling and walking as viable forms of transportation, and to combat negative stereotypes about people who choose to walk or bicycle. The campaign could also address safety concerns such as 'dooring,' when a motorist opens a parked car door into the path of a bicyclist.

Local resources for conducting a StreetSmarts campaign can be maximized by assembling a group of local experts, law enforcement officers, businesspeople, civic leaders and dedicated community volunteers. These allies could assist with a successful safety campaign goals based on the local concerns and issues. It may be necessary to develop creative strategies for successful media placement in order to achieve campaign goals.

#### Recommendation

This Plan recommends the City consider implementation of a public awareness program such as StreetSmarts.



Davis, CA Street Smarts Campaign Posters



## Community Bike Kitchen

Community bike kitchens can be a valuable resource, offering educational classes and shop space for bike repairs at reduced or flexible prices in exchange for donations or volunteer hours.

Several local organizations are currently working to open a Bike Kitchen in Yuba City, near the 5<sup>th</sup> Street bridge, which will serve the two communities.

### **Recommendation**

This Plan recommends the City support the implementation of a joint community bike kitchen with Yuba City.

## Student Bicycle and Pedestrian Traffic Safety Education

Student education programs are an essential component of bicycle and pedestrian education. Students are taught traffic safety skills that help them understand basic traffic laws and safety rules.

Example pedestrian education curriculum elements include traffic sign identification and how to use a crosswalk. Bicycle education curriculum typically includes two parts: knowledge and skills. Knowledge lessons are typically in-class, while skills are practiced on a bicycle. Lessons can include helmet and bicycle fit, hand signals, and riding safely with traffic.

### **Benefits**

Student bicycle and pedestrian traffic safety education can benefit the Marysville community by:

- ◆ Improving safety by teaching children about lifelong safety skills
- ◆ Create awareness with students and parents
- ◆ Encourage families to consider walking or bicycling to school on a more frequent basis

The School District in partnership with the City is currently piloting an education program for Elementary and Middle Schools.

### **Recommendation**

This Plan recommends School District continue its pilot education program and expand it to include all Marysville schools.

## Adult Bicycling Skills Classes

Most bicyclists do not receive training on safe bicycling practices, the rules of the road and bicycle handling skills. Adult education programs were identified as a need by the community through the survey and public workshop, with an emphasis on using lights and bicycling safely at night.

Bicycling skills classes can address this education gap. The League of American Bicyclists offers classes taught by certified instructors.

Information can be found at: <http://www.bikeleague.org/>

### **Recommendation**

This Plan recommends the City support adult bicyclist skills classes. Of the City's largest employers, those listed below may consider offering classes for employees:

- ◆ Appeal Democrat
- ◆ Caltrans District 3
- ◆ Marysville Care & Rehab Center
- ◆ Marysville Joint Unified School District
- ◆ Rideout Regional Medical Center
- ◆ US Post office

## Bicycle Related Ticket Diversion Class

Diversion classes are classes offered to bicyclist offenders of certain traffic violations, such as running a stoplight.

California Assembly Bill 209, signed by Governor Brown on September 21, 2015 allows for such programs for violations not committed by a driver of a motor vehicle. This program is a good way to educate bicyclists about rights and responsibilities.

Similar programs existing throughout California. More information:

[www.marinbike.org/Campaigns/ShareTheRoad/Index.shtml#StreetSkills](http://www.marinbike.org/Campaigns/ShareTheRoad/Index.shtml#StreetSkills)

<http://www.cityoflivermore.net/citygov/police/ops/traffic/bikesafety/diversion.asp>

### **Recommendation**

This Plan recommends the City consider offering bicyclist diversion classes.



## Encouragement

Everyone from young children to elderly residents can be encouraged to increase their rates of walking and bicycling or to try walking or bicycling instead of driving for short trips.

### Back-to-School Encouragement Marketing

Families set transportation habits during the first few weeks of the school year and are often not aware of the multiple transportation options and routes available to them. Because of this, many families will develop the habit of driving to school using the same congested route as everyone else.

A back-to-school encouragement marketing can promote bus, carpool, walking and bicycling to school. The marketing campaign can include suggested route maps, safety education materials, volunteer opportunities, event calendars, and traffic safety enforcement notices. It can also include an illustrative guide that includes the Suggested Walking and Biking to School maps.

#### **Objectives**

The event's objectives are to:

- ◆ Share information about the Marysville Safe Routes to School Program activities, classes, and events throughout the year.
- ◆ Encourage families to plan out their routes at the beginning of the school year to consider alternatives to driving alone as a family.
- ◆ Promote Safe Routes to School to encourage families to try walking, bicycling, and carpooling to school as well as participating in Safe Routes to School activities and events.

#### **Benefits**

Back to school encouragement marketing can benefit the Marysville community by:

- ◆ Informing families about ways to walk and bicycle to school
- ◆ Informing families about school support for walking and bicycling to school

The School District in partnership with the City is currently piloting encouragement programs for Elementary and Middle Schools.

#### **Recommendation**

This Plan recommends School District continue its pilot education program and expand it to include all Marysville schools.



## Bicycle Friendly Community

The League of American Bicyclists (LAB) recognizes communities that improve bicycling conditions through education, encouragement, enforcement and evaluation programs. Communities can achieve platinum, gold, silver, or bronze status or an honorary mention. Bicycle friendliness can indicate that a community is healthy and vibrant. Like good schools and attractive downtowns, bicycle friendliness can increase property values, spur business growth and increase tourism.

### **Recommendation**

This Plan recommends the City to pursue Bicycle Friendly Community status after implementation of the priority projects identified in this Plan. This Plan is a valuable resource for completing the LAB application efficiently.

More information and application steps:

<http://www.bikeleague.org/programs/bicycledfriendlyamerica/communities/>

## Bicycle Helmet Giveaway

The California Office of Traffic Safety (OTS) grant program can fund bicycle helmets for giveaways to children at schools or children observed bicycling without wearing helmets. Typically this type of program is a partnership with the Police Department.

### **Recommendation**

This Plan recommends the City seek an OTS grant and conduct helmet giveaways for children.

## Bike to Work Month and Day

May is Bike Month (<http://mayisbikemonth.com/>) is a regional event to promote bicycling to work and is typically held in May. The Sacramento Area Council of Governments (SACOG) organizes May is Bike Month and provides ideas for events.

Popular events include:

- ◆ Bike to Work Day (typically the 3<sup>rd</sup> Thursday of the month)
- ◆ Bike education classes
- ◆ Pedal Pools or Bike Trains (group rides)

### **Recommendation**

This Plan recommends the City consider sponsoring a Bike to Work Day event. The event can include a Bike to Work Day celebration downtown with Pedal Pools (group rides), raffles and prizes, and speeches from Council Members or the Mayor. The type of events held can be developed through community input.

## Employer-Based Encouragement Programs

Though the City cannot host these programs, it can work with or provide information to employers about commuting by bicycle. Popular employer-based encouragement programs include hosting a bicycle user group to share information about how to bicycle to work and to connect experienced bicyclists with novice bicyclists. Employers can host bicycle classes and participate in Bike to Work day.

### **Recommendation**

This Plan recommends the City collaborate with employers to implement bicycle related programs.



## Incentive Programs

Contests and incentive programs reward students by tracking the number of times they walk, bike, carpool, or take transit to school. Contests can be individual, classroom, school-wide, or interschool competitions, and can be integrated with other programs like Walk and Bike to School Days. Students compete for prizes and recognition. Types of incentive programs are listed below:

- ◆ Pollution Punch Card is a year-round program designed to encourage students and families to consider their options for getting to school. Every time a student walks, bikes, carpools, or takes transit a school representative records the activity. After a certain number of points are reached, the student received a prize or incentive.
- ◆ Walk or Bike Across California/America is a year-round program designed to encourage walking and biking by tracking the miles they travel throughout the year. Students are taught how to track their mileage and will also learn about places along their way.

### **Benefits**

Participation in incentive programs can benefit the Marysville community by:

- ◆ Increasing awareness of walking and bicycling to school
- ◆ Increasing the number of students who walk or bicycle to school

### **Recommendation**

This Report recommends the School District work with the schools and parent champions to sponsor a number of incentive programs.

## Golden Sneaker Contest

In the Golden Sneaker Contest, classrooms compete to see which class has the highest rate of students walking, biking, or carpooling to and from school. The class tracks how many students commute by these modes and calculates the percent of total trips by each mode. The winner of the contest receives a “golden sneaker” trophy, along with other incentive prizes.

A Golden Sneaker Contest can be expanded from classroom competitions to intra-school competitions or district-wide competitions. Some schools hold celebrations for winning classrooms.

### **Benefits**

Participation in the Golden Sneaker Contest can benefit the Marysville community by:

- ◆ Increasing awareness of walking and bicycling to school
- ◆ Increasing the number of students who walk or bicycle to school

### **Recommendation**

This Report recommends School District work with the schools and parent champions to hold the Golden Sneaker Contest.



## Monthly Walk & Roll Days

Walk and Bike to School Days are events to encourage students to try walking or bicycling to school. The most popular events of this type are International Walk to School Day (held in early October) and Bike to School Day (held in early May). Many communities have expanded on this once a year event and hold monthly or weekly events such as Walk and Roll the First Friday (of every month) or Walk and Roll Wednesdays (held every Wednesday).

Holding weekly or monthly Walk & Roll to School Day promotes regular use of active transportation and helps establish good habits. Events can take on a wide range of activities, with some schools choosing to make them weekly rather than monthly, such as with a “Walk & Roll Wednesday.”

Volunteers can set up a welcome table for walkers and bikers. The welcome table could provide refreshments, incentive prizes, and an interactive poster letting students document their mode to school. Walking School Buses and Bike Trains and Golden Sneaker Contests can be organized and promoted on these days.

### **Benefits**

Participation in Monthly Walk & Roll Days can benefit the Marysville community by:

- ◆ Building community
- ◆ Saving parents' money by not using a car
- ◆ Reducing traffic congestion around the school

### **Recommendation**

It is recommended the Marysville Joint Unified School District, schools, PTAs, and parent champions work together to expand Walk and Bike to School days to be held on a weekly basis.

## Open Streets Events

Open Streets events, sometimes called “Ciclovía,” celebrate walking and bicycling by closing key streets to vehicle traffic for a day or a few hours and opening them up for walking, bicycling, and other community activities. These events can create opportunities for people to try walking or bicycling away from the potential stresses of adjacent vehicle traffic.

### **Recommendation**

This Plan recommends the City work with local community groups to host Open Streets events on a semi-annual basis.



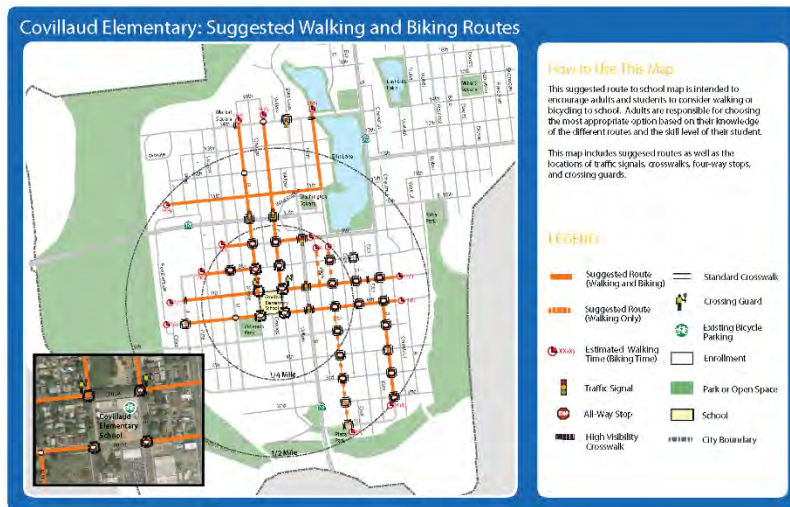
## Suggested Walking and Biking Routes to School Maps

Suggested Walking and Biking Routes to School Maps can help parents overcome fears related to traffic and/or lack of knowledge of family friendly routes to school. These types of maps show stop signs, traffic signals, crosswalks, paths, overcrossings, crossing guard locations and similar elements that can help parents make decisions about choosing the route that best fits their family's walking or biking needs.

### Recommendation

Marysville has existing Suggested Routes to School Maps for three schools developed as part of a previous planning effort. This plan recommends these maps be reviewed and updated every four years to reflect improvements as they are implemented in the community.

It is also recommended the City support Marysville Joint Unified School District in developing similar maps for Marysville High.



Marysville has existing Suggested Routes to School Maps for three schools in the community

## Walking School Buses and Bike Trains

A Walking School Bus is an organized group of students who walk to school under the supervision of a parent/adult volunteer. Bike Trains are similar to Walking School Buses, with students bicycling together. Parent champions take turns walking or bicycling along a set route to and from school, collecting children from designated “bus stops” along the way.

Schools and parent champions can encourage parents to form Walking School Buses or Bike Trains at the back-to-school orientation or other fall events. The School District can provide safety vests or marked umbrellas to indicate the leader(s). Incentives for the parent volunteers can include coffee at the school or gift cards for coffee shops.

### Benefits

Walking School Buses and Bike Trains benefit the Marysville community by:

- ◆ Improving safety - Children are in walking groups, accompanied by an adult
- ◆ Saving parents' money by not using a car
- ◆ Saving parents' time when they aren't leading the bus or train
- ◆ Reducing traffic congestion around the school

### Recommendation

This Report recommends School District work with schools and parent champions to develop a Walking School Bus and Bike Train program.

Example outreach materials:

- ◆ Michigan Safe Routes 2 School's Walking School Bus program: <http://saferoutesmichigan.org/wsb>
- ◆ Sonoma Safe Routes to School's Walking School Bus Basics: <http://sonomasaferroutes.org/resources/walking-school-bus-basics.pdf/view>
- ◆ Sonoma Safe Routes to School's Bike Train Guide for Volunteers: <http://sonomasaferroutes.org/resources/bike-train-guide-for-volunteers.pdf/view>
- ◆ Marin County Safe Routes to Schools' SchoolPool Marin materials: <http://www.schoolpoolmarin.org/>



## Walk to School Day

International Walk to School Day is typically held in early October. Students and families are encouraged to walk to school. The event celebrates the many students who already walk to school, and encourages additional families to try walking to school.

Volunteers can form Walking School Buses. Schools can leverage the enthusiasm by holding other contests and events during the week or on the day of the event.

### **Benefits**

Participation in Walk to School Day can benefit the Marysville community by:

- ◆ Building community
- ◆ Saving parents' money by not using a car
- ◆ Reducing traffic congestion around the school

### **Recommendation**

This Report recommends School District work with the schools and parent champions and participate in Walk to School Day.

## Bike to School Day

Bike to School Day is typically held in mid-May. Students and families are encouraged to walk to school. Similar to Walk to School Day events, this program celebrates students who already bike to school and encourages additional families to try bicycling to school.

Volunteers can form Bike Trains. Schools can leverage the enthusiasm by holding other contests and events during the week or on the day of the event.

### **Benefits**

Participation in Bike to School Day can benefit the Marysville community by:

- ◆ Building community
- ◆ Saves parents' money by not using a car
- ◆ Reduces traffic congestion around the school

### **Recommendation**

This Report recommends School District work with the schools and parent champions and participate in Bike to School Day.





## Enforcement Programs

Enforcement programs enforce legal and respectful use of the transportation network. These programs will help educate motorists, bicyclists, and pedestrians about the rules and responsibilities of the road.

### Crossing Guard Program

The effectiveness of a crossing guard can be the deciding factor in a parent feeling comfortable enough to let their child walk or bicycle to school. Currently, adult crossing guards in the City are school staff.

Parents who participated in a previous Safe Routes to School planning effort expressed their desire for improved and uniform levels of training and effort for all adult crossing guards.

California is developing an on-line training program but it is still in draft form. Other state training guides include:

- ◆ [National Center for Safe Routes to School Adult Crossing Guard Guidelines](#)
- ◆ [Florida Department of Transportation School Crossing Guard Training Guidelines](#)
- ◆ [Colorado Department of Transportation Adult School Crossing Guard Guidelines](#)

### **Recommendation**

It is recommended the School District provide formal training for all staff who have crossing guard duty.

## Crosswalk Stings/Enforcement Campaigns

In a crosswalk sting operation, the Police Department targets drivers who fail to yield to pedestrians in a school crosswalk. A plain-clothes decoy police officer ventures into a crosswalk and motorists who do not yield are given a citation by a second officer stationed nearby. The Police Department or School District may alert the media to the crosswalk stings to increase public awareness of the crosswalk safety issue. Other common enforcement campaigns include targeting driver violations including speeding or talking/texting on cellphones.

### **Recommendation**

This Report recommends the City and School District work with the Police Department to conduct crosswalk stings and enforcement campaigns near schools and other key destinations for bicyclists and pedestrians.



## Evaluation Programs

Evaluation programs help the City measure how well it is meeting the goals of this Plan and the General Plan and evaluation is a key component of any engineering or programmatic investment. It is also a useful way to communicate success with elected officials as well as local residents.

### Annual Collision Data Review

Reviewing bicycle and pedestrian related collisions and near-misses on an annual basis can help the City identify challenging intersections or corridors. This review should include an assessment of the existing infrastructure to determine whether improvements can be made to reduce the number of collisions in the community.

#### **Recommendation**

This Plan recommends the City and Police Department review bicycle and pedestrian related collision data on an annual basis to identify needed improvements.

### Bicycle and Pedestrian Advisory Commission

The City does not currently have an advisory committee focused on improving walking and bicycling conditions in Marysville. Such committees are typically composed of community members that advise the local government on bicycle and pedestrian issues on an ongoing basis.

Members of a Bicycle and Pedestrian Advisory Commission (BPAC) in Marysville could include representatives from the Yuba Area Bicycle Advocates (YABA), FREED Center for Independent Living, and others representing a range of bicycle and pedestrian interests and experiences.

#### **Recommendation**

This Plan recommends the City form a BPAC when sufficient funding and staff time are available. Until that time, the City should collaborate with the community on plan and project review.

## Parent Surveys

The National Center for Safe Routes to School provides a standard parent survey, collecting information on modes of travel, interest in walking or biking to school, and challenges to walking and bicycling to school. The information gathered from the parent surveys can help the City of Marysville, and School District provide programs that are attractive to parents. Parent surveys can also help measure parent attitudes and changes in attitude towards walking and biking to school.

#### **Recommendation**

It is recommended that the City of Marysville and School District work together to conduct annual or bi-annual parent surveys.

### Student Walking and Biking Counts

Student hand tallies are one way to count the number of students who walk, bicycle, take transit or carpool to school. The National Center for Safe Routes to School provides the standard tally form.

#### **Recommendation**

It is recommended the Marysville Joint Unified School District conduct student tallies on an annual basis.



## Chapter 7. Implementation Strategy



This chapter presents a prioritized list of the individual infrastructure improvements, including the evaluation criteria and scoring method, project cost estimates, and a list of prioritized projects.

## Project Evaluation Strategy

Proposed infrastructure projects were evaluated against the criteria described in **Table 7-1**. Projects were then organized into short, mid, and long-term tiers based on a logical breakdown of scores and complexities of implementation. Score ranges in each tier are:

- ◆ **Tier 1** projects (100-75 points) are priority and intended for short-term implementation
- ◆ **Tier 2** projects (74-40 points) are intended for mid-term implementation
- ◆ **Tier 3** projects (39 or fewer points) are intended for long-term implementation

The intent of evaluating projects is to create a prioritized list of projects for implementation. As projects are implemented, lower ranked projects move up the list.

The project list and individual projects to be included in this Plan are flexible concepts that serve as a guideline. The high-priority project list, and perhaps the overall project list, may change over time as a result of changing walking and bicycling patterns, land use patterns, implementation constraints and opportunities and the development of other transportation improvements.

Programs (Education, Encouragement, Enforcement and Evaluation) will receive a qualitative evaluation regarding how well they meet this Plan's vision and goals.

Table 7-1: Project Evaluation Criteria

Criteria	Description	Max Score
Safety	Addresses a location with a history of bicycle- or pedestrian-involved collisions <i>Score or No Score</i>	25
Community Support	The project or area was identified for improvement during the community input phase. <i>Score or No Score</i>	20
Economic Development	Connects to a retail district or other economic activity generator. <i>Score or No Score</i>	20
Proximity to Activity Generator	Projects within one eighth of a mile of a school, park, library, civic building, employment center, retail cluster, or other area of significant trip generation. <i>Score or No Score</i>	20
Project Readiness	The project could feasibly be implemented within a five year timeframe, taking into consideration the difficulty of acquiring additional right of way and construction costs. <i>Score or No Score</i>	15
<b>Total Possible Score</b>		<b>100</b>



## Cost Estimate Assumptions

**Table 7-2** presents the planning level cost assumptions used to determine project cost estimates. Unit costs are typical or average costs informed by Alta Planning + Design’s experience working with California communities. While they reflect typical costs, unit costs do not consider project-specific factors such as intensive grading, landscaping, or other location-specific factors that may increase actual costs. For some segments, project costs may be significantly greater.

Table 7-2: Unit Cost Assumptions

Item	Unit	Cost Assumption
Bicycle Rack - Wheelwell Secure	EA	\$300
Bike Corral	EA	\$2,000
Bollards	EA	\$800
Class I Shared-use Path	MI	\$590,000
Class II Bike Lanes	MI	\$44,000
Class III Bicycle Route	MI	\$9,000
Class III Bicycle Route With Shared Lane Markings	MI	\$16,000
Curb Extension	EA	\$30,000
Curb Ramp	EA	\$4,000
Decomposed Granite (DG) Bicycle Path	MI	\$296,000
Guardrail	MI	\$792,000
High Visibility Crosswalk With Advance Stop Bar	EA	\$2,800
Median Hardscaping	MI	\$686,400
Mileage Stenciling	MI	\$8,000
Pedestrian Scaled Lighting	MI	\$2,178,000
Raised Crosswalk	EA	\$8,000
Raised Intersection	EA	\$50,000
Rectangular Rapid-flashing Beacon (Two Units)	EA	\$25,000
Sidewalk, Curb, Gutter	MI	\$897,600
Signs	EA	\$300
Speed Feedback Sign	EA	\$16,000
Striping	MI	\$10,560
Studies	EA	Varies
Traffic Calming Study	EA	\$20,000



## Priority Projects Summary

**Table 7-3** presents a cost summary by tier and project type. **Table 7-4** on the following page presents a list of all Tier 1 priority projects. For a complete list of all recommended projects, see **Appendix D**.

Table 7-3: Estimated Cost Summary by Tier and Project Type

Tier/Project Type	Est. Cost
<b>Tier 1 Projects</b>	
Bike Parking	\$7,800
Caltrans Coordination: Bridge Access	Funded
Caltrans Coordination: Sidewalk	\$202,800
Class II Bike Lanes	\$318,400
Class III Bike Routes	\$41,500
Class III Bike Routes with Shared Lane Markings	\$2,100
Crosswalks	\$2,800
Mileage Stencil	\$57,800
Parking	\$100,000
Raised Intersection	\$50,000
Speed Feedback Signs	\$32,000
Studies: Complete Streets	\$150,000
Studies: Crosswalk with RRFB	\$10,000
Studies: Traffic Calming	\$20,000
<b>Total for Tier 1</b>	<b>\$995,200</b>
<b>Tier 2 Projects</b>	
Bicycle Path	\$110,000
Bike Hub	\$250,000
Bike Parking	\$7,400
Bollards	\$4,000
Caltrans Coordination: Class I Shared Use Path	\$100,000
Caltrans Coordination: Control Warrant Study	\$10,000
Caltrans Coordination: Crosswalk	\$3,000
Caltrans Coordination: Guardrails	\$53,200
Caltrans Coordination: Pedestrian Lighting	\$43,600
Caltrans Coordination: Traffic Calming Study	\$100,000
Undercrossing Access	\$100,000

Tier/Project Type	Est. Cost
Class I Shared Use Path	\$85,000
Class II Bike Lanes	\$81,500
Class III Bike Route	\$12,000
Class III Bike Route with Shared Lane Markings	\$6,800
Crosswalks	\$2,800
Crosswalk with RRFB	\$27,800
Curb Extension	\$60,000
Curb Ramp	\$4,000
Median	\$34,300
Raised Crosswalk	\$8,000
Sidewalks	\$11,025,400
Sign	\$300
Studies: Class I Shared Use Path	\$200,000
Studies: Control Warrant	\$20,000
Studies: Crosswalk with RRFB	\$30,000
Studies: Traffic Calming	\$40,000
UPRR Coordination: New Crossing	\$200,000
UPRR Coordination: Sidewalk	\$166,300
<b>Total for Tier 2</b>	<b>\$12,785,400</b>
<b>Tier 3 Projects</b>	
Bike Parking	\$6,300
Caltrans Coordination: Bridge Access	\$20,000
Caltrans Coordination: Class I Shared Use Path	\$400,000
Caltrans Coordination: Sidewalk	\$159,100
Class I Shared Use Path	\$32,900
Class II Bike Lanes	\$18,000
Class III Bike Route	\$3,700
Class III Bike Route with Shared Lane Markings	\$3,100
Crosswalk	\$2,800
Sidewalks	\$2,246,600
UPRR Coordination: New Undercrossing	\$200,000
Wayfinding	\$600
<b>Total for Tier 3</b>	<b>\$3,093,100</b>
<b>Total for all tiers</b>	<b>\$16,873,700</b>



Table 7-4: Tier 1 Priority Project List

Project	Location	Start	End	Notes	Safety	Community Support	Economic Development	Activity Generator	Project Readiness	Total Score	Cost Estimate	Length (mi)
Class III Bike Route with SLM	1 <sup>st</sup> St	Biz Johnson Dr	E St	Shared Lane Markings	25	20	20	20	15	<b>100</b>	\$2,100	0.13
Sidewalk	1 <sup>st</sup> St	Biz Johnson Dr	D St	SW Side	25	20	20	20	0	<b>85</b>	\$116,700	0.13
Bike Parking	1 <sup>st</sup> St	C St		NW Corner - Parallel to sidewalk	0	20	20	20	15	<b>75</b>	\$300	-
Class III Bike Route	2 <sup>nd</sup> St	D St	E of A St		0	20	20	20	15	<b>75</b>	\$2,400	0.27
Bike Parking	2 <sup>nd</sup> St	D St 1		NW Corner - Parallel to sidewalk	0	20	20	20	15	<b>75</b>	\$300	-
Bike Parking	2 <sup>nd</sup> St	D St 2		NW Corner - Parallel to sidewalk	0	20	20	20	15	<b>75</b>	\$300	-
Caltrans Coordination: Bridge Access	2 <sup>nd</sup> St	E St		Study existing ramp closure. Connect vehicles via 2 <sup>nd</sup> St, provide pedestrian access from 2 <sup>nd</sup> St	25	20	20	20	0	<b>85</b>	Funded project	-
Study: Complete Streets	4 <sup>th</sup> St, 3 <sup>rd</sup> St, and 2 <sup>nd</sup> St			Planned project to conduct a complete streets study	25	20	20	20	15	<b>100</b>	\$150,000	1.19
Study: Complete Streets	5 <sup>th</sup> St	E St	J St	Corridor study will evaluate bicycle and pedestrian facilities, a new signal at F St, and replacement of the existing signal at H St	25	20	20	20	15	<b>100</b>	Funded project	0.41
Class II Bike Lane	6 <sup>th</sup> St	A St	Yuba St		0	20	20	20	15	<b>75</b>	\$3,100	0.07
Class III Bike Route	6 <sup>th</sup> St	Olive St	A St		25	20	20	20	15	<b>100</b>	\$7,000	0.78
Study: Crosswalk with RRFB	8 <sup>th</sup> St & B St				25	20	20	20	15	<b>100</b>	\$20,000	-
Class III Bike Route	8 <sup>th</sup> St	J St	B St		0	20	20	20	15	<b>75</b>	\$5,900	0.65
Median	10 <sup>th</sup> St & Yuba St			Extend length of diverter median	25	20	0	20	15	<b>80</b>	\$34,300	0.05
Class II Bike Lane	14 <sup>th</sup> St	B St	E St	Restripe w/ two 11' travel lanes, one 11' center turn lane, and 8' bike lanes. Bike lanes will be closed and used for special event parking for game days at Bryant Field and other large community events at discretion of the City. Addresses top collision corridor.	25	20	20	20	15	<b>100</b>	\$10,900	0.25
Class II Bike Lane	17 <sup>th</sup> St	Ramirez St	Hall St		25	20	0	20	15	<b>80</b>	\$30,800	0.70
Class II Bike Lane	19 <sup>th</sup> St	Ramirez St	Harris St		25	20	0	20	15	<b>80</b>	\$36,200	0.82
Study: Traffic Calming	19 <sup>th</sup> St	Ramirez St	Hall St	Speed surveys show higher speeds. Study could include grid stop sign configuration.	25	20	0	20	15	<b>80</b>	\$20,000	0.71
Class II Bike Lane	22 <sup>nd</sup> St	Ramirez St	SR 20	Wide street - would also help manage vehicle speeds	25	20	0	20	15	<b>80</b>	\$47,700	1.08



Project	Location	Start	End	Notes	Safety	Community Support	Economic Development	Activity Generator	Project Readiness	Total Score	Cost Estimate	Length (mi)
Class III Bike Route	Cheim Blvd	22 <sup>nd</sup> St	Olson Ct		25	20	0	20	15	<b>80</b>	\$3,300	0.36
Class II Bike Lane	Covillaud St	13 <sup>th</sup> St	26 <sup>th</sup> St	Existing facility, but markings are nonexistent in many places	25	20	0	20	15	<b>80</b>	\$41,100	0.93
Class III Bike Route	D St	1 <sup>st</sup> St	11 <sup>th</sup> St	Recommend w/ implementation of back-in angled parking	25	20	20	20	15	<b>100</b>	\$6,900	0.77
Parking	D St	1 <sup>st</sup> St	6 <sup>th</sup> St	Convert existing diagonal parking to back-in angled parking.	25	20	20	20	0	<b>85</b>	\$100,000	0.77
Bike Parking	D St	Midblock between 3 <sup>rd</sup> St & 4 <sup>th</sup> St		E Side - 2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	\$600	-
Bike Parking	D St	Midblock between 4 <sup>th</sup> St & 5 <sup>th</sup> St		E Side - 2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	\$600	-
Bike Parking	D St	N of 3 <sup>rd</sup> St		E Side - 2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	\$600	-
Bike Parking	D St	N of 4 <sup>th</sup> St		E Side - 2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	\$600	-
Bike Parking	D St	S of 3 <sup>rd</sup> St		E Side - Parallel to sidewalk	0	20	20	20	15	<b>75</b>	\$300	-
Bike Parking	D St	S of 4 <sup>th</sup> St		E Side - 2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	\$600	-
Bike Parking	D St	S of 5 <sup>th</sup> St		E Side - 2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	\$600	-
Bike Parking	D St	Midblock between 4 <sup>th</sup> St & 5 <sup>th</sup> St		W Side - 2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	\$600	-
Bike Parking	D St	N of 3 <sup>rd</sup> St		W Side - 2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	\$600	-
Bike Parking	D St	N of 4 <sup>th</sup> St		W Side - 2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	\$600	-
Bike Parking	D St	S of 4 <sup>th</sup> St		W Side - 2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	\$600	-
Bike Parking	D St	S of 5 <sup>th</sup> St		W Side - 2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	\$600	-
Raised Intersection	D St & 12 <sup>th</sup> St			Key park crossing	25	20	0	20	15	<b>80</b>	\$50,000	-
Crosswalk with RRFB	E St & 11 <sup>th</sup> St			W side. School crossing.	25	20	20	20	15	<b>100</b>	\$2,800	-
Speed Feedback Sign	E St	Midblock between 12 <sup>th</sup> St & 13 <sup>th</sup> St		School Area Speed Feedback Sign; solar powered	25	20	20	20	15	<b>100</b>	\$16,000	-
Speed Feedback Sign	E St	Midblock between 10 <sup>th</sup> St & 11 <sup>th</sup> St		School Area Speed Feedback Sign; solar powered	25	20	20	20	15	<b>100</b>	\$16,000	-





Project	Location	Start	End	Notes	Safety	Community Support	Economic Development	Activity Generator	Project Readiness	Total Score	Cost Estimate	Length (mi)
Class II Bike Lane	F St	2 <sup>nd</sup> St	S of 3 <sup>rd</sup> St		25	20	20	20	15	<b>100</b>	\$3,200	0.07
Class III Bike Route with SLM	F St	2 <sup>nd</sup> St	Biz Johnson Dr	Shared Lane Markings	25	20	20	20	15	<b>100</b>	\$2,100	0.13
Caltrans Coordination: Sidewalk	F St	N of 2 <sup>nd</sup> St	Biz Johnson Dr	SW side	25	20	20	20	0	<b>85</b>	\$193,800	0.22
Class III Bike Route	F St	3 <sup>rd</sup> St	6 <sup>th</sup> St		25	20	20	20	15	<b>100</b>	\$2,000	0.22
Class II Bike Lane	G St	6 <sup>th</sup> St	14 <sup>th</sup> St		25	20	0	20	15	<b>80</b>	\$27,300	0.62
Class II Bike Lane	H St	5 <sup>th</sup> St	14 <sup>th</sup> St		25	20	0	20	15	<b>85</b>	\$30,600	0.70
Class III Bike Route	Huston St	17 <sup>th</sup> St	Johnson Ave		25	20	0	20	15	<b>80</b>	\$5,100	0.57
Class III Bike Route	Johnson Ave	Covillaud St	Glen St		25	20	0	20	15	<b>80</b>	\$8,900	0.99
Mileage Stencil	Levee Path			Stencil mile markers on pavement around the levee path loop	0	20	20	20	15	<b>75</b>	\$57,800	7.22
Class II Bike Lane	Ramirez St	10 <sup>th</sup> St	24 <sup>th</sup> St	Stripe 8' parking	25	20	0	20	15	<b>80</b>	\$44,800	1.02
Crosswalk	Ramirez St & 18 <sup>th</sup> St			E and W legs; yellow high visibility markings. Existing marked crossing.	25	20	0	20	15	<b>80</b>	\$5,600	-
Study: Crosswalk with RRFB	Ramirez St & 18 <sup>th</sup> St			N leg; yellow high visibility markings. Existing marked crossing.	25	20	0	20	15	<b>80</b>	\$10,000	-
Class II Bike Lane	Sampson St	13 <sup>th</sup> St	22 <sup>nd</sup> St		25	20	0	20	15	<b>80</b>	\$29,800	0.68
Class II Bike Lane	Yuba St	8 <sup>th</sup> St	10 <sup>th</sup> St		25	20	0	20	15	<b>80</b>	\$6,500	0.15



## Funding Sources

### Federal Sources

#### Fixing America's Surface Transportation Act (FAST Act)

The FAST Act, which replaced Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects, meaning States and local governments can move forward with critical transportation projects with the confidence that they will have a Federal partner over the long term (at least five years).

The law makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects and providing new safety tools. It also allows local entities that are direct recipients of Federal dollars to use a design publication that is different than one used by their State DOT, such as the *Urban Bikeway Design Guide by the National Association of City Transportation Officials*.

More information: <https://www.transportation.gov/fastact>

#### Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Block Grant Program (STBGP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. A wide variety of bicycle and pedestrian improvements are eligible, including trails, sidewalks, bike lanes, crosswalks, pedestrian signals, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, STBGP-funded pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System.

Fifty percent of each state's STBGP funds are suballocated geographically by population. These funds are funneled through Caltrans to the MPOs in the state. The remaining 50 percent may be spent in any area of the state.

#### STBGP Set-Aside: Transportation Alternatives Program

Transportation Alternatives Program (TAP) has been folded into the Surface Transportation Block Grant program (STBG) as a set-aside funded at \$835 million for 2016 and 2017, and \$850 million for 2018, 2019, and 2020. Up to 50 percent of the set-aside is able to be transferred for broader STBGP eligibility.

Improvements eligible for this set-aside fall under three categories: Transportation Enhancements (TE), Safe Routes to School (SR2S), and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian and streetscape projects including sidewalks, multi-use paths, and rail-trails. TAP funds may also be used for selected education and encouragement programming such as Safe Routes to School.

Non-profit organizations (NGOs) are now eligible to apply for funding for transportation safety projects and programs, including Safe Routes to School programs and bike share.

Complete eligibilities for TAP include:

1. **Transportation Alternatives.** This category includes the construction, planning, and design of a range of pedestrian infrastructure including "on-road and off-road trail facilities for pedestrians, bicyclists, and other active forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990."



Infrastructure projects and systems that provide “Safe Routes for Non-Drivers” is still an eligible activity.

2. **Recreational Trails.** TAP funds may be used to develop and maintain recreational trails and trail-related facilities for both active and motorized recreational trail uses. Examples of trail uses include hiking, in-line skating, equestrian use, and other active and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

Recreational Trails Program funds may be used for:

- ◆ Maintenance and restoration of existing trails
- ◆ Purchase and lease of trail construction and maintenance equipment
- ◆ Construction of new trails, including unpaved trails
- ◆ Acquisition or easements of property for trails
- ◆ State administrative costs related to this program (limited to seven percent of a state’s funds)
- ◆ Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state’s funds)

3. **Safe Routes to School.** There are two separate Safe Routes to School Programs administered by Caltrans. There is the Federal program referred to as SRTS, and the state-legislated program referred to as SR2S. Both programs are intended to achieve the same basic goal of increasing the number of children walking and bicycling to school by making it safer for them to do so. All projects must be within two miles of primary or middle schools (K-8).

The Safe Routes to School Program funds non-motorized facilities in conjunction with improving access to schools through the Caltrans Safe Routes to School Coordinator.

Eligible projects may include:

- ◆ Engineering improvements. These physical improvements are designed to reduce potential bicycle and pedestrian conflicts with motor vehicles. Physical improvements may also reduce motor vehicle traffic volumes around schools, establish safer and more accessible crossings, or construct walkways or trails. Eligible improvements include sidewalk improvements, traffic calming/speed reduction, and pedestrian crossing improvements.
  - ◆ Education and Encouragement Efforts. These programs are designed to teach children safe walking skills while educating them about the health benefits and environmental impacts. Projects and programs may include creation, distribution and implementation of educational materials; safety based field trips; interactive pedestrian safety video games; and promotional events and activities (e.g., assemblies, walking school buses).
  - ◆ Enforcement Efforts. These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists, pedestrians and motor vehicles alike. Projects may include development of a crossing guard program, enforcement equipment, photo enforcement, and pedestrian sting operations.
4. **Planning, designing, or constructing roadways within the right-of-way of former Interstate routes or divided highways.** At the time of writing, detailed guidance from the Federal Highway Administration on this new eligible activity was not available.



#### 405 National Priority Safety Program

Approximately \$14 million annually (5 percent of the \$280 million allocated to the program overall) will be awarded to States to decrease bike and pedestrian crashes with motor vehicles. States where bike and pedestrian fatalities exceed 15 percent of their overall traffic fatalities will be eligible for grants that can be used for:

- ◆ Training law enforcement officials on bike/pedestrian related traffic laws
- ◆ Enforcement campaigns related to bike/pedestrian safety
- ◆ Education and awareness programs related to relevant bike/pedestrian traffic laws

#### Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) provides \$2.4 billion nationally for projects that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Non-infrastructure projects are no longer eligible. Eligible projects are no longer required to collect data on all public roads. Pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan.

*The 2015 California SHSP is located here:*

[http://www.dot.ca.gov/hq/traffops/shsp/docs/SHSP15\\_Update.pdf](http://www.dot.ca.gov/hq/traffops/shsp/docs/SHSP15_Update.pdf)

#### Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter which reduce transportation related emissions. These federal dollars can be used to build pedestrian and bicycle facilities that reduce travel by automobile. Purely recreational facilities generally are not eligible.

To be funded under this program, projects and programs must come from a transportation plan (or State (STIP) or Regional (RTIP) Transportation Improvement Program) that conforms to the SIP and must be consistent with the conformity provisions of Section 176 of the Clean Air Act. States are now given flexibility on whether to undertake CMAQ or STBGP-eligible projects with CMAQ funds to help prevent areas within the state from going into nonattainment.

In the Bay Area, CMAQ funding is administered through the Metropolitan Transportation Commission (MTC) on the local level. These funds are eligible for transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air-quality maintenance areas. Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, projects that encourage pedestrian transportation options, traffic light synchronization projects that improve air quality, grade separation projects, and construction of high-occupancy vehicle (HOV) lanes. Projects that are proven to reduce direct PM2.5 emissions are to be given priority.



## State Sources

### Active Transportation Program (ATP)

In 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP). The ATP program is administered by Caltrans Division of Local Assistance, Office of Active Transportation and Special Programs.

This program is a consolidation of the Federal Transportation Alternatives Program (TAP), California's Bicycle Transportation Account (BTA), and Federal and California Safe Routes to School (SRTS) programs. Program goals include:

- ◆ Increase the proportion of trips accomplished by biking and walking,
- ◆ Increase safety and mobility for nonmotorized users,
- ◆ Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- ◆ Enhance public health,
- ◆ Ensure that disadvantaged communities fully share in the benefits of the program, and
- ◆ Provide a broad spectrum of projects to benefit many types of active transportation users.

The California Transportation Commission ATP Guidelines are available here:

[http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014\\_03/03\\_4\\_12.pdf](http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014_03/03_4_12.pdf)

Eligible pedestrian and Safe Routes to School projects include:

- ◆ Infrastructure Projects: Capital improvements that will further program goals. This category typically includes planning, design, and construction.

- ◆ Non-Infrastructure Projects: Education, encouragement, enforcement, and planning activities that further program goals. The focus of this category is on pilot and start-up projects that can demonstrate funding for ongoing efforts.
- ◆ Infrastructure projects with non-infrastructure components

The minimum request for non-SRTS projects is \$250,000. There is no minimum for SRTS projects.

*More information:* <http://www.dot.ca.gov/hq/LocalPrograms/atp/>

### Office of Traffic Safety (OTS) Grants

Office of Traffic Safety Grants are supported by Federal funding under the National Highway Safety Act and SAFETEA-LU. In California, the grants are administered by the Office of Traffic Safety.

Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Eligible grantees are governmental agencies, state colleges, state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, crash statistics and rankings, seriousness of problems, and performance on previous OTS grants.

The California application deadline is January of each year. There is no maximum cap to the amount requested, but all items in the proposal must be justified to meet the objectives of the proposal.

*More information:* <http://www.ots.ca.gov/>



## Regional & Local Sources

### Regional Active Transportation Program

The Regional Active Transportation Program (ATP) targets projects that increase walking, improve safety, and benefit disadvantaged communities. For Marysville, regional ATP funding will be allocated through the Sacramento Area Council of Governments (SACOG). The ATP was created to fund bicycle and pedestrian infrastructure and non-infrastructure projects. The ATP combines many federal and state funding streams previously used for pedestrian, safety, and other related purposes into one funding stream with broad eligibilities.

*More information:*

<http://www.sacog.org/regionalfunding/activetransportation.cfm>

### Bicycle & Pedestrian Funding Program

The regional Bicycle & Pedestrian Funding Program (BFPF) is closely aligned with the regional ATP funding, and both are administered by SACOG. The regional BFPF concentrates on project performance to implement the Metropolitan Transportation Plan and Sustainable Communities Strategy. Only applicants in Sacramento, Sutter, Yolo, and Yuba Counties are eligible to apply for BFPF funds.

Eligible projects generally include those that support the construction of infrastructure with walking, bicycling, or transit use as primary transportation considerations. Projects that provide facilities for walking and bicycling between the communities of the Sacramento region are also eligible.

*More information:*

[http://www.sacog.org/regionalfunding/fundingprograms\\_bikeped-overview.cfm](http://www.sacog.org/regionalfunding/fundingprograms_bikeped-overview.cfm)

### Developer Impact Fees

As a condition for development approval, municipalities can require developers to provide certain infrastructure improvements, which can include bicycle and pedestrian projects. The type of facility that should be required to be built by developers should reflect the greatest need for the particular project and its local area. Legal challenges to these types of fees have resulted in the requirement to illustrate a clear nexus between the particular project and the mandated improvement and cost.

### New Construction

Future road widening and construction projects are one means of providing sidewalks and other pedestrian facilities. To ensure that roadway construction projects provide pedestrian facilities where needed, it is important that the review process includes input pertaining to consistency with the proposed system. In addition, California's 2008 Complete Streets Act and Caltrans's Deputy Directive 64 require that the needs of all roadway users be considered during "all phases of state highway projects, from planning to construction to maintenance and repair."

*More information:*

[http://www.dot.ca.gov/hq/tpp/offices/ocp/complete\\_streets.html](http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html)



## Restoration

Cable TV and telephone companies sometimes need new cable routes within public rights of way. Recently, this has most commonly occurred during expansion of fiber optic networks. Since these projects require a significant amount of advance planning and disruption of curb lanes, it may be possible to request reimbursement for affected pedestrian facilities to mitigate construction impacts. In cases where cable routes cross undeveloped areas, it may be possible to provide for new pedestrian facilities following completion of the cable trenching, such as sharing the use of maintenance roads.

### **Bank of America Charitable Foundation, Inc.**

The Bank of America Charitable Foundation is one of the largest in the nation. The primary grants program is called Neighborhood Excellence, which seeks to identify critical issues in local communities. Another program that applies to greenways is the Community Development Programs, and specifically the Program Related Investments. This program targets low and moderate income communities and serves to encourage entrepreneurial business development.

*More information:* <http://www.bankofamerica.com/foundation>

## Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972 and today it is the largest U.S. foundation devoted to improving the health and health care of all Americans. Grant making is concentrated in four areas:

- ◆ To assure that all Americans have access to basic health care at a reasonable cost
- ◆ To improve care and support for people with chronic health conditions
- ◆ To promote healthy communities and lifestyles
- ◆ To reduce the personal, social and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs

*More information:* <http://www.rwjf.org/applications/>

### **Community Action for a Renewed Environment (CARE)**

CARE is a competitive grant program that offers an innovative way for a community to organize and take action to re-duce toxic pollution in its local environment. Through CARE, a community creates a partnership that implements solutions to reduce releases of toxic pollutants and minimize people's exposure to them. By providing financial and technical assistance, EPA helps CARE communities get on the path to a renewed environment. Transportation and "smart-growth" types of projects are eligible. Grants range between \$90,000 and \$275,000.

*More information:* <http://www.epa.gov/care/>



## Corporate Donations

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Employers recognize that creating places to walk is one way to build community and attract a quality work force. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

## Other Sources

Additional local sales taxes, fees or permits may be implemented as new funding sources for pedestrian projects. However, any of these potential sources would require a local election. Volunteer programs may be developed to substantially reduce the cost of implementing some routes, particularly multi use paths. For example, a local college design class may use such a multi-use route as a student project, working with a local landscape architectural or engineering firm. Work parties could be formed to help clear the right of way for the route. A local construction company may donate or discount services beyond what the volunteers can do. A challenge grant program with local businesses may be a good source of local funding, in which the businesses can "adopt" a route or segment of one to help construct and maintain it.





## Appendix A: Existing Plans & Policies

This Appendix contains a review of adopted planning and policy documents relevant to this Bicycle and Pedestrian Plan. Documents are grouped into local, regional, statewide, and federal efforts.

Goals, policies, and other items that relate directly to walking and bicycling are included in this review, while items that are less relevant have been omitted for clarity. As a result, numbering may be nonconsecutive.

### Local Plans and Policies

#### Marysville General Plan (1985)

Adopted in 1985, Marysville's General Plan predates many of the recent advancements in bicycle and pedestrian planning and policy language, including Complete Streets policies. Despite this, the plan does include several policies and goals that seek to improve walking and bicycling within the community, and to improve connections between residential and commercial areas.

#### Circulation and Scenic Highways

Goal: To provide and maintain a safe and efficient system of streets, highways, and public transportation to service residents' needs, promote sound land use, and protect and enhance scenic highways.

Policies:

1. To maintain existing streets in a safe condition and require that new streets be built to city standards.
3. To promote and support coordinated public transit service that meet residents' needs.

4. To promote pedestrian convenience through requirements for sidewalks, walking paths, and hiking trails that connect residential development with commercial, shopping, and employment centers.

5. To require landscaping and tree planting along major streets and highways.

8. To provide a bikeway system as a safe and ecologically beneficial transportation mode alternative.

#### Open Space Conservation and Recreation

Approximately 17 miles of commuter and recreational bikeways are planned within Marysville and the surrounding area. Within the city, the bikeway system has been planned so that it connects all major open space, commercial and educational areas.

Action Plan:

10. The city will implement the bikeway plan as soon as is feasible.



## Marysville Safe Routes to School Plan (2014)

In 2014 the City of Marysville prepared a Safe Routes to School Plan for Kynoch Elementary School, McKenney Intermediate School, and Covillaud Elementary School with the aim of identifying infrastructure projects along with education and encouragement programs that could improve student safety and support walking and bicycling to school.

Recommendations were derived through extensive public outreach, including walk audits at each school, a public survey, interviews with key stakeholders, and previously identified challenges that community members had submitted to the City.

Improvement maps showing engineering improvements are included in **Figure A-1** and **Figure A-2**.

Recommended programs include:

- ◆ Back to School events encouraging families to try walking and bicycling to school, and helping them plan appropriate routes
- ◆ Walking school buses and bike trains
- ◆ Monthly Walk and Bike to School Days
- ◆ Bicycle and pedestrian education
- ◆ Golden Sneaker contests
- ◆ Carpool to School Day
- ◆ Suggested walking and bicycling routes to school maps
- ◆ Crossing guard program
- ◆ School crosswalk stings or other enforcement campaign
- ◆ Student hand tallies - walking and bicycling
- ◆ Parent surveys





## Covillaud Elementary Improvement Plan

- ① **F Street and 10th Street**
  - Restripe all crosswalks as high visibility
- ② **F Street and 9th Street**
  - Restripe all crosswalks as high visibility, with stop bars and stencil
- ③ **F Street and 8th Street**
  - Install advance stop bars on all legs
- ④ **F Street and 7th Street**
  - Install advance stop bars on all legs
  - Move stop sign to be more visible
- ⑤ **F Street: 7th Street to loading ramp**
  - Stripe loading only area with parking 't's
- ⑥ **F Street: Loading ramp to 6th Street**
  - Stripe 15 minute parking zone with parking 't's
- ⑦ **F Street and 6th Street**
  - Install advance stop bars on all legs
- ⑧ **G Street and 6th Street**
  - Install advance stop bars on all legs
- ⑨ **G Street and 9th Street**
  - Restripe crosswalks as high visibility
  - Install stop bars and stencil on north and south legs
  - Install Assembly B sign with down arrow
  - Install yield teeth on west and east legs
- ⑩ **G Street and 10th Street**
  - Restripe all crosswalks as high visibility

Figure A-1: Marysville Safe Routes to School – Covillaud Elementary Improvement Plan





- ## Kynoch Elementary and McKenney Intermediate Improvement Plan
- 1 Ahern Street between East 19th Street and Rideout Way**
    - Stripe parking 1's
  - 2 East 17th Street and Huston Street**
    - Install high visibility crosswalk on west leg, restripe stop bars and stencil on east and west legs
    - Trim vegetation on northeast corner
  - 3 East 19th Street and Ahern Street**
    - Install yield teeth on 19th Street approaches
    - Add SLOW SCHOOL XING pavement marking 100' in advance of crosswalk
    - Restrict parking on the south leg between the crosswalks
    - Install curb extensions on northeast and northwest corners. Northeast corner has a storm drain
    - Install yellow centerline on 19th Street between Ahern Street and Huston Street
    - Update 19th Street SCHOOL XING signs to Assembly B with down arrow
    - East leg Option A: Install raised crosswalk, Option B: Install RRFB
  - 4 East 19th Street and Del Pero Street**
    - Add yield teeth for east leg, add stop bar for south leg
    - Update 19th Street SCHOOL XING signs to Assembly B with down arrow
    - Move SLOW SCHOOL XING pavement marking to within 100' of crosswalk
    - East leg Option A: Install raised crosswalk, Option B: Install RRFB
    - Restrict parking adjacent to the crosswalks
  - 5 East 19th and Huston Street**
    - Add stop bars on all four legs
    - Restrict parking adjacent to the crosswalks
  - 6 East 22nd Street and Ahern Street**
    - Restripe east leg crosswalk as yellow high visibility, install yield teeth and install RRFB
    - Install crosswalk on north leg
  - 7 East 22nd Street and Bubbs/Cuminskey Streets**
    - Install crosswalks on north legs
  - 8 East 22nd Street and Del Pero Street**
    - Restripe east leg crosswalk as yellow high visibility, install yield teeth and install RRFB
    - Install yellow crosswalk on north and south legs
  - 9 East 22nd Street and Edwards/Foust Streets**
    - Install crosswalk on north leg
  - 10 East 22nd Street and Huston Street**
    - Install high visibility crosswalks on all 4 legs
  - 11 East 22nd Street and Covillaud Street**
    - Restripe all crosswalks as yellow high visibility, with stop bars and stencil
  - 12 McKenney Parking Loop**
    - Reconfigure parking loop as one-way from east to west
    - Stripe loading and through lane around loop
    - Install DO NOT ENTER sign, stop sign and stop bar at the exit
  - 13 Rideout Way- Kynoch driveway to McKenney driveway**
    - Landscape curb extension
  - 14 Rideout Way and Ahern Street**
    - Update Rideout Way SCHOOL XING signs to Assembly B with down arrow
    - East leg Option A: Install raised crosswalk, Option B: Install RRFB
  - 15 Rideout Way and Covillaud Street**
    - Update Covillaud Street SCHOOL XING signs to Assembly B with down arrow
    - Install stop bars and stencil on west and east legs
    - Restripe all crosswalks as yellow high visibility
  - 16 Rideout Way and Del Pero Street**
    - Install yield teeth
    - Add SLOW SCHOOL XING pavement marking 100' in advance of crosswalk
    - Update Rideout Way SCHOOL XING signs to Assembly B with down arrow
    - Install a pedestrian gate
  - 17 Rideout Way and Huston Street**
    - Update Rideout Way SCHOOL XING signs to Assembly B with down arrow
    - West leg Option A: Install raised crosswalk, Option B: Install RRFB
- 

Figure A-2: Marysville Safe Routes to School – Kynoch Elementary and McKenney Intermediate Improvement Plan



## Bounce Back Vision & Implementation Plan (2015)

The City of Marysville initiated this planning process to explore opportunities to revitalize the town's economy, evaluating constraints and opportunities in five districts in central Marysville. These districts are:

- ◆ **Downtown**, including the historic D Street and Chinatown commercial areas, along with a mix of uses to the east
- ◆ **E Street Corridor**, a defining feature for over thirty thousand motorists per day, which creates challenges for walking and bicycling but also presents commercial opportunities
- ◆ **Medical Arts District**, which focuses on Rideout Medical Center and complementary new uses
- ◆ **Lake District**, which is centered on Ellis Lake Park but also includes opportunities for reuse and redevelopment west of the Park and along B Street
- ◆ **River and Recreation District**, including Riverfront Park, the Levee, and associated trails and recreational amenities

The vision for all five of these districts includes creating additional commercial, retail, and tourism activity, which is anticipated to increase the levels of walking and bicycling in the area. Specific goals and policies relevant to the Bicycle and Pedestrian Plan are outlined below.

### General Goals

*Encourage Marysville as a recreation destination.*

- ◆ Establish Marysville as a “bicycle hub.” Make improvements and promote Marysville as a “bicycle hub” for touring clubs, bicycle races, bike rallies, and other bike-related activities.

*Reinforce Marysville's appealing human-scaled and pedestrian-oriented environments.*

- ◆ Maintain Marysville's traditional pattern of street-oriented pedestrian-friendly buildings.
- ◆ Ensure that all new development reinforces Marysville's historic walkable street network and traditional street-oriented buildings. Ensure that new development within the Bounce Back Districts gives priority to the pedestrian experience.
- ◆ Maximize walkability in central Marysville by giving pedestrians priority generally and especially along Priority Corridors indicated in “Priority Corridors Diagram” (see **Figure A-3**)
- ◆ Establish a connected network of “complete streets” for pedestrians and bicyclists linking neighborhoods, commercial nodes, parks, and trails.

*Prioritize improvements within the E Street “Focus Area” with an emphasis on high-impact “quick wins.”*

- ◆ Organize and find sponsors for murals, while recognizing that some mural locations may be covered by future construction. Consider initiating an annual art exhibit featuring large-scale sculptures. Encourage other ideas for street art by asking for proposals or hosting a competition, such as for unique bicycle rack designs, gateway art, etc.



## E Street

*Transform E Street into a boulevard that functions well for pedestrians as well as motorists.*

- ◆ Make pedestrian-oriented and beautification improvements along E Street from 3<sup>rd</sup> Street to the Washington Square Park.
- ◆ Accommodate motorists' access and ease of travel, but not at the expense of central Marysville's walkability and revitalization. Pair significant pedestrian improvements and traffic calming with technologies that help maintain motorists' travel times. Prioritize wayfinding signage on E Street.

## Downtown

*Showcase Downtown as a pedestrian-friendly place.*

## Medical Arts District

*Improve walking and bicycle connections to urban amenities in Downtown and recreation opportunities in the River and Recreation District.*

*Strengthen walking connections between Medical Arts District, the residential neighborhood just north, and Downtown.*



**Priority Corridors Diagram.** Street improvements will make Marysville a more desirable place to live, work and visit. Target street investments to promote pedestrian safety and connectivity.

Figure A-3: Bounce Back Initiative Pedestrian Priority Corridors



## Lake District

*Provide strong walking connections to Ellis Lake Park.*

- ◆ Enhance the pedestrian environment on 10<sup>th</sup> Street between Washington Square Park and Ellis Lake Park.
- ◆ Improve pedestrian access to Ellis Lake Park by enhancing crosswalks across 9<sup>th</sup> Street and B Street, as shown in **Figure A-3**.

*Remake the B Street corridor through reuse, redevelopment, and street improvements.*

- ◆ Note that B Street is a Priority Corridor slated for street improvements. Consider near-term improvements to make the corridor into an attractive “boulevard,” such as street trees and pedestrian-scaled street lights. Make pedestrian-oriented street improvements as developer interest begins to be expressed.

*Pedestrian-friendly mixed-use development.*

- ◆ Make pedestrian-supportive street improvements generally but especially along Priority Corridors.

## River and Recreation District

*Take advantage of riverfront recreation opportunities, unique attractions, and events.*

- ◆ Provide safe, convenient and easy-to-find access to Riverfront Park, the Feather and Yuba Rivers, and Marysville’s trail network.

## Pedestrian Safety, Mobility & Context Improvement Study (2008)

The Pedestrian Safety, Mobility, and Context Improvement Study focuses on State Routes 70 and 20 (SR 70 and SR 20), which become major downtown arterials as they pass through Marysville. The two routes both carry large trucks and heavy traffic volumes, creating barriers to walking and bicycling in the city. While the corridors do have mostly complete sidewalks along both sides, crossings are inconsistently marked and distances between marked crossings can be long.

The study included a seven-day design charrette to solicit input and feedback on design ideas from residents in the community. Recommendations to improve pedestrian connectivity are organized into three categories: guiding principles, overall project recommendations, and site-specific recommendations.

### Guiding Principles

1. Build on Marysville’s existing assets. The study notes Marysville’s traditional street grid with short blocks, spacious right-of-way on the state routes, and density of destinations in the downtown area.
2. Add more street trees and landscaping. These features can create separation between pedestrians and moving vehicles, provide shade during warm Central Valley summers, and contribute to a sense of place and identity for the downtown.
3. Provide safe connections for all users – motorized and non-motorized. Remove barriers to pedestrian crossings that force people to walk long distances out of their way.



## Overall Study Area Recommendations

- ◆ Provide high-visibility crosswalk markings at all signal-controlled intersections.
- ◆ Install pedestrian countdown signals at all signalized intersections
- ◆ Change minor street pedestrian signals to rest in WALK when the main street signals are resting in green, without requiring pedestrians to activate a button
- ◆ Incorporate leading pedestrian intervals on all pedestrian crossings of major streets
- ◆ Implement signal preemption for emergency vehicles
- ◆ Incorporate Americans with Disabilities Act recommendations
  - Smooth surfaces on all walkways and crossings
  - Five foot minimum unobstructed walkways
  - Pedestrian push buttons with audible and vibratory signals located per guidelines
  - Each corner needs two curb ramps, aligned with their respective crosswalks. A four foot level landing area is called for at the top of each curb ramp
  - Detectable warnings at curb ramps, landings, and blended transitions
- ◆ Provide a 5-foot clear through-zone on all sidewalks, keeping furniture, street trees, and other sidewalk features out of this zone
- ◆ Provide bikeways to reduce the number of bicyclists riding on sidewalks

## Site-Specific Recommendations

### E Street (SR 70):

- ◆ Restripe Yuba River Bridge with colored shoulder
- ◆ Open crosswalk at south leg of E Street and 3<sup>rd</sup> Street intersection
- ◆ Install gateway feature at E Street and 3<sup>rd</sup> Street to mark the southern entrance into the City
- ◆ Create slow-speed right-turn slip lanes at E Street and 9<sup>th</sup> Street to preserve short crossing distances for pedestrians as additional vehicle capacity is added
  - Consider converting intersection to a roundabout with two entry lanes on E Street and a single entry lane with a slip lane on 9<sup>th</sup> Street

### 10<sup>th</sup> Street (SR 20)

- ◆ Convert leftmost through lanes at F and G Streets to left-turn-only lanes using protected left turn signal phasing
- ◆ Study corridor for widening sidewalks and adding street trees where feasible





### East 9<sup>th</sup> Street (SR 70 and SR 20)

- ◆ Add curb extensions at D Street to reduce crossing distance for pedestrians and increase their visibility for motorists
- ◆ Over time, limit or reduce the number and width of driveways on the street to reduce pedestrian exposure
- ◆ Create two-stage pedestrian crossing at 9<sup>th</sup> Street and C Street
- ◆ Mark crosswalks on all legs and create curb extensions on the south side of the intersection at 9<sup>th</sup> Street and D Street

### B Street (SR 70 and SR 20)

- ◆ Add median between 10<sup>th</sup> and 12<sup>th</sup> Streets
- ◆ Add landscaping to buffer pedestrians from high traffic volumes
- ◆ Create connection to Ellis Lake north of 12<sup>th</sup> Street
- ◆ Convert intersection at 14<sup>th</sup> Street to a roundabout
- ◆ Create gateway sign on railroad bridge east of Ellis Lake
- ◆ Consider midblock crossings as pedestrian demand increases
- ◆ Reduce street to one lane in each direction with turn pockets, on-street parking, and bike lanes south of 9<sup>th</sup> Street to manage vehicle speeds and discourage cut-through traffic

## Marysville Downtown Parking Plan (2005)

The Marysville Downtown Parking Plan process included field observations and parking occupancy surveys to evaluate the adequacy of parking capacity in the downtown area. Key findings include:

- ◆ Current parking capacity in downtown Marysville is generally adequate to meet demand. Parking occupancy is approximately 50-60 percent of total capacity.
- ◆ Parking utilization and occupancy approaches 80 percent of capacity in limited portions of the downtown area, notably in the D Street commercial core and near the Yuba County Courthouse.
- ◆ Peak downtown parking occupancy generally occurs between 12:00 noon and 2:00 p.m. in the D Street commercial core. In the 'civic center' government office zone along C Street, peak parking occupancy generally occurs between 10:00 a.m. to 4:00 p.m.
- ◆ The overall surplus of parking supply suggests that a considerable increase in economic activity could be accommodated without constructing significant new parking capacity.
- ◆ In specific cases, such as the renovation of the Marysville Hotel for residential use, additional off-street parking capacity will be necessary for the success of the project. The proposed reuse of the Tower Theatre for a multi-screen cinema is another example of a large-scale project which might need several hundred new off-street parking spaces to be successful.



- ◆ “Buildout” of the Economic Strategic Plan for Downtown Marysville could require up to 1,500 additional parking spaces to meet the new demands. However, this estimate is based on the assumption that all vacant or underutilized parcels in the Downtown area are developed to their maximum potential for housing, commercial or office uses.

Recommendations based on these findings that are relevant to this Bicycle and Pedestrian Plan include:

- ◆ General Recommendations
  - Revise Marysville Zoning Ordinance parking requirements to encourage downtown economic development goals. Reduce the residential requirement to 0.5 spaces per unit.
  - Enhance landscaping and lighting in downtown public parking lots to improve security and aesthetics.
  - Change parallel parking spaces to diagonal parking spaces on streets where possible to increase total parking capacity and slow traffic in commercial areas.
  - Combine structured parking with ground-floor retail uses to offset costs for the parking structure and create economic opportunities.
  - Encourage shared parking between compatible uses to reduce the total amount of new parking needed in the downtown area.

- ◆ Recommended Changes to the City’s Parking Code
  - Reduce the parking requirement for residential uses downtown to 0.5 spaces per unit.
  - Require new downtown retail and restaurant development to provide parking but at ½ the normal parking code rate.
  - Establish a core area in which parking may not be provided on site because of the need to maintain continuous storefronts.
- ◆ Parking Management Recommendations
  - Create a Downtown Marysville Parking Committee including downtown businesses, residents, and the City to work cooperatively on the solutions to downtown parking issues.
  - Change on-street time limits to two hours in the Mixed-Use Core District.
  - Provide all-day parking on the periphery of the mixed-use core district.
  - Work with downtown businesses to discourage employees from using short-term spaces.
  - Enforce time limits.



## Regional Plans and Policies

### Yuba County Bikeway Master Plan Update (2012)

The Yuba County Bikeway Master Plan Update builds on the jointly developed Yuba-Sutter Bikeway Master plan developed in 1995, updating it to reflect current plans for growth and improve opportunities for grant funding.

The plan makes the following observations about the benefits of bicycling for Yuba County residents:

- ◆ Bicycling provides cardiovascular exercise for people of all ages, improving their health and well-being, and reducing health care costs.
- ◆ Replacing automobile trips with bicycle trips reduces air pollution and the consumption of non-renewable resources.
- ◆ The whole family can enjoy bicycling – from beginners to intermediate and advanced riders.
- ◆ Bicycles are inexpensive to maintain and operate, and when used in place of an automobile, they reduce transportation costs.
- ◆ Many insurance companies reduce automobile insurance rates for bicycle commuters, and some employers provide incentives to employees who bicycle to work.
- ◆ Bicycling is a viable alternative for many short trips, including trips to work or the store. When used in place of an automobile, bicycling reduces traffic.

Several of the proposed bikeways in this plan either pass through Marysville or offer opportunities for regional connectivity if facilities are extended into the city. These projects include:

- ◆ Yuba River Crossing: a Class I path and improved crossing connecting the existing bicycle facility located on top of the levee as well as the Plaza Park in Marysville.
- ◆ Class II bike lanes on Simpson Lane
- ◆ Class III bike route on North Levee Road
- ◆ Class III bike route on B Street
- ◆ Class III bike route (signage only) on Jack Slough Road

See Inset B in **Figure A-4**.



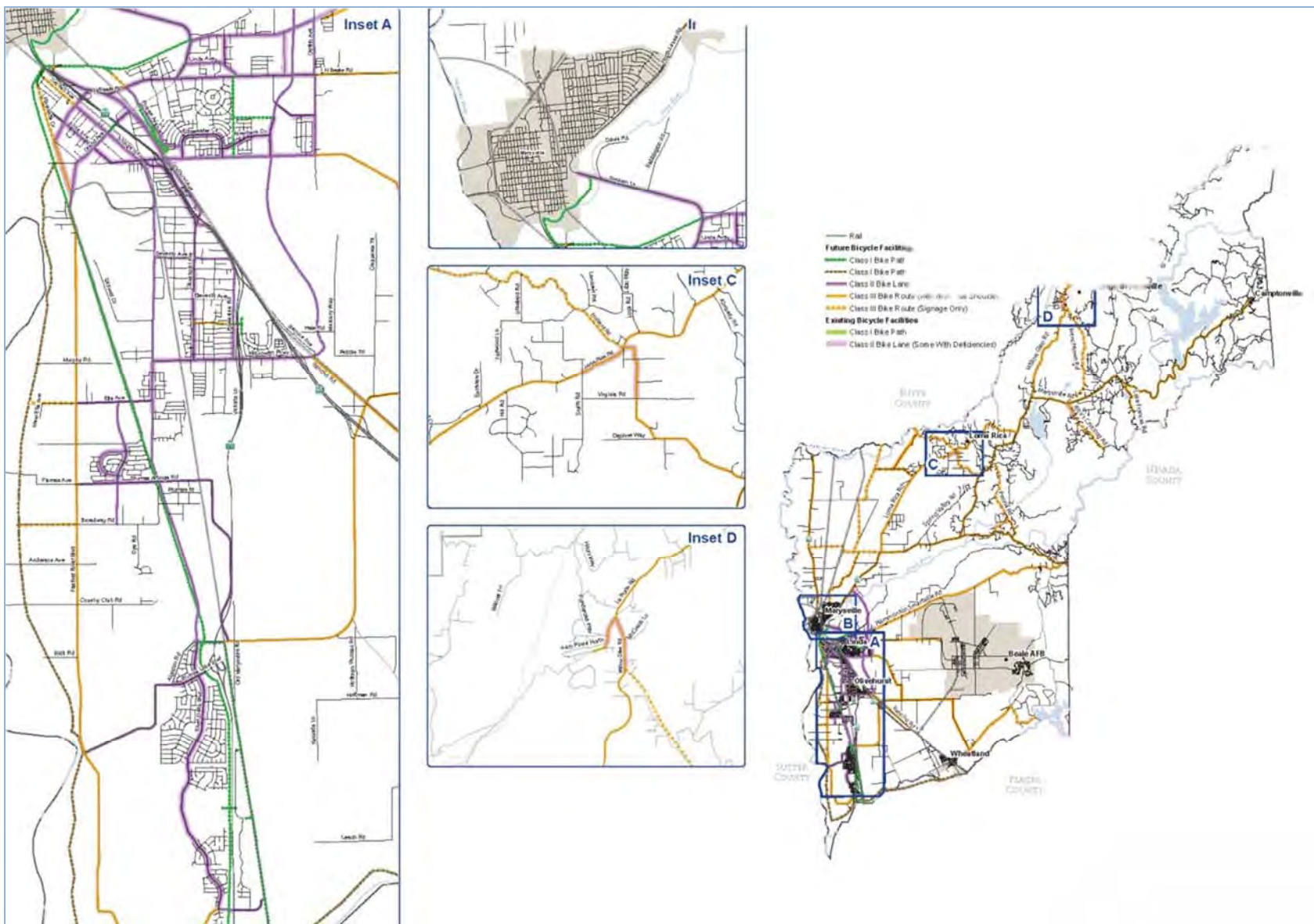


Figure A-4: Yuba County Bikeway Master Plan Map



The plan also makes recommendations for bicycle support facilities and inter-modal connections, including:

- ◆ Provide a combination of short- and long-term bicycle parking
  - Short-term bicycle parking should be compatible with industry standards: support the bike frame in at least two places, allowing a user to secure the frame and one wheel using a standard U-lock.
- ◆ Upgrade Yuba-Sutter Transit buses with front racks that accommodate up to three bicycles. Current racks have capacity for two bicycles.
  - Additionally, consider allowing bicycles inside buses when racks are full, at the driver's discretion.

The plan also notes a number of existing education and encouragement programs that support bicycling in the region, and recommends the County support these ongoing efforts.

- ◆ Local Programs:
  - Bike Helmet Class offered by Yuba County Department of Public Health
  - Bicycle Registration through the Yuba County Sheriff's Teams of Active Residents in Service (STARS)
- ◆ Regional Programs:
  - 511 Sacramento Regional Travel Information, promoted by the Sacramento Area Council of Governments (SACOG)
  - Smart Cycling bicycling education courses funded by the Sacramento Transportation Management Association
  - May is Bike Month, a collaborative campaign that challenges bicyclists in the area to ride their bicycles during the month of may

- ◆ Proposed New Programs:
  - Bicycle and Pedestrian Advisory Committee
  - Adult Bicycling Education courses
  - Safe Routes to School programs
  - Safety equipment giveaways
  - Recreational bicycling events
  - Additional enforcement of moving violations
  - Speed feedback signs

## Yuba City Bicycle Master Plan (2011)

Yuba City, which lies across the river to the west of Marysville, adopted a bicycle Master Plan in 2011 that outlines a vision for the bikeway network in the city, shown in **Figure A-5**. Among the stated goals is a desire to maintain connectivity and access for bicycles between Marysville and Yuba City via bicycle and pedestrian facilities on the 5<sup>th</sup> Street and 10<sup>th</sup> Street bridges that cross the Feather River.



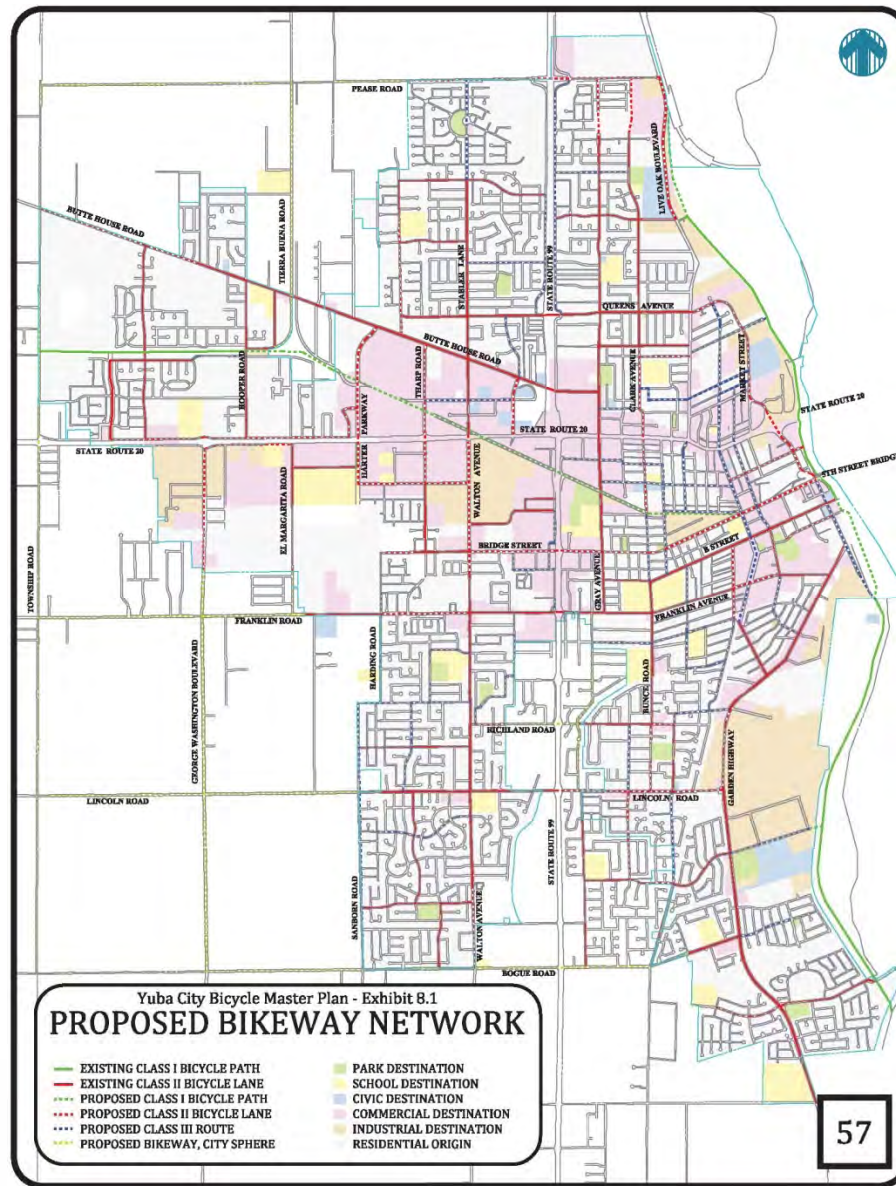


Figure A-5: Yuba City Proposed Bikeways



## SACOG Regional Bicycle, Pedestrian, and Trails Master Plan (2013)

The Sacramento Area Council of Governments (SACOG) Regional Bicycle, Pedestrian, and Trails Master Plan identifies a comprehensive list of projects throughout the Sacramento region; projects must be included in this list to be eligible for regional SACOG funding. The plan emphasizes transportation choices as one of its core principles, saying “the more people walk...the less they need to drive alone in their cars. Less driving alone means less congestion and less air pollution.”

Goals that are relevant to this planning effort include:

- Goal 1: Increase and improve bicycle and pedestrian access and mobility for residents and visitors of all ages and abilities.
- Goal 2: Improve and maintain the quality and operation of bikeway and walkway networks.
- Goal 3: Improve bicycle and pedestrian safety.
- Goal 6: Increase education, encouragement, and awareness programs about bicycle and pedestrian travel.
- Goal 7: Create a comprehensive regional bicycling and walking network within and between communities with strong current and future demand.
- Goal 8: Increase collaboration among stakeholders throughout the region to seek funding and implement bicycle and pedestrian projects, programs, and related efforts.

Infrastructure projects in the City of Marysville are not identified with specific extents or locations in this plan, but include:

- ◆ Connect the bicycle system to new 5<sup>th</sup> Street Bridge Bike Path
- ◆ Upgrade bicycle lane signage and markings
- ◆ New bicycle lanes and bike racks around Rideout Hospital
- ◆ Update Bicycle/Pedestrian Master Plan

For a map of existing and proposed bikeways in Marysville, see **Figure A-6**.

SACOG is currently updating this plan.



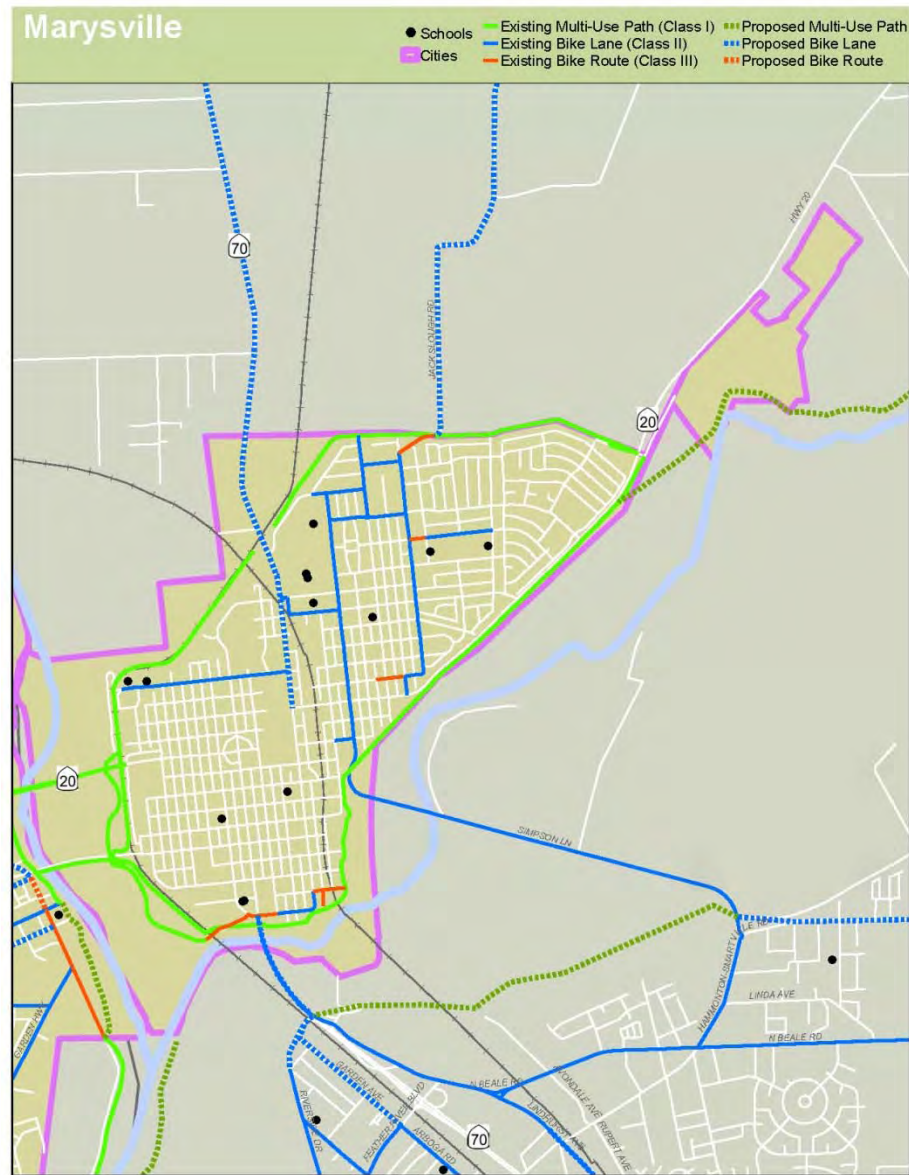


Figure A-6: SACOG Regional Bicycle, Pedestrian, and Trails Master Plan – Marysville Bikeways





## Statewide Plans and Policies

### **AB 32 – Global Warming Solutions Act (2006) & SB 375 – Sustainable Communities and Climate Protection Act (2009)**

The past five years have seen an expansion of legislative and planning efforts in California to reduce emissions of greenhouse gases (GHGs) in order to mitigate climate change. Assembly Bill 32, the California Global Warming Solutions Act of 2006, aims to reduce the state's GHG emissions to 1990 levels by 2020 and to 80 percent below 1990 levels by 2050. Meanwhile, Senate Bill 375, passed into law in 2008, is the first in the nation that will attempt to control GHG emissions by directly linking land use to transportation. The law required the state's Air Resources Board to develop regional targets for reductions in GHG emissions from passenger vehicles for 2020 and 2035 as a way of supporting the targets in AB32.

### **AB 1358 – Complete Streets Act (2008)**

In future years, all jurisdictions will have to incorporate complete streets into their planning. Assembly Bill 1358 requires “that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users [including] motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation....” This provision of the law went into effect on January 1, 2011, and can be expected to result in a new generation of circulation elements and a surge in complete streets policies around the state as general plans are updated over time.

### **SB 99 – Active Transportation Program Act (2013)**

The Active Transportation Program was established by this legislation in 2013, and serves as the mechanism for distributing federal funds for local and regional efforts to promote walking and bicycling. It specifies goals that the funding will be disbursed to help meet, including increasing the mode shares of biking and walking trips, increasing safety for non-motorized users, and providing support to disadvantaged communities to promote transportation equity.



## Caltrans Complete Streets Policy (2001) and Deputy Directive 64 (2008)

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64, “Accommodating Non-Motorized Travel,” which contained a routine accommodation policy. The directive was updated in 2008 as “Complete Streets – Integrating the Transportation System.”

The new policy includes the following language:

The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance operations.

The directive establishes Caltrans’ own responsibilities under this policy. The responsibilities Caltrans assigns to various staff positions under the policy include the following:

- ◆ Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- ◆ Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.

- ◆ Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- ◆ Promote land uses that encourage bicycle, pedestrian, and transit travel.
- ◆ Research, develop, and implement multimodal performance measures.

In part to address these issues, Caltrans adopted the Complete Streets Implementation Action Plan in 2010. The plan sets forth actions under seven categories to be completed by various Caltrans districts and divisions within certain timelines to institutionalize complete streets concepts and considerations within the department. The action categories include updating departmental plans, policies, and manuals; raising awareness; increasing opportunities for training; conducting research projects; and actions related to funding and project selection. As one of its implementation activities, Caltrans updated the Highway Design Manual in large part to incorporate multi-modal design standards.

## California Transportation Plan 2025 (2006)

The California Transportation Plan 2025 seeks to provide for mobility and accessibility of people, goods, services, and information throughout California. It encourages consideration of bicycle and pedestrian facilities in capacity improvement projects, and promotes integration of active transportation into modeling and projection efforts.

The Plan also speaks to the public health benefits of active transportation, urging better education of youth on personal health and air quality impacts of making trips by bicycle or on foot.



## Federal Plans and Policies

### US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (2010)

The United States Department of Transportation (US DOT) issued this Policy Statement to support and encourage transportation agencies at all levels to establish well-connected walking and bicycling networks. The following Policy Statement and actions are relevant to the Marysville Bicycle and Pedestrian Plan.

#### Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

#### Recommended Actions

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- ◆ Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.
- ◆ Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.



- ◆ Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- ◆ Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.
- ◆ Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.
- ◆ Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.
- ◆ Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.



# Appendix B: Additional Data

## Demographics

### Population

Marysville is the largest incorporated city in Yuba County, with a 2013 population of 12,248 according to the U.S. Census Bureau's American Community Survey.

### Age

The age distribution of Marysville is fairly consistent with that of Yuba County as a whole, shown in **Figure B-1**. Marysville has slightly larger proportions of individuals between 18 and 35, and between 45 and 54.

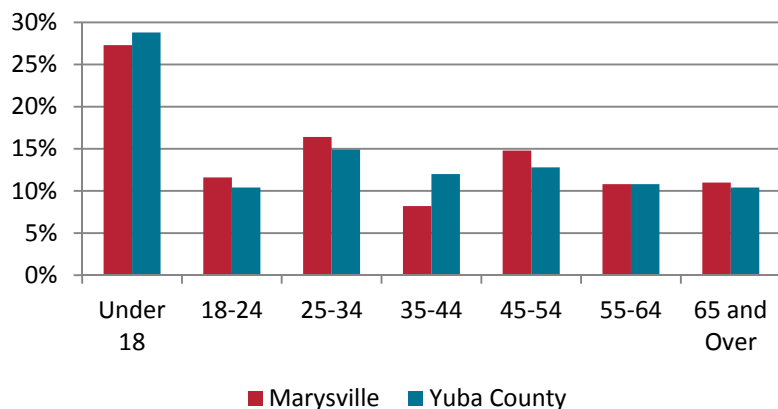


Figure B-1: Age Distribution

### Access to Cars

Households without a car rely on other modes of transportation for their daily travel needs. As shown in **Figure B-2**, 4.4 percent of Marysville households do not have access to a vehicle (176 households). Based on the Marysville average household size of 2.49 people, this means as many as 438 residents may walk, bicycle, or take transit for their daily transportation.

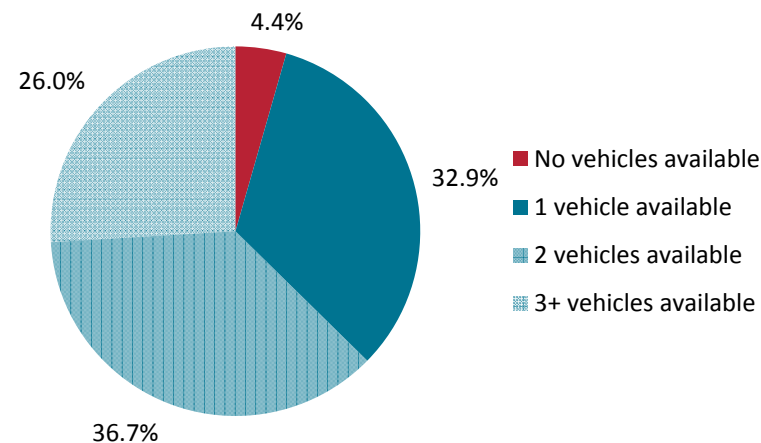


Figure B-2: Vehicles Available by Household



## Commuter Travel

This Plan presents commute data from the American Community Survey 3-year estimates from 2009 through 2013. While this provides important data about commute trips that is collected reliably on an annual basis, these data only tell us about employed residents over 16 years of age, and how they typically travel to work by their primary mode.

Nearly three-quarters of Marysville residents currently drive alone to work, at 74.4 percent. Fewer than one percent of residents bicycled to work and 5 percent walked, as shown in **Table B-1**.

Table B-1: 2013 Mode of Transportation to Work

Mode	Percent of Employed Residents
Drove Alone	74.4%
Carpool	11.8%
Transit	0.9%
Bicycle	0.6%
Walk	5.0%
Other	7.4%

Over the study period, walking commutes have increased slightly, from 4 percent in 2009 to 5 percent in 2013. Bicycling decreased over the same period, from 1 percent to 0.5 percent, as shown in **Figure B-3**.

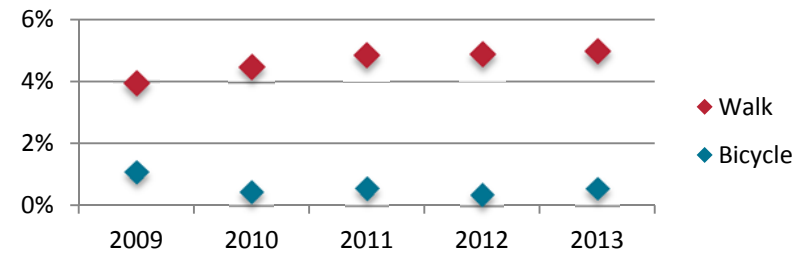


Figure B-3: Marysville Walking and Bicycling Commutes

When compared to regional, statewide, and national travel data, Marysville has the highest percentage of walking commuters. Marysville has roughly the same percentage of bicycle commuters as Yuba County and the United States, while California has a higher mode share. See **Figure B-4**.

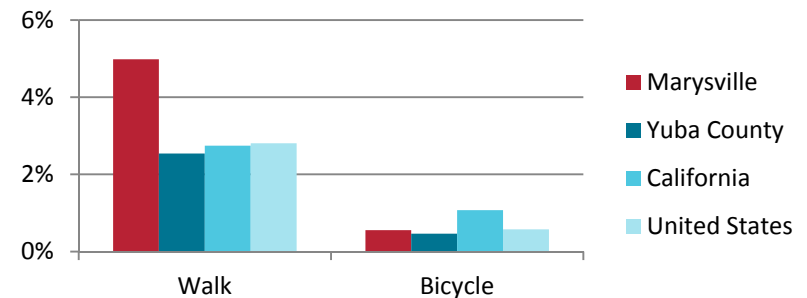


Figure B-4: Walking and Bicycling to Work - Geographic Comparison



## Collision Data

This section reviews collision data from the Statewide Integrated Traffic Records System (SWITRS), a statewide repository of collision reports submitted by local enforcement agencies. While collision data are sometimes incomplete and do not capture 'near misses,' they do provide a general sense of the safety issues facing pedestrians and bicyclists in Marysville. Five years of data were evaluated, from 2009 to 2013.

### Bicycle-Involved Collisions

#### Total Collisions

There were a total of 22 bicycle-involved collisions in Marysville during the study period, shown in **Figure B-5**. While 22 bicyclists were involved in these collisions, only 19 were reported as victims.

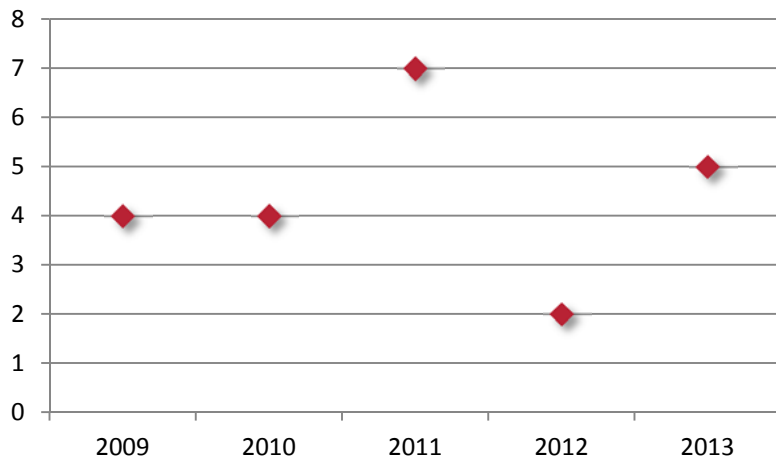


Figure B-5: Annual Bicycle-Involved Collisions

#### Top Collision Locations

Six corridors in Marysville had relatively high numbers of pedestrian collisions during the study period, as listed in **Table B-2**.

Table B-2: Top Bicycle Collision Corridors

Corridor	Number of Collisions
10 <sup>th</sup> Street	5
14 <sup>th</sup> Street	4
F Street	3
Olive Street	3
5 <sup>th</sup> Street	3
G Street	3

Additionally, there were two intersections that had multiple bicycle-involved collisions occur during the study period: G Street at 10<sup>th</sup> Street, and 5<sup>th</sup> Street at Olive Street.



### Age

When the age distribution of bicyclist collision victims is compared to that of the general population in **Figure B-6**, it is evident that bicyclists between 55 and 64 years old are significantly overrepresented among collision victims, while bicyclist victims under 25 years old showed a slight overrepresentation as well.

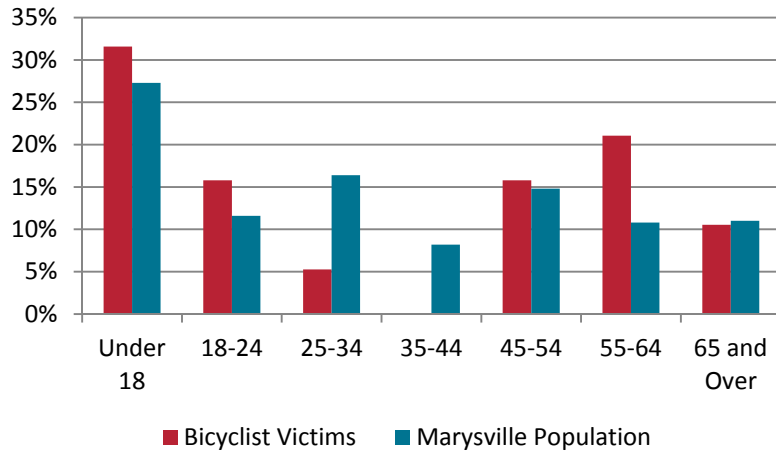


Figure B-6: Bicyclist Collision Victim Age Distribution vs Overall Population

### Collision Severity

Two bicyclists were fatally injured in collisions during the study period. The remaining bicyclist victims suffered minor injuries, as shown in **Figure B-7**.

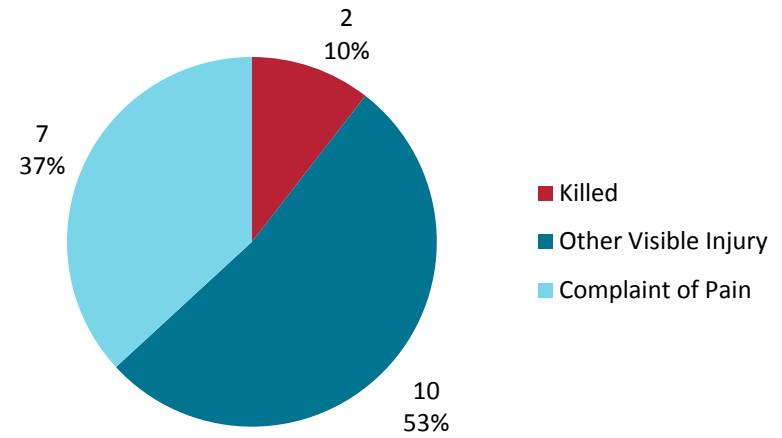


Figure B-7: Bicyclist Injury Severity





### Fault and Primary Collision Factors

Bicyclists were found to be at fault in half of all bicycle-involved collisions, as shown in **Figure B-8**.

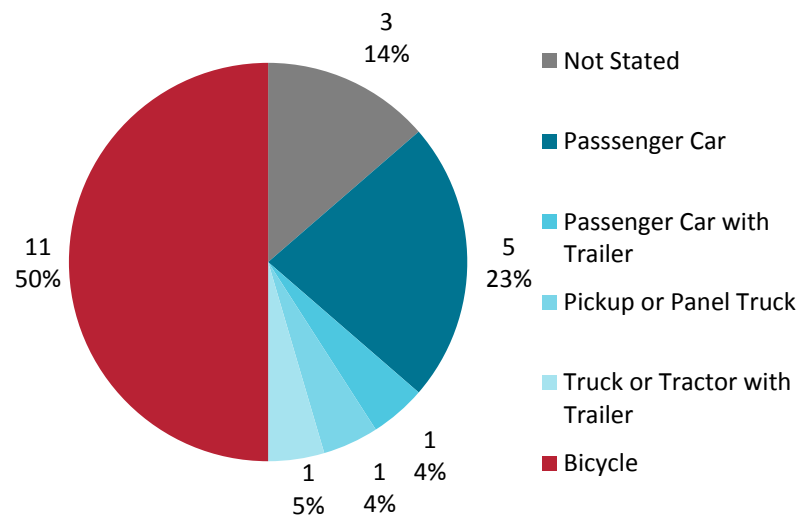


Figure B-8: Fault Determination in Bicycle-Involved Collisions

The most common violation that resulted in a collision was bicyclists riding on the wrong side of the road, as seen in **Table B-3**.

Table B-3: Violation Categories for Bicycle-Involved Collisions

Violation Category	Party at Fault	
	Motorist	Bicyclist
Driving or Bicycling Under the Influence		2
Wrong Side of Road	2	7
Automobile Right of Way Violation	1	1
Pedestrian Right of Way Violation	2	
Other Hazardous Violation	2	
Not Stated	1	1

### Movement Preceding Collision

Both motorists and bicyclists were most commonly proceeding straight when the collisions occurred. See **Table B-4**.

Table B-4: Movements Preceding Bicycle-Involved Collisions

Movement	Motorist	Bicyclist
Stopped	2	1
Proceeding Straight	10	15
Ran off Road	1	
Making Right Turn	5	1
Making Left Turn	2	
Slowing/Stopping	1	
Entering Traffic	1	1
Traveling Wrong Way		2
Other		2



## Pedestrian-Involved Collisions

### Total Collisions

There were a total of 29 pedestrian-involved collisions in Marysville during the study period, shown in **Figure B-9**. A total of 32 pedestrians were involved in these collisions.

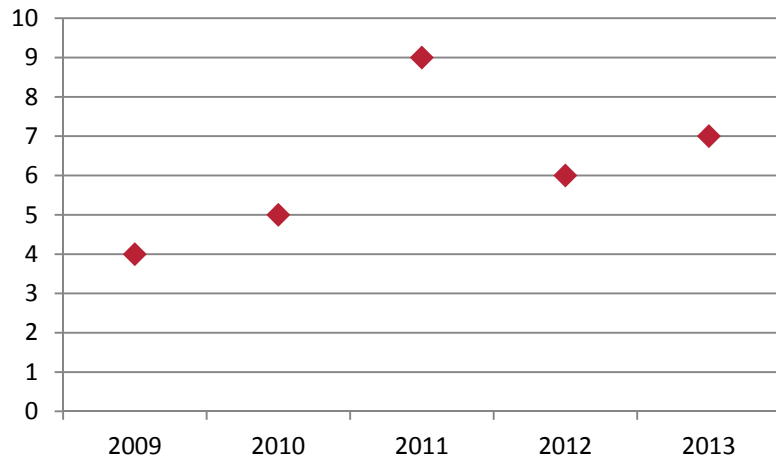


Figure B-9: Annual Pedestrian-Involved Collisions

### Top Collision Locations

Five corridors in Marysville had relatively high numbers of pedestrian collisions during the study period, as listed in **Table B-5**.

Table B-5: Top Pedestrian Collision Corridors

Corridor	Number of Collisions
3 <sup>rd</sup> Street	5
10 <sup>th</sup> Street	4
G Street	4
5 <sup>th</sup> Street	3
E Street	3
F Street	3

Additionally, one intersection had two reported pedestrian collisions: G Street at 10<sup>th</sup> Street.



## Age

When compared to the age distribution of the general population in **Figure B-10**, it is evident that pedestrians under 25 years old are overrepresented among collision victims.

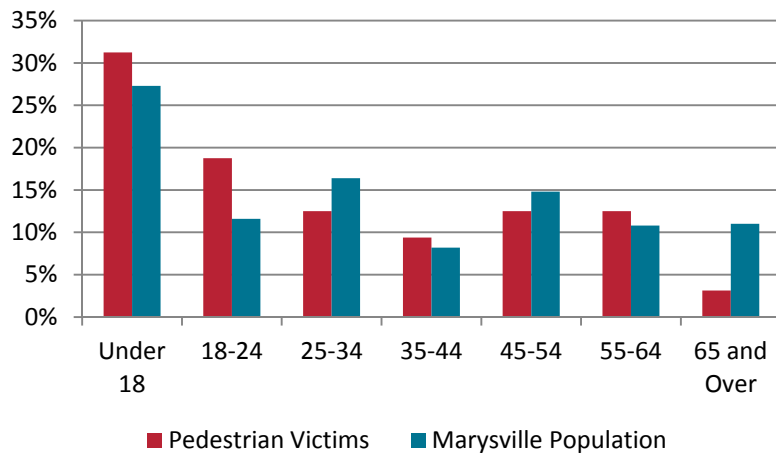


Figure B-10: Pedestrian Collision Victim Age Distribution vs General Population

## Collision Severity

Two pedestrians were fatally injured in collisions during the study period. Three suffered severe injuries, eleven had other visible injuries, and sixteen complained of pain. See **Figure B-11**.

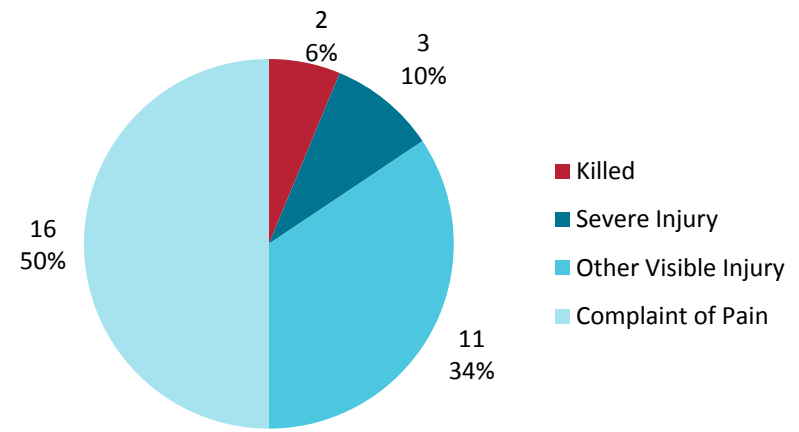


Figure B-11: Pedestrian Injury Severity



### Fault and Primary Collision Factors

Pedestrians were deemed to be at fault in 19 percent of collisions, as shown in **Figure B-12**.

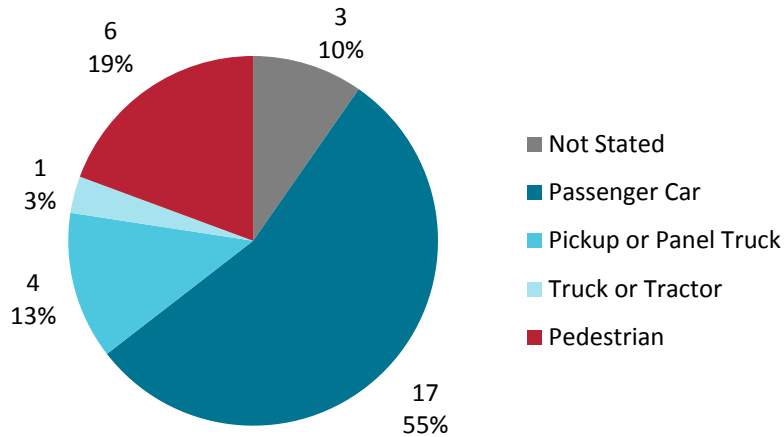


Figure B-12: Fault Determination in Pedestrian-Involved Collisions

The most common violation that resulted in a collision was a motorist violating the pedestrian right of way (**Table B-6**).

Table B-6: Violation Categories for Pedestrian Collisions

Violation Category	Party at Fault	
	Motorist	Pedestrian
Unsafe Speed	3	
Pedestrian Right of Way Violation	11	
Pedestrian Violation	3	6
Failure to Obey Traffic Signals and Signs	2	
Unsafe Starting or Backing	1	
Not Stated	2	

### Movement Preceding Collision

Both motorists and pedestrians were most commonly preceding straight before collisions occurred, as shown in **Table B-7**.

Table B-7: Movements Preceding Pedestrian-Involved Collisions

Row Labels	Motorist	Pedestrian
Not Stated		11
Stopped	1	1
Proceeding Straight	16	10
Ran off Road	1	
Making Right Turn	4	
Making Left Turn	6	
Making U-Turn	1	
Backing	2	1
Passing Other Vehicle	1	
Entering Traffic		3
Other Unsafe Turning	1	

Pedestrians were most commonly crossing in a crosswalk at an intersection when collisions occurred, although a large number were also crossing outside of crosswalk locations. See **Table B-8**.

Table B-8: Pedestrian Action Preceding Collision

Pedestrian Action	Number
Crossing in Crosswalk at Intersection	15
Crossing in Crosswalk not at Intersection	2
Crossing not in Crosswalk	11
Not in Road	3



## Appendix C. Community Input

### Stakeholder Interviews

Interviews were conducted with four stakeholders of the Bicycle and Pedestrian Master Plan. Interview notes from each of these conversations are included on the following pages.

#### Rideout Regional Medical Center

Interviewee: Mike Pierce, Executive Director of Facilities

- ◆ Most of the traffic at the medical center is currently vehicle traffic. People come in via ambulance, car, bus—they very rarely see people riding bicycles to the hospital.
- ◆ Staff members typically live too far from the campus to walk—maybe 10 miles, on average. They work long shifts.
- ◆ Hospital isn't located near residential areas—most live in the north or east part of town.
- ◆ Bicycle parking is included under a canopy near the front entrance of the new hospital.
- ◆ Two transit stops near the hospital:
  - Stop on 5<sup>th</sup> Street is being relocated to be near the Annex building, as part of an agreement with Yuba-Sutter Transit. This stop is heavily used currently.
  - Stop on 3<sup>rd</sup> Street (near emergency department) is staying where it is.
- ◆ Hospital used to have a bike program – United Health piloted a program for Yuba and Sutter Counties that offered tune-ups for people who biked to work
  - Program was offered 2 years in a row. Participation was high the first year, but declined sharply the second year.
  - During the second year, construction had started on the hospital campus (2013)
- ◆ When the new hospital tower is constructed, people within a 2-3 mile radius will probably consider coming to work on a bicycle. It will include a cafeteria and outside dining area.
- ◆ Improvements to surrounding streets are also being made as part of construction, and observations on walking conditions in the area included:
  - 3<sup>rd</sup> Street curb extensions
  - Walking traffic is minimal. Most people take transit.
  - H Street bus stops have good crosswalks; the street is not heavily traveled by high speed traffic.
  - 3<sup>rd</sup> and 5<sup>th</sup> Streets are more challenging—more cars, and higher speeds.
  - Bus pull out provided at 3<sup>rd</sup> St stop, south side of tower.
- ◆ Challenges with traffic blocking ambulance access to emergency room, of 3<sup>rd</sup> Street.
  - From 4-5 p.m. on one occasion, the entrance was blocked 10 times and the exit was blocked twice.
  - From 5-6 p.m. on the same day, the entrance was blocked 12 times and the exit was blocked 6 times.
- ◆ City is considering converting 2<sup>nd</sup> and 3<sup>rd</sup> Streets to a one-way couplet. Right-of-way has been sold, so they would have to acquire it again. Funding is in place to complete a Project Study Report.



- ◆ New 5<sup>th</sup> Street bridge will carry even more traffic than it does currently – the existing two-lane configuration currently carries almost as much traffic as the four-lane bridge at 10<sup>th</sup> Street.
- ◆ Old Sutter North building – Rideout is considering demolishing it and converting it to a 4 story building with underground parking, an auditorium, and a training center (very preliminary plans, just ideas at this point).
  - Events may generate additional traffic to the campus.
  - May include doctor clinics or physical therapy services.
  - Bicycling could be a positive component of physical therapy for patients.
- ◆ Future vision is for revitalization of the whole district within about 20 years. They see other entrepreneurs coming in to build restaurants, commercial or retail, other medical offices, and other businesses around the hospital.
  - Marysville has no chain restaurants; Yuba City has a few.
  - If a restaurant in Marysville is any good, it's likely to be absolutely packed on a Friday or Saturday night.
- ◆ Excited to see the preliminary walking and bicycling network developed through this plan, and to look at opportunities for the hospital to fit into that network.
  - They have noticed increased foot traffic downtown on D and C Streets in the last year; more people shopping.
- ◆ Bok Kai parade draws large crowds every year – people will park far away and walk to see the event.
- ◆ Hospital sees some challenges as they transition more services from Yuba City to Marysville:
  - Sidewalks need to be improved
    - ADA ramps on H and 5<sup>th</sup> Streets might not pass ADA standards anymore, because they change so quickly.
    - Challenges for people accessing the hospital
- ◆ Hospital has incurred costs to update the sidewalks and ramps near its campus.
- ◆ Sidewalks and ramps on the west side of the hospital down to at least I Street are in need of replacement.
- ◆ Discouraging people from crossing at 3<sup>rd</sup> and I Streets, because of challenging sight lines
- ◆ 3<sup>rd</sup> and H Streets have a new pedestrian scramble signal
  - 2 pedestrians were nearly struck at the location
  - 18 months ago a driver turning off of 3<sup>rd</sup> street onto H struck a pedestrian
  - Walk phase currently lasts about 20 seconds (estimate)
- ◆ Concerned that traffic on 3<sup>rd</sup> Street might become congested after new hospital tower opens, if drivers slow or stop to watch helicopters landing on the roof
- ◆ City would consider implementing another pedestrian scramble at F and 3<sup>rd</sup> Streets if pedestrian traffic is significant when new hospital campus opens.
- ◆ Hospital staff are likely to park on 3<sup>rd</sup> and F Streets
- ◆ City has plans to install a signal at 5<sup>th</sup> and F Streets, and to replace old signals at H Street and J Street along 5<sup>th</sup>.
- ◆ Tower is planned to be complete in September, and will start housing patients around January.
  - 2 floors will be dedicated to women and children—major change; moms currently go to Yuba City or Roseville to deliver babies.



## Yuba Area Bicycle Advocates (YABA)

Interviewee: Ben Deal, co-founder, and six representatives from the bicycling community.

- ◆ Levee path is popular route for residents and tourists, but crossings are challenging at:
  - Simpson Lane
  - SR 70 near the Cemetery
  - SR 20 near Recology
  - Railroad tracks at south end of town near SR 70
  - Railroad/B Street/SR 70
  - Sight lines are poor in many locations; levee path crosses a road on a shallow angle, or crosses the railroad near a curve in the tracks
  - Some areas are rough and in need of pavement repair
  - Many of these crossings have on-street bypass routes, but they require bicyclists to navigate fairly steep roads to drop off the levee and then climb it again.
- ◆ Union Pacific won't allow a new crossing without closing an existing crossing
- ◆ Connections to Yuba City are important – some bicyclists currently avoid the 10<sup>th</sup> Street bridge because it's uncomfortable
- ◆ E Street bridge is too narrow and steep for many bicyclists to be comfortable
- ◆ Important to connect residents in northeast Marysville to downtown. It's challenging to cross the railroad tracks along A Street.
- ◆ 12<sup>th</sup> Street underpass is uncomfortable for pedestrians
- ◆ Regional bicycle connections are desired, perhaps to Sacramento or Sheridan
- ◆ Baseball field draws 1,500 attendees on game days, and vehicle parking is consistently challenging. No bicycle parking is provided—this might encourage some residents to bicycle instead of drive.
- ◆ Simpson Lane and 10<sup>th</sup> Street would be a key connection to access the college, if improvements for bicyclists were made.
  - Bike lanes or traffic controls are desired
- ◆ Many bicyclists currently ride on sidewalks, especially downtown where there is angled parking
  - Other bicyclists feel downtown is fairly comfortable on a bicycle currently
- ◆ There is a need for community education to counteract the negative stigma currently associated with bicycling – some residents feel throwing bottles at bicyclists is acceptable behavior.
- ◆ Road from levee down to River Front Park near Bok Kai temple may be a candidate for sharrows
- ◆ D Street downtown would be nice with sharrows as well
- ◆ Back-in angled parking could improve bicycle safety by eliminating drivers backing out of parking spaces into traffic. Would require outreach and education to teach the community how to use it.
- ◆ B Street near Ellis Lake lacks accommodations for bicyclists – a key north/south corridor to get downtown
  - Consider bicycle path in city property around the lake?



- ◆ Perception that motorists view bicyclists as a nuisance, they pass too closely
- ◆ Marysville has potential to be a great city for bicycling. It only takes ten minutes to get across the whole town.
- ◆ Encouraging bicycling could support the local economy, saving residents money that they can spend in local businesses, and creating a market for additional bicycle-related commerce.
- ◆ Many parents feel walking and bicycling to school isn't safe
- ◆ Levee path is gravel on one portion near the cemetery, which makes it difficult to bike on
- ◆ Mayor rides a bike, is very supportive of bicycling
- ◆ Bicycle parking is desired :
  - City Hall doesn't currently have any bicycle parking
  - Few racks currently exist in Marysville
  - Some racks are underused because they are in front of vacant storefronts or other odd locations
- ◆ Yuba-Sutter Transit buses have great bike racks on the front
- ◆ There is a bus stop on SR 20 near H Street that is difficult to access by bike – there is no button or crosswalk at H Street to cross SR 20 comfortably
- ◆ Barriers along levee path to prevent cars from driving on the levee sometimes create awkward circumstances for bicyclists, require dismounting or other awkward turning.
- ◆ Key community destinations: downtown, east Marysville, ball park





## FREED Center for Independent Living

Interviewee: Claudia Hollis, Branch Manager

- ◆ Need to accommodate non-traditional bicycles – recumbent or hand-pedal cycles
- ◆ E Street bridge access is not ADA compliant, and there is no barrier between pedestrians and moving traffic.
  - Noted that this is Caltrans right-of-way, and we can recommend they consider improvements
- ◆ Accessing levee path is challenging due to steep slopes—challenging on foot and by bicycle
- ◆ 5<sup>th</sup> Street and J Street is also challenging, but will likely be addressed with construction of new 5<sup>th</sup> Street bridge
- ◆ Tunnel under B Street train trestle is uncomfortable for pedestrians
- ◆ Recently improved Caltrans areas are nice, with new crosswalk markings and curb cuts.
- ◆ Uneven sidewalks need to be repaired, tree roots upheaving pavement
- ◆ Trimming overgrown vegetation would hugely impact the comfort of walking, especially in northwest Marysville where there are planted areas on both sides of the sidewalk
- ◆ 11<sup>th</sup> and J Streets – challenging intersection
- ◆ 14<sup>th</sup> and J is challenging as well
- ◆ Oldest development in Marysville – narrow streets, on-street parking
  - Older growth
  - Uncontrolled intersections
- Lots of small children
- Low traffic volumes mean they probably won't ever get stop signs
- ◆ New academy near north end of Ellis Lake by the ball field – review that area for crosswalks and other amenities
- ◆ Save-Mart and Government Center parking lot doesn't have a stop sign where it exits onto 6<sup>th</sup> Street – can make it challenging for pedestrians to cross
  - Missing curb ramps on sidewalks in this area, too. Lots of pedestrians in wheelchairs trying to access the grocery store.
- ◆ Downtown – disabled parking spaces have sidewalk access on the passenger side, but no curb cut on the driver side of the vehicle, for people who are disabled but drive themselves.
- ◆ Post office has very high curbs with no ramps
- ◆ Feather River Drive behind old CVS the loading dock is full of debris and standing water, breeding ground for mosquitos.
- ◆ Hill near Salvation Army depot is steep and difficult for their community to access
- ◆ River Front Park bicycling and walking paths are wonderful. Can we provide accessible picnic tables and accessible walkways to get to them?



## Marysville Police Department

Interviewee: Lieutenant Chris Sachs

- ◆ E 22<sup>nd</sup> Street challenging – wide road, often see vehicles speeding between stop signs
  - Bike lanes may help narrow the road and manage speeds
  - Provides good alternative route to the levee path, where the SR 20 crossing is challenging
- ◆ Most pedestrian collisions seem to be downtown, and seem to be along the state highways
- ◆ Many crashes at the base of the 5<sup>th</sup> Street bridge, and up to 5<sup>th</sup> and G Streets
  - Challenging for bicyclists coming off the walkway on the north side of the bridge
  - Challenge created at Olive Drive because it is so close to the bridge
- ◆ 5<sup>th</sup> and F Streets – this intersection is already challenging, and likely to be more so when the hospital is complete.
- ◆ 16<sup>th</sup> Street and B Street – improved recently by Caltrans to add crosswalks, better lighting, high visibility signage. Lots of students crossing here.
- ◆ Railroad trestle at 18<sup>th</sup> Street is reportedly one of the top 5 to be replaced within 5 years – but no guarantee that they will improve conditions for walking or bicycling when they replace it.
- ◆ Covillaud is another candidate for bicycling and walking improvements – it tends to be calmer because it doesn't connect to the highways
- ◆ Ramirez and 18<sup>th</sup> Streets – consider marking all four crosswalks, sees lots of student pedestrians especially after school. Speeding concerns.
- ◆ E Street from 14<sup>th</sup> to 11<sup>th</sup> Streets is really wide – 100'
  - School in the middle – Yuba County Prep Charter Academy – has buildings on both sides of the street
  - Angled parking on the street makes sight lines challenging for anyone trying to cross E Street, including drivers
  - Petroleum company near the school generates lots of big rig traffic. This is an official truck route, but they only go straight down E Street (no turning movements)
- ◆ People often detour down 14<sup>th</sup> Street to avoid downtown traffic on the highways if they're just trying to get through Marysville
  - Traffic calming desired to manage speeds



## Community Survey

A community survey was developed to gather input on walking and bicycling challenges and opportunities throughout Marysville. The survey was made available online from April 3, 2015 through June 1, 2015, and was distributed to community members in hard copy at a community workshop on April 28. Twenty-two responses to the survey were received, and are summarized below.

### Demographics

#### What age group are you in?

The largest age group represented was over 65 years old, as shown in **Figure C-1**.

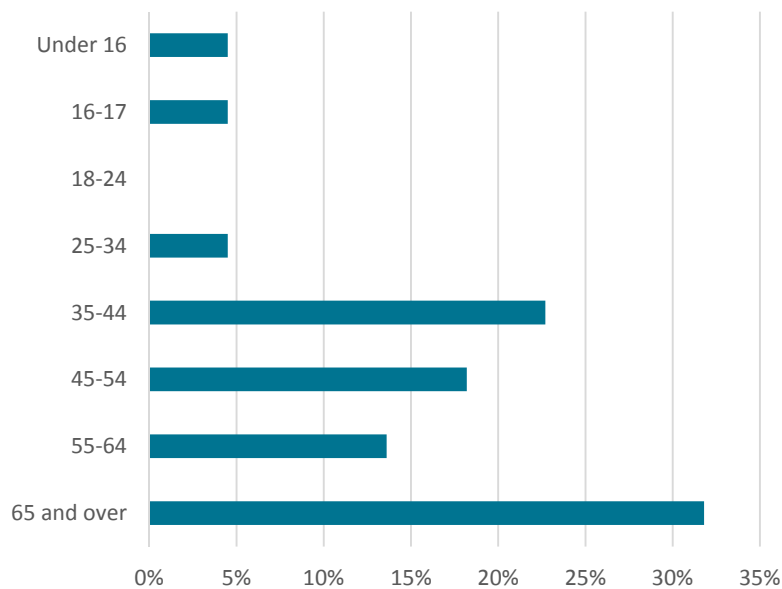


Figure C-1: Age of Respondents

#### What is your gender?

The respondents were evenly split between male and female, as shown in **Figure C-2**.



Figure C-2: Gender of Respondents



### When you make trips less than one mile, how do you typically travel?

For trips less than one mile, driving alone and walking alone were the most commonly reported transportation modes. Transit was the least common reported mode followed by bicycling and carpooling. See

**Figure C-3.**

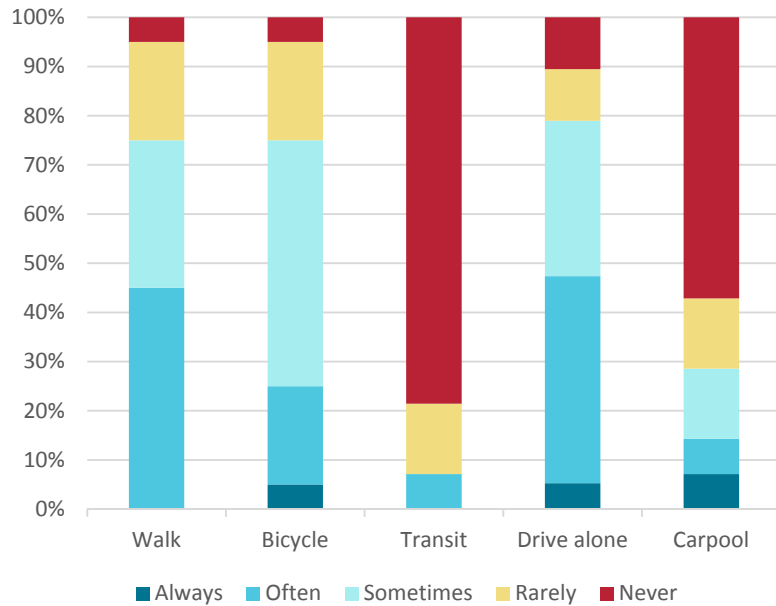


Figure C-3: Travel Mode for Trips Less Than 1 Mile

### When you make trips less than five miles, but more than one mile, how do you typically travel?

For longer trips, survey respondents most commonly choose to drive alone or bicycle. Carpooling, walking, or using transit were less frequently reported. See **Figure C-4.**

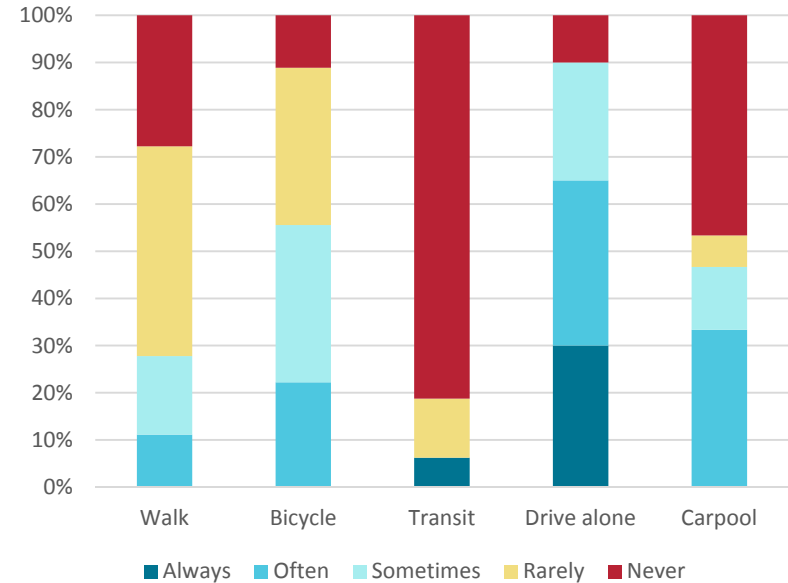


Figure C-4: Travel Mode for Trips from 1 to 5 Miles



## Walking

On a scale of 0 to 4, where 0 is “never” and 4 is “several times per week,” how often do you walk?

Respondents reported walking most frequently for exercise, recreation, or to walk the dog, followed by personal errands. See **Figure C-5**.

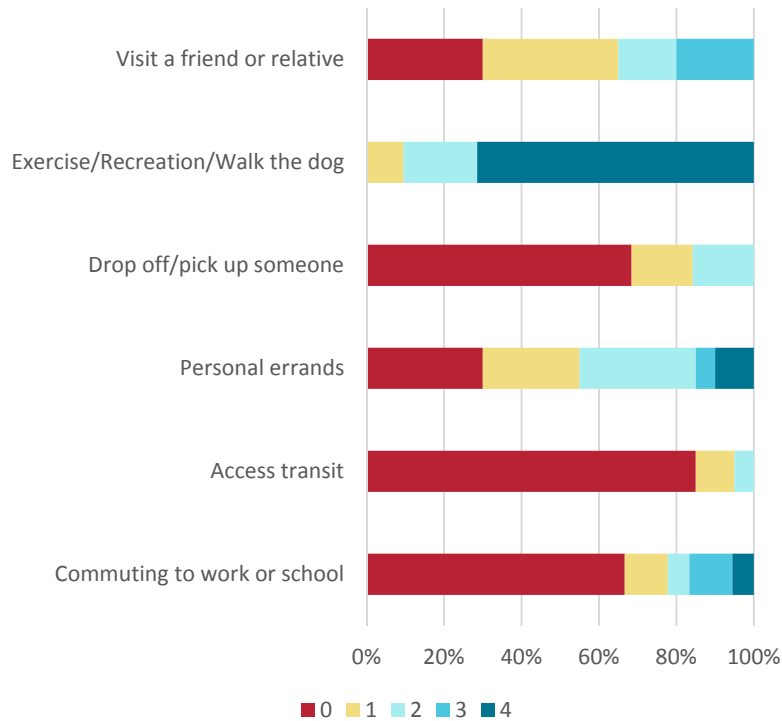


Figure C-5: Frequency of Walking by Trip Type

## Please tell us about your walking experiences in Marysville.

Personal safety and concerns about safety related to drivers were the two statements most respondents disagreed with, as shown in **Figure C-6**.

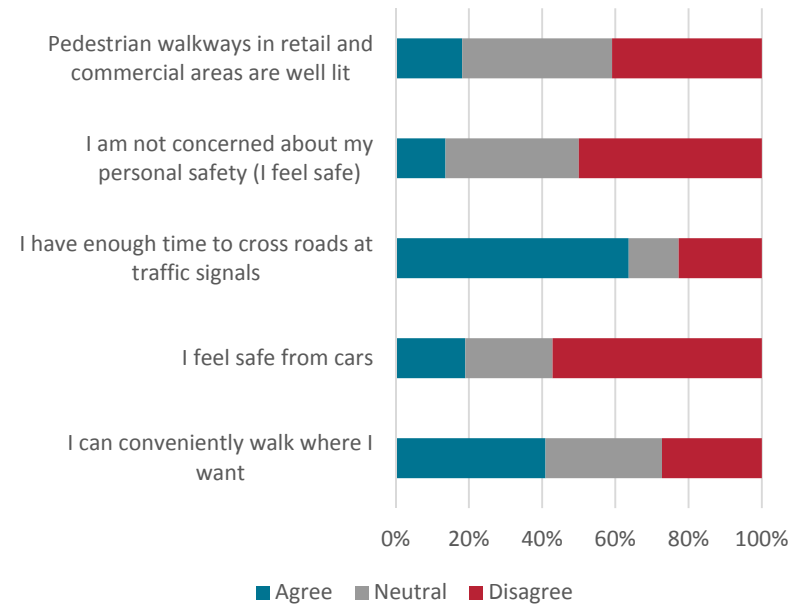


Figure C-6: Walking Experiences in Marysville



### When you walk, how far do you typically travel?

Just over 45 percent of respondents reported they travel between one to two miles when they walk, as shown in **Figure C-7**.

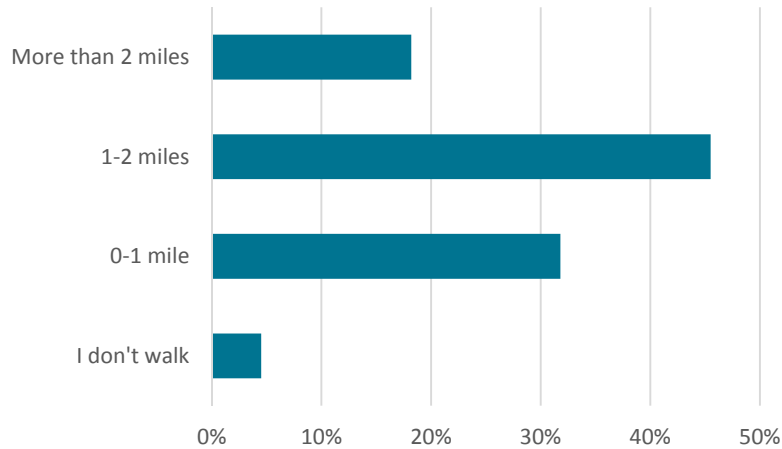


Figure C-7: Typical Walking Distance

### What is the main reason that you choose to walk instead of some other form of transportation?

Most respondents indicated they choose to walk because of the exercise/recreation benefits it offers or because they enjoy it (**Figure C-8**).

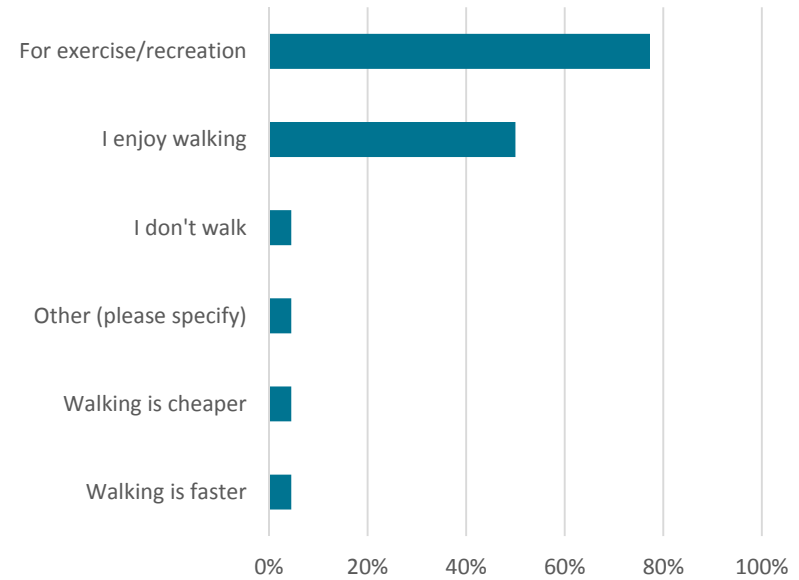


Figure C-8: Reasons for Walking

The reason listed in the “other” response was due to the lack of access to a car.





### What prevents you from walking more often?

Distances to destinations were the most popular choice selected by respondents when asked what prevents them from walking more often, as shown in **Figure C-11**. Safety concerns were also selected frequently.

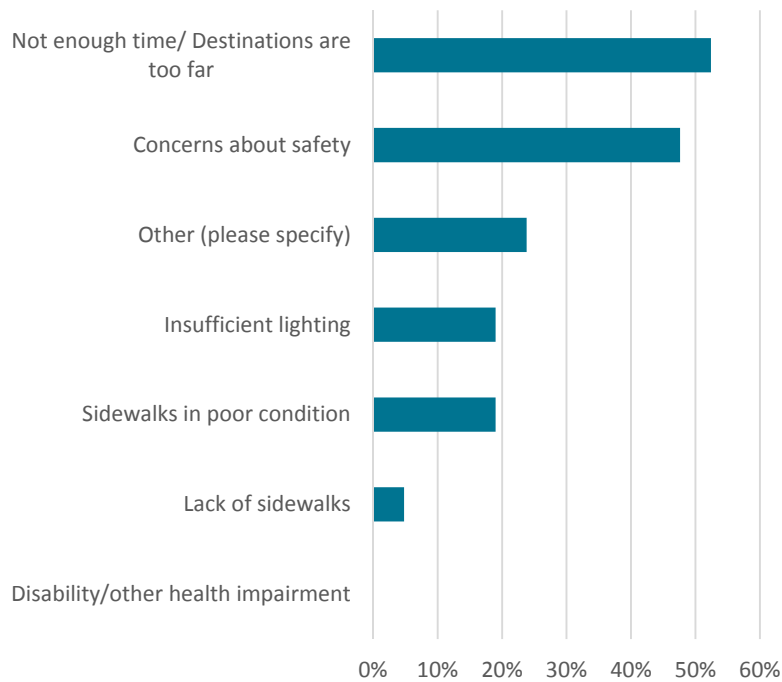


Figure C-11: Factors that Discourage Walking

Comments noted under “other” included speeding cars and crossing major roadways or railroad tracks.

### Rate the importance of improving walking access to the following locations.

Respondents indicated a desire for improved walking access to parks, stores, and community centers (see **Figure C-12**).

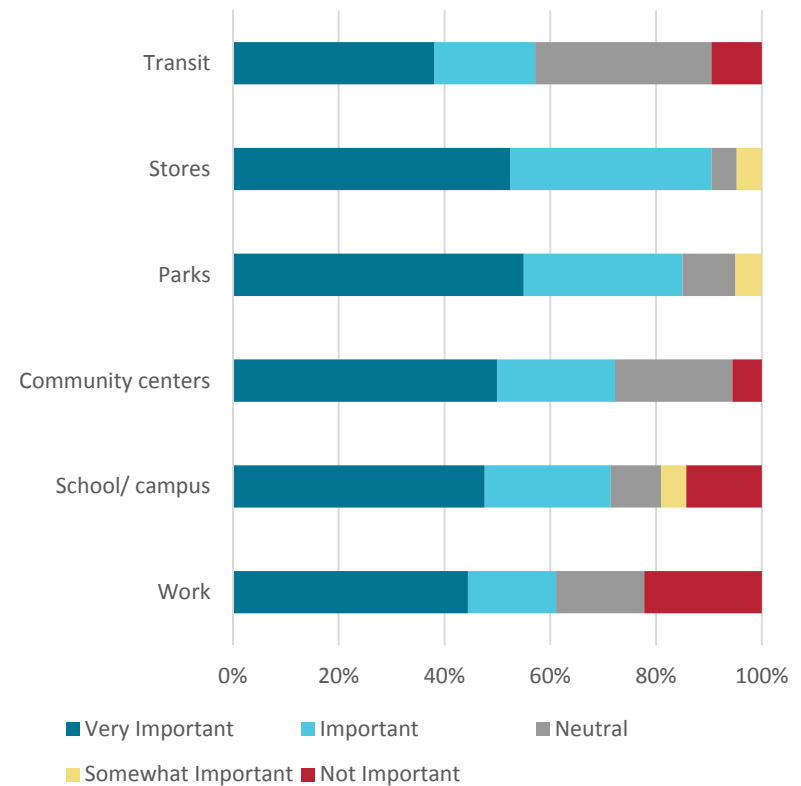


Figure C-12: Importance of Walking Access to Destinations





## Bicycling

**On a scale of 0 to 4, where 0 is "never" and 4 is "several times per week," how often do you bicycle?**

Respondents reported bicycling most commonly for exercise/recreation or to commute, as shown in **Figure C-13**.

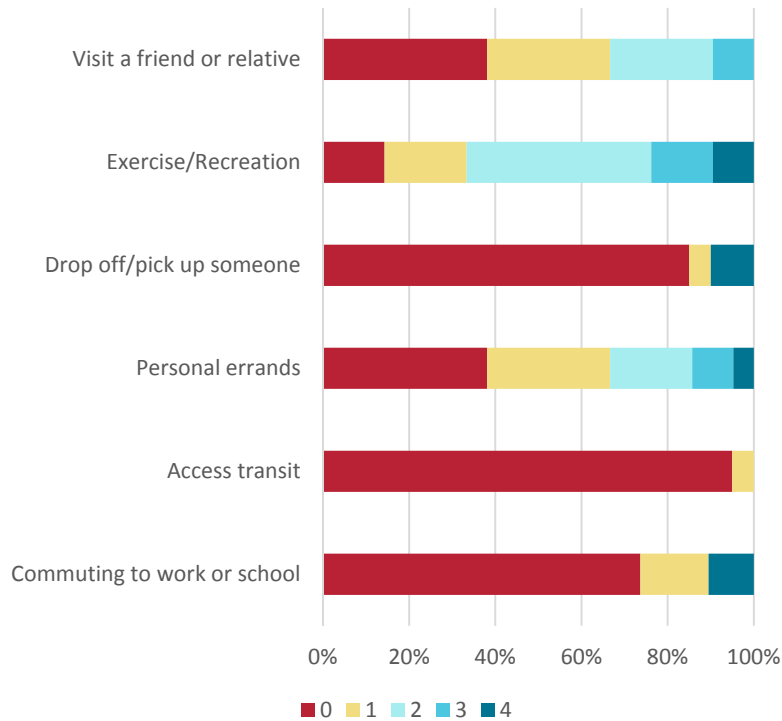


Figure C-13: Frequency of Bicycling by Trip Type

## Please tell us about your biking experiences in Marysville.

Respondents generally agreed that they are able to cross roads during the WALK phase at traffic signals, in addition to agreeing that they largely do not feel safe from cars or from personal safety concerns. See **Figure C-14**.

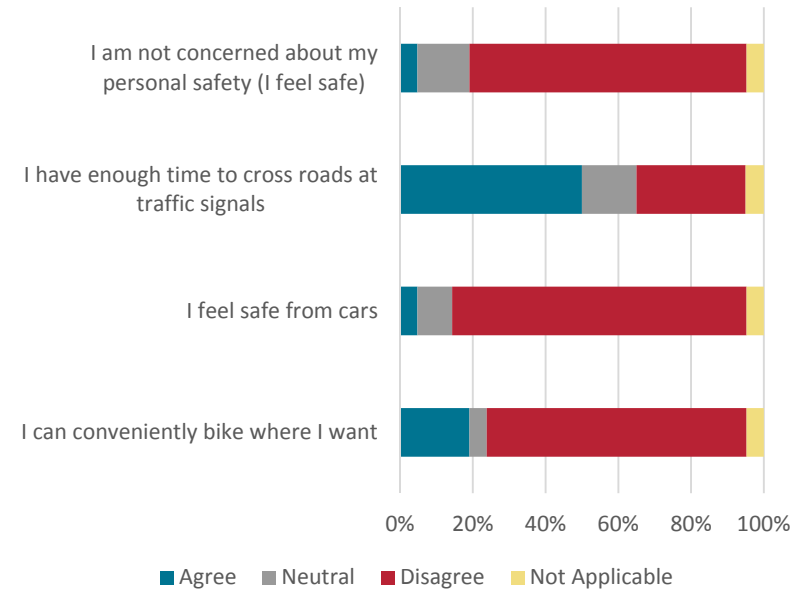


Figure C-14: Bicycling Experiences in Marysville



### When you bike, how far do you typically travel?

Most of the respondents report bicycling at least two miles on a typical trip, as shown in **Figure C-15**.

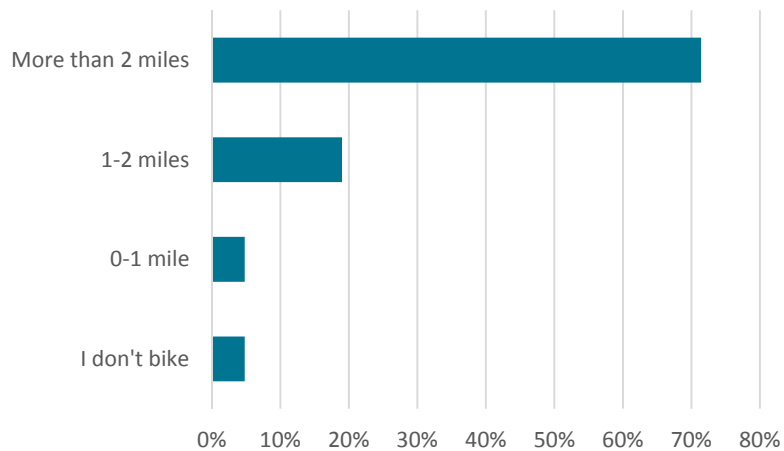


Figure C-15: Typical Biking Distance

### What is the main reason that you choose to bike instead of some other form of transportation?

Among respondents who bicycle, exercise or recreation was the most common reason for choosing to bicycle over some other mode (see **Figure C-16**).

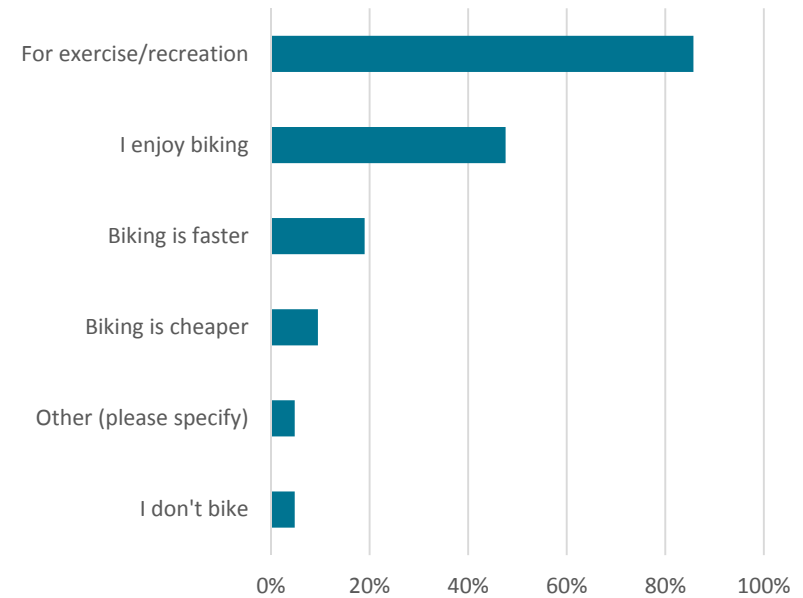


Figure C-16: Reasons for Bicycling

The main reason listed in the comment for “other” was a lack of access to a vehicle.





### What prevents you from biking more often?

Survey respondents overwhelmingly reported personal safety concerns as the primary factor that prevented them from bicycling more often. A lack of dedicated bicycle infrastructure was also frequently reported, as shown in **Figure C-19**.

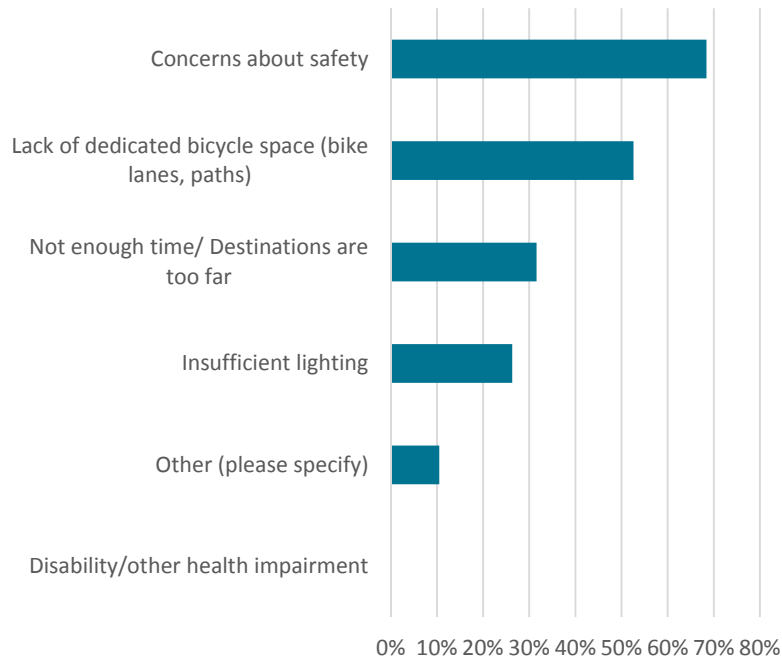


Figure C-19: Factors that Discourage Bicycling

Reasons listed in comments for “other” include the lack of bicycle parking around town.

### Rate the importance of improving biking access to the following locations.

Parks, stores, and school/campus were among the destinations survey respondents felt were most important for improved bicycle access (**Figure C-20**).

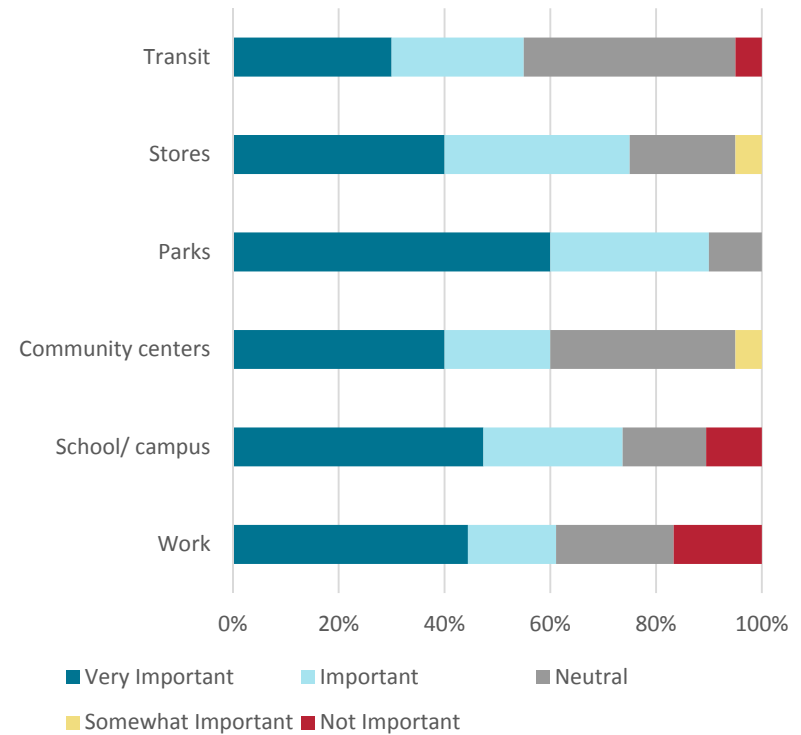


Figure C-20: Importance of Bicycling Access to Destinations



## Additional Comments

Respondents were provided an opportunity at the end of the survey to include any other comments or concerns related to walking or bicycling in Marysville. Common themes included:

- ◆ Street and sidewalk repairs
- ◆ Need for bicycle parking
- ◆ Need for pedestrian bridge over Highway 70 and Highway 20



## Public Workshop

A public workshop was held on April 28, 2015. Workshop attendees were presented with maps of existing conditions and invited to share challenges and opportunities for improving walking and bicycling in Marysville. Comments received at this workshop are listed in the tables below.

### Global Comments

Location	Cross Street	Comment
70	RR underpass	Train underpass is tight, road is cracky
B St	14 <sup>th</sup> St to 9 <sup>th</sup> St	Need a bike/ped component on the lake property
Yuba St	7 <sup>th</sup> St to 8 <sup>th</sup> St	New Sheriff office location (west side of Yuba St
20	West city limit	Connection of SR 20 to surface streets
10th St	B St	Access to neighborhood center
Covillaud St	13 <sup>th</sup> St	Connection to Levee path?
F St	E St to 2 <sup>nd</sup> St	No sidewalk or bike lanes along F Street leading to the hospital
Global		Wide streets --> roundabouts instead of stop signs
Levee path	20 (north)	Crossing problem
Levee path	70 (north)	Crossing of SR 70? How do we cross?
Levee path	A St & Second St	Possible to connect levee path?
Simpson Ln	Levee	No indication of ped/bike for motorists. Unsafe to walk/ride
A Street	Second St	Pavement is terrible. Grade issue connecting levee path.
Levee path	26 <sup>th</sup> St	Bollards. Move for easier path

Location	Cross Street	Comment
Levee path		Levee Commission Maintaining. Goats?
Levee path		Maintenance - City contracts for sweeping with Recology, as part of their franchise agreement
20	22 <sup>nd</sup>	Blind spot for cars coming SWbound on 20
20	22 <sup>nd</sup> St & Rideout Way	High density housing
20	NE city limit	Too fast
F St	2nd St & 3 <sup>rd</sup> St	Senior Housing
Global		More wayfinding to levee path
Global		More accessible routes to the levee
Global		Grants for community cleanup programs/trail maintenance?
J St	11 <sup>th</sup> St	New bounce house - likely to attract young pedestrians/bikes. No sidewalks
Johnson Ave	Covillaud St	Wayfinding to Levee
Kynoch		Too many collisions around Kynoch :(
Ramirez	25 <sup>th</sup>	Head Start center
Ramirez St	18 <sup>th</sup> St	Needs stop signs
Riverfront Park		Path needs maintenance
Yuba Street	12 <sup>th</sup> St & 6 <sup>th</sup> St	No stop signs (aside from diverter at 10 <sup>th</sup> St). Cars use as cut-through



## Bicycling Comments

Location	Cross Street	Comment
20	West (bridge)	Need better access from bridge path onto local street network
70	Levee path	Really dangerous levee crossing hwy 70
70	18 <sup>th</sup> St	Awkward for southbound bikes on 70 (need access on W side of 70 to avoid crossing)
Attractors		Yuba College has two campuses that may be attractors for bicyclists - one southeast of Marysville down Simpson Lane, and one northwest of Marysville that would connect via a route on the 10th St bridge
D St	14 <sup>th</sup> St & 9 <sup>th</sup> St	Southbound has no biking
Global		Bicycle Parking needed
Levee	Hwy 70 (south)	Road is cracky west to east
Sampson Street		Needs a bike lane
Yuba St	10 <sup>th</sup> Street	There is a diverter here that is intended to prevent through traffic on Yuba Street, but it is short and many cars ignore it (drive around it and continue on Yuba Street). Can this be reconfigured to encourage better motorist compliance but perhaps open the street to bicyclists?
Yuba St		Alternative route to get to downtown from East Marysville - 6th St to Yuba St to 10th St to Ramirez  Similar route is used as a cut through by cars, though - consider traffic calming measures to manage speeds
10 <sup>th</sup> St	Ramirez St	Restore lane configuration and restore bike lanes
12 <sup>th</sup> St	Ramirez St	Restore lane configuration and restore

Location	Cross Street	Comment
		bike lanes
14 <sup>th</sup> St	D St to B St	Restore bike lanes
14 <sup>th</sup> St	D St to B St	Bike lane addition
14 <sup>th</sup> St	D St	Improve cross-section
22 <sup>nd</sup> St		bike route
26 <sup>th</sup> St/Jack Slough Rd		Access to road biking (loop to kimball/woodruff) on Jack Slough Road without having to go on a SR
5 <sup>th</sup> St	Bridge	Is there going to be an offramp for EB cars? If so will it have bike lanes?
5 <sup>th</sup> St	J St to A St	Add bike lanes with new bridge
Cheim Blvd		Bike route
Levee path		Plants along path have thorns → many flat tires
Program		Light give-aways
20	14 <sup>th</sup> St to 9 <sup>th</sup> St	No bike space on 20
12 <sup>th</sup>	RR	Narrow; bikes on sidewalks
22 <sup>nd</sup> St	Ramirez St	Complete Street - buffered bike lanes, traffic calming
Johnson Ave	Covillaud St	Class III



## Pedestrian Comments

Location	Cross Street	Comment
Library		Signage needed to guide pedestrians to accessible walkway
Downtown		Can we implement some kind of self-guided walking tour of historic buildings through downtown?
Global		Vegetation encroaches onto sidewalks
Downtown		Disabled on-street parking spaces need curb ramp access that does not require traveling along the street to a driveway or intersection
Global		Tall curbs and steep crowns on roads can be difficult for pedestrians with mobility impairments
Global		Many driveways don't maintain a level path of travel for peds
Downtown		Opportunity - beautify alleys downtown
Downtown		Lack of waste receptacles in downtown area
Levee path		Recognize that addressing accessibility challenges getting to the path may be a long-term project. Short-term, can we provide wayfinding to help peds with mobility impairments find those routes that may be more accessible than others?
9 <sup>th</sup> St	D St	Ped signal recalls WALK phase during green phase immediately upon pushing the button
Ellis Lake		Few crosswalks provide access to lake property, especially on west side
D St	11 <sup>th</sup> St	Need for marked crosswalk to lake; better ADA transitions from sidewalk to street
D St	12 <sup>th</sup> St	Main access to lake path & island.
Ellis Lake		Lake path is not accessible
A St		No curb cut at Drug & Rehab to new sheriff's office
East		Sidewalks are cracked and broken

Location	Cross Street	Comment
Marysville		
East Marysville		Bushes cover sidewalks
Feather Rd		No curb cut @ Feather Road and entrance to Yuba County Government Center parking lot
Parks		Would love walking paths in parks - Miner?
9 <sup>th</sup> St	B St	ped xing NW quad
Levee path		Add benches with solar panels throughout levee path
Levee path	8 <sup>th</sup> St & 10 <sup>th</sup> St	Connection to Govt Center
26 <sup>th</sup> St	Levee	Increase accessibility to levee
B St	15 <sup>th</sup> St	Ped lights are often ignored by drivers
Global		Wider sidewalk width standards
Global		Parasols for walking tour
Ramirez St	25 <sup>th</sup> St to 18 <sup>th</sup> St	West side no sidewalk
Sampson St	Levee (north)	No accessibility





## Bicycling and Walking Tours

Two tours focusing on walking and bicycling, respectively, were held in Marysville on June 6, 2015. Tour participants were guided on routes intended to showcase typical challenges and opportunities for walking and bicycling, and were invited to discuss what they saw.

Comments that relate to both walking and bicycling included:

- ◆ Need for public restrooms at Ellis Lake
- ◆ Need for a Bicycle and Pedestrian Advisory Commission
- ◆ Ramirez St carries increased traffic at high school dismissal

Comments received during each tour are listed below.

## Bicycling Tour

Location	Cross Street	Comment
Library		Existing bicycle parking
Downtown		Bicycle parking could be implemented on existing curb extensions
Downtown		Need for "Walk Bicycle on Sidewalk" stencils
B St	1 <sup>st</sup> St	Bike Kitchen
Global		Bicycle parking needed
Global		Wayfinding
Global		Sharrows
Global		Bicyclist - need bike ed
Global		Need more bike lanes
Global		Minimize stop signs for bicyclists
Simpson Lane		Connect to Simpson
Global		Bike lights
10 <sup>th</sup> St	Yuba St	Tight - needs signage - tight turn
Global		Trash bins in bike lanes
Global		Runners in bike lanes
Ramirez	14 <sup>th</sup> St	Need bike signs and lanes
Global		Bike detection stencil at signals
Global		Good to get kids to bike to school
14 <sup>th</sup> St		Restripe bike lane and signs
Hospital	5 <sup>th</sup> St & I St	Class IV bikeway



## Walking Tour

Location	Cross Street	Comment
Library		Signage needed to guide pedestrians to accessible walkway
Downtown		Can we implement some kind of self-guided walking tour of historic buildings through downtown?
Global		Vegetation encroaches onto sidewalks
Downtown		Disabled on-street parking spaces need curb ramp access that does not require traveling along the street to a driveway or intersection
Global		Tall curbs and steep crowns on roads can be difficult for pedestrians with mobility impairments
Global		Many driveways don't maintain a level path of travel for peds
Downtown		Opportunity - beautify alleys downtown
Downtown		Lack of waste receptacles in downtown area
Levee path		Recognize that addressing accessibility challenges getting to the path may be a long-term project. Short-term, can we provide wayfinding to help peds with mobility impairments find those routes that may be more accessible than others?
9 <sup>th</sup> St	D St	Ped signal recalls WALK phase during green phase immediately upon pushing the button
Ellis Lake		Few crosswalks provide access to lake property, especially on west side
D St	11 <sup>th</sup> St	Need for marked crosswalk to lake; better ADA transitions from sidewalk to street
D St	12 <sup>th</sup> St	Main access to lake path & island.
Ellis Lake		Lake path is not accessible

## Peach Festival

Comments received during the Marysville Peach Festival are listed in the table below.

Location	Comment
Global	Need bike path connector to Sacramento
Global	Need better bike connector to college
Global	Need more bike parking
Global	Need path to connect to the Buttes, then up Pass Road
Riverfront Park	Redneck Boat Club used to maintain - not any more, felt they weren't receiving enough support from city
Global	Need additional trail maintenance
Levee path	Personal safety concerns along path
Riverfront Park	Boat launch area needs maintenance
Riverfront Park	City restrooms need maintenance - women's needs more work than men's to be usable
Global	Friends for Preservation of Yuba County History lead walking history tours periodically - next one in September
Ellis Lake	Need multi-use path around the lake
Global	Possible maintenance solution - volunteer clean-up days - see Ellis Lake clean up days example
Highways	Unclear where the safer/desired ped crossing locations are - can we provide wayfinding or other directions indicating where the nearest marked/controlled crossing is
Global	Many streets have rough/deteriorated pavement
Hwy 20	No sidewalks or ADA mobility
Hwy 20	Needs bike lanes
Bryden Way	Congested - cut through traffic. Traffic calming?



## Appendix D. Project List

This appendix presents a complete list of recommended infrastructure projects, including project evaluation results and planning-level cost estimates.

For more information about project evaluation criteria or unit cost assumptions, see **Chapter 7**.



Table D-1: Project List

Project	Location	Start	End	Side/ Seg.	Notes	Safety	Community Support	Economic Development	Activity Generator	Project Readiness	Total Score	Tier	Est. Cost	Length (mi)
Sidewalk	1 <sup>st</sup> St	Biz Johnson Dr	D St	SW		25	20	20	20	0	<b>85</b>	1	\$116,700	0.13
Class III Bike Route with SLM	1 <sup>st</sup> St	Biz Johnson Dr	E St		Shared Lane Markings	25	20	20	20	15	<b>100</b>	1	\$2,100	0.13
Bike Hub	1 <sup>st</sup> St	Midblock between Oak St & C St			Bike Hub	25	0	20	20	0	<b>65</b>	2	\$250,000	-
Bike Parking	1 <sup>st</sup> St NW Corner & C St				Parallel to sidewalk	0	20	20	20	15	<b>75</b>	1	\$300	-
Class III Bike Route	2 <sup>nd</sup> St	D St	East of A St			0	20	20	20	15	<b>75</b>	1	\$2,400	0.27
Bike Parking	2 <sup>nd</sup> St NW Corner & D St				1 wheelwell secure parallel to sidewalk	0	20	20	20	15	<b>75</b>	1	\$300	-
Bike Parking	2 <sup>nd</sup> St NW Corner & D St				1 wheelwell secure parallel to sidewalk	0	20	20	20	15	<b>75</b>	1	\$300	-
Bike Parking	4 <sup>th</sup> St NW Corner & D St				On-street corral - in place for first parking stall. Will eliminate vehicles	0	0	20	20	15	<b>55</b>	2	\$2,000	-
Study: Complete Streets	4 <sup>th</sup> St, 3 <sup>rd</sup> St, and 2 <sup>nd</sup> St				Planned project to conduct a complete streets study. Addresses top collision corridors.	25	20	20	20	15	<b>100</b>	1	\$150,000	1.19
Study: Complete Streets	5 <sup>th</sup> St	E St	J St		Corridor study will evaluate bicycle and pedestrian facilities, a new signal at F Street, and replacement of the existing signal at H Street	25	20	20	20	15	<b>100</b>	1	Funded project	0.41
Class I Shared Use Path	5 <sup>th</sup> St	Olive St	West of Olive St	N	Continue shared use path on north side of the bridge to the intersection; will be completed as part of 5 <sup>th</sup> Street Bridge project. Addresses top collision location.	25	20	0	20	0	<b>65</b>	2	Funded project	0.08
Class III Bike Route	6 <sup>th</sup> St	Olive St	A St			25	20	20	20	15	<b>100</b>	1	\$7,000	0.78
Class II Bike Lane	6 <sup>th</sup> St	A St	Yuba St			0	20	20	20	15	<b>75</b>	1	\$3,200	0.07
UPRR Coordination: Sidewalk	6 <sup>th</sup> St	East of A St	West of A St	N		0	20	20	20	0	<b>60</b>	2	\$15,200	0.02
Sidewalk	6 <sup>th</sup> St	Olive	J St	N		0	0	0	20	0	<b>20</b>	3	\$21,100	0.02
Sidewalk	6 <sup>th</sup> St	West of Yuba St	Yuba St	N		0	20	0	20	0	<b>40</b>	2	\$28,600	0.03
UPRR Coordination: Sidewalk	6 <sup>th</sup> St	West of A St	A St	S		0	20	20	20	0	<b>60</b>	2	\$12,700	0.01



Project	Location	Start	End	Side/ Seg.	Notes	Safety	Community Support	Economic Development	Activity Generator	Project Readiness	Total Score	Tier	Est. Cost	Length (mi)
Class III Bike Route	8 <sup>th</sup> St	J St	B St			0	20	20	20	15	75	1	\$5,900	0.65
Study: Crosswalk with RRFB	8 <sup>th</sup> St & B St				Caltrans has agreed to fund this improvement	25	20	20	20	15	100	1	Funded project	-
UPRR Coordination: Sidewalk	10 <sup>th</sup> St	East of Chestnut St	Yuba St	S	Addresses top collision corridor.	25	20	0	20	0	65	2	\$64,400	0.07
UPRR Coordination: Sidewalk	10 <sup>th</sup> St	Chestnut St	Walnut St	N	UPRR crossing. Addresses top collision corridor.	0	20	0	20	0	40	2	\$65,600	0.07
Median	10 <sup>th</sup> St	Yuba St			Extend length of diverter median. Addresses top collision corridor.	25	20	0	20	15	80	1	\$34,300	0.05
Study: Intersection Control	10 <sup>th</sup> St, J St, 14 <sup>th</sup> St, E St				Study neighborhood bounded by these streets for traffic controls. Addresses top collision corridors.	25	20	0	20	0	65	2	\$10,000	1.41
Class I Shared Use Path	South of 10 <sup>th</sup> St	Yuba St	West of Ramirez St		Class I or Class IV Protected Bikeway (two way). Addresses top collision corridor.	25	20	0	20	0	65	2	\$43,100	0.07
Class III Bike Route	11 <sup>th</sup> St	J St	D St			0	20	0	20	15	55	2	\$4,400	0.49
Crosswalk with RRFB	12 <sup>th</sup> St & E St			S	Marked Crossing with RRFB	25	20	0	20	0	65	2	\$27,800	-
Class II Bike Lane	13 <sup>th</sup> St	Ramirez St	Covillaud St			0	20	0	20	15	55	2	\$13,800	0.31
Sidewalk	13 <sup>th</sup> St	Yuba St	Ramirez St	N	With development of site	0	0	0	20	0	20	3	\$57,300	0.06
Sidewalk	13 <sup>th</sup> St	Yuba St	East of Yuba St	S		0	0	0	20	0	20	3	\$10,600	0.01
Class III Bike Route with SLM	14 <sup>th</sup> St	Biz Johnson Dr	Lemon St		Shared Lane Markings. Addresses top collision corridor.	0	0	0	20	15	35	3	\$3,100	0.19
Class II Bike Lane	14 <sup>th</sup> St	East of Lemon St	F St		Addresses top collision corridor.	25	0	0	20	15	60	2	\$9,100	0.21
Sidewalk	14 <sup>th</sup> St	Ramirez St	Yuba St	S	With development of site	0	20	0	20	0	40	2	\$60,000	0.07
Sidewalk	14 <sup>th</sup> St	Swezy St	Sampson St	N		0	0	0	20	0	20	3	\$58,600	0.07
Sidewalk	14 <sup>th</sup> St	H St	G St	N	Park	25	0	0	20	0	45	2	\$56,600	0.06



Project	Location	Start	End	Side/ Seg.	Notes	Safety	Community Support	Economic Development	Activity Generator	Project Readiness	Total Score	Tier	Est. Cost	Length (mi)
Class II Bike Lane	14 <sup>th</sup> St	E St	B St		Restripe with two 11' travel lanes, one 11' center turn lane, and 8' bike lanes on both sides of the street. Bike lanes will be closed and used for special event parking for game days at Bryant Field and other large community events at the discretion of the City. Addresses top collision corridor.	25	20	0	20	15	<b>80</b>	1	\$10,900	0.25
UPRR Coordination: New Undercrossing	14 <sup>th</sup> St	Walnut St	Chestnut St		Study: Bike-Pedestrian RR Undercrossing. Addresses top collision corridor.	0	0	0	20	0	<b>20</b>	3	\$100,000	-
Crosswalk	14 <sup>th</sup> St & C St			N (1 leg)	High-visibility crosswalk markings; existing controlled crossing	0	0	0	20	15	<b>35</b>	3	\$2,800	-
Sidewalk	15 <sup>th</sup> St	Sampson St	Swezy St	S	Park	0	0	0	20	0	<b>20</b>	3	\$60,600	0.07
Sidewalk	16 <sup>th</sup> St	C St	B St	S		0	0	0	20	0	<b>20</b>	3	\$64,700	0.07
Sidewalk	16 <sup>th</sup> St	C St	Elm St	N		0	0	0	20	0	<b>20</b>	3	\$26,700	0.03
Sidewalk	16 <sup>th</sup> St	Elm St	Chestnut St	N		0	0	0	20	0	<b>20</b>	3	\$17,300	0.02
Sidewalk	16 <sup>th</sup> St	Yuba St	Ramirez St	N		0	0	0	20	0	<b>20</b>	3	\$59,800	0.07
Class II Bike Lane	17 <sup>th</sup> St	Chestnut St	Ramirez St			25	0	0	20	15	<b>60</b>	2	\$9,300	0.21
Class II Bike Lane	17 <sup>th</sup> St	Ramirez St	Hall St			25	20	0	20	15	<b>80</b>	1	\$30,800	0.70
Sidewalk	17 <sup>th</sup> St	C St	Elm St	S		0	0	0	20	0	<b>20</b>	3	\$26,800	0.03
Sidewalk	17 <sup>th</sup> St	B St	West of B St	S		0	0	0	20	0	<b>20</b>	3	\$15,400	0.02
Sidewalk	17 <sup>th</sup> St	Elm St	C St	N		0	0	0	20	0	<b>20</b>	3	\$27,900	0.03
Sidewalk	17 <sup>th</sup> St	Chestnut St	E Lake Ct	S		0	0	0	20	0	<b>20</b>	3	\$47,700	0.05
Class I Shared Use Path	North of 17 <sup>th</sup> St	East of B St	West of Chestnut St			0	20	0	20	0	<b>40</b>	2	\$9,300	0.02
Class III Bike Route	18 <sup>th</sup> St	Ellis Lake Dr	Elm St			0	0	0	20	15	<b>35</b>	3	\$1,300	0.14
Sidewalk	18 <sup>th</sup> St	West of Elm St	Elm St	S		0	0	0	20	0	<b>20</b>	3	\$17,000	0.02
Sidewalk	18 <sup>th</sup> St	West of C St	C St	S		0	0	0	20	0	<b>20</b>	3	\$31,500	0.04



Project	Location	Start	End	Side/ Seg.	Notes	Safety	Community Support	Economic Development	Activity Generator	Project Readiness	Total Score	Tier	Est. Cost	Length (mi)
UPRR Coordination: New Undercrossing	18 <sup>th</sup> St & Elm St				Bike-Pedestrian RR Undercrossing	0	0	0	20	0	<b>20</b>	3	\$100,000	-
Class I Shared Use Path	South of 18 <sup>th</sup> St	SW Diagonal to B St				0	0	0	20	0	<b>20</b>	3	\$19,300	0.03
Class II Bike Lane	19 <sup>th</sup> St	Ramirez St	Harris St			25	20	0	20	15	<b>80</b>	1	\$36,200	0.82
Study: Traffic Calming	19 <sup>th</sup> St	Ramirez St	Hall St		Speed surveys show higher speeds. Study could include grid stop sign configuration.	25	20	0	20	15	<b>80</b>	1	\$20,000	0.71
Class II Bike Lane	22 <sup>nd</sup> St	Ramirez St	Hwy 20		Wide street - would also help manage vehicle speeds	25	20	0	20	15	<b>80</b>	1	\$47,700	1.08
Sidewalk	22 <sup>nd</sup> St	Sampson St	Freeman St	N		0	20	0	20	0	<b>40</b>	2	\$38,800	0.04
Class II Bike Lane	24 <sup>th</sup> St	SR 70	Triplett Way			0	0	0	20	15	<b>35</b>	3	\$15,000	0.34
Sidewalk	24 <sup>th</sup> St	B St	West of Triplett Way	E		0	0	0	20	0	<b>20</b>	3	\$251,00	0.28
Sidewalk	24 <sup>th</sup> St	West of Triplett Way	Triplett Way	S		0	0	0	20	0	<b>20</b>	3	\$52,300	0.06
Class II Bike Lane	25 <sup>th</sup> St	Sampson St	Covillaud St		Restripe faded bike lane	0	20	0	20	15	<b>55</b>	2	\$6,900	0.16
Sidewalk	25 <sup>th</sup> St	Sampson St	East of Sampson St	S		0	20	0	20	0	<b>40</b>	2	\$36,700	0.04
Sidewalk	25 <sup>th</sup> St	East of Sampson St	West of Covillaud St	S		0	0	0	20	0	<b>20</b>	3	\$8,500	0.01
Sidewalk	25 <sup>th</sup> St	East of Sampson St	West of Covillaud St	S		0	0	0	20	0	<b>20</b>	3	\$24,300	0.03
Class III Bike Route with SLM	26 <sup>th</sup> St	Covillaud St	City Boundary		Shared Lane Markings	0	20	0	20	15	<b>55</b>	2	\$2,500	0.15
Sidewalk	26 <sup>th</sup> St	Covillaud St	Ahern St	N		0	0	0	20	0	<b>20</b>	3	\$36,200	0.04
Study: Crosswalk with RRFB	26 <sup>th</sup> St & City Boundary				Marked Crossing with RRFB for levee path	0	20	0	20	0	<b>40</b>	2	\$20,000	-
Bollards	North of North End 26 <sup>th</sup> St	West of 26 <sup>th</sup> St			Replace gate with bike friendly bollards	0	20	0	20	15	<b>55</b>	2	\$800	-



Project	Location	Start	End	Side/ Seg.	Notes	Safety	Community Support	Economic Development	Activity Generator	Project Readiness	Total Score	Tier	Est. Cost	Length (mi)
Bollards	North of North End 26 <sup>th</sup> St	East of 26 <sup>th</sup> St			Replace gate with bike friendly bollards	0	20	0	20	15	<b>55</b>	2	\$800	-
Class I Shared Use Path	26 <sup>th</sup> St	West of City Boundary	City Boundary	S		0	20	0	20	0	<b>40</b>	2	\$32,600	0.06
Class III Bike Route	B St	1 <sup>st</sup> St	2 <sup>nd</sup> St			0	0	20	20	15	<b>55</b>	2	\$700	0.07
Study: Traffic Calming	B St & 1 <sup>st</sup> St				Consider median to slow traffic. Alternate route for trucks and large vehicles, which must be accommodated in design.	25	0	20	20	0	<b>65</b>	2	\$10,000	-
Class III Bike Route with SLM	Biz Johnson Dr				Shared Lane Markings	0	20	0	20	15	<b>55</b>	2	\$1,800	0.11
Crosswalk	Biz Johnson Dr	South of 5 <sup>th</sup> St			High-visibility crosswalk markings; trail crossing	0	20	0	20	15	<b>55</b>	2	\$2,800	0.01
Study: Class I Shared-use Path	Biz Johnson Dr					0	20	0	20	0	<b>40</b>	2	\$100,000	0.14
Curb Extension	Boulton Way & Rideout Way				Curb Extensions: replace bumpers with curb extensions	25	0	0	20	15	<b>60</b>	2	\$30,000	-
Bike Parking	Bryant Field				Bike parking for ballfield	0	0	0	20	15	<b>35</b>	3	\$1,800	-
Bike Parking	526 C St (City Hall)				3 wheelwell secure parallel to sidewalk	0	0	20	20	15	<b>55</b>	2	\$900	-
Sidewalk	C St	17 <sup>th</sup> St	South of 18 <sup>th</sup> St	E		0	0	0	20	0	<b>20</b>	3	\$39,500	0.04
Sidewalk	C St	Ellis Lake	South of 16 <sup>th</sup> St	W		0	0	0	20	0	<b>20</b>	3	\$55,100	0.06
Sidewalk	C St	16 <sup>th</sup> St	North of 16 <sup>th</sup> St	E		0	0	0	20	0	<b>20</b>	3	\$11,700	0.01
Sidewalk	C St	17 <sup>th</sup> St	18 <sup>th</sup> St	W		0	0	0	20	0	<b>20</b>	3	\$57,200	0.06
Class III Bike Route	Cheim Blvd	22 <sup>nd</sup> St	Olson Ct			25	20	0	20	15	<b>80</b>	1	\$3,300	0.36
Class II Bike Lane	Chestnut St	17 <sup>th</sup> St	South of 18 <sup>th</sup> St			0	0	0	20	15	<b>35</b>	3	\$3,000	0.07
Sidewalk	Chestnut St	17 <sup>th</sup> St	18 <sup>th</sup> St	W		0	0	0	20	0	<b>20</b>	3	\$67,600	0.08
Class II Bike Lane	Covillaud St	13 <sup>th</sup> St	26 <sup>th</sup> St		Existing facility, but markings are nonexistent in many places	25	20	0	20	15	<b>80</b>	1	\$41,100	0.93
Wayfinding	Covillaud St & 26 <sup>th</sup> St				Wayfinding to Levee Path	0	0	0	20	15	<b>35</b>	3	\$500	-





Project	Location	Start	End	Side/ Seg.	Notes	Safety	Community Support	Economic Development	Activity Generator	Project Readiness	Total Score	Tier	Est. Cost	Length (mi)
Wayfinding	Covillaud St & Johnson Ave				Wayfinding to Levee Path	0	20	0	0	15	<b>35</b>	3	\$500	-
Parking	D St	1 <sup>st</sup> St	6 <sup>th</sup> St		Convert existing diagonal parking to back-in angled parking	25	20	20	20	0	<b>85</b>	1	\$100,000	0.77
Class III Bike Route	D St	1 <sup>st</sup> St	11 <sup>th</sup> St		Recommend implementation of back-in angled parking	25	20	20	20	15	<b>100</b>	1	\$6,900	0.77
Class II Bike Lane	D St	11 <sup>th</sup> St	14 <sup>th</sup> St			0	20	0	20	15	<b>55</b>	2	\$10,100	0.23
Bike Parking	D St - East side	North of 3 <sup>rd</sup> St			2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	1	\$600	-
Bike Parking	D St - East side	South of 3 <sup>rd</sup> St			Parallel to sidewalk	0	20	20	20	15	<b>75</b>	1	\$300	-
Bike Parking	D St - East side	Midblock between 3 <sup>rd</sup> St & 4 <sup>th</sup> St			2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	1	\$600	-
Bike Parking	D St - East side	North of 4 <sup>th</sup> St			2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	1	\$600	-
Bike Parking	D St - East side	South of 4 <sup>th</sup> St			2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	1	\$600	-
Bike Parking	D St - East side	Midblock between 4 <sup>th</sup> St & 5 <sup>th</sup> St			2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	1	\$600	-
Bike Parking	D St - East side	North of 5 <sup>th</sup> St			2 wheelwell secure on midblock extension	0	20	20	0	15	<b>55</b>	2	\$600	-
Bike Parking	D St - East side	South of 5 <sup>th</sup> St			2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	1	\$600	-
Bike Parking	D St - East side	Midblock between 5 <sup>th</sup> St & 6 <sup>th</sup> St			2 wheelwell secure on midblock extension	0	20	20	0	15	<b>55</b>	2	\$600	-
Bike Parking	D St - East side	South of 6 <sup>th</sup> St			2 wheelwell secure on midblock extension	0	20	20	0	15	<b>55</b>	2	\$600	-
Bike Parking	D St - West side	North of 3 <sup>rd</sup> St			2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	1	\$600	-
Bike Parking	D St - West side	North of 4 <sup>th</sup> St			2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	1	\$600	-
Bike Parking	D St - West side	South of 4 <sup>th</sup> St			2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	1	\$600	-
Bike Parking	D St - West side	Midblock between 4 <sup>th</sup> St & 5 <sup>th</sup> St			2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	1	\$600	-



Project	Location	Start	End	Side/ Seg.	Notes	Safety	Community Support	Economic Development	Activity Generator	Project Readiness	Total Score	Tier	Est. Cost	Length (mi)
Bike Parking	D St - West side	North of 5 <sup>th</sup> St			2 wheelwell secure on midblock extension	0	20	20	0	15	<b>55</b>	2	\$600	-
Bike Parking	D St - West side	South of 5 <sup>th</sup> St			2 wheelwell secure on midblock extension	0	20	20	20	15	<b>75</b>	1	\$600	-
Bike Parking	D St - West side	Midblock between 5 <sup>th</sup> St & 6 <sup>th</sup> St			2 wheelwell secure on midblock extension	0	20	20	0	15	<b>55</b>	2	\$600	-
Bike Parking	D St - West side	South of 6 <sup>th</sup> St			2 wheelwell secure on midblock extension	0	20	20	0	15	<b>55</b>	2	\$600	-
Raised Intersection	D St & 12 <sup>th</sup> St				Key park crossing	0	20	0	20	15	<b>55</b>	2	\$50,000	-
Class II Bike Lane	E St	11 <sup>th</sup> St	14 <sup>th</sup> St		Replace existing angled parking with back-in angled parking	25	0	0	20	15	<b>60</b>	2	\$10,000	0.23
Study: Control Warrant	E St & 11 <sup>th</sup> St					25	0	0	20	15	<b>60</b>	2	\$10,000	-
Crosswalk with RRFB	E St & 11 <sup>th</sup> St			W	School crossing	25	20	20	20	15	<b>100</b>	1	\$27,800	-
Crosswalk with RRFB	E St & 12 <sup>th</sup> St			S	School crossing	25	20	0	20	15	<b>80</b>	1	\$27,800	-
Speed Feedback Sign	E St	Midblock between 12 <sup>th</sup> St and 13 <sup>th</sup> St			School Area Speed Feedback Sign; solar powered	25	20	20	20	15	<b>100</b>	1	\$16,000	-
Speed Feedback Sign	E St	Midblock between 10 <sup>th</sup> St & 11 <sup>th</sup> St			School Area Speed Feedback Sign; solar powered	25	20	20	20	15	<b>100</b>	1	\$16,000	-
Bollards	East of East End Olson Ct				Replace gate with bike friendly bollards	25	0	0	20	15	<b>60</b>	2	\$800	-
Bollards	East of Sampson St North End				Replace gate with bike friendly bollards	0	20	0	20	15	<b>55</b>	2	\$800	-
Sidewalk	Ellis Lake				Widen sidewalk to 8'/Add railing at water edge with removable sections. Cost estimate based on previous improvements.	0	20	0	20	0	<b>40</b>	2	\$10,000,000	1.23
Sidewalk	Ellis Lake	14 <sup>th</sup> St	16 <sup>th</sup> St	W	Widen sidewalk to 8'	0	0	0	20	0	<b>20</b>	3	\$128,800	0.14
Class III Bike Route	Ellis Lake Dr	14 <sup>th</sup> St	18 <sup>th</sup> St			25	0	0	20	15	<b>60</b>	2	\$3,100	0.34
Bike Parking	Ellis Lake Park				3 wheelwell secure near entrance at gazebo island entrance	0	20	0	20	15	<b>55</b>	2	\$900	-
Sidewalk	Elm St	16 <sup>th</sup> St	17 <sup>th</sup> St	E		0	0	0	20	0	<b>20</b>	3	\$57,100	0.06
Sidewalk	Elm St	16 <sup>th</sup> St	17 <sup>th</sup> St	W		0	0	0	20	0	<b>20</b>	3	\$57,400	0.06



Project	Location	Start	End	Side/ Seg.	Notes	Safety	Community Support	Economic Development	Activity Generator	Project Readiness	Total Score	Tier	Est. Cost	Length (mi)
Sidewalk	Elm St	17 <sup>th</sup> St	North of 17 <sup>th</sup> St	W		0	0	0	20	0	<b>20</b>	3	\$25,100	0.03
Sidewalk	Elm St	18 <sup>th</sup> St	South of 18 <sup>th</sup> St	W		0	0	0	20	0	<b>20</b>	3	\$23,300	0.03
Class II Bike Lane	F St	2 <sup>nd</sup> St	South of 3 <sup>rd</sup> St			25	20	20	20	15	<b>100</b>	1	\$3,200	0.07
Class III Bike Route with SLM	F St	2 <sup>nd</sup> St	Biz Johnson Dr		Shared Lane Markings	25	20	20	20	15	<b>100</b>	1	\$2,100	0.13
Sidewalk	F St	North of 2 <sup>nd</sup> St	Biz Johnson Dr	SW		25	20	20	20	0	<b>85</b>	1	\$193,800	0.22
Class III Bike Route	F St	3 <sup>rd</sup> St	6 <sup>th</sup> St			25	20	20	20	15	<b>100</b>	1	\$2,000	0.22
Sidewalk	Featherside Way	South of 10 <sup>th</sup> St	West of Olive St	W		0	20	0	20	0	<b>40</b>	2	\$286,000	0.32
Raised Crosswalk	Featherside Way	South of 10 <sup>th</sup> St			Key crossing with community identified challenges	0	20	0	20	15	<b>55</b>	2	\$8,000	-
Curb Ramp	Featherside Way	South of 10 <sup>th</sup> St			Install ADA compliant curb ramp	0	20	0	20	15	<b>55</b>	2	\$4,000	-
Class II Bike Lane	G St	6 <sup>th</sup> St	14 <sup>th</sup> St		Addresses top collision location.	25	20	0	20	15	<b>80</b>	1	\$27,300	0.62
Sidewalk	G St	14 <sup>th</sup> St	15 <sup>th</sup> St	W	Park. Addresses top collision corridor.	25	0	0	20	0	<b>45</b>	2	\$69,300	0.08
Curb Extension	Greeley Dr & Rideout Way				Replace bumpers with curb extensions	25	0	0	20	15	<b>60</b>	3	\$30,000	-
Class III Bike Route with SLM	H St	3 <sup>rd</sup> St	5 <sup>th</sup> St		Shared Lane Markings	0	20	0	20	15	<b>55</b>	3	\$2,500	0.16
Class II Bike Lane	H St	5 <sup>th</sup> St	14 <sup>th</sup> St			25	20	0	20	15	<b>80</b>	1	\$30,600	0.70
Class III Bike Route	Huston St	17 <sup>th</sup> St	Johnson Ave			25	20	0	20	15	<b>80</b>	1	\$5,100	0.57
Sidewalk	J St	4 <sup>th</sup> St	3 <sup>rd</sup> St	E		0	0	0	20	0	<b>20</b>	3	\$83,400	0.09
Crosswalk	J St & 5 <sup>th</sup> St			N, E, S	High-visibility crosswalk markings; controlled intersection; will be completed with 5 <sup>th</sup> Street Bridge	25	20	0	20	0	<b>65</b>	2	Funded project	-
Sidewalk	J St	6 <sup>th</sup> St	8 <sup>th</sup> St	W		0	0	0	20	0	<b>20</b>	3	\$135,900	0.15
Class III Bike Route	J St	6 <sup>th</sup> St	8 <sup>th</sup> St			0	0	0	20	15	<b>35</b>	3	\$1,400	0.15
Class III Bike Route	J St	11 <sup>th</sup> St	12 <sup>th</sup> St			0	0	0	20	15	<b>35</b>	3	\$1,000	0.12



Project	Location	Start	End	Side/ Seg.	Notes	Safety	Community Support	Economic Development	Activity Generator	Project Readiness	Total Score	Tier	Est. Cost	Length (mi)
Sidewalk	J St	11 <sup>th</sup> St	13 <sup>th</sup> St	E	CDBG	0	0	0	20	0	<b>20</b>	3	\$139,400	0.16
Sidewalk	Johnson Ave	Covillaud St	East of Covillaud St	S		0	20	0	0	0	<b>20</b>	3	\$27,600	0.03
Sidewalk	Johnson Ave	Covillaud St	East of Covillaud St	N		0	20	0	0	0	<b>20</b>	3	\$27,500	0.03
Class III Bike Route	Johnson Ave	Covillaud St	Glen St			25	20	0	20	15	<b>80</b>	1	\$8,900	0.99
Mileage Stencil	Levee Path				Stencil mile markers on pavement around the levee path loop	0	20	20	20	15	<b>75</b>	1	\$57,800	7.22
UPRR Coordination: New Crossing	Levee Path	A St & 1 <sup>st</sup> St			New at-grade crossing for levee path	0	20	20	20	0	<b>60</b>	2	\$100,000	-
UPRR Coordination: New Crossing	Levee Path	West of 24 <sup>th</sup> St and Triplett Way			New at-grade crossing for levee path	0	20	0	20	0	<b>40</b>	2	\$100,000	-
Bike Parking	Motor Park				2 wheelwell secure	0	0	0	20	15	<b>35</b>	3	\$600	-
Class III Bike Route	Olive St	North of 5 <sup>th</sup> St	6 <sup>th</sup> St			25	0	0	20	15	<b>60</b>	2	\$600	0.07
Class III Bike Route	Olson Ct	Cheim Blvd	East End			0	20	0	20	15	<b>55</b>	2	\$500	0.06
Class I Shared Use Path	Olson Ct	East End	East of East End			0	0	0	20	0	<b>20</b>	3	\$13,600	0.02
Sidewalk	Olson Ct	Cheim Blvd	East End	N		0	20	0	20	0	<b>40</b>	2	\$61,600	0.07
Sidewalk	Picnic Table East of Biz Johnson Dr				Provide accessible path to picnic table	0	0	0	20	0	<b>20</b>	3	\$16,900	0.02
Study: Class I Shared-use Path	Plaza Park				Levee Trail Connection	25	0	20	20	0	<b>65</b>	2	\$100,000	-
Class II Bike Lane	Ramirez St	24 <sup>th</sup> St	Levee path		Stripe bike lanes and 8' parking	25	20	0	20	15	<b>80</b>	1	\$51,100	1.16
Study: Traffic Calming	Ramirez St	10 <sup>th</sup> St	24 <sup>th</sup> St		Study: Speed surveys show higher speeds. Study could include grid stop sign configuration.	25	20	0	20	0	<b>65</b>	2	\$20,000	1.02
Sidewalk	Ramirez St	13 <sup>th</sup> St	14 <sup>th</sup> St	W	With development of site	0	20	0	20	0	<b>40</b>	2	\$56,800	0.06
Sidewalk	Ramirez St	17 <sup>th</sup> St	18 <sup>th</sup> St	W	School Area	0	20	0	20	0	<b>40</b>	2	\$56,100	0.06



Project	Location	Start	End	Side/ Seg.	Notes	Safety	Community Support	Economic Development	Activity Generator	Project Readiness	Total Score	Tier	Est. Cost	Length (mi)
Crosswalk	Ramirez St & 18 <sup>th</sup> St			E & W	Yellow high-visibility crosswalk markings; existing marked crossing	25	20	0	20	15	<b>80</b>	1	\$5,600	-
Study: Crosswalk with RRFB	Ramirez St & 18 <sup>th</sup> St			N	Yellow high-visibility crosswalk marking; existing marked crossing	25	20	0	20	15	<b>80</b>	1	\$10,000	-
Sidewalk	Ramirez St	South of 22 <sup>nd</sup> St	North of 22 <sup>nd</sup> St	W	School Area	0	20	0	20	0	<b>40</b>	2	\$104,800	0.12
Study: Crosswalk with RRFB	Ramirez St & 24 <sup>th</sup> St			W	Previous study found no warrant for all way stop. RRFB will help students who bike to school make a left.	0	20	0	20	15	<b>55</b>	2	\$10,000	-
Sign	Ramirez St	South of levee path			Bike Lane Ends sign for southbound bicyclists	0	20	0	20	15	<b>55</b>	2	\$300	-
Study: Traffic Calming	Ramirez St & Rideout Way				Consider mini roundabout. (85th percentile is between 35-42mph, posted is 30mph)	25	20	0	20	0	<b>65</b>	2	\$10,000	-
Bike Parking	Rideout Hospital				Being installed by Rideout Hospital	0	0	0	20	15	<b>35</b>	3	Funded project	-
Class III Bike Route	Rideout Way	Huston St	Glen St			0	20	0	20	15	<b>55</b>	2	\$2,700	0.30
Class II Bike Lane	Rideout Way	Covillaud St	West of Ahern St			25	0	0	20	15	<b>60</b>	2	\$2,600	0.06
Bike Parking	Riverfront Park				9 wheelwell secure; 3 each near soccer fields, picnic area and softball areas	0	0	0	20	15	<b>35</b>	3	\$2,700	-
Class II Bike Lane	Sampson St	13 <sup>th</sup> St	22 <sup>nd</sup> St			25	20	0	20	15	<b>80</b>	1	\$29,800	0.68
Sidewalk	Sampson St	14 <sup>th</sup> St	15 <sup>th</sup> St	W	Park	0	0	0	20	0	<b>20</b>	3	\$56,500	0.06
Class II Bike Lane	Sampson St	22 <sup>nd</sup> St	Triplett Way			0	20	0	20	15	<b>55</b>	2	\$13,100	0.30
Sidewalk	Sampson St	22 <sup>nd</sup> St	North of 22 <sup>nd</sup> St	E		0	20	0	20	0	<b>40</b>	2	\$59,000	0.07
Sidewalk	Sampson St	24 <sup>th</sup> St	North of 24 <sup>th</sup> St	E		0	20	0	0	0	<b>20</b>	3	\$29,200	0.03
Sidewalk	Sampson St	South of Johnson Ave	25 <sup>th</sup> St	E		0	20	0	0	0	<b>20</b>	3	\$40,200	0.04
Caltrans Coordination: Guardrail	SR 20	12 <sup>th</sup> St Underpass			Install sidewalk guardrails. Coordinate with Caltrans to narrow vehicle lanes and provide vertical barrier between sidewalk and traffic.	0	20	0	20	0	<b>40</b>	2	\$53,200	0.03



Project	Location	Start	End	Side/ Seg.	Notes	Safety	Community Support	Economic Development	Activity Generator	Project Readiness	Total Score	Tier	Est. Cost	Length (mi)
Caltrans Coordination: Traffic Calming Study	SR 20	East of Buchanan St	Nadene Dr		Gateway treatments. Traffic calming. Levee trail access.	0	20	0	20	0	<b>40</b>	2	\$100,000	1.16
Caltrans Coordination: Control Warrant	SR 20	North Levee Rd			Study: Stop or signal control or pedestrian hybrid beacon.	0	20	0	20	0	<b>40</b>	2	\$10,000	-
Caltrans Coordination: Bridge Access	SR 20	I St			Study opportunities to connect bicyclists using the 11 <sup>th</sup> Street Class III facility to the 10 <sup>th</sup> Street Bridge in conjunction with planned SR 20/10 <sup>th</sup> St corridor project	0	20	0	20	0	<b>40</b>	2	\$20,000	-
Caltrans Coordination: Bridge Access	SR 70	2 <sup>nd</sup> St & E St			Study existing ramp closure, connect vehicles via 2 <sup>nd</sup> Street, provide pedestrian access from 2 <sup>nd</sup> Street	25	20	20	20	0	<b>85</b>	1	Funded project	-
Bicycle Path	SR 70 - B St	9 <sup>th</sup> St	14 <sup>th</sup> St	W	Provide decomposed granite path for bicycling between the tree lines in Ellis Lake Park	25	20	0	20	15	<b>80</b>	1	\$110,000	0.37
Caltrans Coordination: Crosswalk	SR 70 - B St	14 <sup>th</sup> St			Study: Mark crosswalk on north leg. Would require signal phasing adjustments. Improvement was evaluated and not implemented as part of recent SR 70 improvements. As Caltrans moves away from vehicle LOS towards VMT evaluations, reconsider marking this crosswalk.	25	20	0	20	0	<b>65</b>	2	\$3,000	-
Caltrans Coordination: Class I Shared Use Path	SR 70 - B St	North of 16 <sup>th</sup> St	South of 17 <sup>th</sup> St		Class I Path: Widen sidewalk and make formal Class I. Will need vertical separation.	0	20	0	20	0	<b>40</b>	2	\$100,000	0.06
Caltrans Coordination: Study Undercrossing Access	SR 70 - B St	South of 17 <sup>th</sup> St	North of 17 <sup>th</sup> St		Consider improving bicycle and pedestrian access. Coordinate with Union Pacific and Caltrans to address challenges for bicyclists and pedestrians traveling along B Street/SR 70 under the train trestle.	0	20	0	20	0	<b>40</b>	2	\$100,000	0.04
Caltrans Coordination: Pedestrian Lighting	SR 70 - B St	South of 17 <sup>th</sup> St			Pedestrian Lighting: Improve lighting through underpass	25	20	0	20	0	<b>65</b>	2	\$43,600	0.02



Project	Location	Start	End	Side/ Seg.	Notes	Safety	Community Support	Economic Development	Activity Generator	Project Readiness	Total Score	Tier	Est. Cost	Length (mi)
Caltrans Coordination: Class I Shared Use Path	SR 70 - B St	North of 17 <sup>th</sup> St	24 <sup>th</sup> St	E	Study Class I path on east side of SR 70. May also require coordination with school district.	0	0	0	20	0	<b>20</b>	3	\$400,000	0.24
Caltrans Coordination: Sidewalk	SR 70 - B St	18 <sup>th</sup> St	24 <sup>th</sup> St	W		0	0	0	20	0	<b>20</b>	3	\$159,100	0.18
Bike Parking	Stephen J. Field (Circle) Park				2 wheelwell secure	0	0	0	20	15	<b>35</b>	3	\$600	-
Sidewalk	Swezy St	14 <sup>th</sup> St	15 <sup>th</sup> St	E	Park	0	0	0	20	0	<b>20</b>	3	\$55,200	0.06
Bike Parking	Veterans Park				2 wheelwell secure	0	0	0	20	15	<b>35</b>	3	\$600	-
Bollards	West of Sampson St North End				Replace gate with bike friendly bollards	0	20	0	20	15	<b>55</b>	2	\$800	-
Class II Bike Lane	Yuba St	6 <sup>th</sup> St	8 <sup>th</sup> St		Would require parking removal and coordination with the Sheriff Department. Road cannot be widened due to levee constraints.	0	20	0	20	0	<b>40</b>	2	\$6,600	0.15
Sidewalk	Yuba St	6 <sup>th</sup> St	7 <sup>th</sup> St	W	With development of site (partial)	0	20	0	20	0	<b>40</b>	2	\$55,300	0.06
Class II Bike Lane	Yuba St	8 <sup>th</sup> St	10 <sup>th</sup> St			25	20	0	20	15	<b>80</b>	1	\$6,500	0.15
Sidewalk	Yuba St	South of 14 <sup>th</sup> St	North of 13 <sup>th</sup> St	W	With development of site	0	0	0	20	0	<b>20</b>	3	\$14,300	0.02
Sidewalk	Yuba St	South of 14 <sup>th</sup> St	South of 14 <sup>th</sup> St	W		0	0	0	20	0	<b>20</b>	3	\$4,900	0.01
Sidewalk	Yuba St	14 <sup>th</sup> St	North of 16 <sup>th</sup> St	W	Park	0	0	0	20	0	<b>20</b>	3	\$177,600	0.20
Sidewalk	Yuba St	16 <sup>th</sup> St	17 <sup>th</sup> St	E		25	0	0	20	0	<b>45</b>	2	\$55,800	0.06

